

TOOLS

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The manufacturers of the mechanical units used in this vehicle recommend the use of special precision tools, assembly jigs, gauges and close inspection of each part for assurance of proper operation and maximum service from each unit.

When necessary to perform a major operation

on any mechanical unit special tools facilitate disassembling, checking and reassembling of the unit.

To aid the mechanic in performing satisfactory repairs, we suggest that tools as listed in this section or their equivalent be available when making major repairs.

OPERATING INSTRUCTIONS FOR SERVICE TOOLS

Supplied by Kent-Moore Organization
Detroit, Michigan

KMO-104—UNIVERSAL JOINT SNAP RING PLIERS. A special tool with jaws shaped to facilitate the removal and replacement of universal joint retainer rings.

J-270-1—DRIVER HANDLE. A heavy duty driving handle with a threaded end, on which can be mounted various adapters for removing and replacing bearing cups, oil seals, etc.

KMO-355—FEELER GAUGE SET. This feeler set consists of a number of blades, mounted in a suitable holder. The blades furnished total .040". The combination of blades provided herewith, will be found extremely useful in checking and reconditioning axle assemblies.

KMO-358—DRIVE PINION NUT WRENCH. This wrench is made to fit the retaining nuts that hold the several drive flanges to their splined shafts. The nuts are assembled very tightly and a heavy shank is necessary on the wrench in order that the nut can be loosened from its fit by a number of smart blows by a lead or copper hammer. This wrench consists of a 1¼" double broached hexagon socket, and a 15" hinged handle.

J-589-S—DRIVE PINION SETTING GAUGE SET—consists of:

- 1 J-589-1—Spindle and Micrometer Assembly
- 2 J-589-10-1—Locating Discs
- 1 J-589-H-1—Clamping Plate for Hypoid Attachment
- 1 J-589-H-5—Clamp Screw
- 1 J-589-10-2—Offset Plate for checking Hypoids
- 2 J-589-H-3—Hex Head Cap Screws
- 2 ⅝" Std. Plain Washers

- 1 J-589-SX—Master Gauge for Micrometer checking

- 1 J-589-B-1—Carrying Case

The rear axle pinion must be adjusted properly before any attempt is made to adjust the ring gear or differential. The ground face of the pinion is etched with its correct setting. The marking may be zero (0) minus (—) or plus (+). To determine the pinion setting, remove the differential and ring gear assembly. Bolt the clamping plate H-1 and screw H-5 across the open end of the axle housing in such manner that the hypoid (offset) plate, detail J-589-10-2 is clamped firmly to the end of the pinion. Next, place the locating discs, detail J-589-10-1 on each end of the micrometer spindle body and lower into position in the differential side bearing bores. Run the micrometer spindle down until the end contacts the free end of the hypoid offset plate, detail J-589-10-2. Rock the tool gently, adjusting the micrometer until it just drags slightly when rocked through a small arc, and note the reading on the micrometer spindle. A pinion marked "0" when properly adjusted, should show a micrometer reading of .719". A pinion marked "plus 2" when properly adjusted should show a micrometer reading of .717". A pinion marked (-4) should show a reading of .723" when properly adjusted. If pinion setting is not correct it will be necessary to remove the drive shaft flange, the pinion forward bearing cone, and the pinion, and remove or add shims as required between the rear bearing cup and the housing.

J-789—DRIVE PINION AXLE, AND TRANSFER UNIT FLANGE HOLDING TOOL. Used while removing the drive pinion flange to keep the pinion shaft from turning, and assists materially when removing or replacing the pinion shaft nut.

HM-872-S—DIFFERENTIAL SIDE BEARING AND DRIVE PINION FLANGE REMOVER SET. This tool consists of a Puller Body, with an adapter plug HM-872-4 for use when removing side bearings, and a screw-end adapter sleeve HM-872-S-3 for use in removing Drive Pinion Flange. The fingers of the tool can be adjusted to the part being removed by means of the hinged yoke and thumb screw. Keep screw threads thoroughly lubricated during operation of the tool, and tap head of screw with a lead hammer in order to assist in removal. This same tool, when used with HM-872-S-4 Adapter, will remove the dust shields from Transfer Case Brake Drum Flange and Drive Flange.

