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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.

# LASER®

## Flywheel Locking Pins

### Applications:

Chrysler 2.5 & 2.8D CRD



#### Guarantee

If this product fails through faulty materials or workmanship, contact our service department direct on: +44 (0) 1928 818186. Normal wear and tear are excluded as are consumable items and abuse.

[www.lasertools.co.uk](http://www.lasertools.co.uk)



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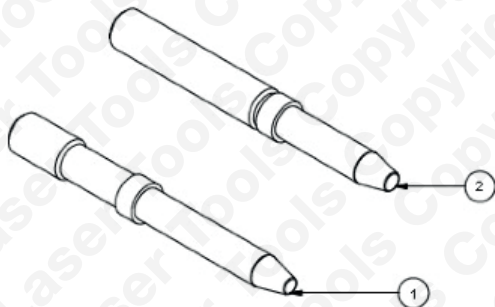
**The 2.5 and 2.8 VM twin cam common rail diesel engines used in the pre 2008 Jeep Cherokee uses these 2 different flywheel locking pins.**

See Laser Part No 5211 for additional tooling requirement for these engines.

**Applications**

Chrysler/Jeep Cherokee 2001 to 2008 with  
Engines: R2516K (2.5) Twin cam (2001 to 2008),  
R2816K4 (2.8) Twin cam (2001 to 2006)

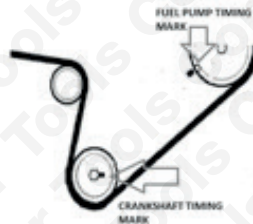
Component	Eldon Part No	OEM No	Description
A	C800	VM 1080	2.8 Flywheel locking pin
B	C801	VM 8873	2.5 Flywheel locking pin



N.B The information given below is for reference only. The Tool Connection Ltd recommends the use of Manufacturer data or Autodata

**Instructions for use:**

Turn the crankshaft in a clockwise until the crankshaft is a 90 degrees AFTER TDC on No1 cyl, this position is indicated by the crankshaft sprocket timing marks being at 3 o'clock as shown in **Fig 1**.



Screw the selected timing pin into the flywheel as shown. If the pin does not fully screw in remove and check the correct pin has been selected. If the pin is correct for the application turn the crankshaft one turn clockwise and refit the pin as shown in **Fig 2**.

