

Part No. 6291

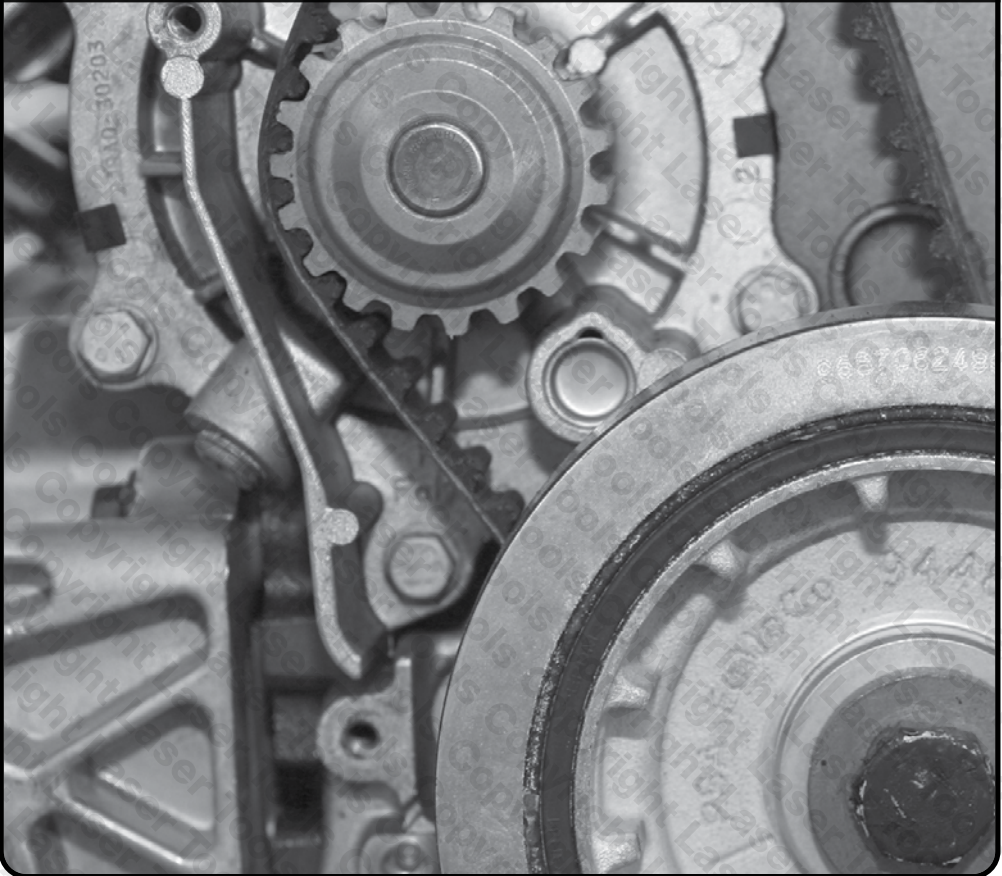
# LASER<sup>®</sup>

## Instructions

### Engine Timing Tool Kit

VCT Setting Kit

- Ford 1.0 GTDI VCT



*Please refer to [www.lasertools.co.uk/toolpoint](http://www.lasertools.co.uk/toolpoint)  
to check the most up to date product applications.*

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## Introduction

### Engine Timing Tool Kit Ford 1.0 litre 3 Cylinder EcoBoost with VCT.

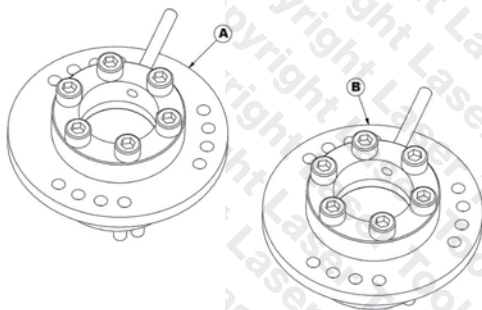
- Specifically designed for the new Ford 1.0lt 3 cylinder EcoBoost engines and used in conjunction with 6952 to assemble the VCT (Variable Camshaft Timing) units on the camshafts in their TDC position without play.
- Required to align the VCT units when they are assembled on the camshafts.

The information given below is for reference only.

The Tool Connection Ltd recommends the use of Manufacturer data or Autodata.

The Tool Connection cannot be held responsible for damage to engine or personnel whilst using this tool kit.

