

## Compression Gauge Sets

### EEPV500<sup>†</sup> Automotive Compression Test Set

- Tests cars and trucks with hard-to-access spark plug ports
- 2-3/4" dia., 300 PSI gauge assembly has superior accuracy, pressure release button and 24" flexible hose with quick coupler
- Includes EEPV5G12L, EEPV5G14L and EEPV5G14S

### EEPV503<sup>†</sup> Motorcycle Compression Gauge Set

- Tests motorcycles and recreational vehicles with hard-to-access spark plug ports
- 2-3/4" dia., 300 PSI gauge assembly has superior accuracy, pressure release button and 24" flexible hose with quick coupler
- Includes EEPV5G10L, EEPV5G12L and EEPV5G14L

### EEPV500-H<sup>†</sup> Hose Assembly

- For use with EEPV500 and EEPV503

### EEPV600<sup>†</sup> Compression Gauge Set

- Simplifies compression testing on engines with deep spark plug wells
- Knurled end allows hand tightening to aid against over-torquing or cross-threading
- Gauge can be connected to the included hose assembly for extra reach
- 300 PSI (2,100 kPa) superior accuracy gauge with pressure release button
- Includes: EEPV6G12L and EEPV6G14L

### EEPV6-300G<sup>†</sup> Gauge and Boot Assembly

- For use with EEPV600

### EEPV600-H<sup>†</sup> Hose Assembly

- For use with EEPV600



EEPV500



EEPV600



## Compression Gauge Adaptors

- Detects piston ring, intake/exhaust valve, head gasket or other engine issues
- 10-1/4" overall length unless otherwise noted
- Standard reach applies to flat and tapered spark plug hole seats; long reach applies to servicing motorcycle engines
- For EEPV6 adaptors: Simply connect the hose coupler and gauge of the customer's existing EEPV500 or EEPV600 (EEPV500 and EEPV600 sold separately)

### EEPV5G10L<sup>†</sup> Compression Gauge Adaptor

- Long reach (M10 x 1.0 pitch)
- Thread length .70"

### EEPV5G10S<sup>†</sup> Compression Gauge Adaptor

- Standard reach (M10 x 1.0 pitch)
- Thread length .43"

### EEPV5G12L<sup>†</sup> Compression Gauge Adaptor

- Long reach (M12 x 1.25 pitch)
- Thread length .68"

### EEPV5G12T<sup>†</sup> Compression Gauge Adaptor

- M12 x 1.25 pitch
- Main application is second generation Ford<sup>®</sup> Triton<sup>®</sup> engines 2008 and later
- Tests cylinder compression up to 300 PSI
- Additional applications include Mercedes-Benz<sup>®</sup> (most V6 and some V8 models newer than 2006), Nissan<sup>®</sup> (2.5 L 2008 and later) and Toyota<sup>®</sup> Scion<sup>®</sup> (1.8 L 2008 and later) vehicles
- 18" length
- Thread length .71"

### EEPV6G14L<sup>†</sup> Long-Neck Chrome Adaptor

- M14 x 1.25 pitch
- Thread length .73"

### EEPV5G14L<sup>†</sup> Compression Gauge Adaptor

- Long reach (M14 x 1.25 pitch)
- Thread length .73"

### EEPV5G14S<sup>†</sup> Compression Gauge Adaptor

- Standard reach (M14 x 1.25 pitch)
- Thread length .36"

### EEPV6G14L<sup>†</sup> Long-Neck Chrome Adaptor

- M14 x 1.25 pitch
- Thread length .73"

### EEPV6G14S<sup>†</sup> Standard Reach Chrome Adaptor

- M14 x 1.25 pitch
- Thread length 0.36"

### EEPV5G16T<sup>†</sup> Compression Gauge Adaptor

- Long reach (M16 x 1.5 pitch) for Ford<sup>®</sup> 5.4 L Triton<sup>®</sup> engines
- 18" length
- Thread length 1.23"

### EEPV6G16L<sup>†</sup> Long-Neck Chrome Adaptor

- M16 x 1.25 pitch
- Thread length .90"

### EEPV5G18S<sup>†</sup> Compression Gauge Adaptor

- Standard reach (M18 x 1.5 pitch)
- Thread length .44"

### EEPV6G3PK<sup>†</sup> 3 pc Chrome Compression Adaptor Set

- Set includes EEPV6G12L, EEPV6G14L and EEPV6G14S (3 pc)
- For use with EEPV500 and EEPV503 compression gauge sets
- Simplifies testing of compression on engines with deep spark plug wells
- Knurled end allows hand tightening to aid against over-torquing and cross-threading

**WARNING**



- Read and follow safety messages in Instructions.
- Do not expose gasoline or fuel to flames, sparks or other sources of ignition.
- Use only in well ventilated areas.
- †These products can expose you to chemicals which are known to the state of California to cause cancer and reproductive harm. See pages P1-P2 for details.
- Read Safety Precautions on pages W1-W4



MT27D

**Cone-Type Compression Gauge**

**MT27D Cone-Type Compression Gauge**

- Range from 0–300 PSI and 0–2,100 kPa
- Cone seal is held firmly over plug hole, unit does not thread in
- Ideal for small gasoline engines, motorcycles, ATVs and snowmobiles



EEP6G1822

**Pressure Gauge Sets**

- Intended for use on spark-ignited gasoline engines that do not exceed 1,000 PSI compression
- Uses hose adaptors that thread into the spark plug hole and connect at the gauge hose's quick coupler
- Maintains highest compression test reading and resets to zero with a push-button release valve
- Gauge displays individual cylinder pressure
- Test range: 0–1,000 PSI (0–6,895 kPa) in 10 PSI (50 kPa) increments
- Detect piston ring, intake/exhaust valve, head gasket or other engine issues

**EEP6G1822<sup>±</sup> M18 X 1.5 Thread Compression Adaptor**

- Simplifies compression testing on engines with deep spark plug wells
- For use with EEPV6-300G gauge and EEPV600H (sold separately)
- T-handle for easier threading in greasy applications
- M18 x 1.50 pitch
- 22" overall length for long reach applications
- Maximum 300 PSI
- Technical Support: 855-779-8880



Includes Free App

**Pressure Gauge Sets**

- Intended for use on spark-ignited gasoline engines that do not exceed 300 PSI compression
- Uses hose adaptors that thread into the spark plug hole and connect at the gauge hose's quick coupler
- Maintains highest compression test reading and resets to zero with a push-button release valve
- Gauge displays individual cylinder pressure
- Test range: 0–300 PSI (0–2,000 kPa) in 10 PSI (50 kPa) increments
- Detect piston ring, intake/exhaust valve, head gasket or other engine issues



**EEDF700-MSTR 1,000 PSI Wireless Diesel Pressure Tester Set with Free App**

- Test low-side fuel pressure and compression on Powerstroke®, Cummins®, Duramax® and other light and medium duty trucks—test vacuum and more
- Master set includes the adaptors found in: EEPD500, EEPD501, EEDF500, EEDF502, EEDF503 (No duplication, no analog gauges)
- Gray housing helps identify diesel vs. the original red gas version
- Organized compartments in the top tray and movable dividers in the lower section allow the user to neatly store components
- Units of measure include PSI, kPa, Bar, mBar, inHg, inH<sub>2</sub>O, cmH<sub>2</sub>O
- View the pressure and vacuum measurement results that transmit wirelessly to a Bluetooth®-enabled Android® or Apple® device (sold separately), or on the tool display
- Record readings to your Bluetooth®-enabled device during a road test; view the results back in the shop
- Min/max readings are graphed to aid in diagnosing the problem
- Store 1–12 cylinder readings; no writing required
- Store the results by customer, vehicle, license plate, date, technician and more
- Share the results via shop email, text or social media—include with vehicle owner's invoice



EEDF700-MSTR

Follow these steps:

1. Get free app
  2. Select and connect included adaptor to pressure tester
  3. Connect to engine
  4. Sync to remote device
  5. Take readings and diagnose
  6. Store and share results
- Convenient magnet for easy mounting
  - Requires less space in your tool box for all this capability
  - For customers who prefer the APP's capability and the digital readout vs analog gauge
  - Technical Support: 855-779-8880

## Diesel Compression Gauge

### EEPD500<sup>+</sup> Diesel Compression Gauge

- Range from 0–800 PSI and 0–5,500 kPa
- Includes 18" hose with release valve
- Technical Support: 855-779-8880

