

Instructions

(GB) Always refer to the vehicle manufacturer's service manual or a suitable proprietary instruction book. Incorrect or out of phase engine timing can result in damage to the valves. It is always recommended to turn the engine slowly, by hand, and to re-check the camshaft and crankshaft timing positions.

The numbers at the pictures refer to the tools to be used.



02 -05 -03

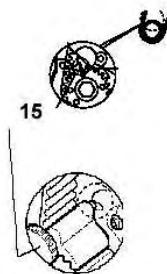
Camshaft setting-locking plates are used to accurately align a datum slot, located in the end of the camshaft, with the top face of the camshaft housing to hold the camshaft at the (TDC) Top Dead Centre position.

1. Follow the service manual instructions to remove the camshaft cover and timing belt cover.
2. Turn engine in the normal direction of rotation until camshaft setting/locking plate **2215FO-01** can be inserted into the machined slot in the end of the camshaft. (see pict. 01)
3. When fitting Camshaft setting/locking plates, feeler gauges/ shims of equal thickness can be inserted under either side of the plate until all free play has been eliminated. The camshaft is now locked in its timing position and service work can now be carried out.

Locking pins are designed to pass through datum holes in the timing belt pulleys into fixed position timing holes on the engine.

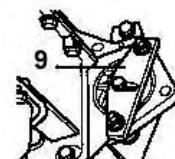
These can be used at the injection pump pulley, the camshaft sprocket, or at the flywheel. Follow the service manual instructions to remove the engine timing cover where necessary.

1. Insert the locking pin through the timing pulley in the fixed timing hole.
2. Rotate the engine slowly in the normal direction of rotation until the point at which the pulley timing holes and the engine timing holes are aligned, the locking pins can now be engaged to lock the engine in the correct timing position.



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.

1. Turn the engine in the normal direction of rotation until the timing mark on the injection pump sprocket lines up with the cast lug on the timing cover. Remove the plug from the cylinder block access hole and screw in the TDC location pin.
2. Slowly turn the crankshaft clockwise until the web makes contact with the end of the pin. Number 1 cylinder is now set at TDC on ignition stroke.



Crankshaft Locking Tool is used to set the crankshaft timing position during both removal and replacement of the timing belt.

1. The crankshaft is turned to TDC on No.1 cylinder, checking the timing marks on the camshaft sprocket hubs are aligned.
2. Slide the crankshaft locking tool into position ensuring that the triangular mark/ arrow on the tool (positioned on the left behind the handle) aligns with the timing mark on the crankshaft sprocket.



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. After attaching the Flywheel Locking plate, the toothed profile is adjusted and locked after being fully engaged in the flywheel ring gear.

Ford benzine (GB) petrol	motor (GB) engine	gebruik (GB) use
Fiesta 1,3 -1,4 -1,6, XR2i, RS Turbo, Van 1,4	F4, F6, FU, JP, LJ, LH, LP, LU	1983-1996 tijdsmerktekens, timing marks
Fiesta 1,25/1,4	Automatic Tensioner DHA, FHA	1995-1997 2215FO -01 -02 2306
Fiesta 1,25 - 1,4/1,6/ Puma 1,4 en Focus 1,4- 1,6	Semi Automatic Tensioner DHA, DHB, DHC, DHD, FHA, FHD, FHF FXDA/C, FYDA/C, L1T, L1V	1997 → 1997 → 2215FO -01 -02 2215FO -01 -02
Fiesta 1,6i - XR2i - RS 1800 1,8i 16v en Escort 1,9 - 1,8i 16v Orion 1,9 - 1,8i 16v	L1E, L1G, L1H, L1K, RDA, RDB, RKC, RQB, RQC bovengenoemde motoren	1991-2001 2215FO -01 2306 1991-2001 2215FO -01 2306 1991-2001 2215FO -01 2306
Escort 1,1 - 1,3 - 1,4 - 1,6 , XR3 - XR3i 1,6 en Escort RS Turbo 1,6 en Escort Van 1,4 - 1,6 en Orion 1,3 - 1,4 - 1,6	F4, F6, FU, JP, LJ, LU, LN, LP, LR, L4, GM, GP, GU bovengenoemde motoren	1980-1998 tijdsmerktekens, timing marks 1980-1998 tijdsmerktekens, timing marks 1980-1998 tijdsmerktekens, timing marks
Escort RS Cosworth	N5E, N5F	1992-1996 tijdsmerktekens, timing marks
Cougar 2,0 Focus 1,8 - 2,0 Mondeo 1,6 - 1,8 - 2,0	L1N, NGB, NGC, RKF, RKH, EBDA, EDDC, EYDC bovengenoemde motoren	1998 → 2215FO -01 - 03 2306 1998 → 2215FO -01 - 03 2306 1998 → 2215FO -01 - 03 2306
Sierra - Sapphire 1,3 - 1,6 - 1,8 - 2,0 Scorpio - Granada 1,8 - 2,0 P100/Transit 1,6 - 2,0	JC, LA, LC, LS, RE, NE, NR, N4 N6T, NA, NBA, NCA, NU bovengenoemde motoren	1981-1995 tijdsmerktekens, timing marks 1981-1995 tijdsmerktekens, timing marks 1981-1995 tijdsmerktekens, timing marks
Sierra - Sapphire 1,6 - 1,8	L6, L6B, R2, R6A	1988-1993 tijdsmerktekens, timing marks
Sierra - Sapphire RS Cosworth	N5A, N5B, N5C, N5D	1986-1994 tijdsmerktekens, timing marks
Mondeo 1,6 - 1,8 - 2,0 16v	L1F, L1J, L1L, NGA, RKA, RKB, RKJ	1993-1998 2215FO -01 2306
Puma 1,6 - 1,7	L1W, MHA	1997 → 2215-FO -01 -02
Probe 2,0 16v - 2,5 24v	FS, KL	1994-1998 tijdsmerktekens, timing marks

