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The Ford Pinto was introduced in 1971 and while it later came to be known for having major safety issues, at the time this vehicle was a popular and inexpensive mode of transportation. Changing the timing belt on the Pinto is moderately easy if you have the right tools and will take about an hour to complete.

The 1600cc (97.6 CID) engine (weighing 264 lbs.) is a British-made inline four cylinder, a modified version of the engine that was used in Cortinas for several years. It has overhead valves activated by mechanical valve lifters and a camshaft located in the block.

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The Ford Pinto engine was the unofficial but generic nickname for a four-cylinder internal combustion engine built by Ford Europe. In Ford sales literature, it was referred to as the EAO or OHC engine and because it was designed to the metric system, it was sometimes called the "metric engine". The internal Ford codename for the unit was the T88-series engine.

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Crankshaft, camshaft, and distributor timing marks-2300 cc engine (© Ford Motor Co.) On 2000 cc engines, turn the crankshaft until the two round locating holes in the camshaft pulley are visible from the rear side of the pulley, looking forward from the left-side of the car.

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