

7828



**Engine code applications include: XPJA, XPJB, XPJC, XPJD, XYJA, XYJB, XYJC, XYJD, XYJE.**

- Equivalent to OEM tools: 303-1602, 303-1603, 303-1604, 303-1605 (1.1L engine only), 303-732, 303-1054.
- EU Registered Design Camshaft Locking Blocks.
- For setting of the VCT (variable camshaft timing) units, please use Laser Part No. 6291. For Ecoboost 1.0L engine timing, please see Laser Part No. 6952.

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## 7828 Engine Timing Kit - 1.1 Wet Belt - Ford (Petrol)

Designed specifically for the very latest 1.1lt 3 cylinder normally aspirated petrol engine from Ford the 7828 kit provides all the tools required to set the engine timing. Our specially designed EU Registered cam locking blocks offer an easier to use and more accurate method of locking the camshaft than even the OEM tools can offer, ensuring the camshafts are securely locked in position quickly and easily.

- Applications include: 2017 on Ford 1.1lt 3 cylinder Fiesta.
- Engine code applications include: XPJA, XPJB, XPJC, XPJD, XYJA, XYJB, XYJC, XYJD, XYJE.
- Equivalent to OEM tools: 303-1602, 303-1603, 303-1604, 303-1605\*, 303-732, 303-1054.
- EU Registered Design Camshaft locking blocks.
- For setting of the VCT (variable camshaft timing) units, use Laser 6291. For 1.0 Ecoboost, see Laser 6952. For tightening the crankshaft bolt please see Laser 7317 and 7318.

\*= for 1.1 non-turbo engine only

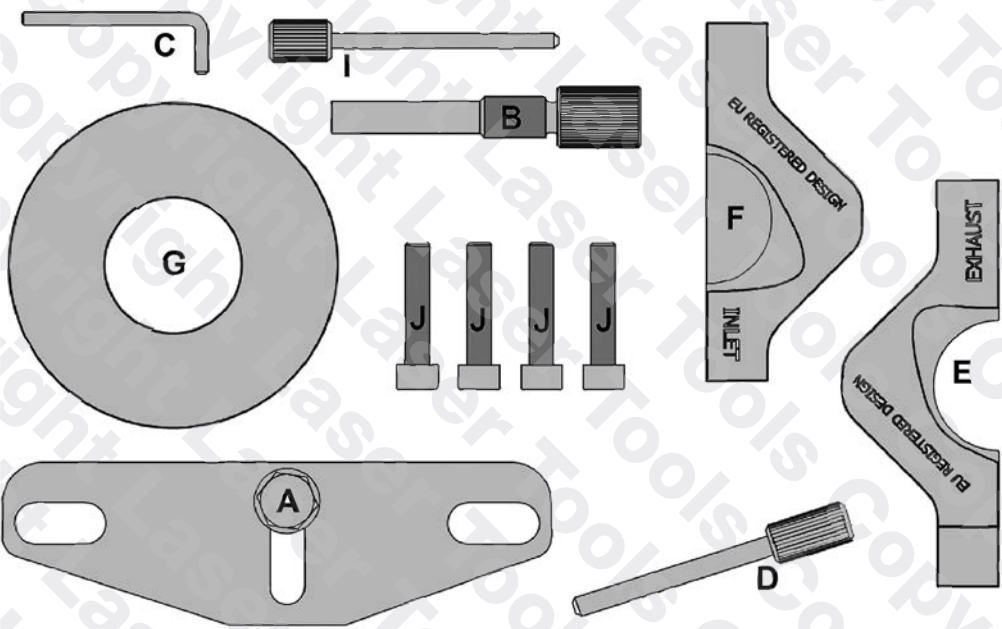


The information given below is for reference only. Laser Tools recommends the use of manufacturer data or Autodata. Laser Tools cannot be held responsible for damage to engine or personnel whilst using this tool kit.

