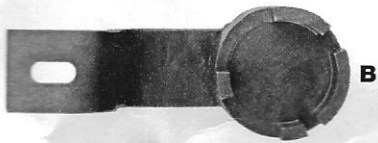


Components

Ref.	Component Code	OEM Ref.	Description
A	C626	VM9992	Crankshaft Locking Tool
B	C627	VM9991	Camshaft Locking Tool



A



B

Applications

The application list for this product has been compiled cross referencing the OEM Tool Code with the Component Code.

In most cases the tools are specific to this type of engine and are necessary for cambelt or chain maintenance.

If the engine has been identified as an interference engine valve to piston damage will occur if the engine is run with a broken cambelt.

A compression check of all cylinders should be performed before removing the cylinder head.

Always consult a suitable work shop manual before attempting to change the cambelt or chain.

The use of these engine timing tools is purely down to the user's discretion and The Tool Connection cannot be held responsible for any damage caused what so ever.

Make	Model	Size	Fuel	Eng Code	Power	Year from	Year to
Chrysler	Grand Voyager	2,8	D		118 (161) 3800	2011	2014
Chrysler	Grand Voyager	2,8	D		120 (163) 3800	2011	2014
Chrysler	Grand Voyager	2,8	D		131 (178) 3800	2013	2014
Chrysler	Grand Voyager	2,8	D	VM64C	120 (163) 3800	2008	2011
Chrysler	Grand Voyager	2,8	D	VM64C	120 (163) 3800	2005	2011
Jeep	Cherokee	2,8	D	ENS	147 (200) 3600	2011	2013
Jeep	Cherokee	2,8	D	ENS (51C)	130 (177) 3800	2008	2011
Jeep	Wrangler	2,8	D	49C	130 (177) 3800	2007	2011
Jeep	Wrangler	2,8	D	50C	130 (177) 3800	2007	2011
Jeep	Wrangler	2,8	D	ENS	128 (174) 3800	2007	2011
Jeep	Wrangler	2,8	D	ENS VM10D	147 (200) 3600	2010	2014
Jeep	Wrangler	2,8	D	ENS VM11D	147 (200) 3600	2010	2014
Jeep	Wrangler	2,8	D		118 (158)	2008	2011
Dodge	Nitro	2,8	D	ENS	128 (174) 3800	2007	2011
Dodge	Nitro	2,8	D	ENS	130 (177) 3800	2007	2010

Instructions

Preparation and precautions:

- Raise the front of the vehicle and remove the right hand front wheel and inner wheel arch where required.
- Remove the engine under shield, top cover, air intake, auxiliary drive belt(s) and crankshaft position sensor.

N.B. The information given below is for reference only. We recommend the use of Manufacturer data or Autodata. We cannot accept responsibility for damage or personal injury caused by the use of the kit how so ever caused.

Component A

Turn the crankshaft in a clockwise direction until the crankshaft timing marks are at 3 o'clock. Check the camshaft gear alignment holes are lined up. Fit the crankshaft locking tool as shown in Fig. 1.

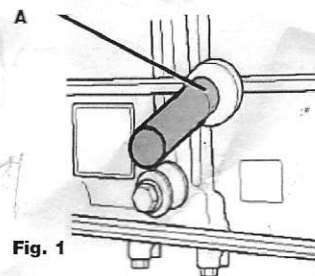


Fig. 1

Component B

Used to lock the exhaust camshaft in its timed position which in turn locks the inlet camshaft. In order to gain access to the end of the exhaust camshaft the blanking seal on the end of the cylinder head must be removed as shown in Fig. 2.

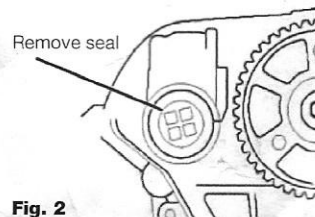


Fig. 2

With the seal removed and taking care not to damage or move the camshaft sensor disc mark the position of the disc relative to the cam and cylinder head. Fit component B as shown in Fig. 3.