J-881-A—UNIVERSAL JOINT ASSEMBLY AND DISASSEMBLY TOOL consists of Tool Assembly, composed of C-clamp, Screw and Swivel, and detail J-881-6 Cup for receiving the roller bearing assemblies of the universal joint trunnion, while removing. To use the tool as a replacer, place bearing and retainer assemblies on each end of pin and press together until the assembly can be placed in the joint. Leave tool in place until the U-clamps at each end of the trunnion are pulled up just tight enough to keep bearings from slipping out of place. Then remove tool and finish tightening U-bolts. When disassembling a joint place J-881-6 cup on lower plug of tool. Remove snap rings from their seats. Assemble tool to joint and turn down on screw until bearing retainer and needle rollers come free into the cup. Then reverse the tool, and press on end of pin until opposite bearing retainer and rollers drop into the cup. By using the tool in this manner the danger of losing rollers or dropping them is eliminated.

HM-914—REMOVER PLATES FOR REMOVING BEARING CONE NEXT TO DRIVE PINION HEAD. The split halves of this tool are assembled to the drive pinion bearing, and bolted in place. By means of an arbor press, the pinion shaft can be pressed through the bearing. If an arbor press is not available, a suitable hand press can be devised by using Tool No. J-1759 with a pair of $\frac{3}{8}$ " x 8" standard thread bolts, that are furnished with the tool.

J-943—FRONT AXLE OUTER OIL SEAL REMOVER. The legs of this tool are made of tempered spring steel, and when compressed by hand, can be readily inserted behind the oil seal. A few taps by a hammer on the tie bar of the tool readily removes the seal.

SE-1066—RING GEAR BACKLASH CHECKING ATTACHMENTS—consists of:

- 1 SE-1066-2—Clamp
- 1 SE-1066-3—Connection for dial indicator with back mounting lugs
- 1 SE-1066-1—Sleeve

These attachments allow a dial indicator to be set up so that the contact button of a dial indicator will come in contact with one of the gear teeth. As the ring gear is rocked back and forth by hand, the dial indicator will show the amount of backlash between the ring gear and pinion.

SE-1094-5—DIAL INDICATOR. Not furnished with SE-1066 Attachment Set, but can be ordered extra if desired.

J-1375-S—FRONT PINION SHAFT FLANGE AND AXLE SHAFT FLANGE REPLACER. Under no circumstances should this flange be driven into place because of the possibility of damage to other parts of the unit. To operate place the flange in position on its shaft. Next, screw the socket adapter on end of pinion shaft, first placing the spacer washer between tool and end of shaft. Operating outer sleeve of the tool pushes the flange squarely and safely into place. Be sure the threads of tool are lubricated before each installation. Tool when used with adapters, S-1 and S-2 will also replace Transfer Case Brake Drum Flange and Main Transmission Drive Gear.

J-1436—WHEEL BEARING CUP AND OIL SEAL AND UTILITY PULLER. This item is a general utility tool with a wide range of uses such as removing oil seals, bearing cups, etc. Fingers are expanded or retracted by merely turning the handle right or left. A heavy sliding knocker that guides on the tool shaft and strikes against a lug welded to end of shaft, provides powerful leverage in removing parts pressed in place in various assemblies.

J-1735—FRONT AXLE SHAFT FLANGE PULLER. The puller body is so designed that its legs straddle the shaft and fit the under side of the flange. By turning down on the screw the flange is readily removed. In case of an exceptionally tight fit a few light blows with a lead hammer while the screw is under tension, will aid materially in the amount of effort required to free the flange.

J-1742—DRIVE PINION OIL SEAL REMOVER. This tool was designed to remove the oil seal without removing the pinion or differential. Consists of a body with a center puller screw, and four floating hooked fingers. To operate, turn the fingers so they will slide through the opening between the shaft and the oil seal, and when in position, turn the finger ends into the locking slots in the tool body. When fingers are in position the striking sleeve is propelled against the head of the center shaft until the oil seal is free of its seat in the housing. Illustration shows a screw to push against end of pinion shaft but this design has been changed to a headed shaft with a sliding knocker.

J-1743—DRIVE PINION OIL SEAL AND FRONT HUB OIL SEAL REPLACER. Designed to replace the oil seal without damage, and with the pinion in place.

J-1744—FRONT AXLE WHEEL BEARING ADJUSTING NUT WRENCH AND HANDLE. This hollow wrench is designed with a pilot guide ring on the inside of the body to prevent the wrench from slipping off the thin adjusting nuts. This construction permits tremendous pressure being applied without danger of the wrench slipping off and injuring the operator.

J-1751—KING PIN BEARING CUP REMOVER AND REPLACER AND FRONT AXLE SHAFT OUTER OIL SEAL REPLACER. Consists of a driver head and handle for removing the bearing cup, and an adapter ring, J-1751-3, for replacing the cups without damage. This tool is also used in replacing the front axle shaft outer oil seal.