### EEPD501<sup>+</sup> Diesel Compression Test Kit

- Includes adaptors to test Power Stroke<sup>®</sup>, Cummins<sup>®</sup>, Duramax<sup>®</sup>, Mercedes<sup>®</sup>, Isuzu<sup>®</sup> and Mitsubishi<sup>®</sup> light-duty diesel engines
- Includes 800 PSI gauge and diesel compression adaptors for glow plug and injector applications
- Packed in blow-molded case that has additional slots for future expansion and fits in 4" drawer

### EEPD5-800G<sup>+</sup> 800 PSI Replacement Gauge



EEPD500



EEPD501



EEPV313C



M3540C



M3542C



M3543C



M3571C



M3572C



M3574C



M3584C



M3585C

## Compression Adaptors/Injector Style

- For use with EEPD500

### EEPV313C<sup>+</sup> Diesel Compression Gauge Adaptor

- For 1998–2002 Dodge<sup>®</sup> 24-valve 5.9 L Cummins<sup>®</sup>, plus 5.9 L Cummins<sup>®</sup> ISB and ISBE diesel engines

### M3540C<sup>+</sup> Compression Adaptor

- For Cummins<sup>®</sup> 855 in<sup>3</sup> NH, and 903 V8 and L10 diesel engines

### M3542C<sup>+</sup> Diesel Compression Gauge Adaptor

- For Volkswagen<sup>®</sup>, Mercedes-Benz<sup>®</sup>, Volvo<sup>®</sup> and Audi<sup>®</sup> 5000 diesel engines
- M24 x 2.0 pitch

### M3543C<sup>+</sup> Diesel Compression Gauge Adaptor

- For Detroit<sup>®</sup> 53, 71, 92 and 8.2 L diesel engines

### M3571C<sup>+</sup> Diesel Compression Gauge Adaptor

- For 21 mm injectors and Bosch<sup>®</sup>-type injectors on the following diesel engines: Allis-Chalmers<sup>®</sup> 433, 649 and 670; Allis/Fiat<sup>®</sup> 3-cylinder; John Deere<sup>®</sup> 404, 466, 531 and 619; Navistar<sup>®</sup> 361 and 407; Perkins<sup>®</sup> 4.203, 4.236, 4.248, 6.354 and 8.540; Wisconsin Engine<sup>®</sup> 340, 350, 430, 660, 670, 750, 860 and 1000; White Engine<sup>®</sup> D2000, D2300, D3000, D3400, and D4800; Mack<sup>®</sup> 673, 674, 675, 864, 865 and 866; Waukesha<sup>®</sup> diesel engines; Ford<sup>®</sup> tractor diesel engines; Scania<sup>®</sup> DN11 and DS11

### M3572C<sup>+</sup> Diesel Compression Gauge Adaptor

- For pencil-type injectors on the following: Caterpillar<sup>®</sup> 3208 and 1100 Series; Case<sup>®</sup> 70 Series 188 and 207; John Deere<sup>®</sup> early 300, 400 and 500 Series; 276, 404 and 531 diesel engines

### M3574C<sup>+</sup> Diesel Compression Gauge Adaptor

- For 17 mm injectors on Navistar<sup>®</sup> DT466 and 9 L, 312, 360, 414, 436 and 446 diesel engines

### M3584C<sup>+</sup> Compression Adaptor

- For Case<sup>®</sup>/Cummins<sup>®</sup> Series B 2.9, 3.9 and 5.9 L diesel engines

### M3585C<sup>+</sup> Compression Adaptor

- For Case<sup>®</sup>/Cummins<sup>®</sup> Series C 8.3 L engines



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- Do not expose gasoline or fuel to flames, sparks or other sources of ignition.
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- Read Safety Precautions on pages W1–W4



## Compression Adaptors/Glow Plug-Style

• All “M” series glow plug-style adaptors plus the EEPV312C or EEPV312D adaptor require the use of either the M3569A or M3570A quick coupler

- EEPV312C<sup>‡</sup> Glow Plug Compression Adaptor**
  - Duramax<sup>®</sup> 6600, 2001–2005
- EEPV312D<sup>‡</sup> Glow Plug Compression Adaptor**
  - For Duramax<sup>®</sup> 6600, 2006 and newer
- EEPV314C<sup>‡</sup> Glow Plug Compression Adaptor**
  - For Ford<sup>®</sup> Power Stroke<sup>®</sup>/Navistar<sup>®</sup> 7.3 L and VW<sup>®</sup> TDI 1.9<sup>®</sup> diesel engines
- EEPV317C<sup>‡</sup> Glow Plug Compression Adaptor**
  - For Ford<sup>®</sup> Power Stroke<sup>®</sup> 6.0 L and Navistar<sup>®</sup>/International 6.0 L VT365E engines
- EEPV318C<sup>‡</sup> Glow Plug Compression Adaptor**
  - For Power Stroke<sup>®</sup> engines
  - Applicable to Mercedes-Benz<sup>®</sup> BlueTEC models, 2007–2016
- M3545C<sup>‡</sup> Glow Plug Compression Adaptor**
  - For Ford<sup>®</sup>/International 6.9/7.3 L, Mercedes-Benz<sup>®</sup> E320 and Westerbeke<sup>®</sup> Marine engines
- M3564C<sup>‡</sup> Glow Plug Compression Adaptor**
  - For GM<sup>®</sup> 6.2 L and 6.5 L diesel; Hummer<sup>®</sup> H1; Jeep<sup>®</sup> Liberty 2.8 L; and Mercedes-Benz<sup>®</sup>, Freightliner<sup>®</sup>, and Dodge<sup>®</sup> Sprinter 2.7 L engines

- M3565C<sup>‡</sup> Glow Plug Compression Adaptor**
  - For Toyota<sup>®</sup> 1.8 L; Isuzu<sup>®</sup> 1.8 and 2.2 L diesel engines; and 4HE1, 6HE1 and HK1
- M3566C<sup>‡</sup> Glow Plug Compression Adaptor**
  - For Toyota<sup>®</sup> and Nissan<sup>®</sup> 2.2 L diesel engines, plus Mitsubishi<sup>®</sup> 2- and 3-cylinder engines; CAT<sup>®</sup> 3022, 3023, 3024 and 3034; Ford<sup>®</sup>/Mazda<sup>®</sup> 2.0 and 2.2 L; Ford<sup>®</sup>/Mitsubishi<sup>®</sup> 2.3 L; Kawasaki<sup>®</sup> Mule 3010; Kubota<sup>®</sup> D650 and D1100; Mazda<sup>®</sup> B2200 2.2 and 2.0 L; Mitsubishi<sup>®</sup>/Fuso and Nissan<sup>®</sup> engines
- M3576C<sup>‡</sup> Glow Plug Compression Adaptor**
  - For BMW<sup>®</sup> 2.4 L engines used in 1984 and 1985 Lincoln<sup>®</sup>, Mark VII and Continental models; Peugeot<sup>®</sup> 1978–1984, 2.0 L and 2.3 L engines; and VW<sup>®</sup>, Audi<sup>®</sup>, and Volvo<sup>®</sup> 1.5 L, 1.6 L, 2.0 L and 2.6 L engines
- M3569A<sup>‡</sup> Quick Coupler**
  - 45° offset
- M3570A<sup>‡</sup> Quick Coupler**
  - 90° offset

Stock No.	Thread	A, inches (mm)	B, inches (mm)	C, inches (mm)	D, inches (mm)	E hex
EEPV312C <sup>‡</sup>	M10 x 1.25	4-1/8 (105)	3 (76)	2-1/2 (64)	3/10 (8)	12 mm
EEPV314C <sup>‡</sup>	M10 x 1.0	10.38 (263.6)	0.9 (22.9)	0.375 (9.5)	0.325 (8.25)	1/2"
EEPV317C <sup>‡</sup>	M14 x 1.25	10.1 (256.5)	0.625 (15.9)	0.25 (6.35)	0.318 (8.1)	5/8"
EEPV318C <sup>‡</sup>	M8 x 1.00	10.2 (259.1)	0.74 (18.9)	0.31 (7.9)	0.26 (6.6)	7/16"
EEPV312D <sup>‡</sup>	M10 x 1.25	3.57 (90.7)	1.00 (25.4)	0.25 (6.35)	0.32 (8.13)	1/2"
M3545C <sup>‡</sup>	M10 x 1.0	1.75 (44.5)	0.99 (25.1)	0.38 (9.65)	0.325 (8.25)	7/16"
M3564C <sup>‡</sup>	M10 x 1.0	2.5 (63.5)	0.782 (19.9)	0.314 (8.0)	0.313 (7.95)	7/16"
M3565C <sup>‡</sup>	M10 x 1.25	2.56 (65)	1.48 (37.6)	0.884 (22.45)	0.313 (7.95)	7/16"
M3566C <sup>‡</sup>	M10 x 1.25	2.00 (50.8)	1.157 (29.4)	0.407 (10.3)	0.313 (7.95)	7/16"
M3576C <sup>‡</sup>	M12 x 1.25	2.344 (59.5)	0.74 (18.8)	0.31 (7.9)	0.392 (9.95)	9/16"

