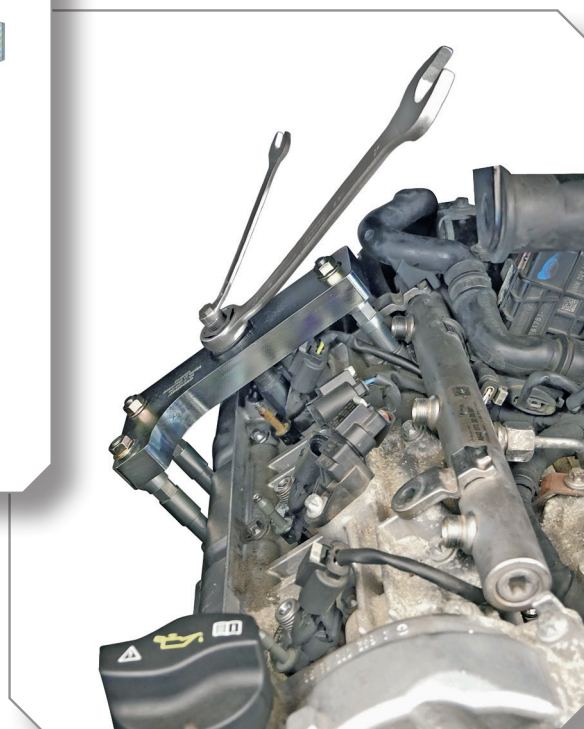


KL-0186-24

Injector Extractor, Mercedes-Benz OM642



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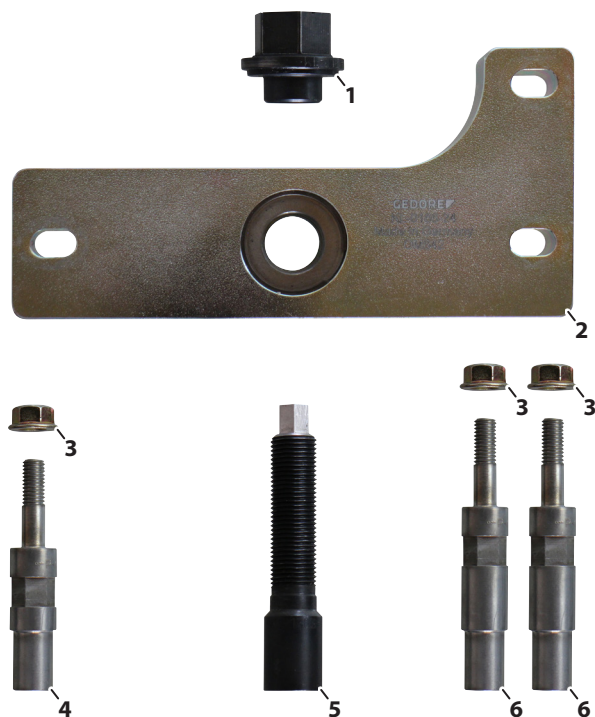
PRODUCT DESCRIPTION

KL-0186-24 - Injector extractor, Mercedes-Benz OM642

Suitable for Mercedes-Benz, Chrysler and Jeep with 3.0 litre 6-cylinder diesel engines of the OM642 series.

Installed e.g. in Mercedes-Benz C-Class (W203/S203, W204/S204), CLK-Class (C209/A209), CLS-Class (C219, C218), E-Class (W211/S211, W212/S212, W213), E-Class Coupé/Cabrio (C207/A207, C238/A238), G-Class (W461, W463), GL-Class (X164), GL-/GLS-Class (X166), GLC-Class (X253, C253), GLK-Class (X204), ML-Class (W164), ML/GLE-Class (W166, C292), R-Class (W251/V251), S-Class (W221/V221, W222/V222), Sprinter (B906, B907, B910), Vito/Viano (W639/V639), X-Class (W470); Chrysler 300C (LX/LE); Jeep Grand Cherokee (WK/WH), Commander (2006 - 2010).

- Powerful extractor for professional extraction of injectors directly from the vehicle.
- Robust extraction bridge with ball-bearing pull spindle for even force distribution.
- Ideal for extremely seized injectors without removing the cylinder head.
- Compact design especially for confined spaces at the rear cylinders.
- No lowering of the motor necessary compared to conventional manual slide hammer methods.
- Alternative solution to the Mercedes-Benz OEM tool: W355589016300 + W642589013300.



