

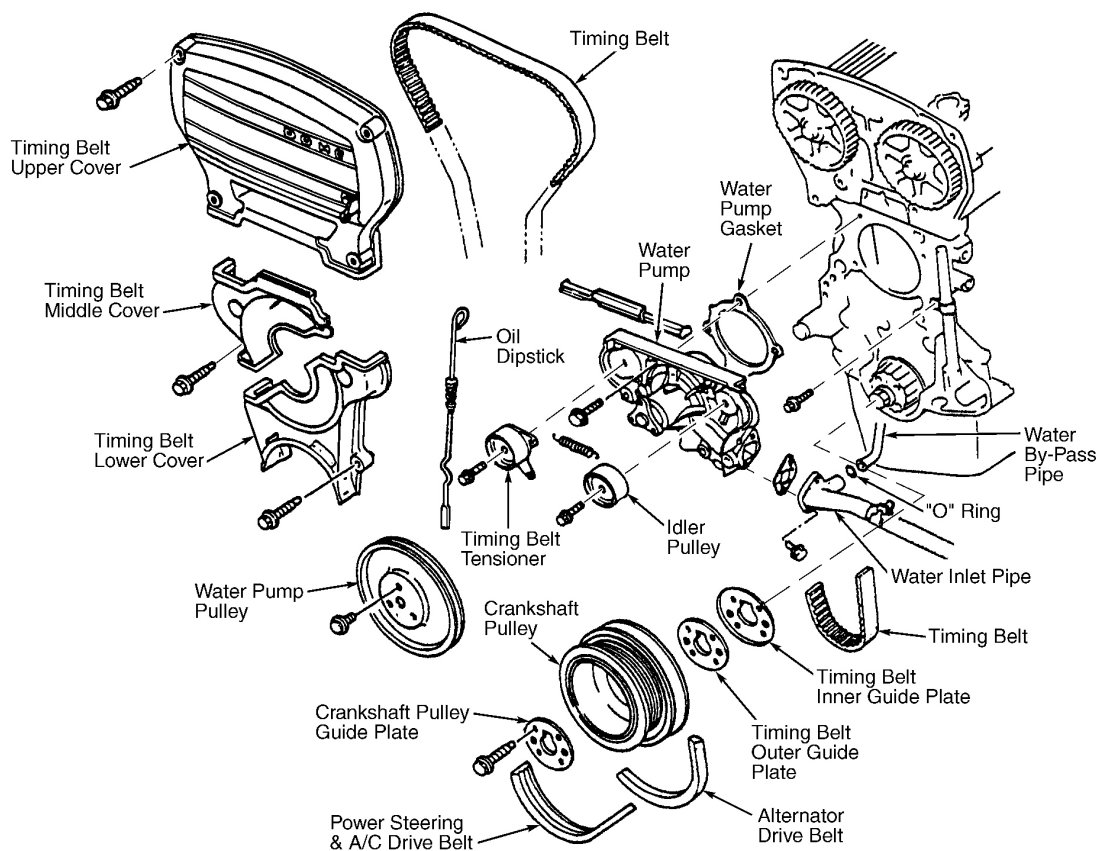
TIMING BELT

Removal

NOTE: Mark direction of timing belt rotation if timing belt is to be reused.

