WHEEL ALIGNMENT: TIE ROD


YA3000E


WA14A


WA15


WA800


ITRS22

Tie Rod Removal/Installation Tools

YA3000E Inner Tie Rod Tool (Blue-Point®)
- Newly designed tube is both longer and has a larger opening to accommodate some light truck and SUV applications
- Includes the most complete selection of crowfoot adaptors in 1-3/16, 1-1/4, 1-5/16, 1-3/8, 1-7/16, 1-1/2", 29, 32.5, 33.6, 38.4, 40 and 42 mm sizes
- Crowfoot adaptors are placed on the hex of tie rod to engage the crowfoot for removal or installation of the tie rod without removing the rack
- Works on inner tie rods with inaccessible wrench flats

WA14A Tie Rod End Socket
- For removing tie rod ends
- U-shaped opening measures 1-3/8 x 3/4"
- For use with 1/2" square drive handles
- 1-15/16" I.D.; 2-1/4" long
- Fits most cars and some trucks

WA15 Tie Rod End Socket
- Similar to WA14A
- For tie rod servicing on most trucks in the Class 2–6 range
- U-shaped opening measures 1-7/8 x 15/16"
- For use with 1/2" square drive handles
- 2-1/2" ID, 2-7/8" long

WA800 Heavy-Duty Truck Tie Rod Socket (Blue-Point®)
- For use on most Class 7 and 8 heavy-duty trucks with 9,000–20,000 lb axles
- U-shaped slot measures 1-7/8 x 1-1/2"
- 3" inside dia.; 3-1/2" overall length

ITRS22 Tie Rod Bushing Socket
- Used to access the inner tie rod bushings on Chrysler® LHS®/Concorde and Dodge® 300M/Intrepid® featuring the LH body style
- Low-profile design provides easy access to remove or install the 7/8" or 22 mm hex head bolts that attach the inner tie rod bushing to the rack-and-pinion assembly
- A conventional socket cannot be used in this application

STRUT


MSC1


MSC2


MSCS1000


WA92

MacPherson/Coil Spring Compressors

MSC1‡ Master MacPherson Strut Tool (Blue-Point®)
- Designed to quickly and easily compress most MacPherson strut springs
- Compresses up to 5/8" coil diameter
- Broad spring contact for stable compression
- ACME threaded rod and built-in detent latches to help lock the coil in place
- Forged construction for strength and durability

MSC2‡ Coil Spring Compressor (Blue-Point®)
- Removes and installs coil springs quickly and safely
- Compresses coil springs on all passenger cars and pickup trucks
- Features an ACME threaded rod
- Includes an instructional card

MSCS1000‡ Master Spring Compressor Set (Blue-Point®)
- Includes MSC1 and MSC2 in a storage case

WA92 Coil Spring Compressor
- Holds the coil spring at the desired tension for removal of other parts
- 11" screw
- Liberally lubricate threads with anti-seize compound


WA7500


SSV1


SSV1-1


SSV1-2

Strut Tools

WA7500 Strut Cartridge Tool for GM® Vehicles (Blue-Point®)
- Replaces strut cartridge through the body shock tower on GM® 10 Series (W Car) vehicles
- Applications include 1988–later Pontiac® Grand Prix®; Oldsmobile Cutlass; Buick® Regal®; 1989–later Chevrolet® Lumina

Strut Sockets

SSV1 2 pc 1/2" Drive Strut Socket Kit
- Used to remove and install strut nuts on various Volvo® models
- Manufactured from special steel with a higher alloy content
- Industrial finish helps protect against corrosion
- Precision machined and heat-treated for optimum strength and durability
- Includes SSV1-1 and SSV1-2 Strut Sockets

SSV1-1 1/2" Drive Volvo® Strut Socket
- For use with SSV1-2 to remove and install strut nuts on various Volvo® models

SSV1-2 1" Hex Drive Volvo® Strut Socket
- For use with SSV1-1 to remove and install strut nuts on various Volvo® models

Slide Hammers and Shafts

CJ1250‡ Slide Hammer, 12 lb, 5/8"-18 Thread (Blue-Point®)

- Designed to pull rear axles
- Slide hammer is approximately 25-1/4" long with a 5/8"-18 thread
- Can be used with the YA498A Hub Puller