### Engine Vacuum Pressure Gauge Set

#### EEPV511<sup>‡</sup> Vacuum and Fuel Pump Tester

- Used for almost all basic vacuum pressure testing needs in the shop
- Performs engine vacuum tests on gasoline engines, as well as exhaust back pressure tests on applications with an oxygen sensor
- Tests vacuum accessories and emission control devices such as EGR valves canister purge systems, air switching and divert valves, vacuum delay and check valves, heater and A/C controls, and cruise control systems
- Multicolor gauge face with SAE, Hg, PSI, negative kPa and positive kPa

#### EEPV5V-ALL<sup>‡</sup> Vacuum Fittings Use with EEPV700

- For customers who do not own EEPV511

#### EEPV511-H 4' Silicone Hose

#### EEPV511-1<sup>‡</sup> M12/M18 Oxygen Sensor Adaptor

#### EEPV511-2<sup>‡</sup> Oxygen Sensor Adaptor Flange Gasket

#### EEPV511-3 Tapered Vacuum Fitting



EEPV511



EEPV5V-ALL

### Cylinder Leakage Tester

#### EEPV509<sup>‡</sup> Cylinder Leakage Tester

- Pressure gauge displays input air pressure for proper cylinder leakage test set-up and provides accurate results
- Pressure gauge range is 0–100 PSI (0–700 kPa) in 2 PSI (20 kPa) increments
- Cylinder leakage gauge displays leakage as a percentage of input pressure in one of three distinctive zones: high, moderate or low
- For use with optional EEPV5 series adaptors
- Technical Support: 855-779-8880



EEPV509

### Pressure Gauge Sets

#### EEPV508<sup>‡</sup> Automatic Transmission and Engine Pressure Set

- Includes (2) gauge assemblies for high-pressure (500 PSI) and low-pressure (100 PSI) ranges, adaptors to test a wide variety of automatic transmissions, a comprehensive instruction manual with an applications table and a storage case
- (4) special fittings are also included for connection to hard-to-reach test ports in areas requiring a 45° or 90° angle
- High-pressure gauge assembly includes a 3.5" dia. gauge
- 10' flexible hose with fluid coupler
- Technical Support: 855-779-8880



EEPV508



EEPV507

#### EEPV507<sup>‡</sup> Engine Oil Pressure Set

- Used on diesel and gasoline engines
- Includes SAE and metric adaptors for cars, trucks, tractors and stationary engines
- Includes a 0–100 PSI (0–700 kPa) gauge assembly
- 6' flexible hose with fluid coupler
- Technical Support: 855-779-8880



EEPV5F-ALL

#### EEPV5F-ALL<sup>‡</sup> Engine/Transmission Adaptors Use with EEPV700

- For customers who do not own EEPV507 or EEPV508

Set Contains:

Stock No.	Description	EEPV508 <sup>‡</sup>	EEPV507 <sup>‡</sup>	EEPV5F-ALL <sup>‡</sup>
EEPV5F-0 <sup>‡</sup>	Male Quick-Connect Plug	•	•	•
EEPV5F-1 <sup>‡</sup>	2" Pipe Nipple	•	•	•
EEPV5F-2 <sup>‡</sup>	1/4" M x 1/8" F Hex Bushing	•	•	•
EEPV5F-3 <sup>‡</sup>	3/8" M x 1/8" F Hex Bushing	•	•	•
EEPV5F-4 <sup>‡</sup>	1/8" FNPT Coupling	•	•	•
EEPV5F-5 <sup>‡</sup>	1/8" M x 1/8" F Street Elbow	•	•	•
EEPV5F-6 <sup>‡</sup>	1/8"-28 BSPT	•	•	•
EEPV5F-7 <sup>‡</sup>	M10 x 1.0 Tapered Thread	•	•	•
EEPV5F-8 <sup>‡</sup>	M10 x 1.0 Adaptor	•	•	•
EEPV5F-9 <sup>‡</sup>	M10 x 1.25 Adaptor	•	•	•
EEPV5F-10 <sup>‡</sup>	M12 x 1.5 Adaptor	•	•	•
EEPV5F-11 <sup>‡</sup>	M12 x 1.75 Adaptor	•	•	•
EEPV5F-12 <sup>‡</sup>	M14 x 1.5 Adaptor	•	•	•
EEPV5F-13 <sup>‡</sup>	M16 x 1.5 Adaptor	•	•	•
EEPV5F-14 <sup>‡</sup>	M18 x 1.5 Adaptor	•	•	•
EEPV5F-15 <sup>‡</sup>	5/16"-24 Adaptor	•	•	•
EEPV5F-16 <sup>‡</sup>	7/16"-20 Adaptor	•	•	•
EEPV5F-17 <sup>‡</sup>	1/16"-27 Adaptor	•	•	•
EEPV5F-18 <sup>‡</sup>	M8 x 1.0 Tapered Thread	•	•	•
EEPV5F-19 <sup>‡</sup>	M8 x 1.0 Adaptor	•	•	•
EEPV5F-20 <sup>‡</sup>	M8 x 1.25 Adaptor	•	•	•
EEPV5F-21 <sup>‡</sup>	M16 x 2.0 Adaptor	•	•	•
EEPV507-H <sup>‡</sup>	6' Hose Assembly		•	
EEPV508-H <sup>‡</sup>	10' High-Pressure Hose Assembly	•		
EEPV5-100G <sup>‡</sup>	Pressure Gauge and Boot Assembly (100 PSI)	•	•	
EEPV5-500G <sup>‡</sup>	Gauge and Boot (500 PSI)	•		



- Read and follow safety messages in Instructions.
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- Use only in well ventilated areas.
- ‡ These products can expose you to chemicals which are known to the state of California to cause cancer and reproductive harm. See pages P1–P2 for details.
- Read Safety Precautions on pages W1–W4