### Applications

Make Model Year			Engine Codes	
Ford	Fiesta	2017 On	1.1	XYJA
			XPJA	XYJB
			XPJB	XYJC
			XPJC	XYJD
			XPJD	XYJE

### Applications

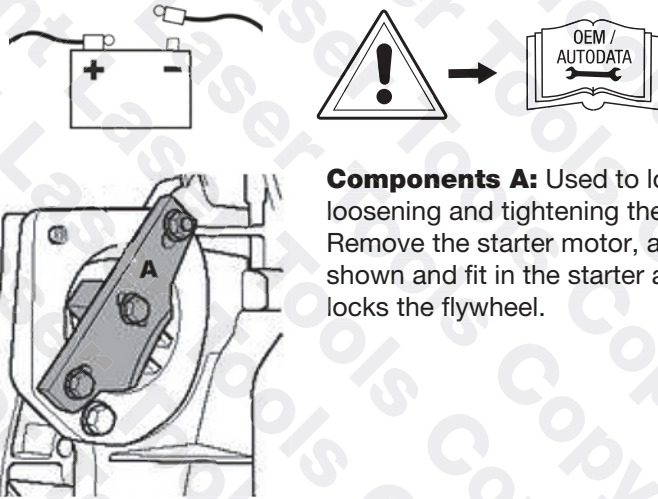


Item	Laser Code	Description	OEM No.
A	C701	Flywheel Locking Tool	303-1602
B	C702	Crankshaft Timing Pin	303-1604
C	C282	Tensioner Pulley Locking Pin	303-1054
D	C101	Crankshaft Pulley Locking Pin	303-732
E	C935	Camshaft Setting Block Exhaust	Equivalent to 303-1605*
F	C936	Camshaft Locking Block Inlet	Equivalent to 303-1605*
G	C705	Oil Seal Installer	303-1603
I	C488	Tensioner Pin	4mm PIN
J		Bolts For E&F	

\*= for 1.1 non-turbo engine only

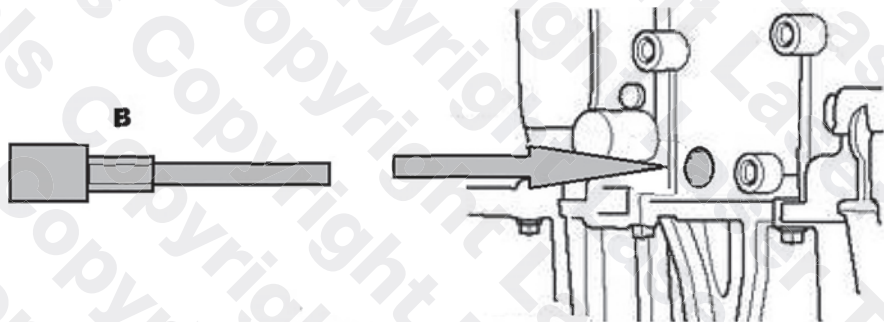
## Instructions for use

- Always refer to manufacturer specific data and instructions.
- N.B. the camshaft drive belt on the Ford 3 Cylinder 1.1lt engine is “oil bathed”. The front engine casing must be removed to gain access.
- Turn engine to TDC number one before disassembly of engine.
- Remove starter motor and use component **A** to hold the flywheel when undoing the crankshaft pulley bolt.



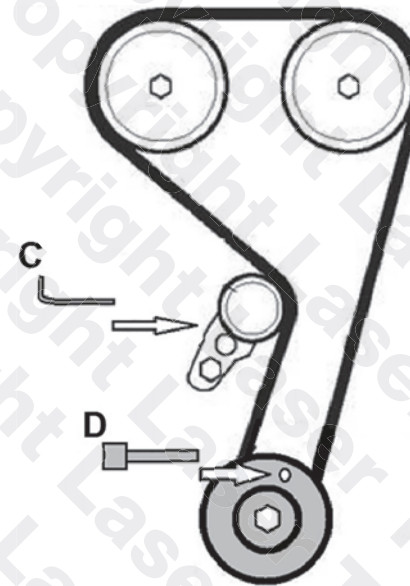
**Components A:** Used to lock the flywheel when loosening and tightening the crankshaft pulley bolt. Remove the starter motor, assemble components A as shown and fit in the starter aperture so that its tooth locks the flywheel.

**Component B:** is used to set the crankshaft position. Remove the blanking plug in the side of the engine block as shown and fit component **B**. turn the crankshaft slowly clockwise until the crankshaft web contacts the end of component **B**.



