

Kamasa-TOOLS®

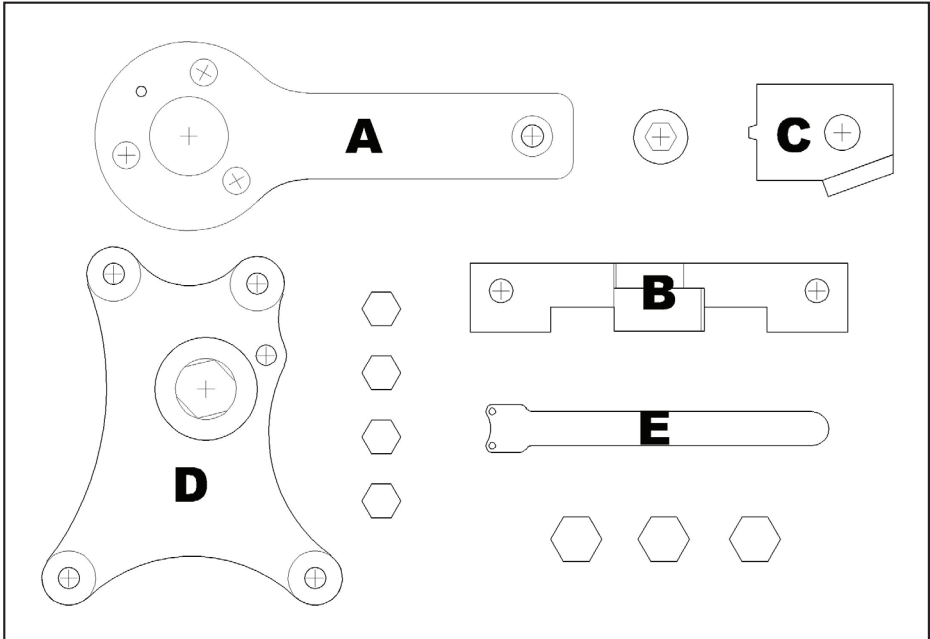
Engine
timing tools

Fiat | Ford 1.2 |
1.4 8v

K 10555

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Plan Layout



Component Descriptions

Ref	OEM Ref	Description
A	2 000 004 500 2 190 754 500	Crankshaft Locking Tool
B	2 000 004 400 2 190 754 400	Camshaft Setting Bracket
C	2 000 004 200 2 190 754 200	Camshaft Sprocket Locking Tool (M10)
D	2 000 004 300	Camshaft Cover Alignment Tool
E	1 860 987 000	Tension Tool

Applications

Powered by Autodata Ltd

Manufacturer	Model	Engine code
Fiat Ford	500 Idea Linea Punto Doblo Panda Ford KA	169A4.000 199A4.000/350A1.000 188A4.000EVO 2 only

Component Application

Preparation

Access to the timing belt end of the engine is restricted on these engines. For this reason some or all of the following may need to be removed:

Right hand front wheel, inner wheel arch, sub frame connection bar and air intake system.

It will be necessary to remove the right hand engine mounting and bracket. For this reason an additional engine support will be required. (Refer to manufacturer's information for details).

A Crankshaft Locking Tool

Fit component **A** to the crankshaft and lock the crankshaft in position with the bolt provided. Loosen the tensioner fixing, back the tensioner off and remove the belt.

N.B. Manufacturer vehicles specific instructions should be consulted when setting the belt tension.

B Camshaft Setting Bracket

Turn the crankshaft so that the notch in the camshaft is in the 12.0'clock position and fit component **B** (Camshaft Setting Bracket) so the bracket locks the end of the camshaft (opposite end to the belt)

C Camshaft Sprocket Locking Tool

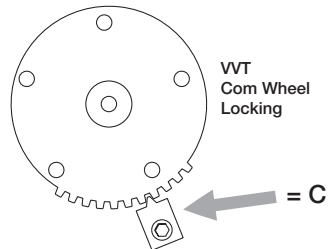
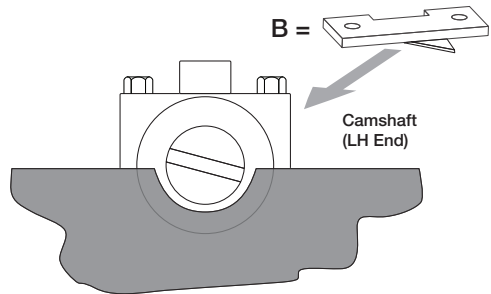
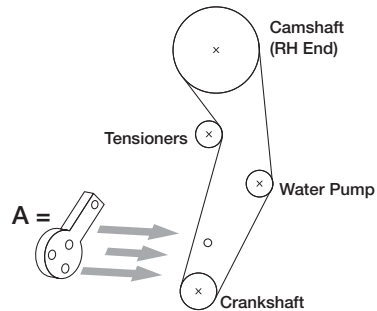
The component **C** is designed to allow the user to lock the camshaft sprocket in position to allow it to be loosened with out turning the camshaft (engines fitted with VVT, 350A1 000).

D Camshaft Cover Alignment Tool

Component **D** is used to ensure the Cam end cover (1.4 engines with VVT) is fitted in the correct position to ensure the Camshaft sensor is correctly aligned.

E Tensioner Adjuster

Required to back off and adjust the belt tensioners fitted to these engines.



Safety Precautions

- 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 has been removed
 - To make turning the engine easier, remove the spark plugs
 - 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
 - Check the ignition timing after the belt has been replaced.
 - 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
- Warning – 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**



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