

# 2001-2007 Ford 2.0 / 2.3L Duratech Engines

## Engine Install Bulletin

### **NO START / POSSIBLE ENGINE DAMAGE** **SPECIAL SERVICE TOOLS**

Some 2001-2007 vehicles equipped with a 2.0L or 2.3L Duratec Engine may exhibit no start, loss of engine timing or scraping noise at crankshaft pulley at front of engine.

These engines, (excludes 2.0L SPI and Zetec engines) may experience engine damage if the crankshaft pulley bolt is loosened during service **WITHOUT FIRST INSTALLING THE SPECIAL SERVICE TOOLS PER THE WORKSHOP MANUAL PROCEDURE.**

The crankshaft pulley bolt also retains the crankshaft cam drive sprocket which is NOT keyed to the crankshaft, so valve timing may shift if the crankshaft pulley bolt is loosened. If this occurs, the pistons may contact and damage the valves.

#### **REQUIRED ACTION**

Before ANY repair requiring loosening or removal of the crankshaft pulley bolt, engine valve timing MUST be locked by the Special Service Tools identified in the online Workshop Manual, Section 303-01 (In-Vehicle Repair: Crankshaft Pulley).

**Do not attempt to start the engine without verifying engine cam timing.**

**CAUTION : FAILURE TO FOLLOW THE PROCEDURE EXACTLY CAN RESULT IN SERIOUS ENGINE DAMAGE.**

#### **SERVICE TOOLS REQUIRED ARE:**

- 1. Crankshaft Timing Peg**  
ESST Number 303-507 is 2-1/8" (54 mm)
- 2. Camshaft Alignment Plate**  
ESST Number 303-465.
- 3. Holding Fixture**  
ESST Number 205-126.
- 4. Adaptor 205-072-02.**

Inspect the crankshaft pulley for rubber protruding from the pulley loose pulse wheel, or bent tabs on pulse wheel touching engine front cover. Replace crankshaft pulley with service kit for respective vehicle.