CJ1250

CJ1300‡ Heavy-Duty Hub/Rotor Puller (Blue-Point®)

- Heavy-duty 1" shaft is designed for tough pulling jobs such as hubs, rotors and axles
- Slide hammer is approximately 28-1/2" long with a 5/8-18 threaded hex bolt, which allows the end user to bolt the pulling adaptors to the end of the shaft, locking it in place and taking much of the stress off the threads
- 10 lb hammer

CJ1300

Wheel Hub Removal Adaptors

DHP1 Wheel Hub Removal Adaptor for Dodge® Vehicles

- Designed to remove the front hubs found on 3/4-ton (2500 Series) and 1-ton (3500 Series) Dodge® pickup trucks
- Cuts the flat rate for changing out U-joints, front differential service, ball joints and any front hub service
- On average it takes 3.4 hours to do both sides using a sledge hammer, torch or heavy-duty slide hammer—with the DHP1, it takes about one hour to do both sides
- No broken rotors when using a sledge hammer
- No heavy slide hammers to use
- Wheel bearing and seal will not get damaged when using a torch on a stuck hub

DHP1

S6550 T50 TORX® Bit

- Enlarged shank diameter to reduce angular deflection (twisting), and create a stronger bit for work on Transit hub assemblies
- Extended 4.6" length for hard-to-reach fasteners
- 12 mm hex end for use with socket or wrench for optimum positioning and to assist in starting the bolts for installation
- Ball and spring retention keeps sockets secure

S6550

S6555 T55 TORX® Bit

- Reduced shank diameter to clear the ABS Tone Ring on AWD models and still engage bolt heads
- Extended length for hard-to-reach bolts
- 12 mm hex end for use with socket or wrench for optimum positioning
- Ball and spring retention keeps sockets secure

S6555

S6560 T60 TORX® 9/16" Hex Shank Bit

- Small diameter shaft can clear ABS tone ring and still engage bolt heads
- Ball-and-spring retention keeps sockets secure
- TORX® T60 with 9/16" hex on other end for use with a socket or wrench
- Can be used with other sockets for optimum positioning
- Rated for use with an impact tool

S6560

Wheel/Axle Hub Pullers

CJ129A‡ Universal Wheel Hub Puller (Blue-Point®)

- Removes the front wheel/axle assembly on all front wheel drive Ford®, GM®, Chrysler® and most imported cars
- Also used to remove the rear brake drums on tapered axles, such as those found on AMC and Chrysler® vehicles
- Removable anvil fits over a 1-1/8" hex on the pressure screw
- Includes adjustable legs

CJ129A

YA498A Front Wheel Drive Hub Puller (Blue-Point®)

- For most US and import vehicles with independent front suspension
- 5/8"-18 x 5-1/2" pressure screw size

YA498A

⚠WARNING

- Do not use "cheater bars" on handles.
- Do not use chrome or industrial finish hand tools with power drivers or impact drivers..
- Coil springs contain high energy and exert large forces when compressed; assure that jaws are securely engaged with proper coils.
- Keep your body away from springs when compressed.
- Screeen the puller application.
- Inspect the puller, do not use damaged parts.
- Use proper type and size puller for the job.

‡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

DRIVE LINE: DIFFERENTIAL


M3548A


M3586


M3587


IMDM360


A176


S6436

Differential Service Tools

Stock No.	Size, inches	Drive Size, inches	O.D. Wrench End, inches (mm)	O.D. Drive End, inches (mm)	Bolt Clearance, inches (mm)	Hex Depth, inches (mm)	Overall Length, inches (mm)
M3548A	2-3/4	3/4	3-9/16 (90.4)	1-3/4 (44.4)	2-5/16 (59)	1-7/32 (31)	3-3/4 (95.2)
M3586	1-7/8	3/4	2-3/8 (60.3)	1-3/4 (44.4)	2 (51)	1-1/8 (29)	2-3/4
M3587	—	3/4	2 (50.8)	1-3/4 (44.4)	1-9/16 (40)	1 (25)	2-1/4
IMDM360	36 mm	1/2	2 (50.8)	1-13/16 (46)	1-5/8 (41)	7/8 (22.2)	(57.2)

