

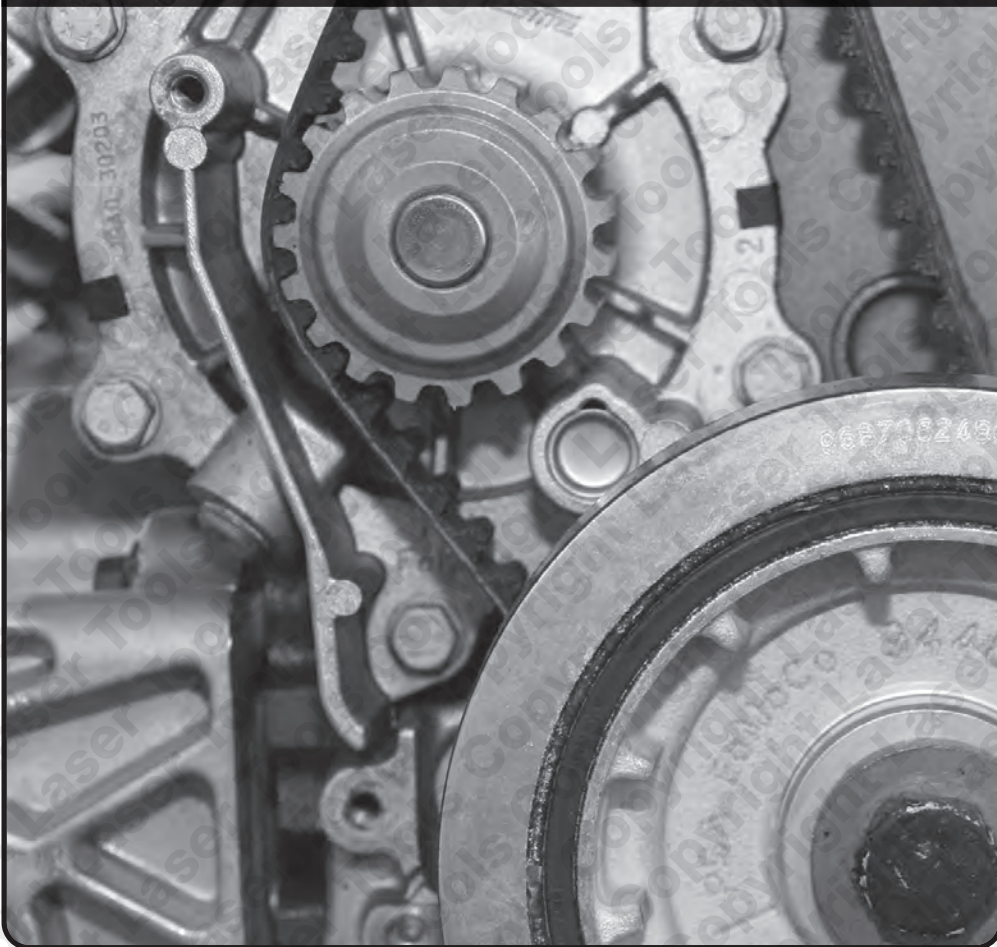
LASER[®]

Part No. 6201

Instructions

Engine Timing Tool Kit

Chrysler, Dodge, Jeep



*Please refer to www.lasertools.co.uk/toolpoint
to check the most up to date product applications.*

www.lasertools.co.uk

Introduction

Chrysler/Jeep 2.8 diesel timing set (2008 onwards).

Designed specifically for the 2008 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.



Components



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

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, Range, Year			Engine Codes	
Chrysler	Grand Voyager	2008 - 15	2.8 CRD	
Dodge	Nitro	2007 - 11	ENS (VM64C)	ENS (VM12D/13D)
			ENS (VM51C/52C)	ENS (VM49C)
Jeep	Cherokee	2008 - 13	ENS (VM10D)	ENS (VM50C)
	Wrangler	2007 - 18	ENS (VM11D)	ENS (VM51C/52C)

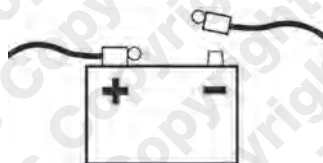
Always refer to the website for most up to date applications: www.lasertools.co.uk/product/6201

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Instructions

The following instructions are for guidance only. Please refer to OEM derived data such as the vehicle manufacturers' own data or Autodata.

The use of this engine timing tool kit is purely down to the user's discretion and The Tool Connection Ltd. cannot be held responsible for any damage caused whatsoever.



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.

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.

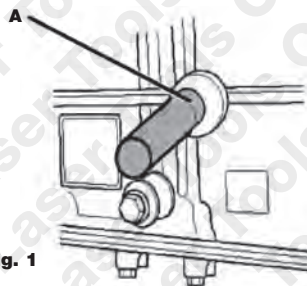


Fig. 1

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.

Remove seal

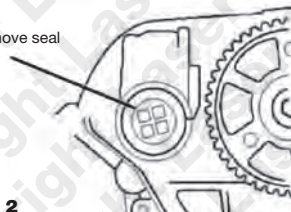


Fig. 2

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.

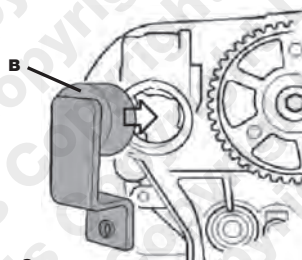


Fig. 3

Safety Warnings - please read

- If the engine has been identified as an Interference engine, damage to the engine will occur if the timing belt has been damaged. A compression check of all the cylinders should be taken before the cylinder head (s) are removed.
- Do not turn crankshaft or camshaft when the timing belt/chain has been removed.
- To make turning the engine easier, remove the spark plugs/glow plugs or injectors.
- Observe all tightening torques.
- Do not turn the engine using the camshaft or any other sprocket.
- Disconnect the battery earth lead (check Radio code is available).
- Do not use cleaning fluids on belts, sprockets or rollers.
- Some toothed timing belts are not interchangeable. Check the replacement belt has the correct tooth profile.
- Always mark the belt with the direction of running before removal.
- Do not lever or force the belt onto its sprockets.
- Do not use timing pins to lock the engine when slackening or tightening the crankshaft pulley bolts.
- ALWAYS REFER TO A REPUTABLE MANUFACTURERS WORKSHOP MANUAL.



Safety First. Be Protected.

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.



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