J-1752—FRONT AND REAR AXLE SHAFT INNER OIL SEAL REMOVER. Consists of a screw with hinged ear, a cross bar and forcing nut. This oil seal is readily removed by slipping the hinged ear through the seal, and pulling it forward into position. A cross-bar assembled over the puller screw serves as a plate over the differential bore. As the forcing nut is turned down against the cross bar, the seal is removed from its position.

J-1753—FRONT AND REAR AXLE SHAFT INNER OIL SEAL REPLACER. This is a special driver designed to replace the oil seal without damage. The tool has a short shank to enable it to be operated in the confined area of the axle housing. A short mallet must be used because of the confined area in which to operate. See also J-1753-3 Adapter.

J-1753-3—FEED SCREW ADAPTER FOR USE WITH J-1753. In the event that a short mallet is not available, the Axle Shaft Inner Oil Seals can be installed in the following manner:—Place an oil seal on J-1753 pilot. Slip the socket end of feed screw over the shank of J-1753. Assemble disc J-270-14 to the threaded end of feedscrew. By turning the hexagon end of feedscrew

with an open end wrench, the oil seal is forced into position, the thrust being taken by disc J-270-14 mounted in the opposite side of the differential opening.

J-1761—DRIVE PINION BEARING CONE REPLACER FOR CONE MOUNTED NEXT TO PINION HEAD. Use of this tool prevents the drive pinion bearing cone from being damaged while being installed on the pinion shaft, and eliminates the danger of scoring or shearing the shaft or of chipping the cone.

J-1763—DIFFERENTIAL SIDE BEARING CONE REPLACER HEAD. Designed to operate with J-270-1 Handle. This tool pilots in the hole in the differential case and is so designed that the pressure is taken directly on the cone. The cone can either be tapped or pressed into place, and when properly used, the tool will eliminate all danger of distorting the bearing roller cage.

J-1764—PAIR OF HOOKS FOR REMOVING FRONT SPINDLE LOCK WASHERS. The lock washer which is placed between the bearing adjusting nut and the lock nut has a tongued ear that rides in the spindle keyway. Removal is sometimes difficult because of housing interferences, and these hooks will materially assist in withdrawing the washer from the spindle.

J-1765—BRAKE ECCENTRIC ADJUSTING TOOL. This tool has two rectangular slots to fit the eccentric adjusting lugs on brake shoe anchor pins. The tool is designed to operate with box type wrenches such as are supplied with mechanics hand tool sets.

KMO-410—TRANSFER CASE MAIN SHAFT SNAP RING REMOVING PLIERS. These pliers with knurled lugs allow the snap ring to be expanded out of its groove in the shaft and readily removed.

HM-872-S-4 — ADAPTER — TRANSFER CASE BRAKE DRUM FLANGE AND DRIVE FLANGE DUST SHIELD REMOVER. This adapter fits on the end of the main screw of HM-872-S puller and allows dust shields to be quickly removed.

J-1375-S-1 — ADAPTER — TRANSFER CASE MAIN DRIVE GEAR REPLACER. The main drive gear should never be pounded into place because of danger of damage to the internal mechanism of the transmission. Use this adapter in connection with the regular shaft of tool J-1375-S to force the gear into place.

J-1375-S-2 — ADAPTER — TRANSFER CASE BRAKE DRUM ASSEMBLY REPLACER. The brake drum assembly should never be pounded into place because of almost certain damage to connecting parts. Using this adapter in connection with the regular shaft of tool J-1375-S, the drum assembly is forced into place by screw feed safely and quickly.

J-1375-6—ADAPTER SLEEVE. Required as a spacer sleeve when using either J-1375-S-2 or J-1375-S-1 in replacing brake drum and main drive gear.

J-1748—TRANSFER CASE MAIN SHAFT FRONT BEARING REPLACER. The nose of this tool is specially designed to allow the bearing to be installed without damage. A copper, lead, or rawhide mallet should be used when replacing.

J-1749—TRANSFER CASE MAIN SHAFT FRONT CONE REMOVER. In order to disassemble the main shaft to remove from the case, use this wedge shaped tool. Insert the tool between the front bearing and the gear, and tap the tool with a lead, copper, or rawhide mallet until the bearing is wedged off the shaft.

J-1754—TRANSFER CASE REPLACER FOR MAIN SHAFT BEARING CUPS, FRONT AND REAR. This tool is designed so that the cups are seated in exactly the proper distance in the bore. Strike shank end of tool with lead, copper, or rawhide mallet until the stop shoulder bottoms, when replacing front bearing cup. Rear bearing cup protrudes slightly on outside of case when properly seated.