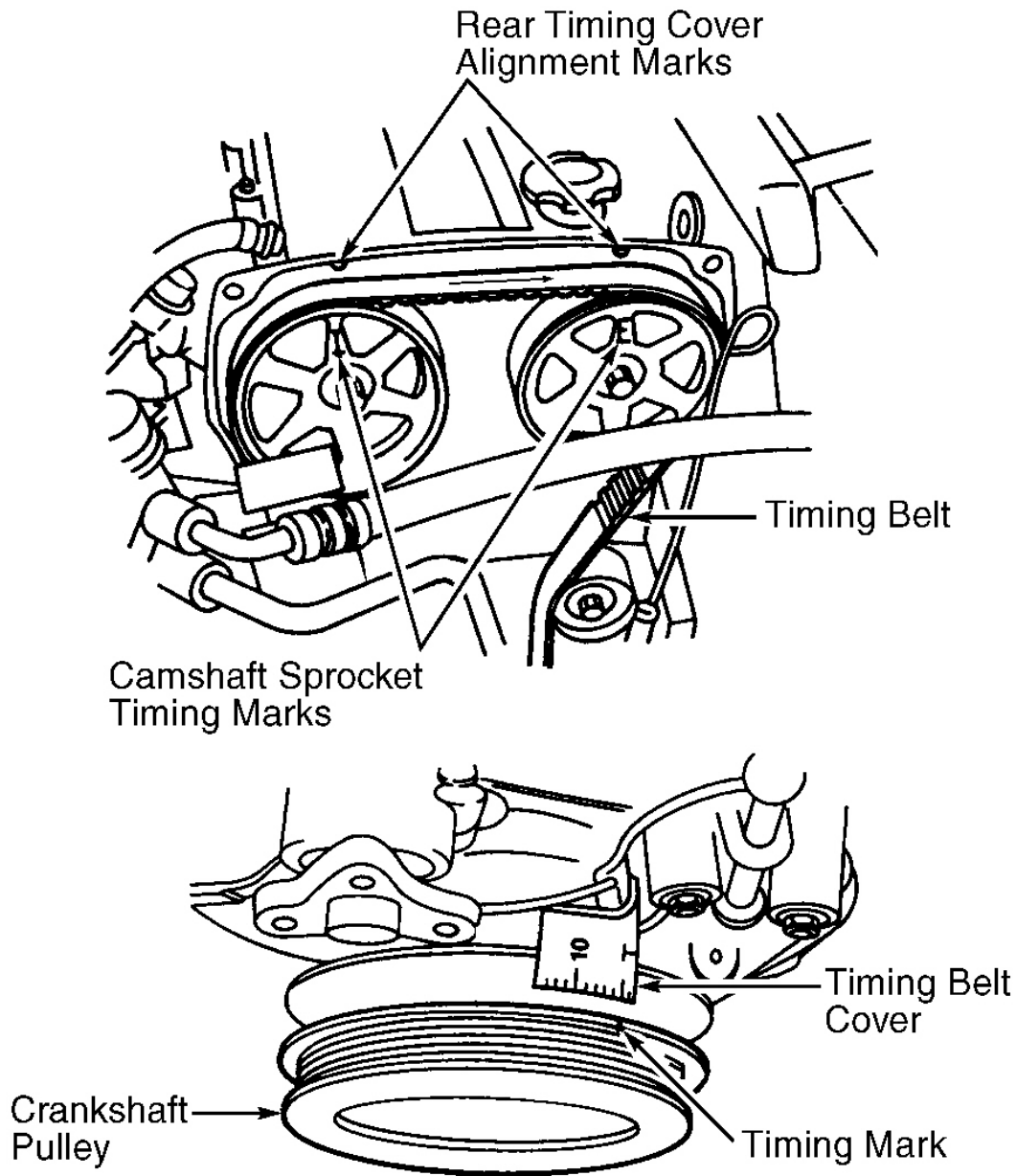
1. Disconnect negative battery cable. Remove accessory drive belts. Remove upper timing belt cover. See **Fig. 1** . Remove water pump pulley. Raise and support vehicle. Remove right front wheel. Remove right upper and lower splash shield.
2. Remove middle and lower timing belt covers. Rotate crankshaft clockwise until No. 1 piston is at TDC. Ensure camshaft timing marks are aligned. See **Fig. 2** and **Fig. 3** .
3. Remove crankshaft pulley and hub. See **Fig. 4** . Mark direction of timing belt rotation if timing belt is to be reused. Loosen timing belt tensioner bolt, and remove timing belt.

CAUTION: DO NOT rotate camshafts with timing belt removed, as engine damage could result.