ASME®/ANSI® B107.33M

M3548A Diesel Pinion Nut Impact Socket
- For use on pinion nuts only

M3586 Pinion Nut Impact Socket
- Used to remove the pinion nut on Dana® 80 Series axles on late model Ford® and Dodge® trucks
- Designed to handle the specific application

M3587 Pinion Nut Impact Socket
- Used to remove the pinion nut on 2005 Cadillac® CTS®, 2003 GM® and 2004 Dodge® trucks with 11.5" AAM axles
- Additional applications include the removal of late-model BMW® axle shafts, plus BMW® E38, E39, M3 and SUVs with 36 mm 12-point axle nuts
- Designed to handle the specific application

A176 Differential Adjusting Wrench
- For most differentials where 9/32" and 17/32" adjustment nuts are found
- Useful on transmissions, steering gears and some water pumps where an adjustable spanner wrench is required
- 10" long

S6436 3/4" Drive Metric 36 mm Deep Impact Socket
- Manufactured from special steel with a higher alloy content
- Industrial finish helps protect against corrosion
- Precision machined and heat-treated for optimum strength and durability

IMDM360 1/2" Drive 12-Point Metric 36 mm Flank Drive® Shallow Impact Socket
- Snap-on® impact sockets are heat-treated to optimize impact service life with a lower hardness than hand sockets and are able to withstand repeated cycling loads of impact wrenches
- Snap-on uses a proprietary blend of special alloy socket steel that provides long life and great strength
- Flank Drive® wrenching system delivers up to 20% more turning power without slipping or rounding while exceeding ANSI® performance standards
- Applications include the removal and installation of Duramax® Diesel front crankshaft bolt, late-model BMW® axle shafts, and 2003 GM® and 2004 Dodge® pinion nuts on trucks with 11.5 AAM axles

DRIVE LINE: FRONT WHEEL DRIVE TOOLS


YA3050


YA3080


YA3085

CV Boot and Joint Tools

YA3050 Boot Clamp Pliers (Blue-Point®)
- For earless-type clamps, including those found on late-model GM® inboard CV universal joints

YA3080 Boot Clamp Pliers (Blue-Point®)
- For ear-type clamps
- Sturdy enough for ear-type clamps, including late-model GM® outboard CV universal joints

YA3085 Boot Banding Tool (Blue-Point®)
- For reinstallation of BAND-IT® or BAND-IT Jr.® boot bands


S6400


S6800

Hub Lock Nut Sockets

S6400 4-Pin Hub Lock Nut Socket - 1/2"
- Socket required for repair and replacement of the wheel bearing on Dana® 30 and 44 axles commonly found in the Ford® Bronco®, Bronco®2, Chevrolet® Blazer®, Ford F-100®, F-150® and F-250®

S6800 8-Pin Hub Lock Nut Socket - 1/2"
- Socket required for repair and replacement of the front hub lock nut on Toyota® trucks (2WD) 2007 and newer

Special Application Axle Nut Sockets (inches)

S6804 1/2" Drive Axle Hub Impact Socket

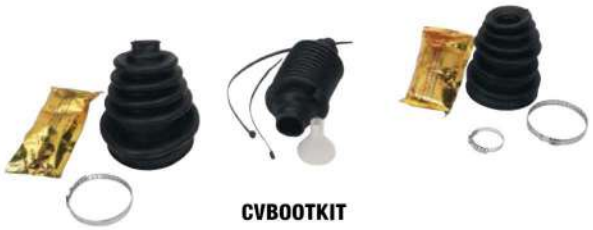
- For the removal and installation of axle hub bearing retaining nuts on 2011–current GM® trucks with 11.5" rear axles
- Snap-on® impact sockets are heat-treated to optimize impact service life with a lower hardness than hand sockets and are able to withstand repeated cycling loads of impact wrenches
- Snap-on® uses a proprietary blend of a special alloy socket steel that provides long life and great strength
- Tool is similar to Kent-Moore® part number CH50636

S6806 6-Pin Axle Nut Socket

- Special geometry is incorporated into the socket to remove and tighten axle nuts
- Manufactured from special steel with a higher alloy content
- Designed to assist in the removal and installation of older-style (2000–2011) axle nuts from Dodge® 2500 and 3500, and GM® trucks with 11.5" rear axles
- Precision machined and heat-treated for optimum strength and durability