J-1755—TRANSFER CASE FRONT BALL BEARING REPLACER. This tool was designed to drive the ball bearing into place in the front bearing cap. The driver end of the tool contacts the outer race only and will not injure the bearing while installing. Use a lead, copper, or rawhide mallet with the tool. This tool can also be used for wheel hub inner bearing cone and oil seal.

J-1756—TRANSFER CASE OIL SEAL REPLACER. A specially designed tool with a pilot head to hold the oil seal while starting and to drive the seal in place without damage. Used for both front and rear bearing caps. A lead, copper, or rawhide mallet should be used with this tool.

J-1757 — TRANSFER CASE SHIFTER SHAFT OIL SEAL ASSEMBLY TOOLS. Consists of J-1757-1 Driver and J-1757-2 Pilot. The tapered pilot is placed on the end of the shifter shaft and allows the oil seal to be expanded gradually and uniformly as it is driven into position. Without the use of this tool, serious damage could result to the seal. When assembling shifter shaft, the pilot is also useful.

J-1758—SPEEDOMETER GEAR BUSHING REPLACER. The speedometer gear shaft rides in a small hardened bushing that is difficult to replace unless this special pilot driver is used.

J-1759—TRANSFER CASE BRAKE DRUM AND MAIN DRIVE GEAR PULLER SET. Tool can also be used as a hand press in connection with HM-914 for removing axle drive pinion bearing cone.

Tool consists of J-1759-1 Body; J-1759-2 Main Puller Screw; J-1759-3 Pair of Socket studs and check nuts for use in removing brake drum; two $\frac{3}{8}$ " x 8" bolts for use with HM-914 in removing

drive pinion bearing; two $\frac{3}{8}$ " x $1\frac{3}{4}$ " screws, nuts, and washers for removing Bantam type brake drum; and one pair of J-1759-5 Fingers and Nuts for removing transmission main drive gear. The body of this tool is slotted at each end, and various adapters can be added to make it a utility puller with a wide range of application.

J-1766—TRANSFER CASE FRONT AND REAR BEARING CAP OIL SEAL REMOVER. These oil seals are mounted tight against a shoulder and this specially designed drift provides a quick means of removal.

J-1767—TRANSFER CASE MAIN SHAFT SNAP RING INSTALLING SET. Consists of J-1767-1 pusher tube and J-1767-2 tapered thimble. The thimble pilots on the end of the shaft. The snap ring is started on the small end of the tapered part of the pilot. The forcing sleeve is used to force the ring on the shaft and into its groove.

J-1768—TRANSFER CASE IDLER GEAR THRUST WASHER LOCATOR. There is a thrust washer on each side of the case and without this tool it is difficult to assemble the idler gear cluster and at the same time keep the thrust washers from slipping out of position. To operate, place a film of grease on each thrust washer to help hold washer to case. Next, start the cluster gear shaft into the case, and it will help hold the washer in position on that side of the case. Place tool J-1768 through hole on opposite side with small end of tool centered into thrust washer. Install the gear cluster, push shaft through gear cluster, and it will pick up the opposite thrust washer and at the same time push the locator tool out of the way.

J-1769—TRANSFER CASE IDLER GEAR SHAFT DRIFT AND SHIFT LEVER PIN INSTALLING PILOT. This tool has a dual use. It is useful for forcing the idler gear shaft out of position. The same tool assists materially to locate the shift levers and springs as a pilot, which is pushed out of the way as the shift lever pin is pushed into position.

J-1770—TRANSFER CASE FRONT AND REAR DRIVE FLANGE DUST SHIELD REPLACER. This tool is a pilot driver correctly machined to allow the dust shields to be replaced without damage. Use a lead, copper, or rawhide mallet with this tool. This tool can also be used to replace wheel hub oil seals.

J-1771—TRANSFER CASE FRONT BEARING CAP SNAP RING REMOVER SET. Tool consists of J-1771-SA-1 tool to force snap ring out of groove, and J-1771-SA-2 hook to assist detail 1. This snap ring fits in an internal groove and is exceedingly difficult to remove with ordinary tools. To operate, pry one end of the snap ring out of its groove far enough to enter hook. When one end of the snap ring is free, it can be grasped by a pair of pliers and pulled out of the cap.

J-1772—TRANSFER CASE FRONT BEARING CAP SNAP RING REPLACER SET. Tool consists of the following parts:—J-1772-SA-1 sub-assembly into which ring is loaded and expelled into its groove; J-1772-SA-2 loading driver; J-1772-5 tapered loading sleeve.

