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.

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.

TOOL CONNECTION
The Complete Connection

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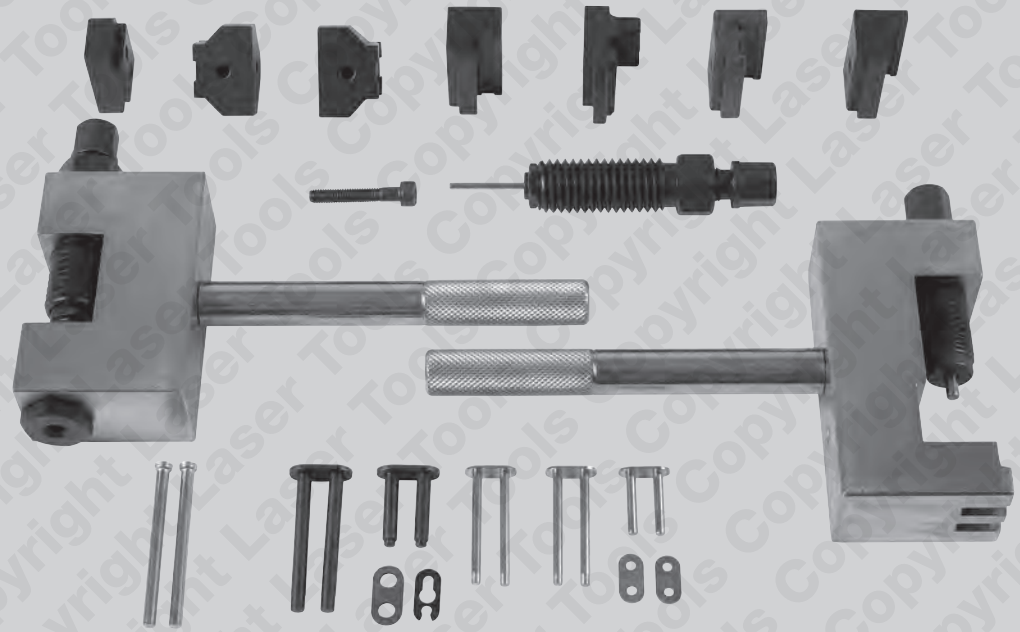
LASER®

6740

Timing Chain Splitting/ Fitting Tool Kit



- Suitable for Mercedes-Benz engines used across the Mercedes-Benz, Chrysler and Jeep ranges.
- Includes the tools to split and assemble the chain and also to fit the temporary links required.

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Mercedes-Benz Timing Chain Splitter & Fitter

The Laser 6740 Timing Chain Splitter and Fitter set allows for quick and easy in situ separation and reassembly of the timing chain in the Mercedes-Benz models listed.

Note: Danger of Engine Damage:

Due to the number of different models that this set applies to, and the many different procedures and methods for timing chain replacement across these models, **the manufacturer's documentation and service procedures** must be carefully adhered to, particularly in regard to engine timing. If the new timing chain is fitted incorrectly, there is considerable danger of engine damage. These notes are simply a component guide and the Tool Connection cannot be held responsible for any damage caused by using these tools. The OEM reference is provided to assist in the identification of components when following the manufacturer's service procedure.

Applications

- Mercedes-Benz: 1.7D, 2.1D, 2.2D, 2.7D, 3.0D, 3.2D, 3.9D, and 4.0CDi diesel engines.
- Chrysler/Jeep 2.2D, 2.7D, 3.0CRD diesel engines (check engine application for suitability).

Precautions

- Due to the number of different models that this set applies to, and the many different procedures and methods for timing chain replacement across these models, **the manufacturer's documentation and service procedures** must be carefully adhered to, particularly in regard to engine timing. If the new timing chain is fitted incorrectly, there is considerable danger of engine damage.
- Before fitting the link removal tool (**A**) to the chain, first cover the exposed timing chain case with a clean rag or similar.
- Wear eye protection when using these tools.
- The assembly and threading links provided are considered to be temporary assembly aids only, and must be removed after use.

