

LeakMaster with EVAP cart

- Recessed area on top of the cart allows smoke machine to fit tightly and ensures its safety from tipping.
- Includes holding well for a standard sized 60 or 75 cubic foot SAE nitrogen tank.
- Large shelf area for the adapters and other accessories that come with the smoke machine.
- Raised handle, large recessed rollers, and a minimum floor footprint for ease in moving the unit around the shop floor.

No. 6626 – OTC No. 6525 LeakMaster, EVAP cart, and accessories. Wt., 55 lbs., 2 oz.

No. 6625 – EVAP cart only. Wt., 35 lbs., 2 oz.

Accessories: Included with No. 6626: (also available separately)

CEA-01 – 3-1/2" diameter exhaust cone (quantity 2).

CEA-02 – Assorted cap plug kit.

CEA-03 – Smoke diffuser adapter.

HS-400AC – 400,000 CP spotlight w/20' cord and battery clips.

CEA-04 – Standard SVC port adapter.

CEA-041 – 25 ft. nitrogen coiled hose.

CEA-042 – Small SVC port adapter.

CEA-049 – Doubled-ended Schrader remover tool.

SR00 – Water trap filter.

P-0716-UV – Smoke compound w/Ultratrace UV™ technology.



(Tank not included.)



Clamshell Strut Spring Compressor

Servicing MacPherson struts is convenient and affordable with this compressor. It fits a wide range of struts and requires no special adapter shoes.

- Locking pins hold the compressor jaws in place.
- Tool compresses springs of 4 in. to 9 in. O.D., with wire diameters of 7/16" to 11/16".
- Built to use with an impact wrench

No. 6494 – Clamshell strut spring compressor. Wt., 19 lbs.



Patent Pending



Note: Not to be used on conventional coil springs.

AUTOMOTIVE SPECIAL TOOLS

StrutTamer™ Elite



StrutTamer™ Elite Strut Spring Compressor

Our new StrutTamer Elite for MacPherson strut springs is an effective compressor for handling almost any straight, conical, or offset spring. With its adjustable arms and four-point locking jaws, the StrutTamer Elite securely holds the spring.

The StrutTamer features:

- Adjustable center screw that keeps a strut and spring aligned.
- Crank designed to compress a spring faster and easier.
- Coverage: 2-1/2" to 10" spring diameters, 2-1/2" to 24" vertical stroke range.
- Easy mounting to wall or optional stand.
- Welded steel frame with two wheels that enable easy movement of the unit. (6581)
- Non-slip rubber pads that keep the stand firmly in place during compression. (6581)

No. 6580 – StrutTamer Elite strut spring compressor. Wt., 81 lbs.

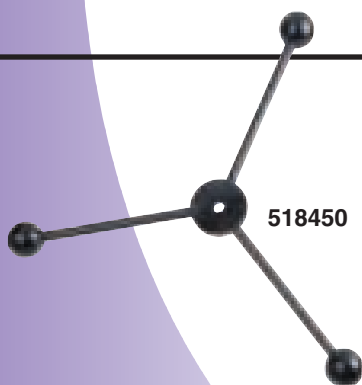
No. 6581 – Master StrutTamer Elite set. Includes StrutTamer spring compressor and portable stand. Wt., 142 lbs.

No. 6582 – StrutTamer Elite portable stand. Wt., 61 lbs.

StrutTamer Elite Strut Compressor Bridge Accessory

- Used to compress strut towers if technician prefers to press on the top plate of the strut rather than attaching the locking jaws to the top coils of the spring.
- Attaches to the locking jaws and is manually adjusted to bridge the strut top plate to be compressed. Lower part of spring is still held in the two lower locking jaws.
- Included with the 6580. Available separately for owners of previous model No. 6070.

No. 6583 – Bridge accessory for StrutTamer Elite. Wt., 2 lbs. 5 oz.



3-Knob Handle for StrutTamer Elite

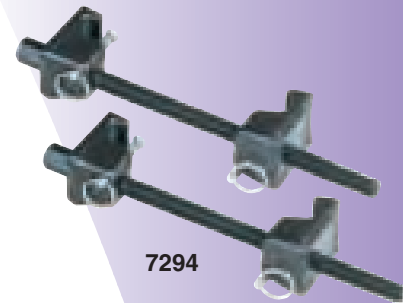
- Large, easy-to-grasp knobs provide ease of spring compression when using the StrutTamer Elite strut spring compressor.
- Included with the 6580. Available separately for owners of previous model No. 6070.

No. 518450 – 3-knob handle for StrutTamer Elite. Wt., 1 lb. 5 oz.

MacPherson Strut Spring Hook Compressor

These devices quickly and easily compress most sizes of MacPherson strut springs. Setup is fast and simple. Compression is achieved by alternating from one assembly to another. Each device has a heat-treated alloy thrust screw (5/8"–11 x 12") with forged hooks.

No. 7294 – MacPherson strut spring hook compressor, for most sizes of MacPherson strut springs. Wt., 7 lbs., 3 oz.