To operate, place J-1772-SA-1 bottom side up in a vise, or with the handle protruding through a hole in the work bench. Next, place J-1772-5 tapered loading sleeve with large opening uppermost over the recessed collar of J-1772-SA-1. Then drop the snap ring into loading sleeve and use J-1772-SA-2 loading driver to put the ring through the tapered hole and into the recessed counterbore in J-1772-SA-1. With the snap ring installed in J-1772-SA-1, place the tool in position in the transfer case housing. Hold the outer case of the tool tight against the housing and strike the floating plunger smartly with a lead,

copper, or rawhide mallet to expel the snap ring into its seat.

J-1773—TRANSFER CASE FRONT BEARING CUP REMOVER. After the main shaft cone has been wedged forward on the shaft (see tool J-1749 instructions) it is necessary to push the bearing cup out of the case in order to remove the shaft. Slide gear toward inside of case and insert tool J-1773 between the gear and the bearing cup. By driving on end of shaft with rawhide mallet, the cup is forced out of the case.

J-1774—TRANSFER CASE SPEEDOMETER GEAR SHAFT BUSHING REMOVER. (Not illustrated) No special tool has been provided for this purpose. Should service be required, any standard "Easy-Out", or tapered type stud extractor with a capacity of ¼" diameter, can be used to extract the bushing.