S6804

S6806



CVBOOTKIT

CVBOOTLG

CVBOOTRP

CV Boot and Joint Tools

- CV boots fit 98% of autos, 4 x 4 and utility vehicles
- CV boots are easily trimmed to length to help reduce the number of boots needed on hand
- All boots are made from a patented rubber material with a high elasticity tolerance to heat and cold
- Install CV boots quickly and easily with a pneumatic installer (optional)

CVBOOTKIT Complete CV Boot Replacement Kit (Blue-Point®)

- Includes (6) small CV boots, (4) large CV boots, (2) rack-and-pinion boots, stainless steel clamps and grease

CVBOOTLG Large CV Boot (Blue-Point®)

- Fits most cars and SUVs with large CV boots
- Includes a boot, clamps and grease

CVBOOTLGPK Large CV Boot Kit (Blue-Point®)

- Includes (12) CVBOOTLG

CVBOOTRP Universal Rack and Pinion Kit (Blue-Point®)

- Fits rack-and-pinion boots on most cars
- Includes a boot, clamps and grease

CVBOOTSM Small CV Boot (Blue-Point®)

- Fits most cars and SUVs with small CV boots
- Includes a boot, clamps and grease

CVBOOTSMPK Small CV Boot Kit (Blue-Point®)

- Includes (12) CVBOOTSM
- CV boots fit 98% of autos, 4 x 4 and utility vehicles
- CV boots are easily trimmed to length to help reduce the number of boots needed on hand
- All boots are made from a patented rubber material with a high elasticity tolerance to heat and cold
- Installs CV boots quickly and easily with the CVBOOT2 Pneumatic Installer (optional)

CVBOOTXSPK ATV Flexx CV Boot Kit (Blue-Point®)

- Includes (12) CVBOOTXS

CVBOOTXS ATV Flexx CV Boot (Blue-Point®)

- Fits most ATV boot applications
- Includes boot, clamps and grease

CVJ85 CV Joint Driver, 16 mm x 1.5

- Driver works with standard air hammers—8-3/4" long with M16 x 1.5 threads
- Saves approximately 15 minutes when removing CV joints located in tight spaces
- Quickly and easily removes the splined CV joint and stub axle assembly from the hub on front-wheel drive vehicles
- Heat treated forged alloy steel for strength and durability

CVJ85

Ball Hex/Long, mm, Chrome (3/8")

FABLM8E 3/8" Drive Metric 8 mm Long Ball Hex Socket Driver

- Includes FABLM4E–FABLM10E (4–10 mm) in a plastic storage tray
- Extra-long bit length provides increased reach in limited-access spaces
- Ball-end of bit makes it easier to insert bit into fastener, especially in blind access application
- Sockets are manufactured from special alloy steel that provides long life and great strength
- Nickel-chrome plating helps protect against corrosion and makes it easy to wipe socket clean
- 8 mm hex; 3/8" drive
- For 1978–later Dodge® Omni and Plymouth® Horizon standard transmission drive axle flange bolts

FABLM8E

⚠WARNING

- Wear safety goggles (user and bystanders).
- Do not use chrome or industrial finish hand tools with power drivers or impact drivers.
- Read Safety Precautions on pages W1–W4

DRIVE LINE: TRANSMISSION


YA2340


YA7244A


FIH9057B


FOS1


LDT3812


LDTM3812


SLEPL200


S5902


XLE1012A

Transmission Service Tools

YA2340 Sealing Cap Set (Blue-Point®)
- Retains transmission fluid by sealing the transmission and transaxles when the drive shaft or drive axle is removed on most US and import vehicles
- Side gear centering for Ford® transaxles
- Five caps cover a range of 1–2-3/16" (25.4–55.37 mm)
- Segmented design prevents caps from slipping

YA7244A Quick-Connect/ Disconnect Tool
- For late-model Ford® vehicles using push lock connectors on transmission cooler lines, as well as on fuel lines
- 1-1/4" dia.