Scope of delivery/single part overview

Pos.	Part no.	Description	Quantity
1	KL-0186-2404	Collar nut	1
2	-	Extraction bridge	1
-	KL-0186-2401	Bridge	1
-	KL-0040-3005	Circlip SB35	1
-	KL-0021-0006	Axial bearing	1
3	KL-0043-5925	Collar nut M8	3
4	KL-0186-2402	Support bolt, short	1
5	KL-0186-2405	Pull spindle thread M14x1.5mm	1
6	KL-0186-2403	Support bolt, long	2

Technical data

Suitable for injectors with external thread:M14x1.5mm
 Thread of the pull spindle and collar nut:M16x1.5mm
 Length of the pull spindle: 132mm
 Maximum load: 9 tonnes

SAFETY INSTRUCTIONS AND REGULATIONS

- ▶ Read and understand this product information **before using** the special tool, as it serves to familiarise you with the special tool and thus ensures **safe use**!
- ▶ Use the special tool **as intended** and **always** carry out maintenance and repair work in compliance with the regulations on occupational safety and accident prevention as well as the vehicle manufacturer's instructions!
- ▶ **Before each use**, check the special tool **carefully** for damage, loose parts, or unauthorised modifications. **Never** use it if you notice any such deficiencies!
- ▶ **Before each use**, check the moving parts on the **special tool** for dirt, if necessary clean and lubricate it **exclusively** with molybdenum disulphide paste, for example **KL-0014-0030**!
- ▶ **Always** wear your personal protective equipment, e.g. safety goggles, protective gloves, safety shoes, if necessary!
- ▶ Interrupt your work **immediately** if you are unsure about using the special tool, and contact **GEDORE Automotive GmbH** if **necessary**!
- ▶ Dispose of the special tool and its packaging material in an environmentally compatible way in accordance with the legal requirements. If necessary, ask your local authorities or **GEDORE Automotive GmbH** about environmentally friendly disposal options!

APPLICATION EXAMPLE

This application example describes how to remove a stuck injector using the injector extractor without dismantling the cylinder head.

📷 1: Prepare injector...

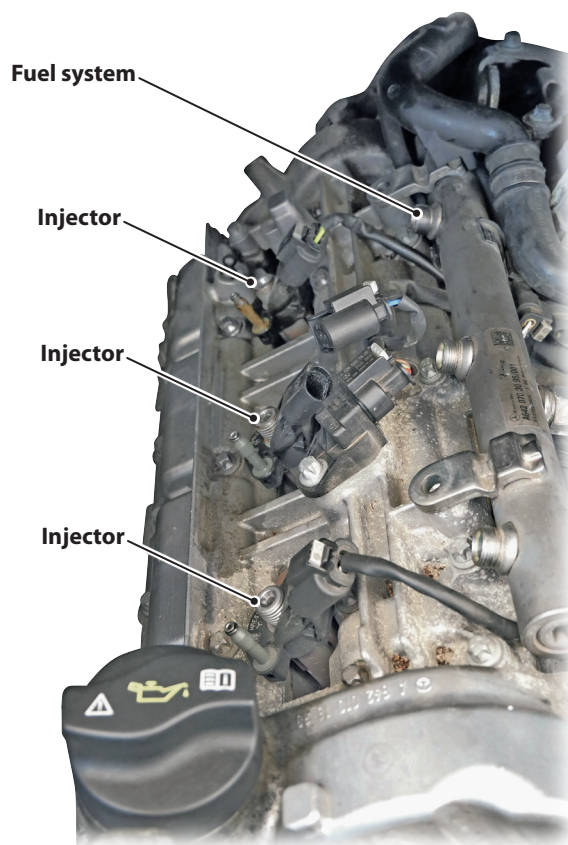
ATTENTION

Contamination can get into the fuel system and the injectors and damage them. Therefore, always keep open fuel connections clean and protect them from contamination!

