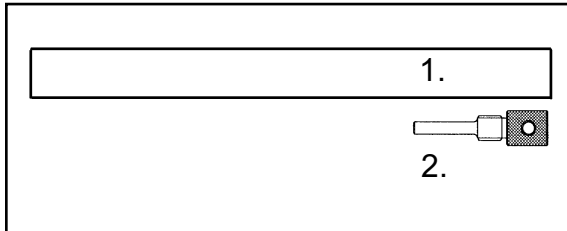


### For use with Ford and Mazda twin camshaft engines (16v)- Update.

Models: FORD 1.6, 1.8 and 2.0 Twin cam 16v petrol ZETEC - SE engines.  
FORD Fiesta 1.25 / 1.4 ZETEC - SE engine (95 onwards).  
MAZDA 121 1.25 engine.



### STANDARD PARTS LIST

1. VS115/01 Camshaft setting/locking plate.
2. VS115/02 Crankshaft locking PIN

### 1. SAFETY INSTRUCTIONS

- ✓ Maintain the tools in good and clean condition for best and safest performance.
- ⚠ **WARNING!** Ensure all health and safety, local authority, and general workshop practice regulations are strictly adhered to when using these tools.
- ✗ DO NOT use tool if damaged.
- ⚠ **WARNING!** Incorrect or out of phase camshaft timing can result in contact between the valve head and the piston crown causing possible damage to the engine. Incorrect injection pump timing may cause excessive smoke emissions, poor starting and a low output of power.

**IMPORTANT:** Always refer to the vehicle manufacturer's service instructions, or proprietary manual to establish the current procedure and data. These instructions for use are provided as a guide only.

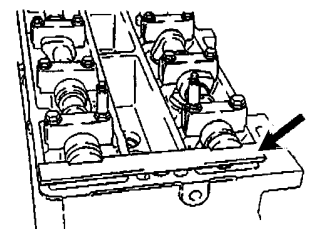
### 2. OPERATING INSTRUCTIONS

#### 2.1. CAMSHAFT SETTING/LOCKING PLATE. VS115/01

For use with Ford and Mazda twin cam engines the setting plate is used to lock both camshafts in their correct positions via a slot at the rear of the camshafts (fig 1).

- 2.1.1. Ensure the crankshaft timing marks are aligned and the VS115/01 setting plate is in position on the camshafts.
- 2.1.2. Slacken the tensioner and vibration damper and remove the timing belt.
- 2.1.3. With the setting plate locking the camshafts in position use a flange holding wrench to loosen the sprockets.
  - ⚠ **WARNING!** DO NOT use the setting plate to counter the undoing of the sprocket bolt. A holding wrench must be used.
- 2.1.4. Ensuring the crankshaft timing marks are aligned, a new belt can be fitted in an anti-clockwise direction.
- 2.1.5. The tensioner should now contact the belt by spring action only.
- 2.1.6. Using a flange holding wrench Re-tighten the camshaft sprockets at (67-72Nm).
- 2.1.7. Remove the setting/locking plate. Refit damper and tighten tensioner.
- 2.1.8. Rotate the engine two revolutions and re-check that all timing marks align. Re-check camshaft position by ensuring that the setting/locking plate can be easily inserted in its slot.
- 2.1.9. If not, repeat tensioning procedure until alignment is satisfactory.

fig 1.

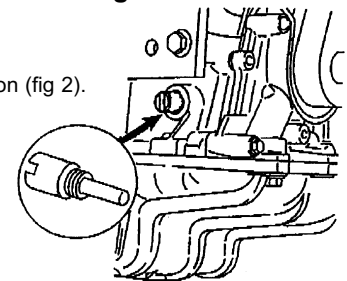


#### 2.2. CRANKSHAFT TDC LOCATION PIN. VS115/02

The crankshaft TDC location pin is used on specific twin cam engines in conjunction with the Setting/Locking plate to ensure correct TDC.

- 2.2.1. Remove engine blanking plug to allow VS115/02 crankshaft TDC pin to be screwed into position (fig 2).
  - 2.2.2. Carefully rotate the crankshaft until the web rests against the pin.
  - 2.2.3. Insert VS115/01 camshaft setting/locking plate to maintain correct positioning of the camshaft during belt renewal.
- Keep tools clean and stored in a safe dry area when not in use.

fig 2.



**IMPORTANT:** No responsibility is accepted for incorrect use of this equipment.

**WARRANTY:** Guarantee is 12 months from purchase date. Proof of purchase will be required for any claim.

**INFORMATION:** Please call us for a copy of our latest catalogue.