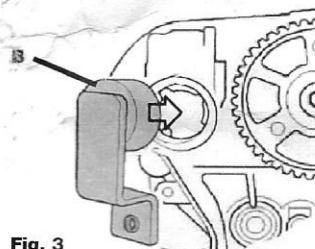


Fig. 3

Our products are designed to be used correctly and with care for the purpose for which they are intended. No liability is accepted by the Tool Connection for incorrect use of any of our products, and the Tool Connection cannot be held responsible for any damage to personnel, property or equipment when using the tools. Incorrect use will also invalidate the warranty.

If applicable, the applications database and any instructional information provided has been designed to offer general guidance for a particular tool's use and while all attention is given to the accuracy of the data no project should be attempted without referring first to the manufacturer's technical documentation (workshop or instruction manual) or the use of a recognised authority such as Autodata.

It is our policy to continually improve our products and thus we reserve the right to alter specifications and components without prior notice. It is the responsibility of the user to ensure the suitability of the tools and information prior to their use.

Safety Precautions

- Disconnect the battery earth leads (check radio code is available)
- Remove spark or glow plugs to make the engine turn easier
- Do not use cleaning fluids on belts, sprockets or rollers
- Always make a note of the route of the auxiliary drive belt before removal
- Turn the engine in the normal direction (clockwise unless stated otherwise)
- Do not turn the camshaft, crankshaft or diesel injection pump once the timing chain has been removed (unless specifically stated)
- Do not use the timing chain to lock the engine when slackening or tightening crankshaft pulley bolts
- Do not turn the crankshaft or camshaft when the timing belt/chain has been removed
- Mark the direction of the chain before removing
- It is always recommended to turn the engine slowly, by hand and to re-check the camshaft and crankshaft timing positions.
- Crankshafts and Camshafts may only be turned with the chain drive mechanism fully installed.
- Do not turn crankshaft via camshaft or other gears
- Check the diesel injection pump timing after replacing the chain
- Observe all tightening torques
- Always refer to the vehicle manufacturer's service manual or a suitable proprietary instruction book
- Incorrect or out of phase engine timing can result in damage to the valves
- It is always recommended to turn the engine slowly, by hand, and to re-check the camshaft and crankshaft timing positions

ALWAYS USE A REPUTABLE WORKSHOP MANUAL



Safety First. Be Protected.

Guarantee

If this product fails through faulty materials or workmanship, contact our service department direct on: +44 (0) 1926 818186. Normal wear and tear are excluded as are consumable items and abuse.



Distributed by The Tool Connection Ltd

Kington Road, Southam, Warwickshire CV47 0DR
T +44 (0) 1926 815000 F +44 (0) 1926 815888
info@toolconnection.co.uk www.toolconnection.co.uk



5 018341 062019 >

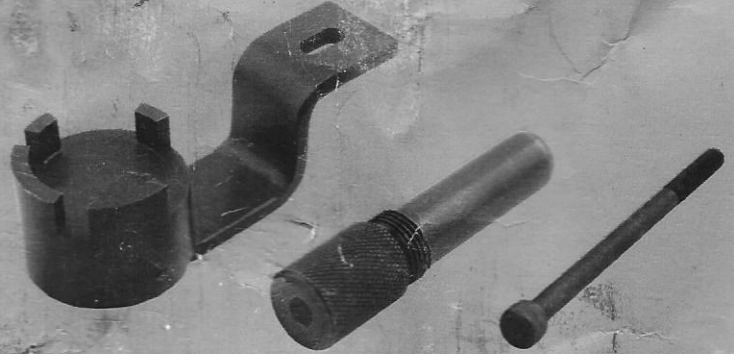
www.lasertools.co.uk

LASER®

6201

Engine Timing Tool Kit Chrysler, Jeep

Instructions



Chrysler/Jeep 2.8 diesel timing x 2 (2003 onwards)

Designed specifically for the 2003 and later 2.8 CRD Chrysler/Jeep engines where the cambelt drives one camshaft and the second camshaft is driven via gears.

Description: 2 piece kit consisting of the components required to lock the crankshaft and camshafts in their timed position to allow the removal and replacement of the cambelt and associated components.

www.lasertools.co.uk