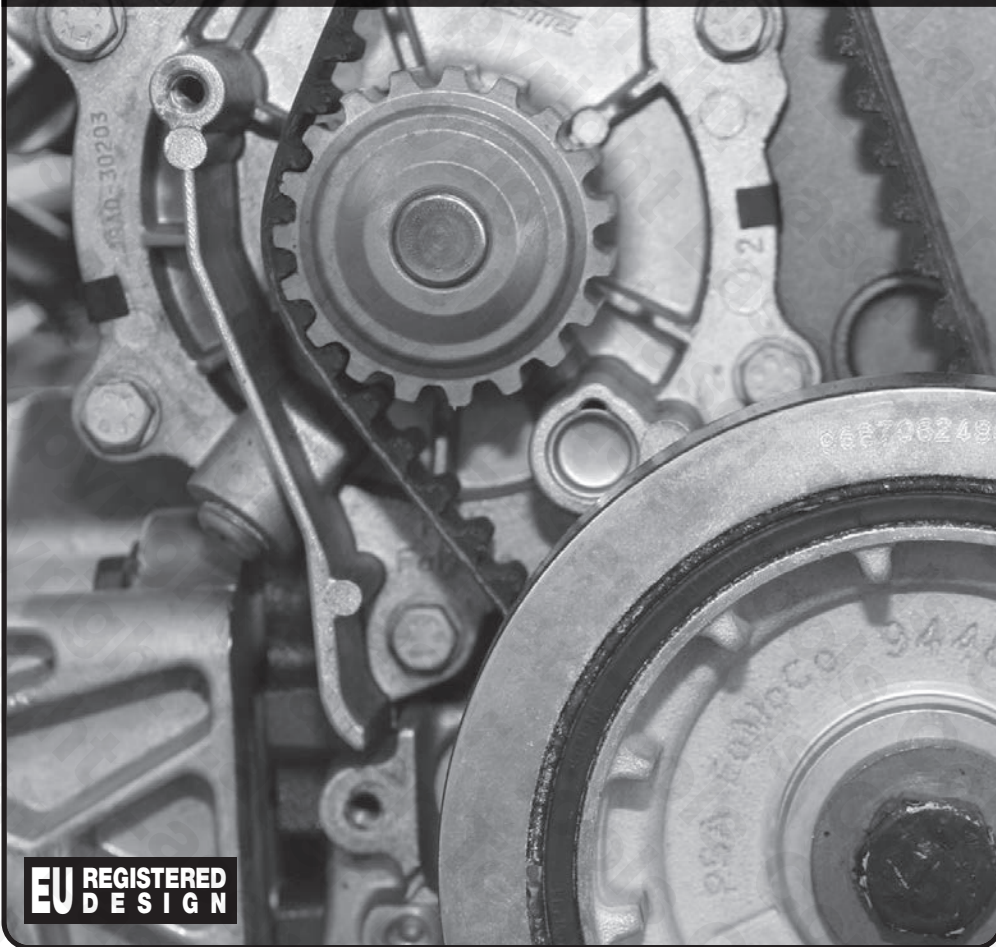


# LASER<sup>®</sup>

Part No. 8135

## Instructions

### Engine Timing Tool Kit Mercedes-Benz 1.6, 2.0L Petrol



**EU REGISTERED  
DESIGN**

*Please refer to [www.lasertools.co.uk/toolpoint](http://www.lasertools.co.uk/toolpoint)  
to check the most up to date product applications.*

