型號	FB2954	VOLVO 正時工具組(T4,T5)

VOLVO TIMING TOOLS SET (T4,T5)

Introduction:

Developed specifically for the 1.6 direct injection petrol engines fitted with variable valve timing and found in both the Ford and Volvo ranges.

To adjust and fix angle of camshaft and crankshaft.

Item	Description	OEM Ford	OEM Volvo	OEM Mazda
A	Camshaft Sprocket Locking Tool	303-1097	999-7429	
B	Crankshaft Locking Pin	303-748	999-7406	303-507
C	Crankshaft Pulley Alignment Tool	303-1550	999-7431/303-1550	
D	Tensioner Pin 2 mm	303-1054		
E	Camshaft Alignment Plate Up to May 2011	303-1565		303-1061
F	Crankshaft Pulley Alignment Plate			205-072
G	Crankshaft Pulley Alignment Tool		999-7415	

Application:

Manufacturer	Mode	Type	Engine Code	Year
Ford	B-MAX	1.6	IQJA	2012
	C-MAX	1.6	JQDA	2010
	C-MAX	1.6	JQDB	2010
	C-MAX	1.6	JTDA	2010
	C-MAX	1.6	JTDB	2010
	Focus	1.6	JQDA	2011
	Focus	1.6	JQDB	2011
	Focus	1.6	JTDA	2011
	Focus	1.6	JTDB	2011
	Galaxy	1.6	JTWA	2010
	Galaxy	1.6	JTWB	2010
	Grand C-MAX	1.6	JQDA	2010
	Grand C-MAX	1.6	JQDB	2011
	Grand C-MAX	1.6	JTDA	2010
	Grand C-MAX	1.6	JTDB	2011
	Mondeo	1.6	JTBA	2010
	Mondeo	1.6	JTBB	2010
	S-MAX	1.6	JTWA	2010
	S-MAX	1.6	JTWB	2010

型號	FB2954	VOLVO 正時工具組(T4,T5)(附件一)

Manufacturer	Mode	Type	Engine Code	Year
Volvo	S60	1.6	B4164T3	2011
	S60	1.6	B4164T	2011
	S60	1.6	B4164T2	2011
	S80	1.6	B4164T	2010
	S80	1.6	B4164T2	2011
	V60	1.6	B4164T3	2011
	V60	1.6	B4164T	2011
	V60	1.6	B4164T2	2011
	V70	1.6	B4164T	2010
	V70	1.6	B4164T2	2011

Volvo: V4 1.6L, 2.0L T4, T5 engine

Instruction:

Preparation and Precaution:

Raise the front of the vehicle and remove the right hand front wheel and inner wheel arch

Remove the engine under-shield, top cover, air intake, auxiliary drive belt(s) and crankshaft position sensor

Ensure the engine is at TDC No.1 cylinder.

Ensure the chain tensioner is fully retracted and held in the retracted position using the pin provided

Remove water pump pulley, alternator and cam belt covers.

Remove the crankshaft pulley using an appropriate pulley holding tool or flywheel holding tool.

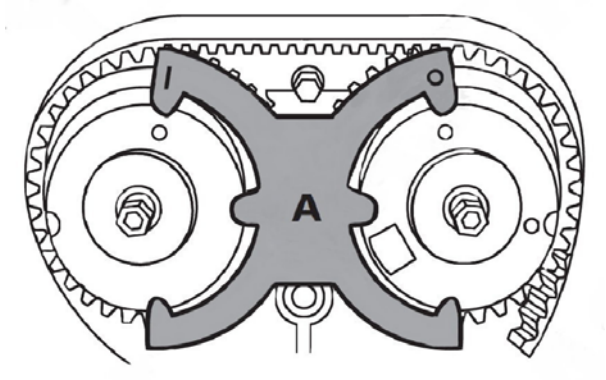
Component Description:

1. Camshaft Sprocket Locking Tool

Camshaft pulley locking tool, designed to be fitted as shown once the engine has been locked at TDC No.1 cylinder by fitting (B).

Ensure the camshaft pulley marks are aligned as shown in (Fig.1).

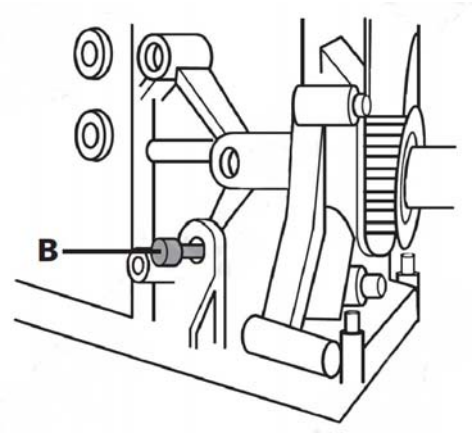
Fig.1



2. Crankshaft Locking Pin

Turn the crankshaft to just before TDC No.1 cylinder. (indicated by the camshaft marks being at 11 o'clock) and insert (B) into the engine block as shown. Turn the crankshaft until it stops against the pin as shown in (Fig.2).

Fig.2



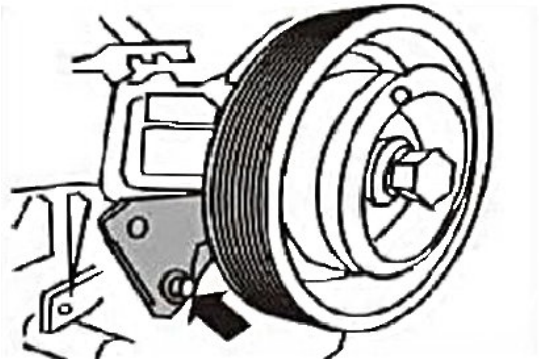
3. Crankshaft Pulley Alignment Tool

Crankshaft Pulley Alignment Tool is used to align the crank pulley when refitting.

Fit as shown in (Fig.3) and hand tighten the pulley bolt.

Remove (C) before final tightening of the pulley.

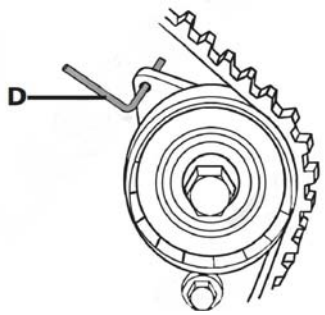
Fig.3



4. Tensioner Locking Pin

Tensioner Locking Pin is used to lock the cam chain tensioner in its retracted position as shown in (Fig.4).

Fig.4



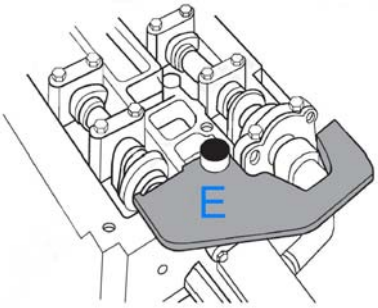
5. Camshaft Alignment Plate Up to May 2011

For use with vehicles manufactured up to May 2011.

Install (E) as required after (B) has been installed. It may be necessary to turn the camshafts a small amount (Fig.5).

Note: when tightening or loosening the cam pulleys always hold the camshafts with a suitable wrench on the hexagons on the camshafts.

Fig.5



6. Crankshaft Pulley Alignment Plate

Fig.6