FIH9057B Transmission Line Quick-Disconnect Tool
- For 3/8" O.D. and 1/2" O.D. transmission and fuel lines on certain Ford® and Cadillac® models
- Constructed from a durable 30% glass-filled nylon allows more pressure to be applied and delivers a longer tool life than plastic units
- Compact design allows access in tight quarters

FOS1 Transmission Output Shift Socket
- Four pin socket designed to remove the transmission output shaft retaining nut on Ford® 5R100 automatic transmissions
- Tool needed when doing transmission service such as removing and replacing transmission seals
- Manufactured from special alloy steel
- Precision machined and heat-treated for optimum strength and durability

LDT3812 Transmission Oil Cooler Line Disconnect Tool (Blue-Point®)
- Two sizes (3/8 and 1/2") are designed to disconnect transmission cooler lines
- 3/8" for use on 2003–later Ford® V8 Explorer®, 2004–later Ford® F-150® and Cadillac® vehicles
- 1/2" for use on Ford® F-250®/F-350®/F-450® Super Duty® trucks

LDTM3812 Transmission Oil Cooler Line Tool, 3/8" x 1/2"
- Easily handles Ford® truck and Cadillac® transmission oil lines
- Tool is manufactured of metal and is available in two sizes 3/8" and 1/2"
- Tip is specially stepped to fit connector
- Simply push the line toward the connector, then engage tool and pull line from connector

S5902 Oil/Transmission Plug Box End 17 mm, 6-Point, 21 mm, 12-Point Wrench
- Box ends are 17 mm, 6-point and 21 mm, 12-point
- Designed for VW® transmission drain plugs
- 258 mm long

XLE1012A E10–E12 TORX® Long 10° Offset Box Wrench
- Box end TORX® sizes are E10 and E12
- Drive shaft must be removed when towing 1980 Chevrolet® Corvette® and 1/2-, 3/4- and 1-ton GMC® and Chevrolet® trucks
- Designed to access drive line fasteners
- Also services AMC drive lines

SLEPL200 1/2" Drive 20EPL TORX Plus® with Countersink Socket
- SLEPL Series of TORX Plus® sockets with a shallow countersink are designed for use on external TORX Plus® low-profile head fasteners so the user can fully engage the fastener head
- For removal and installation of low-profile drive plate and flywheel bolts on QR25 Nissan® motors with automatic transmissions
- Similar to the J-45816 Nissan® specialty tool


CRC1


SHRM27


TUAM4E


VCS20

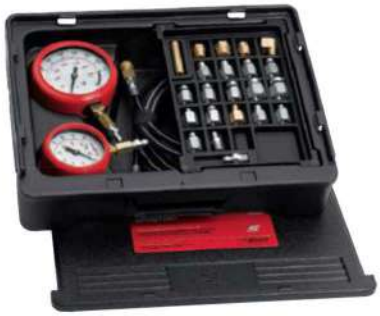
Transmission Service Tools

CRC1 1/2" Drive Chrysler® Rear Carrier Socket
- Used to turn/adjust the differential bearing adjuster within the differential on Chrysler®/Dodge® 7-1/4", 8-1/4" and 9-1/4" rear ends
- Tool is made of a flat steel piece with a 1-1/4" exterior hex and 1/2" square drive
- Circular step to prevent the tool from going through the adjuster
- Small size for easy access and storage

SHRM27 1/2" Drive 27 mm External Hex
- Special alloy steel provides the highest match of strength and durability
- Nickel-chrome plating provides corrosion resistance
- Overall length is 1-1/2" (38.1 mm)

TUAM4E 1/4" Drive Metric 4 mm Stubby Universal Hex Bit Socket
- Laser welded pivot provides added strength without adding bulk to the tool for greater accessibility
- Nickel-chrome alloy finish resists against rust and corrosion
- Manufactured from the highest quality proprietary steel, providing optimum strength and durability

VCS20 I-Shift Clocking Wrench
- Allows faster installation; no need to hand-spin the input shaft to the correct orientation
- Manufactured in the USA
- Precision machined from alloy steel
- Industrial finish helps protect against corrosion



EEPV508

Low-Profile Hex Sockets

EEPV508‡ 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
- 6' flexible hose with fluid coupler
- Technical Support: 855-779-8880