7294

Ford Strut Removal Tool

- Works on:
 - ✓ 1986–2004 Ford Taurus/Mercury Sable, front and rear.
 - ✓ 1995–2000 Ford Contour/Mercury Mystique, front and rear.
 - ✓ 1999–2002 Mercury Cougar, front and rear.
 - ✓ 1995–2003 Ford Windstar, front.
- This strut removal tool incorporates a long lever arm working against the strut's lower spring plate with a fulcrum pushing the knuckle down, creating maximum leverage. Frees bottom of the strut from the knuckle.
- Better than a pry bar.
- Instructional video included.

No. 6584 – Ford strut removal tool. Wt., 10 lbs., 7 oz.



6584

Front Coil Spring Compressor

This compressor fits most late-model rear wheel drive domestic vehicles in which the coil springs are between the upper and lower control arms. The tool features four case-hardened, self-aligning plates to ensure correct load distribution under tension. Includes two 3-3/8" ID plates and two 4" ID plates. Will not work on Mercedes-Benz vehicles.

No. 7045B – Front coil spring compressor. Wt., 13 lbs.

Similar to
Ford No. 204-D001
(D78P-5310-A)



7045B

GM W-Body Strut Service Set

This set has the tools needed for removing and installing gas-charged or oil-filled strut cartridges on 1988–96 Pontiac Grand Prix, 1988–98 Oldsmobile Cutlass Supreme, 1988–99 Chevrolet Lumina sedan, 1995–99 Chevrolet Monte Carlo, and 1988–96 Buick Regal. It enables you to work through the strut tower without removing the parts from the vehicle.

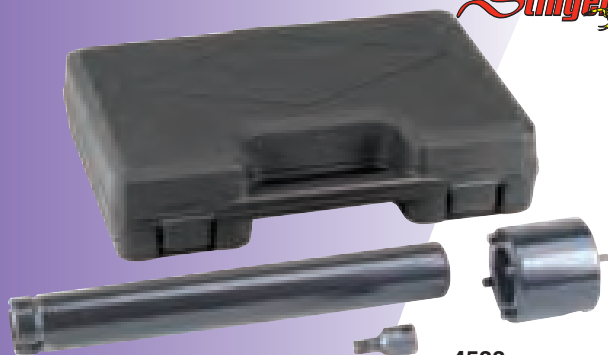
No. 7568A – GM W-body strut service set. Includes No. 219600 jounce bumper retainer wrench, No. 219601 strut cap nut wrench, and No. 219599 strut extension rod. Wt., 3 lbs., 7 oz.



7568A

AUTOMOTIVE SPECIAL TOOLS

Suspension Service



4533

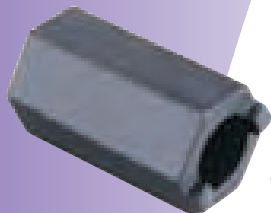
GM W-Body Strut Tool Kit

- Includes one T50 TORX® bit, a universal drive handle, and a double-ended socket.
- Use one end of the socket to remove/install the jounce bumper; the other end to remove/install the strut cap nut.

Works on GM W-body vehicles:

1988–96 Pontiac Grand Prix
1988–98 Olds Cutlass Supreme & Chevrolet Lumina Sedan
1995–99 Chevrolet Monte Carlo
1988–96 Buick Regal

No. 4533 – GM W-body strut tool kit. Wt., 3 lbs., 14 oz.



7707

VW and Audi Strut Nut Socket

This 1-3/4" long socket is built for VW and Audi FWD cars in which the top shock-retaining nut is recessed inside the strut tower. The tool's center bore allows you to hold the strut shaft from turning, using a 7/8" (22 mm) hex key and appropriately sized wrench.

No. 7707 – VW / Audi strut nut socket. Wt., 4 oz.



7544

Strut Rod Nut Socket (24 mm)

This specially designed socket is needed to loosen and tighten the top strut nut when servicing the strut spring or strut cartridge. The socket is used with a 1/2" ratchet or breaker bar to turn the strut nut while holding the strut rod with the appropriate wrench. The socket fits 24 mm strut rod nuts found on many domestic FWD vehicles including 1988–96 Pontiac Grand Prix, 1988–98 Oldsmobile Cutlass Supreme, 1988–99 Chevrolet Lumina sedan, 1995–99 Chevrolet Monte Carlo, and 1988–96 Buick Regal.

No. 7544 – Strut rod nut socket. Wt., 8 oz.



7491C

GM Upper Control Arm Knock-Out Tool

Here's the tool you need to remove the inserts on the upper control arm alignment brackets of light-duty GM trucks. It features an indexed forcing bolt that pulls straight and evenly, and works with off-center knock-outs. The tool fits 1989–2001 Chevrolet and GMC 1/2-, 3/4-, and 1-ton trucks, two- or four-wheel drive. Also works on 1990–2001 all-wheel drive Chevrolet Astro vans and GMC Safari vans.

No. 7491C – GM upper control arm knock-out tool. Wt., 8 oz.



7826

Ford Truck Torsion Bar Tool

This tool firmly holds the torsion bar on Ford light-duty trucks while you adjust or service the front suspension. Without it, a torsion bar could unwind and possibly cause damage. The tool fits 1997–2003 Ford F-150 4WD pickups, 1995–2001 Ford Explorer 4WD, 1998–2001 Mercury Mountaineer, and 1998–2001 Ford Ranger.

No. 7826 – Ford truck torsion bar tool. Wt., 2 lbs., 10 oz.