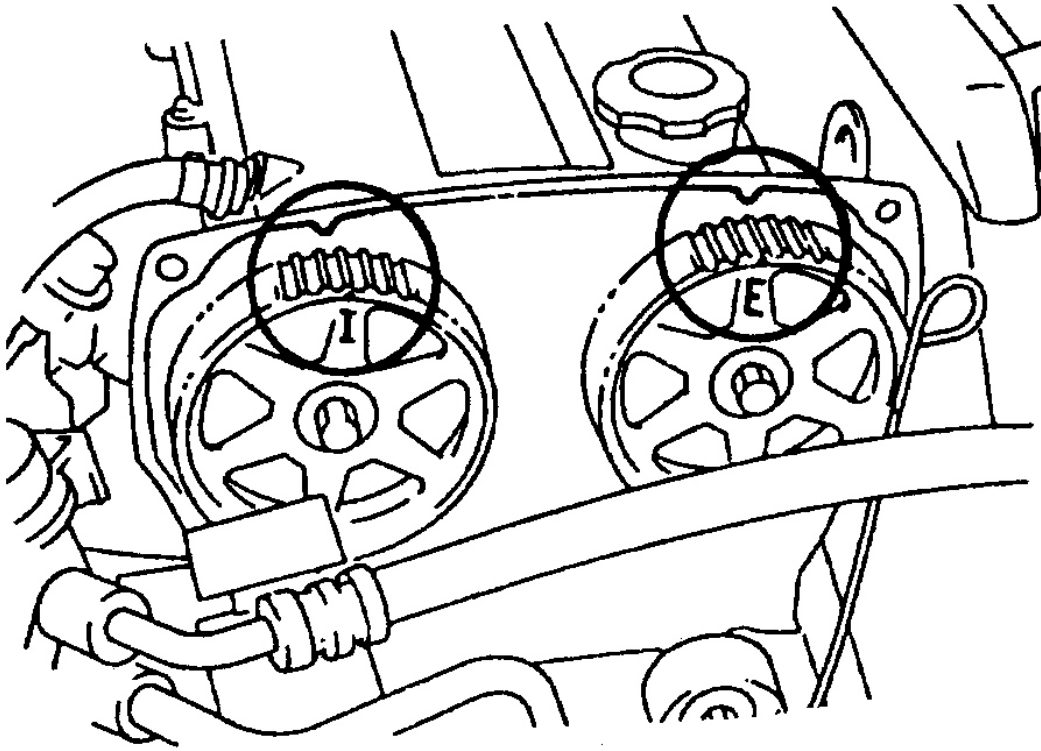
G00039958

Fig. 1: Exploded View Of Timing Belt & Components
Courtesy of FORD MOTOR CO.



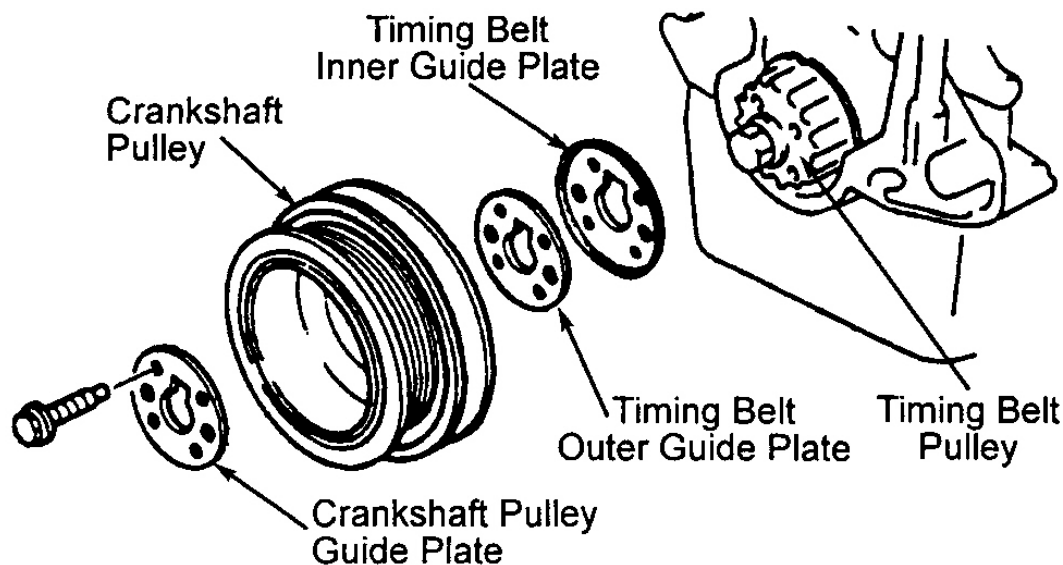
G91I07982

Fig. 2: Aligning Timing Marks
Courtesy of FORD MOTOR CO.