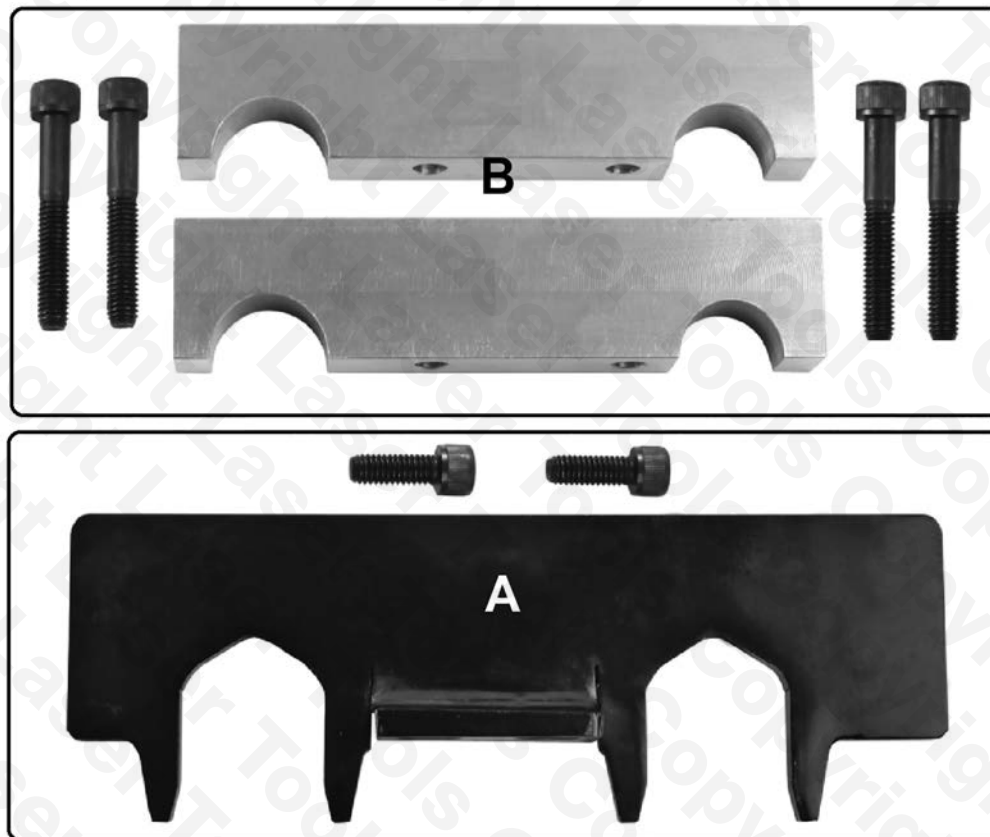
**[www.lasertools.co.uk](http://www.lasertools.co.uk)**

## Introduction

Designed and manufactured in Sheffield specifically for the Mercedes-Benz 1.6L & 2.0L chain driven petrol engines used across the Mercedes-Benz range including hybrid versions. The Laser 8135 provides all the tools required to lock and hold the camshafts in their timed position when performing timing chain replacement or engine service and repairs.

- Applications include: A-Class (2012 to 2019), B-Class (2012 to 2019), C-Class (from 2011), CLA Coupe (from 2013), E-Class (from 2013), GLA (from 2014), GLC, (2015 to 2019), GLK (2013 to 2015), SLC (from 2016), SLK (2015 to 2016).
- Engine codes covered include: 1.6L M270.91, M274.91, 2.0L M270.92, M133.98, M274.92.
- Equivalent to OEM 270 589 01 61 00.
- For flywheel locking use Laser 7271 for 274.xxx rear wheel drive engines & use 8071 for 270.xxx 7 133.xxx front wheel drive engines. For T100 security camshaft sprocket fixing bolts use Laser 7514.
- EU Registered Design. Use in accordance with OEM instructions, always observe all tightening torques.

## Components



Ref.	Comp. Codes	Description	OEM Ref.
A	C965	Camshaft Alignment Tool	270 589 01 61 00
B	C966	Camshaft Clamping Bars	

## Applications

Make, Model, Year			Engine Codes
Mercedes-Benz	A-Class	2012 to 2019	1.6L
	B-Class	2012 to 2019	M270.910
	C-Class	From 2011	M274.910
	CLA-Coupe	From 2013	2.0L
	E-Class	From 2013	M270.920
	GLA	From 2014	M133.920
	GLC	2015 to 2019	M274.920
	GLK	2013 to 2015	
	SLC	From 2016	
	SLK	2015 to 2016	

Always refer to the website for most up to date applications:  
[www.lasertools.co.uk/product/8135](http://www.lasertools.co.uk/product/8135)

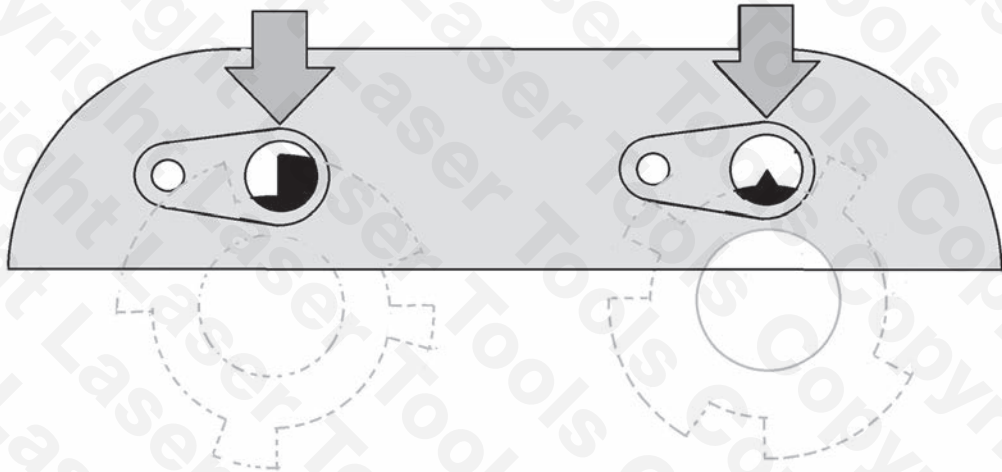
The following instructions are for guidance only. Please refer to OEM derived data such as the vehicle manufacturers' own data or Autodata.  
The use of this engine timing tool kit is purely down to the user's discretion and The Tool Connection Ltd. cannot be held responsible for any damage caused whatsoever.