## EEFI Series Adaptor Sets

Stock No.	Description	EEFI500A <sup>‡</sup>	EEFI500ACORE <sup>‡</sup>	EEFI500AADD <sup>‡</sup>	EEFI5-ALL
EEFI5001A <sup>‡</sup>	Gauge and Hose Assembly with Bleed Off Valve	•	•		
EEFI5002 <sup>‡</sup>	Standard Schrader Hose Assembly: Chrysler®, GM®, M-B®, Porsche®, Saab®, Saturn® vehicles	•	•		•
EEFI5001AP1 <sup>‡</sup>	Gauge and Boot (only)				
EEFI5003 <sup>‡</sup>	Small Schrader Hose Assembly: BMW®, Ford®, Jaguar®, Kia®, Lincoln®, Mazda®, Mercury®, Mini®, Volvo®, VW® vehicles	•	•		•
EEFI5004 <sup>‡</sup>	Standard Schrader Right Angle Adaptor: Chrysler®, GM®, Mercedes-Benz®, Porsche®, Saab®, Saturn® vehicles	•	•		•
EEFI5005 <sup>‡</sup>	Small Schrader Right Angle Adaptor: BMW®, Ford®, Jaguar®, Kia®, Lincoln®, Mazda®, Mercury®, Mini®, VW®, Volvo® vehicles	•	•		•
EEFI5006 <sup>‡</sup>	Tee Adaptor with 1/4, 5/16 and 3/8" diameter hoses and clamps: Chrysler®, Infiniti®, Isuzu®, Mazda®, Nissan®, Subaru®, Suzuki® vehicles	•	•		•
EEFI5006-1 <sup>‡</sup>	Replacement Hoses and Clamps	•			•
EEFI5007 <sup>‡</sup>	Spare Parts Service Kit for 5001-5006	•	•		•
EEFI5008 <sup>‡</sup>	Tee Hose Assembly: 3/8" Quick-Connect	•			•
EEFI5009 <sup>‡</sup>	3/8" Quick-Connect Double Male: GM® vehicles	•			•
EEFI50010 <sup>‡</sup>	5/8" Spring Lock Male: Ford®, Mazda® vehicles	•			•
EEFI50011 <sup>‡</sup>	5/8" Spring Lock Female: Ford®, Mazda® vehicles	•			•
EEFI50012	5/16" Quick Connect Male: Acura®, Chrysler®, Ford®, Mazda®, Toyota® vehicles	•			•
EEFI50013	5/16" Quick Connect Female: Acura®, Chrysler®, Ford®, Mazda®, Toyota® vehicles	•			•
EEFI50013-L	5/16" 90° Quick-Connect Female: Chrysler®, Fiat®, Jeep®, VW®	•			•
EEFI50014	5/16" Male Hose Adaptor: BMW®, Chrysler®, Infiniti®, Nissan®, VW® vehicles	•			•
EEFI50015	5/16" Hose Adaptor: BMW®, Chrysler®, Infiniti®, Nissan®, VW® vehicles	•			•
EEFI50016	M14 x 1.5 Inverted Flare Male: Geo®, Infiniti®, Toyota® vehicles				
EEFI50017	M14 x 1.5 Inverted Flare Female: Geo®, Infiniti®, Toyota® vehicles				
EEFI50018 <sup>‡</sup>	M14 x 1.5 Ball Seat Female: Audi®, Hyundai®, Jaguar®, Land Rover®, Porsche®, Volvo®, VW® vehicles	•			•
EEFI50019 <sup>‡</sup>	M14 x 1.5 Ball Seat Male: Audi®, Hyundai®, Jaguar®, Land Rover®, Porsche®, Volvo®, VW® vehicles	•			•
EEFI50020 <sup>‡</sup>	16 mm O-ring Adaptor: Hyundai®, Mitsubishi® vehicles	•			•
EEFI50021 <sup>‡</sup>	11 mm O-Ring Adaptor: Infiniti®, Kia®, Mitsubishi®, Nissan®, Honda® vehicles	•			•
EEFI50022 <sup>‡</sup>	M12 x 1.0 Pulse Dampener Adaptor: Acura®, Honda® vehicles	•			•
EEFI50023 <sup>‡</sup>	M12 x 1.5 Banjo Bolt Adaptor: Honda®, Hyundai®, Isuzu®, Lexus®, Toyota® vehicles	•			•
EEFI50024 <sup>‡</sup>	M12 x 1.25 Banjo Bolt Adaptor: Honda®, Hyundai®, Isuzu®, Lexus®, Toyota® vehicles	•			•
EEFI50025 <sup>‡</sup>	M6 x 1.0 Filter Adaptor: Acura®, Honda® vehicles	•			•
EEFI50026	Spare Part Service Kit for 5009-50025 Adaptors	•			•
EEFI50027	1/4" Quick-Connect Male: Acura®, Honda® vehicles	•			•
EEFI50028	1/4" Quick-Connect Female: Acura®, Honda® vehicles	•			•
EEFI50030 <sup>‡</sup>	Universal Fuel Pressure Adaptor				
EEFI500A-PB	Plastic Storage Case		•		

Technical Support: 855-779-8880

### EEFI500A<sup>‡</sup> Master Fuel Pressure Kit

- Adaptors, 150 PSI gauge and a case keep this kit at the forefront of innovation
- User manual includes updated test connection illustrations and application charts
- Convenient lid label shows image of components, part numbers and applications for quick and easy identification and storage
- Set contains a tee manifold with a shutoff valve, a 3-1/2" dia. gauge assembly with a blowdown valve and the adaptors needed to test most fuel injection systems

- Dual-scale gauge with increased range to 150 PSI/1,000 kPa for newer vehicles utilizing higher pressures
- 1/4" male and female quick coupler fuel adaptors for testing pressure on newer Honda® 1.3, 1.5, 1.6, 1.8 and 2.0 L engines
- 90° 5/16" male quick coupler adaptor for testing on 2011-2014 Chrysler®, Dodge®, Jeep® and Volkswagen® applications with 3.2 and 3.6 L engines
- Removable adaptor tray for easy transport to the work area

- Fits in a 4" drawer and incorporates a new handle for easy transport; includes a sliding lid
- Not intended for gas direct-injection vehicles

### EEFI500AADD<sup>‡</sup> Fuel Injection Add-on Set for EEFI500A

- Combine the components of the EEFI500AADD set with the EEFI500CORE set to form the EEFI500A master fuel injection pressure gauge set

### EEFI500A-PB Plastic Storage Case

## General Purpose Gas System Cleaners

### EEFI5CLEANER<sup>†</sup> Fuel Injection System Cleaner

- Cleans deposits from fuel injectors, fuel rail and intake valves to restore engine performance, lower emissions and smooth idle
- Canister-style cleaner accepts preferred or OEM required fuel injection system cleaner (sold separately)
- Check vehicle fuel pressure with the right hand gauge and easily set the cleaning pressure with the left hand gauge
- Stainless steel braided Teflon<sup>®</sup> hose resists solvents
- Conveniently hangs under the hood with a center chain
- Compatible with EEFI500 Series adaptors (sold separately)
- See the user manual for vehicle make details

### EEFI5CL-NOZ<sup>†</sup> Intake Cleaning Adaptor (Blue-Point<sup>®</sup>)

- For use with the EEFI5CLEANER
- Delivers a better cleaning solution with a new 180° nozzle to remove carbon deposits commonly found in vehicle intake systems, restoring drivability by allowing the engine to breathe better
- Removes sludge from the back of intake valves
- Misting spray pattern of solution gives maximum coverage in the intake system



EEFI5CLEANER

EEFI5CL-NOZ



EEDF500



EEDF501



EEDF502



EEDF503

## Diesel Fuel Pressure Testers

- Convenient Protective storage and carrying in a slide lid case that fits easily into a 4" drawer
- Also available digital fuel pressure gauge with app, part number EEDF700-MSTR shown in Diesel Compression section
- Technical Support: 855-779-8880

### EEDF500<sup>†</sup> Duramax<sup>®</sup> Diesel Fuel Pressure Test Kit

- Designed for testing diesel fuel pressure and vacuum on GM<sup>®</sup> 6.6 L Duramax<sup>®</sup> engines
- Gauge assembly includes a compound gauge with a 0–15 PSI (0–100 kPa) pressure, plus 0–30 inHg vacuum scale and a protective rubber boot
- Long 6' flexible hose with a quick coupler for fast and easy connection to the engine

### EEDF501<sup>†</sup> Compucheck Fuel Pressure Test Set

- Designed for diesel fuel pressure and restriction testing on engines with Compucheck test ports
- 3-1/2" compound gauge has a 0–15 PSI (0–100 kPa) pressure and 0–30 inHg vacuum scale
- 2-1/2" pressure gauge has a 0–300 PSI (0–2,100 kPa) scale in 10 PSI (50 kPa) increments
- Includes female Compucheck quick coupler with 6' hose, pressure bleed off and quick connect for easy interchange of the two gauges
- Includes separate male Compucheck test port for installation in vehicles without Compucheck test ports

### EEDF502<sup>†</sup> Ford<sup>®</sup> Power Stroke<sup>®</sup> Fuel Pressure Test Set

- Developed with input from technicians on adaptor selection for Ford<sup>®</sup> Power Stroke<sup>®</sup> 7.3, 6.7, 6.4 and 6.0 L engines
- 0–100 PSI gauge and hose assembly
- Low-pressure diesel-fuel delivery testing (lift pump)
- Correct fuel delivery and dynamic fuel pressure are crucial to having a properly running engine
- Helps prevent a lean condition that may cause burning of injectors or scorched cylinders

### EEDF503<sup>†</sup> Cummins<sup>®</sup> Engine Diesel Fuel Pressure Test Kit

- Includes adaptors for lift tank fuel pump testing, engine return flow testing, flow testing, restriction testing and bubble testing
- Developed with input from technicians on adaptor selection
- Helps prevent a lean condition that may cause burning of injectors or scorched cylinders
- Low-pressure diesel fuel delivery testing (lift pump)
- Correct fuel delivery and dynamic fuel pressure are crucial to having a properly running engine
- Gauge: 45 PSI, 30/in Hg



- Read and follow safety messages in Instructions.
- Do not expose gasoline or fuel to flames, sparks or other sources of ignition.
- Use only in well ventilated areas.