## Instructions for use

**Component C:** is used to lock the belt tensioner in its fully retracted position as shown.



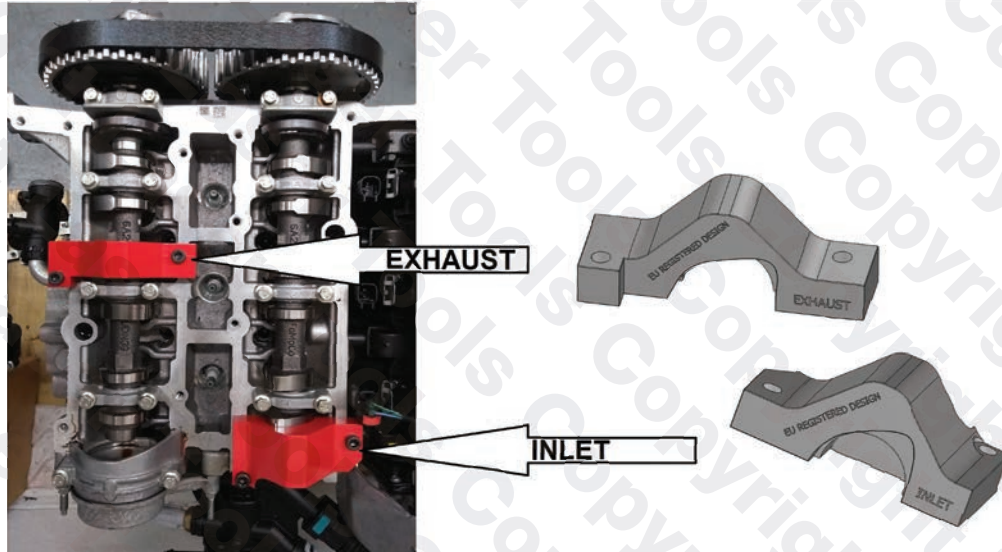
**Component D:** is used to initially set the position of the crankshaft via a hole in the front crankshaft pulley as shown in figure 3.



## Instructions for use

**Component E & F:** are used to lock the camshafts in their timed position independently of their pulleys. With component **B** already fitted and the engine at TDC number 1 cylinder.

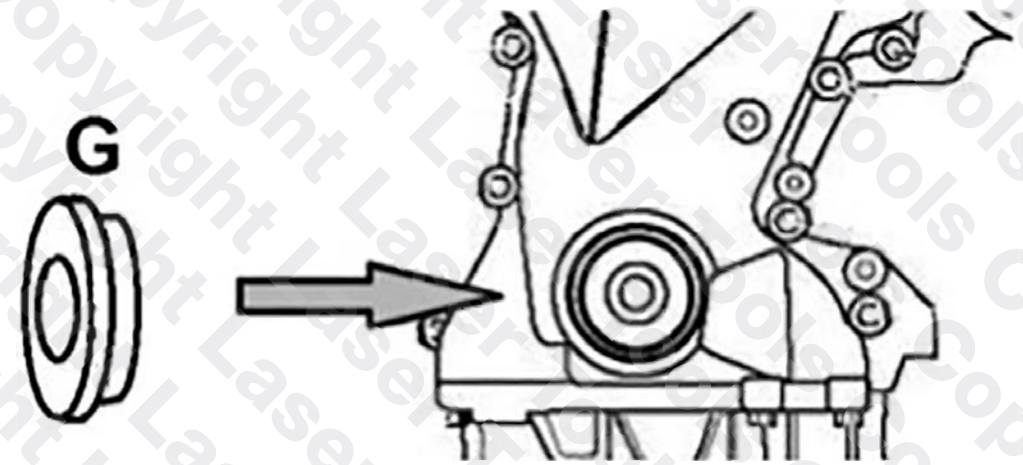
Fit the components **E & F** ensuring they seat on the surface of the cylinder head. Fit fixing bolts hand tight (use **J**).



**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. Additional tooling will be required to set the position of the VCT pulleys, see Laser 6291.

## Instructions for use

**Component G:** is used fit the new front crankshaft oil seal into the front cover after the front cover has been fitted to the engine.



**N.B.** Observe manufacturers tightening sequence and torques for the front cover bolts.

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