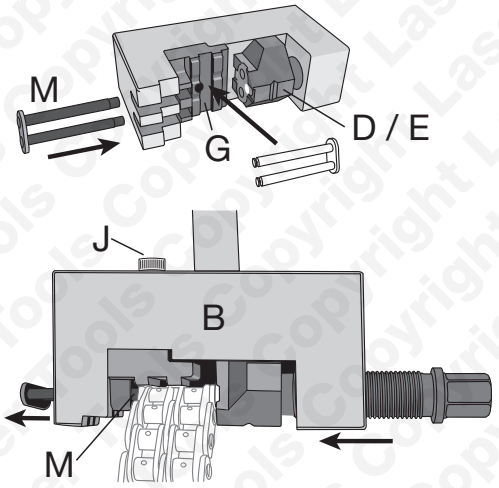

Fig. 4

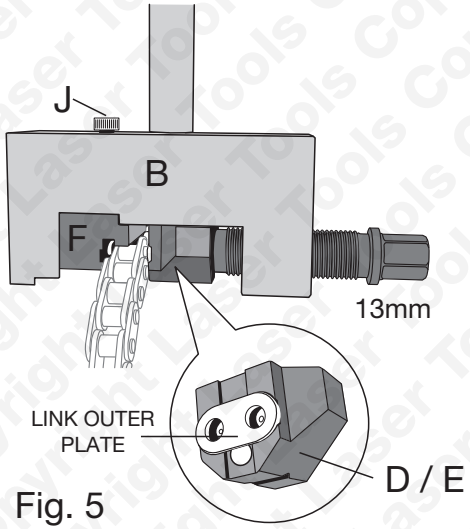

Fig. 5

The next step is to press on the new link outer plate; this is magnetically held in place on swaging jaw **D** or **E**. This plate is pressed over the new link pins by clockwise rotating the 13mm hex on the mandrel (refer to Figure 5).

Riveting the new timing chain connecting link:

Refer to Figure 6: rotate the swaging jaw (**D** or **E**) so that the riveting swage former is against the top of the new link pin. Carefully turn the mandrel to rivet the pin, then reposition the link assembly tool **B** to rivet the second pin. Carefully inspect the riveted connecting link pins. If necessary, re-rivet the pins by repeating the riveting procedure.

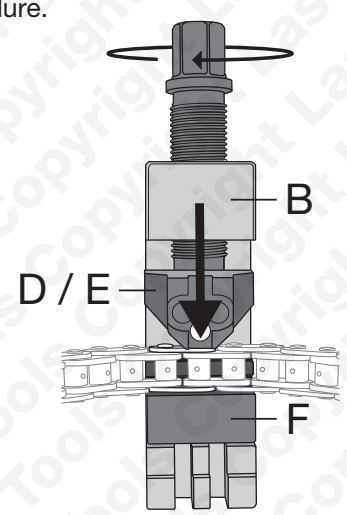

Fig. 6

Components

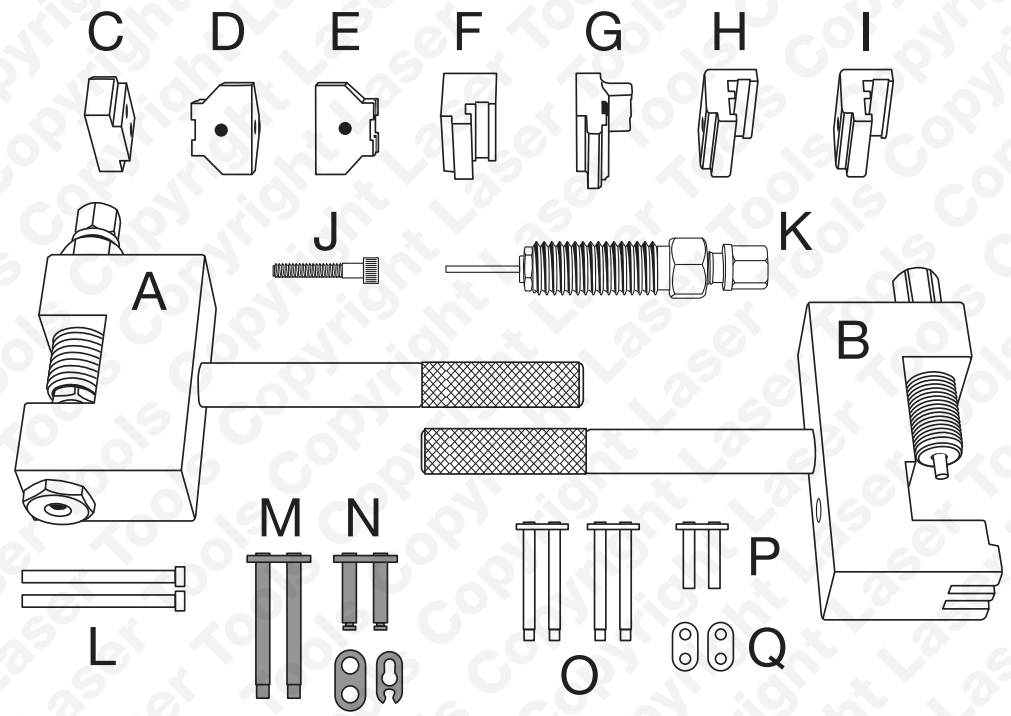

Fig. 1

Item	Description	OEM Reference
A	Link Removal Tool	602 589 02 33 00
B	Link Assembly Tool	602 589 00 39 00
C	Swaging jaw (locating)	602 589 02 63 00
D	Swaging jaw (press / swage)	103 589 01 63 00
E	Swaging jaw (press / swage)	602 589 03 63 00
F	Swaging jaw (locating)	103 589 01 63 00
G	Swaging jaw (locating)	602 589 02 63 00
H	Swaging jaw (locating)	
I	Swaging jaw (locating)	112 589 06 93 00
J	Securing bolt (swaging jaws)	
K	Mandrel (link remover)	602 589 04 63 00
L	Link Removal pins (spare)	602 589 04 63 01
M	Assembly link (temporary)	602 589 02 63 00
N	Assembly link (temporary)	602 589 02 63 00
O	Threading link (temporary)	602 589 02 40 00
P	Threading link (temporary)	602 589 02 40 00
Q	Outer Plates for P	

General Guidelines:

Separating the timing chain (removing link):

To separate the timing chain, first identify the **leading** link pin on a suitable link at the top of the cam sprocket. (Refer to Figure 2); this is the pin that will be removed and thus enable the separating of the chain.