207FHRM

SHRM19

Low-Profile Hex Sockets

Stock No.	Drive Size, inches	External Hex, mm	Length, inches (mm)	Set Contains: 207FHRM
FHRM7	3/8	7	1 (25.4)	•
FHRM8	3/8	8	1 (25.4)	•
FHRM10	3/8	10	1 (25.4)	•
FHRM12	3/8	12	1 (25.4)	•
FHRM13	3/8	13	1 (25.4)	•
FHRM14	3/8	14	1 (25.4)	•
CPT110A	3/8	17	1 (25.4)	•
SHRM19	1/2	19	1-1/4 (32)	

207FHRM 7 pc 3/8" Drive 6-Point Metric Low-Profile Socket Set

- Includes (7) low-profile sockets (7, 8, 10, 12, 13, 14 and 17 mm)

General Service Tools

CPT110A 3/8" Drive 6-Point Metric 17 mm VW® Transmission Drain Plug Socket

- For use on VW® transmission drain plugs
- Additional applications include removing the front wheels on Triumph® Daytona® and America motorcycles

CPT110A

Bushing/Oil Seal Pullers and Drivers

- Designed to easily remove or replace transmission rear extension housing bushings and oil seals on most Ford®, GM®, Chrysler® and AMC automatic transmissions

Stock No.	Type	O.D., inches	Depth, inches (mm)	Application
S8673C1	Driver	—	1-15/16 (49)	Ford® C-4 Series, GM® 200/350/375 Series
S8673B3	Seal Installer	2-3/4	1-15/16 (49)	Ford® C-4 Series, GM® 200/350/375 Series

S8673C1

S8673B3

Seal/Bushing Installers and Removers

YA9648‡ Removal/Installation Tool (Blue-Point®)

- Applications on 1996 and later GM® trucks and Astro vans with 4L60E and 4L80E transmissions

YA9648

⚠WARNING

- Read and follow safety messages in Instructions.
- Do not use chrome or industrial finish hand tools with impact drivers or impact drivers.
- Wear safety goggles (user and bystanders).

‡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

DRIVE LINE: TRANSMISSION


SRP1C


SRP2A


SRP3A


SRP4


SRP5C

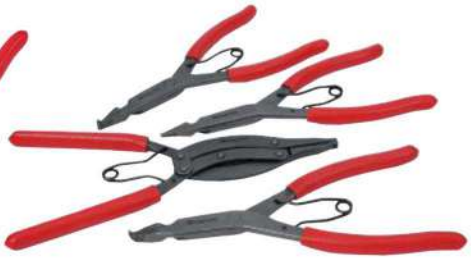

PR15


PR16


SRP1B


SRP2B


SRP3B


SRP400B

Snap Ring Pliers

- Parallel jaw lock-ring pliers (high leverage) for easy locking removal/installation
- Cushion grips offer comfort while resisting transmission fluids
- Natural steel finish with a tough, protective clear coating to prevent corrosion

SRP1C Snap Ring Pliers
- 90° angle serrated jaws (for GM® transmission output shaft)
- 3/32" tip width; 1/16" tip thickness
- 8-15/16" long

SRP2A Snap Ring Pliers
- 3/32" wide ends with 1/8" dia.
- Jaws are angled at 90° dimple for snap rings with tabs
- 8-7/8" long
- ASME®/ANSI® B107.19-1993
- Parallel jaw lock-ring pliers (high leverage) for easy lock-ring removal/installation
- Cushion grips offer comfort while resisting transmission fluids
- Natural steel finish with a tough protective clear coating to prevent corrosion

SRP3A Snap Ring Pliers
- 3/32" wide straight tips and 1/16" thick ends
- 8-7/8" long
- ASME®/ANSI® B107.19-1993
- Parallel jaw lock-ring pliers (high leverage) for easy lock-ring removal/installation
- Natural steel finish with a tough protective clear coating to prevent corrosion
- Cushion grips offer comfort while resisting transmission fluids

SRP4 Snap Ring Pliers
- 3/32" wide ends with a 1/8" dia. dimple for snap rings with tabs
- Jaws are bent at a 90° angle
- 14" long

SRP5C Snap Ring Pliers
- Straight, non-serrated tip with dimples for lock-rings with tabs
- Seven pivot points create compound high-leverage for easy lock-ring expansion
- Jaws always remain parallel
- 1/4" tip width; 1/8" tip thickness; 10/18" long

PR15‡ External Snap Ring Pliers (Blue-Point®)
- Wide 1/16" tips are angled at 90°
- 8-3/4" long