## Instructions

- Set the engine to TDC number 1 cylinder. Align the marks on the front crankshaft pulley.
- Remove the camshaft position sensors.
- Check the sensor reluctor rings are positioned correctly by viewing through the sensor holes. See figure 1.

FIG:1

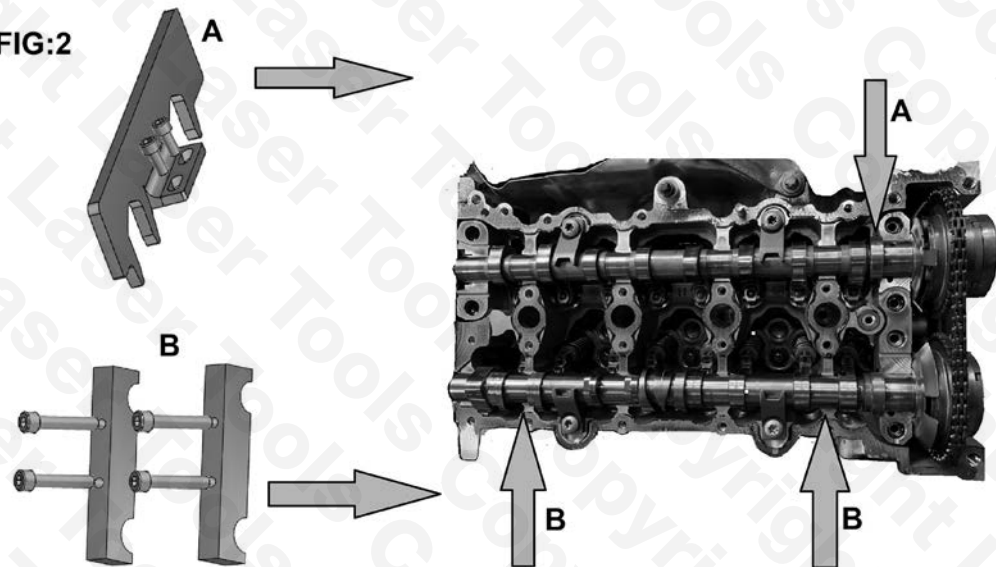




## Instructions

- Remove the cylinder head cover – BE AWARE: the cylinder head cover forms the top half of the camshaft bearings.
- Double check the crankshaft and camshaft positions.
- Loosely fit the camshaft alignment tool (A) and the camshaft clamping bars (B). Tighten them down together. See figures 2 and 3.

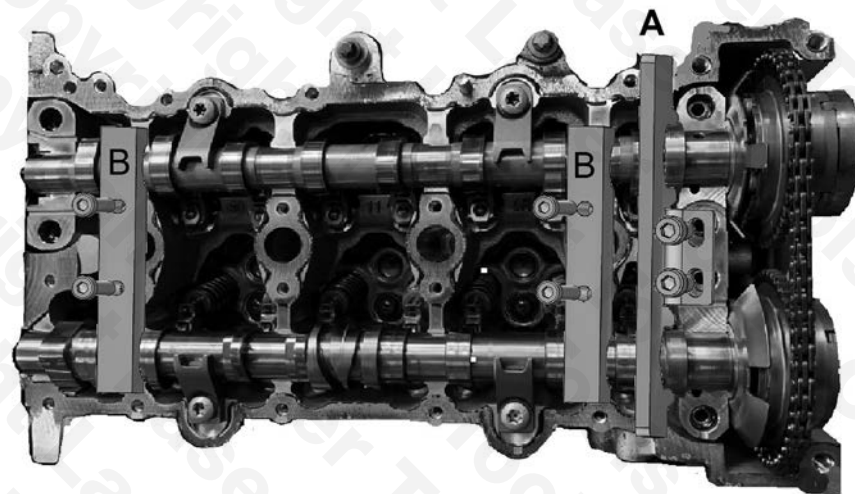
FIG:2



NOTE: the round machined slots in the clamping bars (B) are different sizes to match the camshafts which are different diameters. Check the bars are fitted the correct way round before tightening down.

## Instructions

FIG:3



- Once fully tightened down the camshaft sprocket and chain can be removed.

NOTE: When refitting the crankshaft pulley do not tighten it with the camshaft tools in place. Always use the appropriate flywheel locking tool to hold the crankshaft.

## 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.

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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