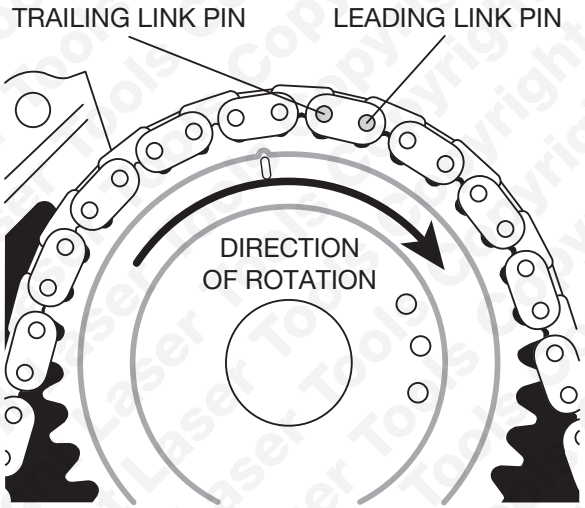

Fig. 2

On some engine applications, a chain retainer or fitting bridge is specified which prevents the timing chain from jumping from the cam sprocket when feeding in the new timing chain (the chain retainer makes this a one-man job). Laser 6302 and 6651 are suitable for their specific applications.

Before fitting the link removal tool (**A**) to the chain, first cover the exposed timing chain case with a clean rag or similar.

Refer to Figure 3: fit the link removal tool (**A**) onto the timing chain with the removal pin lining up with the leading link pin. (**Note:** two link removal mandrels are supplied; use the correct one for the size of the link pin being removed. The mandrel removal pin must be smaller than the link pin being removed.)

1. Screw in the 19mm mandrel hex until contact is made with the timing chain link plate, then nip up with a 19mm spanner.
2. Press out the leading link pin by turning the 13mm hex.

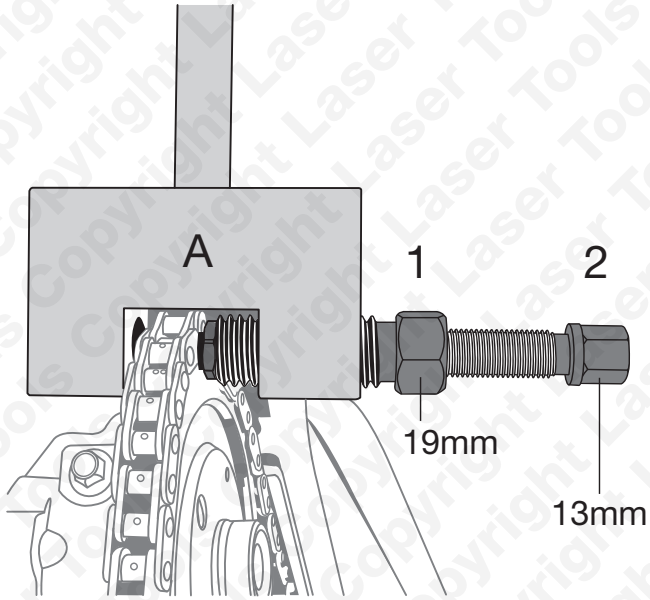

Fig. 3

Installing the new timing chain:

Connect the new timing chain to the old timing chain using the suitable threading link for the application. Again, refer to the manufacturer's procedure on method of turning engine. Turn in the engine's correct direction of rotation; do not rotate engine backwards. As the engine turns the new chain is rolled onto all the sprockets in place of the old timing chain. **Note:** threading links are considered a temporary assembly aid and must be removed after use.

Inserting the new timing chain connecting link:

Once the old timing chain has been removed, connect the two ends of the new timing chain using the method stated in the manufacturer's service procedure for lining up the new timing chain connecting link. Assemble the swaging/locating jaws as stated in the manufacturer's procedure to the link assembly tool (**B**). Some methods (duplex chains) require the use of temporary assembly links (**M** or **N**) to position the chain links while the new connecting link is pressed in - refer to Figure 4. These temporary assembly links will be pushed out when pressing in the new timing chain connecting link, thus they are considered to be a temporary assembly aid only, and must be removed after use. With a single link chain, the new connecting link can be pushed into position by hand.