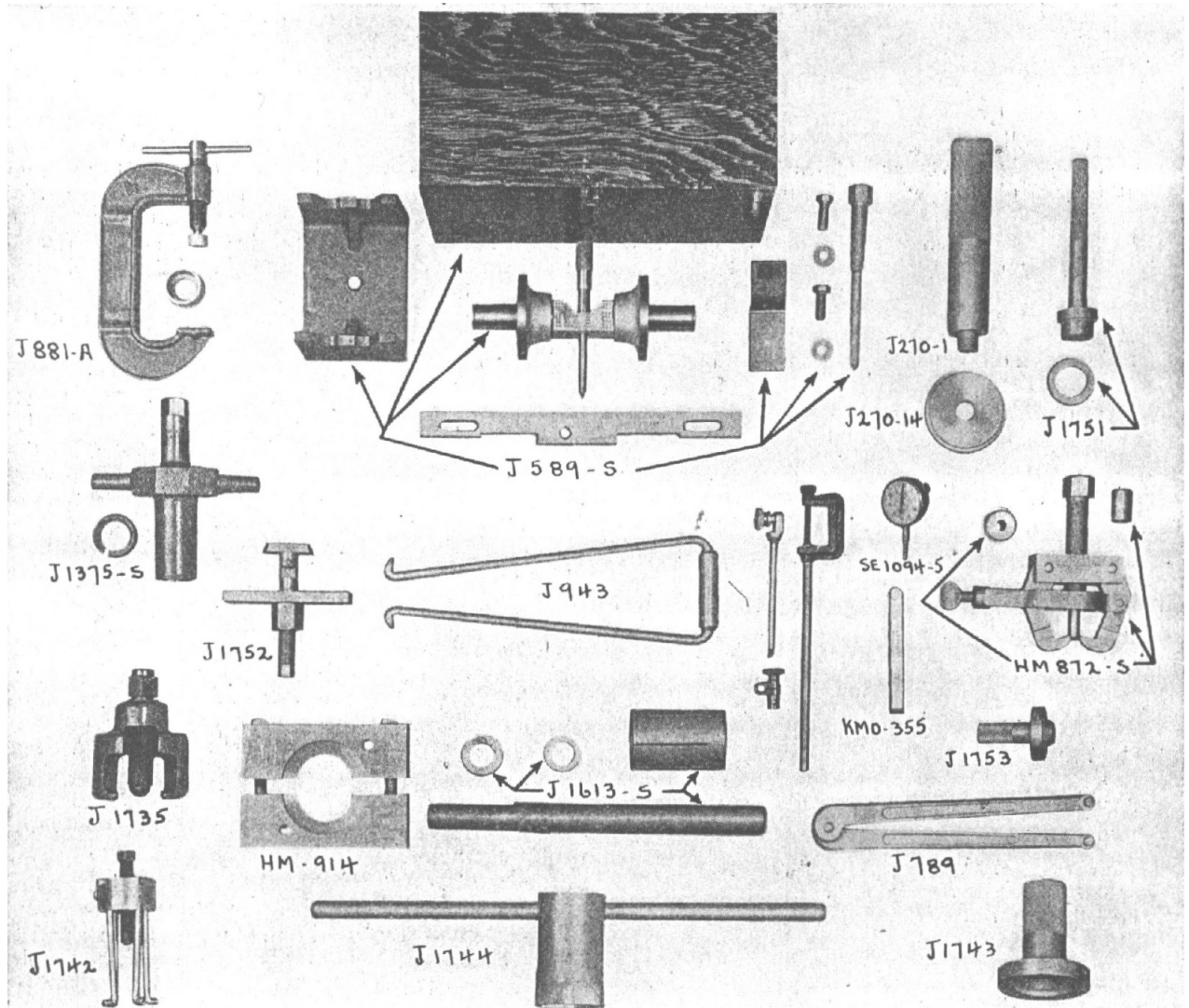


FIG. 1—SERVICE TOOLS

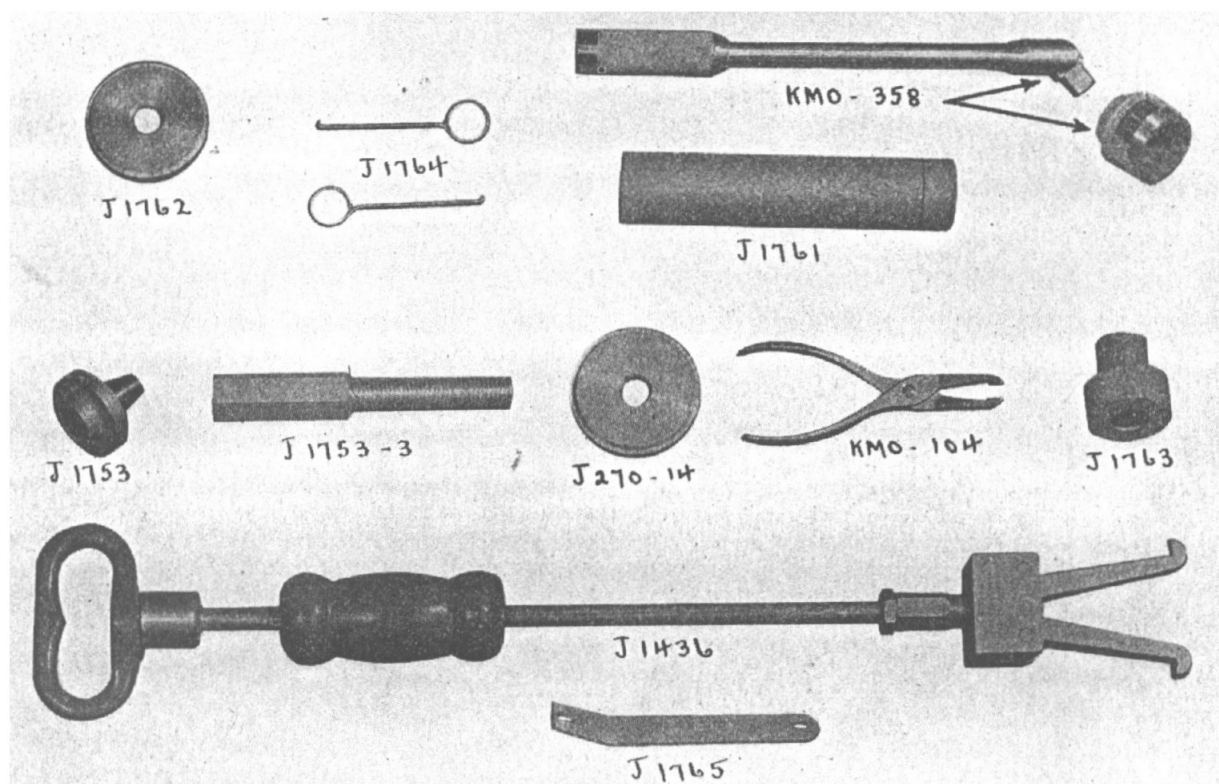


FIG. 2—SERVICE TOOLS

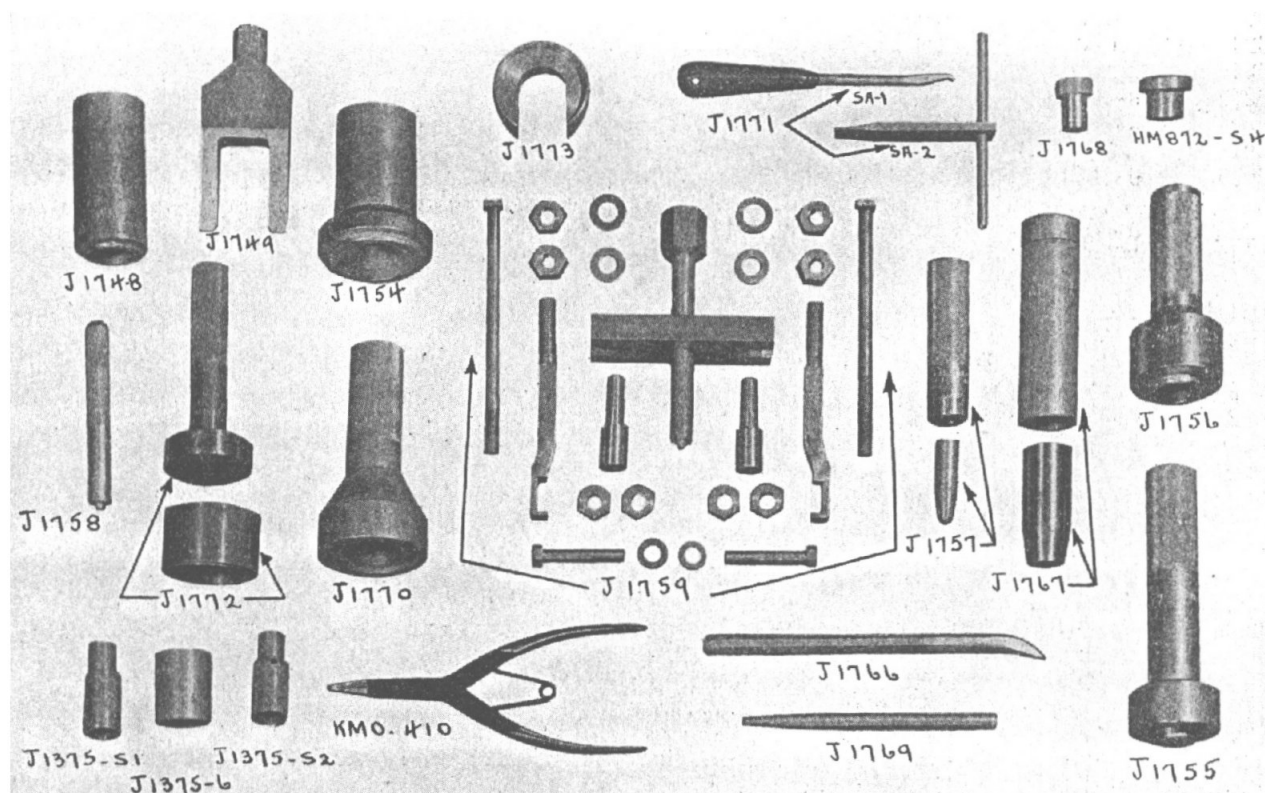


FIG. 3—SERVICE TOOLS

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SERVICE TOOLS REQUIRED FOR TRANSFER CASE

Supplied by Kent-Moore Organization, Detroit, Mich.

Willys No.	K-M No.	
A-6218	KMO-410	Transfer Case Main Shaft Snap Ring Removing Pliers.....
A-6200	HM-872-S-4	Adapter—Transfer Case Brake Drum Flange and Drive Flange Dust Shield Remover—works with HM-872-S
A-6201	J-1375-S-1	Adapter—Transfer Case Main Drive Gear Replacer. Operates with tool J-1375-S.....
A-6202	J-1375-S-2	Adapter—Transfer Case Brake Drum Assembly Replacer. Operates with tool J-1375-S.....
A-6203	J-1375-6	Sleeve required with J-1375-S-1 and J-1375-S-2 when replacing Transfer Case Main Drive Gear and Transfer Case Brake Drum.....
A-6204	J-1748	Transfer Case Main Shaft Front Bearing Replacer.....
A-6205	J-1749	Transfer Case Main Shaft Front Cone Remover.....
A-6206	J-1754	Transfer Case Replacer for Main Shaft Bearing Cups, Front and Rear.....
A-6207	J-1755	Transfer Case Front Ball Bearing Cup Replacer.....
A-6208	J-1756	Transfer Case Bearing Cap Oil Seal Replacer.....
A-6209	J-1757	Transfer Case Oil Seal Assembly Tool Set for Shifter Shaft.....
A-6210	J-1758	Speedometer Gear Bushing Replacer.....
A-6211	J-1759	Transfer Case Brake Drum and Main Drive Gear Puller Set. Tool can also be used as a hand press in connection with HM-914 for removing Drive Pinion Bearing Cone.....
A-6212	J-1766	Transfer Case Front and Rear Bearing Cap Oil Seal Remover.....
A-6213	J-1767	Transfer Case Main Shaft Snap Ring Installing Set.....
A-6214	J-1768	Transfer Case Idler Gear Thrust Washer Locator.....
A-6215	J-1769	Transfer Case Idler Gear Shaft Drift and Shift Lever Pin Installing Pilot.....
A-6216	J-1770	Transfer Case Front and Rear Drive Flange Dust Shield Replacer.....
A-6217	J-1772	Transfer Case Front Bearing Cap Snap Ring Replacer Set.....

