



FEATURES

- Ford 1.4TDCi, 1.6 TDCi, 1.8Di / TDDi / TDCi, 2.0TDCi,
- Fiesta /Courier, Fusion, Focus /C-Max, Mondeo, S-Max, Mazda 2, Mazda 3
- Used to Accurately Align a Datum Slot, Located in the end of the Camshaft, with the top Face of the Camshaft Housing to Hold the Camshaft at the (TDC) top dead Centre Position.
- Locking Pins are Designed to Pass Datum Holes in the Timing Belt Pulleys Into Fixed Position Timing Holes on the Engine.
- The Crankshaft TDC Location Pin is Designed to Screw into the Cylinder Block and Provide a stop for the Crankshaft to be Positioned against to set the TDC Position.
- Crankshaft Locking Tools are used to soothe Crankshaft Timing Position During Both Removal and Replacement of the Timing Belt.
- Flywheel Locking Tool is Required on Engines where the Flywheel and Crankshaft Must be Held at the Correct Timing Position This Tool is used in Conjunction with the Appropriate TDC Setting Screw.
- A Special 4 Piece Kit Containing the Necessary Special Pins Required to Lock the Camshaft Sprocket,
- Flywheel and Align the Crankshaft and Fuel Pump when Checking the Valve Timing on 2.0 & 2.4 Litre Chain Driven Engines and or Replacing the Timing Belt on 1.4 Litre Engines.
- Packaging: Blow Mould Case