†These products can expose you to chemicals which are known to the state of California to cause cancer and reproductive harm. See pages P1–P2 for details.

- Read Safety Precautions on pages W1–W4

## FUEL AND ENGINE SYSTEMS: FUEL INJECTION



A227



FIH500



IPK1180



CJ158



YA76462

### Specialty Service Tools

#### A227 3/8" Drive 6-Point Metric 27 mm Fuel Pressure Sensor Socket

- For removing and installing fuel pressure sensors from fuel injection fuel rails under the intake
- Socket has an enlarged bolt clearance to fit over the sensor connector where a regular 27 mm socket will not work
- Overall length of socket is 2"
- Manufactured from the highest quality proprietary steel, providing optimum strength and durability
- Nickel-chrome alloy finish resists against rust and corrosion
- Snap-on® sockets using the Flank Drive® wrenching system grip the fastener on the flanks/flats, delivering 15–25% more turning power

#### FIH500 Fuel Module Disconnect Tool (Blue-Point®)

- GM® fuel module disconnect tool for 1998 and later GM® full-size pickups, Suburban and Tahoe® vehicles
- 2 pc design permits easy access to the connectors
- Fits both 3/8" and 5/16" connector sizes
- Tool segments can be clipped together for convenient storage

#### IPK1180<sup>‡</sup> Fuel Injector Puller

- Compact size allows for easy attachment and removal of the hard-to-reach injectors of the twin turbo V8 (N63) engine, reducing service time
- Easy to install on inline 6 and V8 (N63) engines, simply screw the tool onto the top of the injector, and with one or two taps of the slider, the injector will come out easily

#### CJ158 Fuel Rail Plug

- Manufactured from special alloy steel
- Precision machined and heat-treated for optimum strength and durability
- Used to block off fuel injector line ports on the fuel rail to test fuel injectors
- For use on 2007 and newer Cummins® 6.7L diesels

#### YA76462 Universal EFI Quick Probe (Blue-Point®)

- Quickly detects electronic fuel injector functions on any gas or diesel engine
- Specifically designed to detect vibrations emitted when an electronic injector fires
- No hunting for injector wires to test at the connector
- No need to remove the injector for testing
- Includes a bright LED strobe, 7" removable probe tip, user guide, battery operation and sensitivity thumb wheel

## FUEL AND ENGINE SYSTEMS: FUEL SYSTEMS



YA997



FLR640



FIH940

### Fuel Inlet/Fuel Filter Tools

#### YA997<sup>‡</sup> 2-1/4-2-9/16" Swivel Handle Fuel Filter Wrench (Blue-Point®)

- Designed to access hard-to-reach fuel filters
- Fits fuel filters 2-1/4-2-9/16"

#### FLR640<sup>‡</sup> Fuel Tank Lock Ring Tool (Blue-Point®)

- Adjustable leg set works on many 2004 and newer vehicles including Ford® F-150, Chevrolet® pickups, Chrysler®/Dodge® mini vans, PT Cruiser®, Dakota® and Durango®; also works on smaller GM® serrated rings and traditional rings
- Channel design on the body allows set of interchangeable legs to adjust, fitting rings from 4-7-1/2" while keeping the drive centered
- Updated legs from FLR640 kit will work with the older model FLR630 body
- Removes/installs plastic fuel tank lock rings without damage
- Compact design prevents the tool from hanging over the work area and hitting other parts or components

#### FLR640-1<sup>‡</sup> 2-Tab Leg

#### FLR640-2<sup>‡</sup> 1-Tab Leg

#### FLR640-3<sup>‡</sup> Original Lock Ring Leg

### Fuel Pump Removal Tools

#### FIH940 Gas Tank Fuel Pump Removal Tool (Blue-Point®)

- Removes the plastic fuel pump retaining rings
- Universal adjustable design fits most plastic retaining rings
- Prevents damage to the original pump retaining ring
- For use with a 1/2" drive extension and ratchet
- Used to reinstall old retaining ring



## Injector Line Sockets

- Socket allows easy and accurate torquing of injectors
- Unique flare nut socket design allows for easy access without damaging expensive injectors
- Open side allows over 180° rotation
- Thin enough to fit injector with wire loom attached
- Short enough to fit between engine and fender well
- Designed for use on BMW® N54, N63 and S63 engines

FLS1417



FLS1417

Stock No.	Drive Size, inches	Size, mm	
FLS3814 <sup>‡</sup>	1/2	14	•
FLS3817 <sup>‡</sup>	1/2	17	•

## Steel Line Stoppers

### LCSS600 6 pc Line Clamp and Stopper Set

- Pliers are used to pinch off flexible lines to prevent spills when disconnected
- Spring-loaded handle and lock for easy one-hand application and release
- Two sizes cover all hoses: Small 1/8" and 3/4"; Large 3/4" and 2-1/4"
- Stoppers are used to seal steel lines once disconnected
- Spring-loaded for quick install and removal
- Four sizes to suit 5/16, 3/8 and 1/2" pipe and banjo fittings
- Manufactured from strong, lightweight, fiber-reinforced synthetic polymer with extreme chemical resistance



LCSS600



HCP3KT

### HCP3KT 3 pc Hose Pinching Pliers Set (Blue-Point®)

- Includes (3) hose pinching pliers (6, 7 and 10")
- Includes a storage pouch

### SLS516SO 5/16" Steel Line Stopper

### SLS38SO 3/8" Steel Line Stopper

### SLS12SO 1/2" Steel Line Stopper

### SLSBANJOSO Banjo Steel Line Stopper



SLS516SO



SLS38SO



SLS12SO



SLSBANJOSO

## Steel Line Stoppers (Blue-Point®)

### SLS4KT 4 pc Steel Line Stopper Kit (Blue-Point®)

- Plugs disconnected lines, preventing fluid leakage
- Prevents fluid contamination
- For use with automotive fluids
- Fast and easy to use; installs in seconds



SLS4KT

## Disconnect Tools for Low-Profile Jiffy-tite® Fittings

### LDTJT5 Low-Profile Jiffy-tite® Disc Set (Blue-Point®)

- Disengages the line from Jiffy-tite® quick-connect fittings without removal of the clip
- Teeth of the tool fit perfectly into tight tolerance of the connectors
- When rotated, it allows the line to be pulled without damage to the connector or retaining clip so they can be reused
- Includes a new 3/4" size, making this the most comprehensive kit on the market
- Includes (5) disconnect tools (3/8, 1/2, 3/8-30°, 3/8-39° and 3/4")
- Includes a storage case

### LDTJT538 Low-Profile Jiffy-tite® 3/8" Disconnect Tool (Blue-Point®)

### LDTJT512 Low-Profile Jiffy-tite® 1/2" Disc (Blue-Point®)

### LDTJT55830 Low-Profile Jiffy-tite® 5/8"-30° Disc (Blue-Point®)

### LDTJT55839 Low-Profile Jiffy-tite® 5/8"-39° Disc (Blue-Point®)

### LDTJT534 Low-Profile Jiffy-tite® 3/4" Disc (Blue-Point®)



LDTJT5

- Read and follow safety messages in Instructions.
- Do not expose gasoline or fuel to flames, sparks or other sources of ignition.
- Use only in well ventilated areas.
- ‡These products can expose you to chemicals which are known to the state of California to cause cancer and reproductive harm. See pages P1-P2 for details.
- Read Safety Precautions on pages W1-W4





FID8838A

## Injector Harness Testers

### FID8838A Injector Harness Tester Set (Blue-Point®)

- Each tester plugs into the solenoid harness to identify electrical or fuel system malfunctions
- Includes (8) testers and an injector harness extension
- Includes a storage case

### FID8320 Injector Harness Tester (Blue-Point®)

- Used on GM® TBI models 100, 200, 220, 300, 400 and 500 used on various cars and trucks

### FID8329 Injector Harness Tester (Blue-Point®)

- Used on Bosch® PFI injectors used on various GM®, Ford® and Chrysler® vehicles with PFI

### FID8339 Injector Harness Tester (Blue-Point®)

- Used on GM® Multec® 1 injectors and the “bottom feed” injectors used on 2.2 L 4-cylinder “J” and “L” cars from 1989–1993

### FID8340 Injector Harness Tester (Blue-Point®)

- Used on GM® SCPI truck engines 4.3 L V6, 5.0 L V8 and 5.7 L V8 (1996–later), plus 4.8 L V8, 5.3 L V8, and 6.0 L V8 (1999–later)