## Components



Ref.	Code	OEM Ref	Description
A	C706	303-1606/1	VCT Locking Tool - Inlet
B	C707	303-1606/2	VCT Locking Tool - Exhaust

## Applications

Make, Model, Year			Engine Codes				
Ford	B-MAX	2012 - 2018	1,0 EcoBoost				
	C-MAX/ Grand C-MAX	2012 - on	B3DA	M1JM	SFCB	SFJP	XMJA
	EcoSport	2013 - on	B3GA	M1JP	SFCC	XMJB	XMJB
	Fiesta/ Fiesta Active	2013 - on	B7DA	M1JU	SFCD	XMJB	XMJC
	Focus/ Focus Active	2012 - on	M1CA	M2DA	SFDA	XMJC	XMJD
	Mondeo	2015 - 2018	M1CB	M2DB	SFDB	XMJD	XPJA
	Tourneo Connect	2014 - on	M1DA	M2DC	SFJA	YYJA	XPJB
	Grand Tourneo Connect	2013 - 2018	M1DC	M2GA	SFJB	YYJB	XPJC
	Transit Connect	2014 - on	M1DD	M2GB	SFJC	YYJC	XPJD
	Transit Courier	2014 - 2019	M1DH	P4JA	SFJD	YYJD	XYJA
			M1JA	P4JB	SFJE	YYJE	XYJB
			M1JC	P4JC	SFJH	YYJF	XYJC
			M1JE	P4JD	SFJJ	YYJG	XYJD
			M1JH	QOJA	SFJK		XYJE

Always refer to the website for most up to date applications: [www.lasertools.co.uk/product/6291](http://www.lasertools.co.uk/product/6291)

## Instructions

The following instructions are for guidance only. Please refer to OEM derived data such as the vehicle manufacturers' own data or Autodata.

The use of this engine timing tool kit is purely down to the user's discretion and The Tool Connection Ltd. cannot be held responsible for any damage caused whatsoever.



### Preparation

- Always refer to manufacturer specific data and instructions
- Turn engine to TDC No.1 cylinder before disassembly of engine
- Used with the front engine cover fitted.

### Component Descriptions:

#### Components A:

Used to set up the Variable Camshaft Timing pulleys (VCT).

The special tool set 6291 is used in conjunction with 6952 engine timing kit to assemble the VCT (Variable Camshaft Timing) pulleys in to their camshafts at TDC.

After assembly of the camshaft drive belt, belt tensioner, front cover, oil seal and crankshaft front pulley with the crankshaft and camshaft still locked at TDC fit components A & B as shown and tighten bolts (1) to 10Nm. Turn the inlet tool and the exhaust tool anti-clockwise to remove any play. Tighten the VCT fixings (2) to the correct torque as described by OEM instructions.

See Fig.1 and 2.

N.B: refer to OEM data and information for full instruction.

N.B. On engines equipped with VCT, if the VCT pulleys require removal or loosening ensure their initial position is marked with chalk or paint.

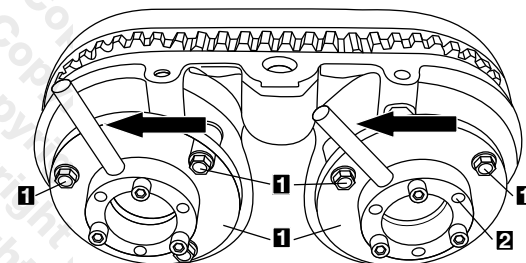


Fig. 1

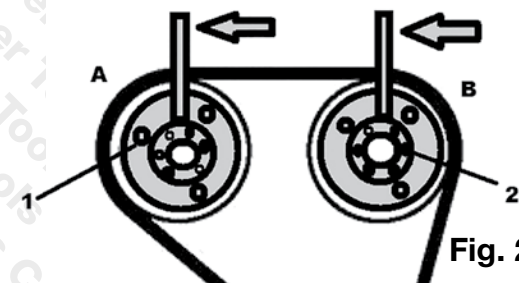


Fig. 2

## Safety Warnings - please read

- If the engine has been identified as an Interference engine, damage to the engine will occur if the timing belt has been damaged. A compression check of all the cylinders should be taken before the cylinder head (s) are removed.
- Do not turn crankshaft or camshaft when the timing belt/chain has been removed.
- To make turning the engine easier, remove the spark plugs/glow plugs or injectors.
- Observe all tightening torques.
- Do not turn the engine using the camshaft or any other sprocket.
- Disconnect the battery earth lead (check Radio code is available).
- Do not use cleaning fluids on belts, sprockets or rollers.
- Some toothed timing belts are not interchangeable. Check the replacement belt has the correct tooth profile.
- Always mark the belt with the direction of running before removal.
- Do not lever or force the belt onto its sprockets.
- Do not use timing pins to lock the engine when slackening or tightening the crankshaft pulley bolts.
- ALWAYS REFER TO A REPUTABLE MANUFACTURERS WORKSHOP MANUAL.

Our products are designed to be used correctly and with care for the purpose for which they are intended. No liability is accepted by the Tool Connection for incorrect use of any of our products, and the Tool Connection cannot be held responsible for any damage to personnel, property or equipment when using the tools. Incorrect use will also invalidate the warranty.

If applicable, the applications database and any instructional information provided has been designed to offer general guidance for a particular tool's use and while all attention is given to the accuracy of the data no project should be attempted without referring first to the manufacturer's technical documentation (workshop or instruction manual) or the use of a recognised authority such as Autodata.

It is our policy to continually improve our products and thus we reserve the right to alter specifications and components without prior notice. It is the responsibility of the user to ensure the suitability of the tools and information prior to their use.



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