G00039946

Fig. 3: Identifying Camshaft Sprocket Timing Marks
Courtesy of FORD MOTOR CO.



G00182587

Fig. 4: Identifying Crankshaft Pulley & Guide Plates
 Courtesy of FORD MOTOR CO.

Installation

1. Temporarily position belt tensioner with spring fully extended, and tighten tensioner bolt. Ensure timing marks on crankshaft sprocket and oil pump align. See **Fig. 5**.

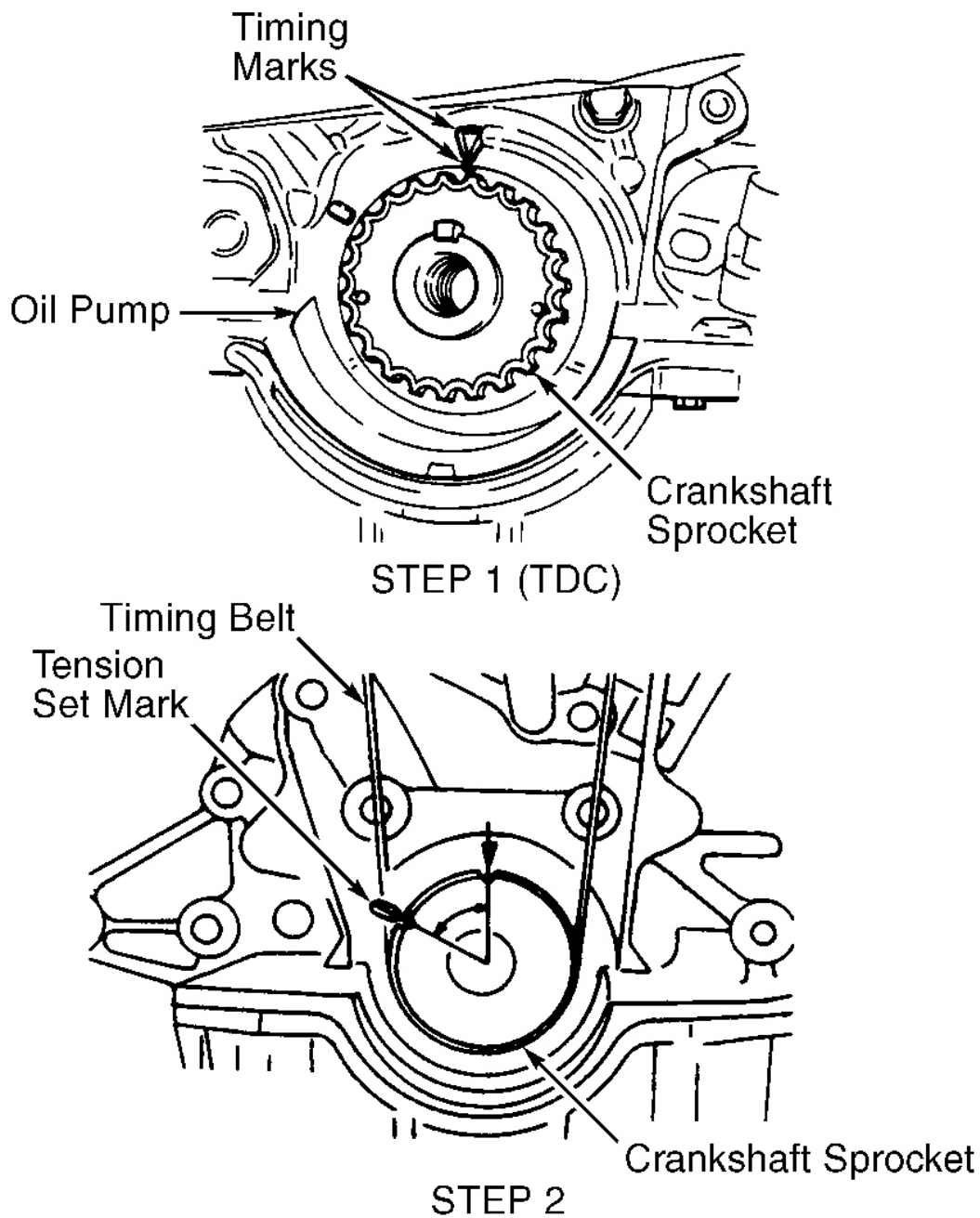
CAUTION: Ensure "I" and "E" camshaft sprocket timing marks are facing up. Camshaft sprockets may be stamped with more than one mark.

