

# LASER<sup>®</sup>

## Automatic Transmission Fluid (ATF) Dispenser 3 Litre



### Precautions

- Always refer to the vehicle manufacturer's service instructions to establish the correct procedure. These instructions are provided as a guide only,
- Make sure that both the main tube connection to the unit and the adaptor on the end of the main tube are firm and correct.
- Ensure the filler cap (F) has been replaced with firm pressure against its seal.
- Follow the recommended pressure (manufacturer's service instructions). DO NOT exceed 20psi as the unit could become damaged or damage to the vehicle's transmission hydraulic system could be caused.
- If the pressure is too high, release the pressure by pressing the relief valve (E).
- After use always clean the unit paying particular attention to connector and filler cap threads, etc. Never store or leave unused fluid in the tank.

14 March 2017 11:38 AM



**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.



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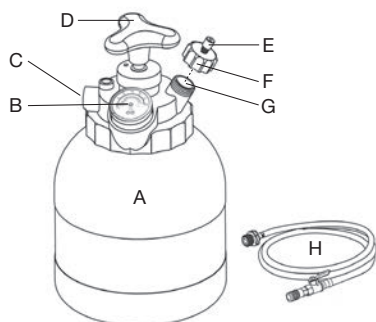
## Automatic Transmission Fluid (ATF) Dispenser

This dispenser system is designed for reaching automatic transmission and differential filler plugs which can sometimes be difficult to access. The main tube is 7.5mm in diameter and 1.5 metres long; it features a simple on/off valve and a quick connector which accepts one of the eight adaptors supplied. These adaptors fit a large range of applications.

The fluid is held in the pressurised tank and is dispensed by operating the on/off valve on the main tube.

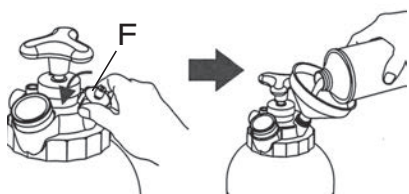
The main pump body section of the 5641 is fitted and sealed at the factory and not designed to be removed. Should it be necessary to clean the 5641 this should only be done using the filler neck access point and flushing through with clean ATF oil.

## Components

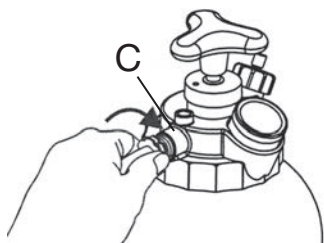


Code	Description
<b>A</b>	Tank (3 Litre)
<b>B</b>	Pressure gauge
<b>C</b>	Main tube connection
<b>D</b>	Pump handle
<b>E</b>	Relief valve
<b>F</b>	Filler cap
<b>G</b>	Filler hole
<b>H</b>	Main tube (1.5 metres)

## Instructions

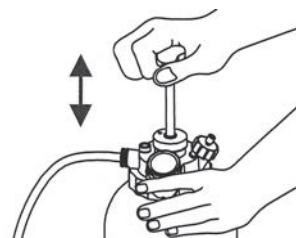


1. Refer to diagram below. Unscrew filler cap (**F**) and use a small funnel to fill the tank with transmission fluid. Then replace the filler cap with firm pressure against its seal.

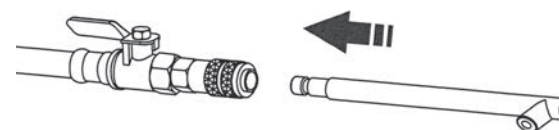


2. Connect the main tube (**H**) to the connection point on the unit (**C**). Make sure the threads of both the connection point and the main tube are clean and dry. Do not overtighten.

## Instructions



3. Pressurise the tank by pumping handle (**D**) up and down; take care not to let the pressure exceed 20psi.



4. Fit the required adaptor into the end (quick connector push fit) of the main tube. If the adaptor screws into the body of the transmission, then perform this action before connecting the main tube. To remove the adaptor from the main tube, pull the knurled collar back and the adaptor will spring out.

5. As the tank is pressurised, the fluid will be dispensed by opening the on/off valve on the main tube. When sufficient fluid had been dispensed, stop the flow by closing the valve.
6. Release pressure from the tank by pressing relief valve (**E**) before emptying the tank.
7. When finished, release pressure from the tank by pressing relief valve (**E**) before emptying the tank.

## Adaptors:

1	
2	
3	
4	
5	
6-DSG	
7-CVT	
8	

Adaptor	Application
<b>1</b>	Ford
<b>2</b>	Universal: BMW, Honda, Nissan, Honda SUV Diff
<b>3</b>	Volkswagen Short
<b>4</b>	Volkswagen long (+ Porsche)
<b>5</b>	Volkswagen M10 (+ BMW Mini Cooper)
<b>6 - DSG</b>	VAG DSG transmission
<b>7 - CVT</b>	Audi CVT transmission
<b>8</b>	Mercedes Benz 722.9 trans.