### FID9210 Injector Harness Tester (Blue-Point®)

- Designed for Geo TBI systems (1992–later)

### FID8838A1 Injector Harness Tester (Blue-Point®)

- Used on GM® Multec® 2 injectors used in 1999 and later 2.4 L 4-cylinder engines in Oldsmobile Intrigue and Cutlass; Chevrolet® Cavalier and Malibu®, and Pontiac® Sunfire® vehicles

### FID8838A2 Injector Harness Tester (Blue-Point®)

- For use on Bosch® 2 injectors used on 2000–later Cadillac® 4.6 L V8 and Oldsmobile 4.0 L V8 engines

### FID8838A3 Injector Harness Extension (Blue-Point®)

- Injector harness extension line for all FID Series Injector Harness Testers
- Used when the injector is in a lower position in the manifold or cylinder head



## Fuel Line Disconnect Tools

- Designed to service special quick-connect couplings found on fuel feed and return lines located at the engine

### FDT50<sup>±</sup> Fuel Line Disconnect Set

- One bent tool and one straight tool provide versatility when servicing VOSS-Type 3/8" fuel line connectors
- Tools are .100 thick, allowing for increased access
- Spreader dimension is .806"

### FDT501<sup>±</sup> Cummins® Flat Thin Disconnect Tool

- Designed to release the fuel line connectors on the Cummins® ISB, ISC, ISL, QSC8.3 and QSL9 engine family
- Tools work on the low-pressure lines of the Cummins® engines
- Tools are .100 thick allowing for increased access
- Spreader dimension is .806"

### FDT502<sup>±</sup> Cummins® Thin Formed Disconnect Tool

- Designed to release the fuel line connectors on the Cummins® ISB, ISC, ISL, QSC8.3 and QSL9 engine family
- Tools work on the low-pressure lines of the Cummins® engines
- Tools are .100 thick allowing for increased access
- Spreader dimension is .806"

### FDT60<sup>±</sup> Fuel Line Disconnect Set

- Tools are designed to release the fuel line connectors on the Cummins® ISB and ISX engine family
- Works on low-pressure lines around the engine and chassis
- Measures .250 in thickness and includes one bent tool and one straight tool for versatility when servicing Cummins® engines
- Compressing dimension is .918"

### FDT601<sup>±</sup> Flat Cummins® Fuel Line Disconnect Tool

- Designed to release the fuel line connectors on the Cummins® ISB and ISX engine family
- Works on low-pressure lines around the engine and chassis
- Measures .250 in thickness
- Compressing dimension .918"

### FDT602<sup>±</sup> Formed Cummins® Fuel Line Disconnect Tool

- Designed to release the fuel line connectors on the Cummins® ISB and ISX engine family
- Works on low-pressure lines around the engine and chassis
- Measures .250 in thickness
- Compressing dimension .918"

### FDT70<sup>±</sup> Fuel Line Disconnect Set

- Tools are designed to release the VOSS-type 1/2" fuel line connectors on the Cummins® ISB, ISC, ISL, QSC 8.3, and QSL9 engine family
- Works on low-pressure lines around the engine and chassis
- Measures .100 in thickness and includes one bent tool and one straight tool for versatility when servicing Cummins® engines
- Spreader dimension 1.115"

### FDT701<sup>±</sup> Flat Cummins® Fuel Line Disconnect Tool

- Tools are designed to release the VOSS-type 1/2" fuel line connectors on the Cummins® ISB, ISC, ISL, QSC 8.3 and QSL9 engine family
- Works on low-pressure lines around the engine and chassis
- Measures .100 in thickness and includes one bent tool and one straight tool for versatility when servicing Cummins® engines
- Spreader dimension 1.115"



## Fuel Line Disconnect Tools

- Designed to service special quick-connect couplings found on fuel feed and return lines located at the engine

### FDT702<sup>‡</sup> Formed Cummins® Fuel Line Disconnect Tool

- Tools are designed to release the VOSS-type 1/2" fuel line connectors on the Cummins® ISB, ISC, ISL, QSC 8.3, and QSL9 engine family
- Works on low-pressure lines around the engine and chassis
- Measures .100 in thickness and includes one bent tool and one straight tool for versatility when servicing Cummins® engines
- Spreader dimension 1.115"

### LDT3730 Fuel and A/C Line Disconnect Pliers (Blue-Point®)

- Unique design provides extra leverage when disconnecting quick-connect couplings on air-conditioning and fuel lines
- Works in conjunction with 5/16, 3/8 or 1/2" adaptors from the ACT1370 or LDT6 disconnect sets
- Pliers forks have different sized openings so the tool can be turned around to fit single- or two-step collar-designed connector lines
- Can also be used to reconnect stubborn lines or connections that are in hard-to-reach areas

### LDT40 Master Disconnect Set (Blue-Point®)

- Works great on quick-connect, spring-lock, quick-coupler, Jiffy-tite® and other fittings
- Disconnect tools for fuel line quick-connect and spring-lock couplings, air-conditioning line couplings, transmission oil cooler line connectors and clutch couplings
- Couplers for all major US and import brands of vehicles and light trucks
- Includes a storage case

### LDT8 Master Disconnect Set (Blue-Point®)

- For spring-lock and quick-disconnect couplings used on air-conditioning and fuel lines on Ford®, GM® and Chrysler® vehicles

### LDT6 Disconnect Set (Blue-Point®)

- Disconnects air-conditioning, quick-connect fuel lines and spring-lock couplings on Ford® and Chrysler® air-conditioning lines
- Works on fuel lines and other quick-disconnect couplings on US and import vehicles
- Angled to access tight spots
- Durable plastic resists fuels and solvents
- Includes (6) disconnect tools (1/2-7/8")

### LDTF2 Fuel Line Disconnect Tool (Blue-Point®)

- Disconnects the fuel line from the fuel filter on 5.3 L Suburban®, Tahoe®, Yukon®, Avalanche®, plus select Silverado® and Sierra® vehicles
- Can be used on other flex fuel systems

### ACT1370 6 pc Disconnect Set (Blue-Point®)

- For use on air-conditioning spring couplings, as well as push-lock connectors on radiator and transmission lines
- Use for disconnecting spring couplings on Ford®, GM® and Chrysler® air conditioning lines
- Works on fuel lines and can be used as push-lock connectors on radiator and transmission lines
- Includes (6) disconnect tools: 5/16, 3/8, 1/2, 5/8, 3/4 and 7/8"
- Includes a holder

• Read and follow safety messages in Instructions.  
 • Do not expose gasoline or fuel to flames, sparks or other sources of ignition.  
 • Use only in well ventilated areas.  
 ‡These products can expose you to chemicals which are known to the state of California to cause cancer and reproductive harm. See pages P1-P2 for details.  
 • Read Safety Precautions on pages W1-W4





YA2850A



YA965A



HCP6A



HCP7A



HCP10A



SHP2KT



SHP7



SHP10

## Shutoffs/Hose Pinching Pliers

### YA2850A Hose Pinchers (Blue-Point®)

- For diagnosing problems that require rubber or plastic fuel, vacuum and air lines to be temporarily closed
- Effectively seals lines without disconnecting
- Set of (2)

### YA965A Hose Pinching Pliers (Blue-Point®)

- Eliminates the need to drain the cooling system when repairing a thermostat or water pump
- Used to pinch off emission control hoses, flexible brake lines and rubber hose fuel lines
- Jaws swivel for positive clamping

### HCP6A Hose Pinching Pliers (Blue-Point®)

- Used for sealing hose sizes 1/8–5/16" (3–8 mm)
- For use on brake lines, fuel lines and vacuum hoses
- 6" long

### HCP7A Hose Pinching Pliers (Blue-Point®)

- Used for sealing hose sizes 1/2–3/4" (13–19 mm)
- For use on heater hoses and vacuum lines
- 7" long

### HCP10A Hose Pinching Pliers (Blue-Point®)

- For sealing hoses 3/4–2-1/4" (19–57 mm)
- For use on radiator hoses
- 10" long

### SHP2KT Hose Pinching Pliers Set

- Used to pinch off flexible lines to prevent spills when disconnected
- Spring-loaded handle and lock for easy one-hand application and release
- Manufactured from strong, lightweight fiber-reinforced synthetic polymer with extreme chemical resistance
- Use SHP7 for small lines: 1/8–3/4" (3–19 mm)
- Use for large lines: 3/4–2-1/4" (19–57 mm)