2. Ensure camshaft sprocket timing marks are still aligned. See **Fig. 2** and **Fig. 3**. Install timing belt. If reusing timing belt, ensure belt is installed in original direction of rotation.
3. Loosen tensioner bolt. Position tensioner so slack is removed from timing belt. Tighten tensioner bolt. Rotate crankshaft clockwise 2 full revolutions. Ensure all timing marks are aligned. If timing marks are not aligned, remove timing belt and repeat timing belt tensioning procedure.
4. Rotate crankshaft clockwise 1 5/6 revolutions. Align crankshaft timing mark with tension set mark (at approximately 10 o'clock position). See **Fig. 5**. Loosen tensioner bolt. Apply tension to the tensioner. Tighten tensioner bolt to 27-38 ft. lbs. (37-52 N.m).
5. Rotate crankshaft clockwise 2 1/6 revolutions. Ensure timing marks align. If timing marks are not aligned, repeat installation procedure. Measure timing belt deflection by applying 22 lbs. (10 kg) of pressure on timing belt at a point halfway between camshaft sprockets. See **Fig. 6**.
6. Timing belt deflection should be .35-.45" (8.9-11 mm). If deflection is not within specification, loosen tensioner bolt. Using a pry tool, tighten or loosen tensioner to obtain proper timing belt deflection. Tighten tensioner bolt.

1995 Ford Escort

FORD 1.8L 4-Cylinder - DOHC

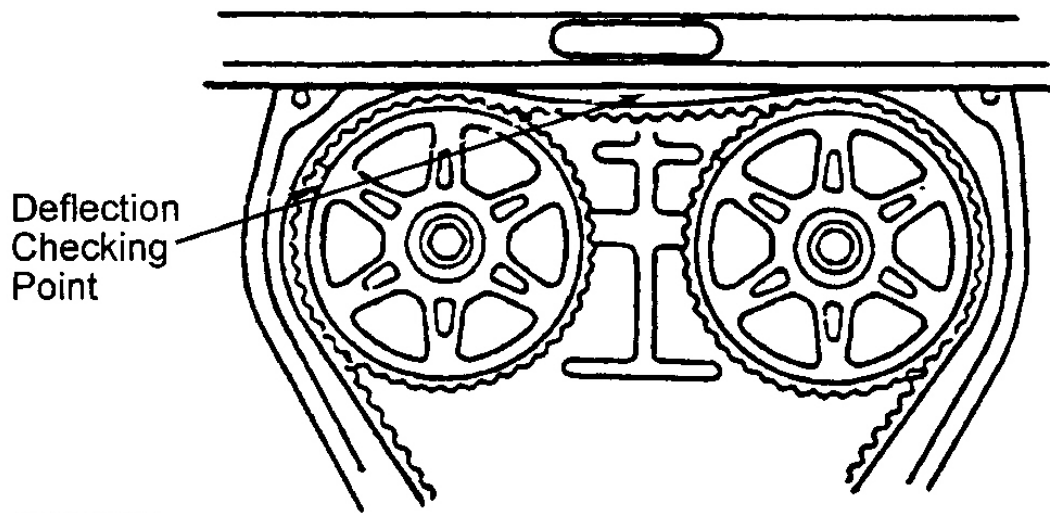
7. To complete installation, reverse removal procedure. Tighten bolts to specification. See **TORQUE SPECIFICATIONS** . Adjust drive belts to proper tension.



NOTE: To align tension set mark, rotate crankshaft clockwise $1 \frac{5}{6}$ revolutions.

G94A32748

Fig. 5: Aligning Crankshaft Sprocket Timing Marks
Courtesy of FORD MOTOR CO.



G00182588

Fig. 6: Checking Timing Belt Deflection
Courtesy of FORD MOTOR CO.