Ford diesel	motor (GB) engine	gebruik (GB) use
Courier en Escort Van en Fiesta Van 1,8D en Kombi 1,8D en Mondeo 1,8 TD	J4C, RFD, RFK, RFM, RFN, RTA, RTB, RTC, RTD, RTE, RTF, RTG, RTH, RTJ, RTK, RVA bovengenoemde motoren	1988-1999 2215FO -05 -06 -12 1988-1999 2215FO -05 -06 -12 1988-1999 2215FO -05 -06 -12 1988-1999 2215FO -05 -06 -12 1988-1999 2215FO -05 -06 -12
Courier 1,8D en Escort 1,8 TD en Escort 1,8D en Fiesta Van 1,8D en Kombi 1,8D en Mondeo 1,8 TD	RFN, RTJ, RTK, RVA, RFK, RKD bovengenoemde motoren bovengenoemde motoren bovengenoemde motoren bovengenoemde motoren	1996 → 2215FO -01 -05 -07 -12 2306 1996 → 2215FO -01 -05 -07 -12 2306
Fiesta 1,8 D Turbo en Focus 1,8 D Turbo	C9DC, F9DA/B, C9DA/B, BHDA/B	1998 → 2215FO -01 -05 -09 2306 1998 → 2215FO -01 -05 -09 2306
Sierra 1,8 TD en P100 1,8 TD	RFA, RFB, RFL bovengenoemde motoren	1988-1995 2215FO -05 -06 -12 1988-1995 2215FO -05 -06 -12
Galaxy 1,9 TDI	1Z, AHU	1995-1999 2215FO -04 -10 -11
Galaxy 1,9 TDI	AFN	1997-2000 2215FO -04 -10 -11 2306
Galaxy 1,9 TDI	ANU, AUY	1999 → 2215FO -12-13 -15
Transit 2,5 DI - Turbo	EAB, 4AB, 4BC, 4CA, 4CC, 4DA, 4EA, 4FA, 4GA	1983-1994 2215FO -08 -12 -14 1983-1994 2215FO -08 -12 -14
Transit 2,5 DI - Turbo - TCI - Flareside 2,5D	4EB, 4EC, 4ED, 4FB, 4FC, 4FD, 4GA, 4GB, 4GC, 4GD, 4GE, 4HB, 4HC	1995-2000 2215FO -08 -12 -14 1995-2000 2215FO -08 -12 -14 1995-2000 2215FO -08 -12 -14

Als extra bij deze set **2215-FO** is het vaak handig te gebruiken:

2306 Tandwiel tegenhouder gereedschap

Voor vasthouden van het tandwiel
bij diverse werkzaamheden aan de nokkenas of brandstofpomp.