SERVICE TOOLS REQUIRED FOR FRONT AND REAR AXLES

Supplied by Kent-Moore Organization, Detroit, Mich.

A-6243	KMO-104	Universal Joint Snap Ring Removing Pliers.....
A-6221	J-270-1	Drive Handle.....
A-6244	KMO-355	Feeler Gauge Set.....
A-6245	KMO-358	Drive Pinion Nut Wrench Socket and Hinge Handle.....
A-6222	J-589-S	Drive Pinion Setting Gauge Set.....
A-6223	J-789	Drive Pinion Axle and Transfer Unit Flange Holding Tool.....
A-6219	HM-872-S	Differential Side Bearing and Drive Pinion Flange Remover Set.....
A-6224	J-881-A	Universal Joint Assembly and Disassembly Tool.....
A-6220	HM-914	Remover Plates for Bearing Cone next to Drive Pinion Head.....
A-6225	J-943	Front Axle Outer Oil Retainer Remover.....
A-6246	SE-1066	Ring Gear Back Lash Checking Attachments less Dial Indicator or Feeler Gauge
A-6247	SE-1094-5	Dial Indicator.....
A-6226	J-1375-S	Front Pinion Shaft Flange and Axle Shaft Replacer.....
A-6227	J-1436	Wheel Bearing Cup, Oil Seal and Utility Puller.....
A-6228	J-1735	Front Axle Shaft Flange Puller.....
A-6229	J-1742	Drive Pinion Oil Seal Remover.....
A-6230	J-1743	Drive Pinion Oil Seal and Front Hub Oil Seal Replacer.....
A-6231	J-1744	Front Axle Wheel Bearing Adjusting Nut Wrench and Handle.....
A-6232	J-1751	King Pin Bearing Cup Remover and Replacer, Front Axle Shaft Outer Oil Seal Replacer, Transfer Case Output Shaft Bearing Remover....
A-6233	J-1752	Front and Rear Axle Shaft Inner Oil Seal Remover.....
A-6234	J-1753	Front and Rear Axle Shaft Inner Oil Seal Replacer.....
A-6235	J-1753-3	Feed Screw for use with J-1753 Rear Axle Shaft Inner Oil Seal Replacer.....
A-6236	J-1761	Drive Pinion Bearing Cone Replacer for Cone mounted next to Pinion Head.....
A-6237	J-1763	Differential Side Bearing Cone Replacer Head (works with J-270-1 Handle).....
A-6238	J-1764	Pair of Hooks for Removing Front Spindle Lock Washer.....
A-6239	J-1765	Brake Eccentric Adjusting Tool.....
A-6240	J-1783	Differential Case Assembly Studs (Set of 4).....
A-6241	J-1784	Drive Pinion Bearing Cup Replacer Set.....
A-6242	J-1785	Drive Pinion Bearing Cup Removing Set.....

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SERVICE TOOLS REQUIRED FOR ENGINE

Supplied by KENT-MOORE ORGANIZATION, Detroit, Michigan

Willys No. K-M No.

A-6248	KMO. 375 EX	Valve Guide Expansion Reamer—Size .375".....
A-6249	KMO-213	Cylinder Compression Indicator.....
A-6250	J-1950	Valve Guide Removing and Installing Tool.....
A-6251	HM-593-0	Piston Fitting Gauge and Scale .003" x ¾" x 12".....
A-6252	HM-593-10	Piston Fitting Gauge (Less Scale).....
A-6253	KMO-402-B	Special ½" Tappet Wrench (Double End).....
A-6254	KMO-402-BA	Special ⅞" Tappet Wrench (Double End).....
A-6255	KMO. 812 Ex.	Piston Pin Reamer (Spec. Floating Pilot Expansion Type)—Size .8125".....
A-6256	KMO. 913	Cylinder Bore Test Indicator.....
A-6257	J-1876-0	Connecting Rod and Piston Aligning Fixture.....
A-6258	J-1951	Piston Ring Installing and Removing Tool.....
A-6259	J-1952	Universal Clutch Shaft Pilot Arbor.....
A-6260	KMO-357	Universal Piston Ring Compressor.....
A-6262	J-1955	Valve Lifter.....
A-6261	KMO-144	Fuel Pump Checking Gauge & Vacuum Meter.....
A-6263	J-1953	Valve Lock Installing Tool.....
A-6264	J-1313	Tension Indicator Wrench Double Acting Beam Type.....
A-6265	C 537	Voltmeter.....
A-6266	J-1954	Stud Remover and Installing Tool.....