### SHP7 Hose Pinching Pliers

- Used to pinch off flexible lines to prevent spills when disconnected
- Spring-loaded handle and lock for easy one-hand application and release
- Manufactured from strong, lightweight fiber-reinforced synthetic polymer with extreme chemical resistance
- Use for small lines: 1/8–3/4" (3–19 mm)

### SHP10 Hose Pinching Pliers

- Use to pinch off flexible lines to prevent spills when disconnected
- Spring-loaded handle and lock for easy one hand application and release
- Manufactured from strong, lightweight fiber reinforced synthetic polymer with extreme chemical resistance
- Use for large lines: 3/4"–2-1/4" (19–57 mm)

# FUEL AND ENGINE SYSTEMS: OXYGEN AND FUEL SENSOR TOOLS



GANM27



FRP1215

## Fuel Sensor Wrench

### GANM27 Fuel Sensor Wrench

- Used to remove the high-pressure fuel sensor on the 3.6 FSI engine found on the VW® Touareg® and CC models, plus Audi® Q7
- 12-point crowfoot socket engages every 30° for better access in restricted areas
- Special alloy steel provides the highest match of strength and durability
- 3/8" drive, 27 mm

### FRP1215<sup>†</sup> Fuel Rail Pressure Sensor Wrench

- Designed to remove fuel rail pressure sensors on 2006–2010 Duramax® LBZ and LMM diesel engines
- Cushioned grip for comfort
- Heat-treated for durability
- Flex-head handle for increased mobility
- Compact socket head fits into tight spaces

## Sensor Tools

### S6176 1/2" Drive Metric 22 mm Oxygen

#### Sensor Socket

- For service on most Nissan®, Mazda®, Honda® and Acura® vehicles
- Slotted side clears projections
- 3-7/8" long



S6176

### S6150 1/2" Drive 12-Point 7/8" Oxygen Sensor

#### Crowfoot Wrench

- Special crowfoot wrench design provides the strength necessary for removal/installation
- 1/2" drive, 12-point, 7/8" wrench size
- Nickel-chrome finish



S6150

### S6154 1/2" Drive 12-Point 22 mm Oxygen

#### Sensor Wrench

- For use on oxygen sensors on 2007 Acura® RDX®
- 1/2" drive, 12-point, 22 mm wrench size
- Nickel-chrome finish



S6154

### SWR1A Oxygen Sensor Wrench

- Designed for all oxygen sensors with a 7/8" hex
- Flex head offers essential clearance for removal/installation of oxygen sensors when a sensor is positioned upward and inward to the floorboard or when leverage is needed around an exhaust pipe
- Ford® Contour and Ford® Modular 4.6 L and 5.4 L engines used in trucks and SUVs have this application
- Other applications include 7/8" and 22 mm knock sensors used on midsize trucks, SUVs and vans
- Flank Drive® wrenching system for greater applied torque
- Chrome finish for easy cleanup and protection against corrosion
- Compact, low clearance head
- Overall length: 10-3/4"; hex: 6-point 7/8"; 1-9/16" head diameter
- Slot width: 1-5/16"



SWR1A

### SWR2 Oxygen Sensor Socket

- For oxygen sensors located in the exhaust manifolds of 1981-later cars and light trucks, including VW®
- 3/8" drive with 7/8" hex size
- 1/2" opening for easy access to oxygen sensor
- Flank Drive® wrenching system for greater applied torque with less effort
- Ball detent in square drive for secure retention
- Industrial finish



SWR2

### SWR102 2 pc Oxygen Sensor Wrench Set

- Includes SWR1A and SWR2 in a storage tray

### EMSM3815 3/8" Drive 15 mm PTU Sensor Socket

- 3/8" drive; 15 mm; single-hex socket
- Manufactured from alloy steel in Milwaukee, WI
- Precision machined and heat-treated for optimum strength and durability
- Reduced height allows easier access to PTU sensor



SWR102



EMSM3815



- Do not use chrome or industrial finish hand tools with power drivers or impact drivers.
- Wear safety shield (User and Bystander).
- Sparks occur when connecting or disconnecting battery leads.
- Do not disconnect the battery while open fuel is present.

† These products can expose you to chemicals which are known to the state of California to cause cancer and reproductive harm. See pages P1-P2 for details.

• Read Safety Precautions on pages W1-W4



**EMSM3818**



**S1890**



**S1891**



**S1892**



**S6203**



**S7401**

**Sensor Tools**

**EMSM3818 3/8" Drive Metric 18 mm Coolant Temp Sensor Socket**

- 3/8" drive; 18 mm; single hex socket

**S1890<sup>±</sup> 2 pc 3/8" Drive 6-Point Sensor Socket Set**

- Sockets have unique profile and design allowing them to effectively reach tight areas where many engine sensors are located
- Perfect tools for removing hard to reach sensors such as knock, oil pressure, temperature and other sensors located in confined areas such as under and behind the intake manifold
- 6-point design easily removes sensors without causing unnecessary damage
- Set contains 3/8" drive 24 and 27 mm sockets

**S1891<sup>±</sup> 3/8" Drive Metric 6-Point 27 mm Sensor Socket**

- Socket has unique profile and design allowing it to effectively reach tight areas where many engine sensors are located
- Perfect tool for removing hard to reach sensors such as knock, oil pressure, temperature and other sensors located in confined areas such as under and behind the intake manifold
- 6-point design easily removes sensors without causing unnecessary damage

**S1892<sup>±</sup> 3/8" Drive Metric 6-Point 24 mm Sensor Socket**

- Socket has unique profile and design allowing it to effectively reach tight areas where many engine sensors are located
- Perfect tool for removing hard to reach sensors such as knock, oil pressure, temperature and other sensors located in confined areas such as under and behind the intake manifold
- 6-point design easily removes sensors without causing unnecessary damage
- Forged from alloy steel for strength and durability

**S6203 19 mm Temperature Sensor Socket**

- Designed specifically with a larger bolt clearance to allow the socket to fit around electrical connectors and more easily remove cylinder head temperature sensors from specific Ford®, Lincoln® and Mercury® vehicles
- Nickel-chrome finish helps protect against corrosion and makes it easy to wipe clean
- Manufactured from the highest quality proprietary steel, providing optimum strength and durability
- Time saver for technicians having the correct fitting tool for the job

**S7401 3/8" Drive 6-Point 19 mm Deep Sensor Socket**

- Socket designed with a deeper hex to allow the sensor to fit into it
- Socket has reduced height and smaller outside dimension than other designs to assist in accessing the temperature sensor
- Chrome finish helps protect against corrosion

## Sensor Tools

### EMSM1222 1/2" Drive Metric 22 mm Sensor Socket

- Specially designed cutout ensures a tight fit on the sensors without cutting wires
- Precise fit; six-sided more flat-to-flat contact avoids rounding the sensor (as opposed to two-sides with a standard wrench)
- Thin outside diameter for greater accessibility to sensors that are tucked away
- Square drive end has grooved detents on all four interior walls
- Industrial finish helps protect against corrosion



EMSM1222

### EMSM1230 1/2" Drive Metric 30 mm Sensor Socket

- Specially designed cutout ensures a tight fit on the sensors without cutting wires
- Precise fit; six-sided more flat-to-flat contact avoids rounding the sensor (as opposed to two-sides with a standard wrench)
- Thin outside diameter for greater accessibility to sensors that are tucked away
- Square drive end has grooved detents on all four interior walls



EMSM1230

### EMSMT3813 3/8" Drive Metric 13 mm Sensor Socket

- Specially designed cutout ensures a tight fit on the sensors without cutting wires
- Precise fit; six-sided more flat-to-flat contact avoids rounding the sensor (as opposed to two-sides with a standard wrench)
- Thin outside diameter for greater accessibility to sensors that are tucked away
- Square drive end has grooved detents on all four interior walls
- Industrial finish helps protect against corrosion



EMSMT3813

### YA1239 Dual Drive Oxygen Sensor Wrench (Blue-Point®)

- 1/2 and 3/8" drive
- Attach 1/2" breaker bar on the end of the tool to initially loosen stuck sensors; use a 3/8" ratchet on the top for fast removal and installation
- Fits oxygen sensor applications with a heat shield
- Slotted body allows clearance for wire harness