1. Prepare all parts required for removing the injector according to the manufacturer's instructions.

For example:

- Disconnect cable connectors
- Dismantling the fuel lines
- Loosen the brackets on the injector

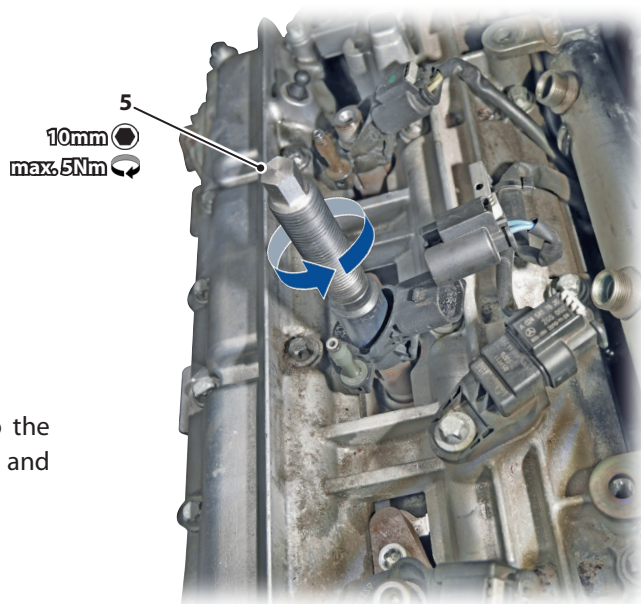


📷 2: Unscrew the pull spindle on the injector...

ATTENTION

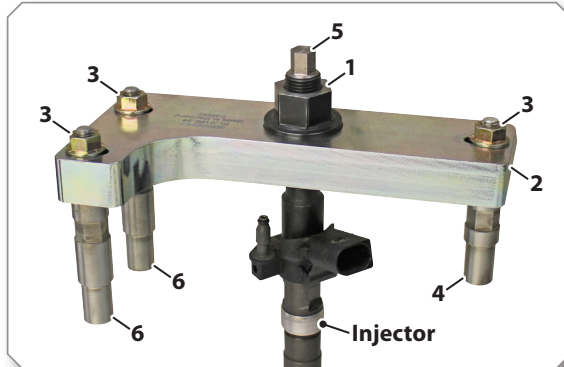
The thread of the pull spindle [5] and the injector can be damaged. Therefore, always screw the pull spindle [5] completely onto the thread of the injector!

2. Screw the pull spindle [5] completely onto the injector in a clockwise direction as shown and tighten lightly by hand to **max. 5Nm**.



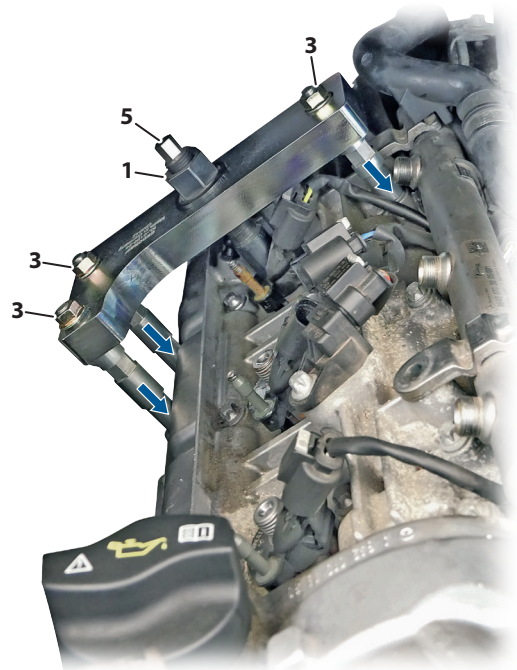
3: Assemble the injector extractor and fit in the correct position...

3. First assemble the injector extractor as shown, but do not yet tighten the collar nuts [3].



4. In the next step, place the injector extractor on the pull spindle [5] and ensure that the three support bolts [4] + [6] rest cleanly and evenly on the valve cover bolts on the cylinder head.

5. Then screw on the collar nut [1] by hand as far as it will go and tighten the collar nuts [3] to 5 Nm.



4: Pull out the injector in a controlled manner...

ATTENTION

The thread of the pull spindle [5] can be damaged if it runs dry. Therefore, lubricate the pull spindle [5] with molybdenum disulphide paste (e.g. KL-0014-0030)!

6. To pull out the injector, turn the collar nut [1] clockwise using a suitable tool while simultaneously counterholding the pull spindle [5].



Expert tip:

Treat extremely stuck injectors with rust remover and apply tension for a longer period of time. Alternately relieving the pressure and applying tension again should usually loosen the injector.