YA1239

### YA6675B<sup>†</sup> Shielded Oxygen Sensor Socket (Blue-Point®)

- Designed to remove and replace "can"-type shielded oxygen sensors and air fuel sensors currently found on Toyota® 2003-later, Lexus® 2006-later, Honda® 2006-later, Acura® 2007-later, Mazda® 2006-later, Hyundai® 2006-later, Kia® 2006-later, Nissan® 2007-later and Infiniti® 2007-later models
- Depth and outer diameter of the socket are critical features, enabling it to fit in the limited space of the heat shield
- Design features a 3/8" drive, 6-point, 22mm hex socket



YA6675B

### YA6775A<sup>†</sup> Spline Oxygen Sensor Wrench (Blue-Point®)

- Includes a 12-point and a 6-point socket with a spline configuration, that provides optimal engagement and reduces the possibility of damage versus other oxygen sensor wrenches
- Fits most 22 mm non-shielded oxygen sensor configurations
- Pivoting handle provides increased access and positive leverage to confined spaces
- Enables technicians to increase profit-earning potential



YA6775A

### YA8875B<sup>†</sup> Spline Oxygen Sensor Wrench (Blue-Point®)

- For oxygen sensors on GM® LT1 and LT5 5.7 L V8 engines
- Additional applications include Harley-Davidson® motorcycles 2007-later
- Eliminates need to unhook exhaust system when removing or reinstalling the oxygen sensor
- 3/8" drive with 2-1/8" hex size
- Industrial finish



YA8875B

### YA9375B<sup>†</sup> Oxygen Sensor Wrench (Blue-Point®)

- Used to install and remove oxygen and vacuum sensors on most US and import vehicles
- Can be used with an impact wrench
- 1/2" drive, 22 mm; 1-1/4" external hex; 19/32 x 2-3/4" slot to clear obstructions
- Black industrial finish



YA9375B



YA9385



- Read and follow safety messages in the instructions.
- Do not use chrome or industrial finish hand tools with power drivers or impact drivers.
- †These products can expose you to chemicals which are known to the state of California to cause cancer and reproductive harm. See pages P1-P2 for details.
- Read Safety Precautions on pages W1-W4



## Carburetor Adjustment Tools

### 2006IT Carburetor Adjusting Set

- Includes S6137E, S6138E, S6139, TM64, TM83A and TM85

### S6137E Idle Adjusting Hex Head Driver

- For 1978–later Chrysler® vehicles
- 3/32" hex driver is 1-9/16" long
- 7/16" O.D.
- 1/4" drive industrial finish bit; nickel-chrome finish socket

### S6138E Idle Adjusting Driver

- For Ford® feedback carburetors
- Bit has a 3/16 x 1/32" flat tip, 2" long
- 7/16" O.D., 1/4" drive
- Industrial finish bit; nickel-chrome finish socket

### S6139 Double D Carburetor Adjusting Socket

- For 1978–later GM® idle adjusting screw
- 3.5 mm across flats, 13/16" long
- 1/4" drive, O.D. drive end is 7/16"
- Nickel-chrome finish

### TM64 Rigid Adjusting Tool

- Features a rigid elbow bend rather than flexible
- Used with carburetor drivers for making carburetor and point adjustments
- Rigid shaft
- Overall length is 18-1/4, 1/4" drive

### TM65 Flexible Adjusting Tool

- Flexible shaft end for working in restricted areas
- Ideal for working in tight spaces when servicing window-type distributors
- Knob markings allow for counting turns
- Overall length is 19-3/4, 1/4" drive

### TM615 1/4" Drive Standard Handle Extra-Long Flexible Driver

- Designed for carburetor work; this driver can also access recessed distributors
- 1/4" drive at the end of a tough but flexible spring steel shank
- Ideal to access hard-to-reach adjusting screws
- Intended for low-torque applications

### TM83A Recessed Blade Carburetor Screwdriver

- Used with TM64 or TM65 and other 1/4" square drive handles
- Blades are recessed in the outer socket wall to self-center
- 1/4" drive, 3/8 x 1/32" blade
- Nickel-chrome finish

### TM84 Recessed Blade Carburetor Screwdriver

- Use with TM64 or TM65 and other 1/4" square drive handles
- Blades are recessed in the outer socket wall to self-center
- 1/4" drive, 7/16 x 1/32" blade
- Nickel-chrome finish

### TM85 Recessed Blade Carburetor Screwdriver

- Used with TM64 or TM65 and other 1/4" square drive handles
- Blades are recessed in the outer socket wall to self-center
- 1/4" drive, 9/32 x 1/32" blade for adjusting late-model Quadrajets carburetors
- Nickel-chrome finish

### TAM3E Metric Hex Head Driver

- Used to make carbon monoxide adjustments on 1976 Dasher, 1974–1976 Audi® and Volvo®, and 1975 and 1976 Fiat® and Saab® vehicles
- 3 mm bit size, 1/4" drive
- 6-7/8" long
- Nickel-chrome finish



## SAE Distributor Wrenches

Stock No.	Wrench Size, Inches
S8564B	1/2
S9707	1/2
M3515	9/16
S8176	9/16
S9609	9/16
S9622	9/16
S9626	9/16

### S8564B Distributor Wrench

- Ford®, Lincoln® and Mercury® engines; clears leads and coils

### S9707 Distributor Wrench

- Ford®, Mercury® and Cadillac® engines

### M3515 Distributor Wrench

- GM® V6 and V8 trucks

### S8176 Distributor Wrench

- Pontiac® and Oldsmobile® engines

### S9609 Distributor Wrench

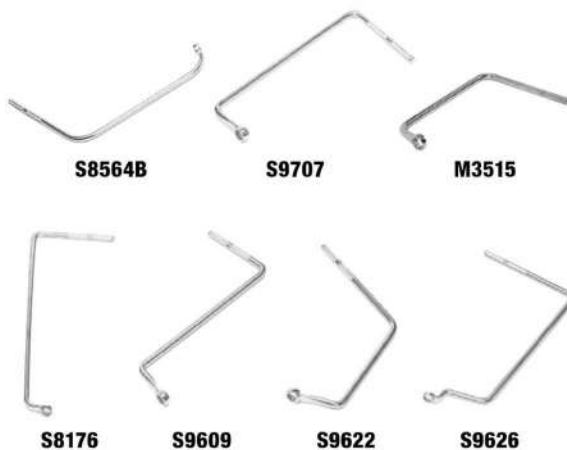
- Chevrolet® V8 engines

### S9622 Distributor Wrench

- 1977–later full-size GM® cars with V8 engines

### S9626 Distributor Wrench

- GM® V6 engines

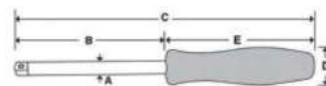


## Flexible Drivers

Stock No.	A	B	C
TM63A	1/4	4-21/32 (118)	9-3/16

### TM63A 1/4" Drive Standard Handle Flexible Driver

- 1/4" drive at the end of a tough but flexible spring steel shank
- For low-torque applications
- 9-3/16" long



TM63A



S6134

## Metric Distributor Wrench

### S6134 Metric Distributor Wrench

- 1982–later Cadillac® 4.1 L V8 engines, GM® 2.8 L V6 engines, and 1985 VW® Golf® engines
- 15 mm



ACD12B

## Cleaning Brushes

### ACD12B Distributor Cleaning Brush (Blue-Point®)

- Wire brush cleans terminal connections on distributors and coils
- 5-1/4" long with a 4" long handle
- Wire diameter is .012"

# FUEL AND ENGINE SYSTEMS: IGNITION TOOLS



IT100



ITHE100



YA6465

## Ignition Testers

### IT100<sup>†</sup> Ignition Tester

- For standard ignition systems
- Checks for spark without removing the spark plug from the engine
- Testers attach to the spark plug lead and spring clip attaches to an appropriate ground

### ITHE100<sup>†</sup> Ignition Tester

- Used for HEI systems
- Checks for spark without removing the spark plug from the engine
- Tester attaches to the spark plug lead and spring clip attaches to an appropriate ground

## Ignition Tool

### YA6465 1/2" Drive Hex Ford® Ignition Modular Wrench (Blue-Point®)

- Used to remove 7/32" (5.5 mm) hex retainer bolts on Ford® ignition modules
- 1/2" hex drive

- Do not use chrome or industrial finish hand tools with impact drivers or impact drivers.
- Plastic coated handle does not protect against electric shock.
- Wear safety goggles.
- †These products can expose you to chemicals which are known to the state of California to cause cancer and reproductive harm. See pages P1–P2 for details.
- Read Safety Precautions on pages W1–W4

**WARNING**