PR16‡ External Snap Ring Pliers (Blue-Point®)
- Wide 3/16" notched tips
- 8-3/4" long

SRP1B Snap Ring Pliers
- For output shaft on GM® transmissions
- Serrated jaws bent at a 90° angle
- 1/16" wide tip
- 8-15/16" long
- Parallel jaw lock-ring pliers (high leverage) for easy lock-ring removal/installation
- Cushion grips offer comfort while resisting transmission fluids
- Natural steel finish with a tough protective clear coating to prevent corrosion

SRP2B Snap Ring Pliers
- 90° angle serrated jaws with dimples for lock rings with tabs
- 3/32" angle tip width and 1/8" tip thickness
- 8-7/8" long
- Parallel jaw lock-ring pliers (high leverage) for easy lock-ring removal/installation
- Natural steel finish with a tough protective clear coating to prevent corrosion
- Cushion grips offer comfort while resisting transmission fluids

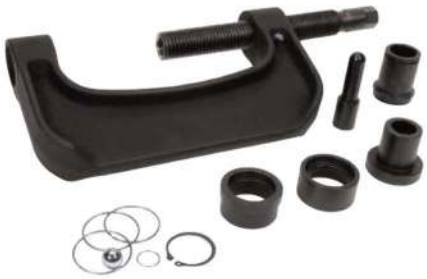
SRP3B Snap Ring Pliers
- Straight tip serrated jaws
- 3/32" wide tip; 8-7/8" long

SRP400B 4 pc Snap Ring Pliers Set
- Includes SRP1C, SRP2B, SRP3B, and SRP5B Snap Ring Pliers in a storage tray

Universal Joint Tools

UJP1 Universal Joint Press Set

- Press frame features a large throat and vise mount capability for U-joint applications
- Locking cup design holds the cup in place
- Large, coarse thread pressure screw for extra strength and maximum force
- Grease Zerk fitting for smooth screw action
- Includes an application chart and includes a storage case

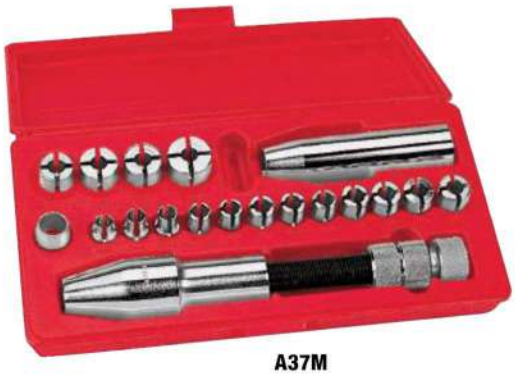


UJP1

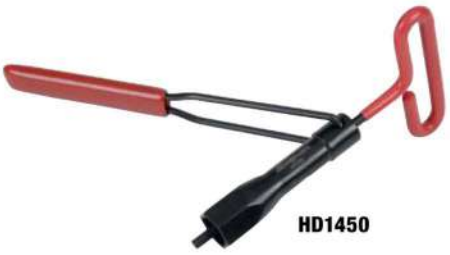
CLUTCH

A144A

A145



A37M



HD1450

SP2031A

YA7646

Clutch Service Tools

A144A Flywheel Turner

- Used when replacing the clutch pressure plate
- Turns the flywheel to a predetermined point that might be bypassed when bumping with the starter
- 12-1/8" long

A145 Clutch Aligner Set

- Smaller companion to the A37M
- Includes (5) double-ended collets ranging in size from .578–.810"

A37M Clutch Aligner Set

- For vehicles with standard transmissions, including many import cars
- Allows quick aligning for the complete range of single-disc clutches; includes (16) collet sizes ranging from 0.465–1.181"
- Packaged in a PB21 Storage Case

HD1450‡ Motorcycle Clutch Adjustment Tool

- Features a window in the socket so the technician can see the position of the hex while holding the adjustment screw as the jam nut is tightened
- Unique handle pivots from one side to the other, ensuring the window is always visible
- All-in-one tool, no fumbling with two separate pieces to reach a recessed adjuster

SP2031A‡ Pilot Bearing Puller (Blue-Point®)

- Attaches to slide hammer shafts with 3/4"-16 or 5/8"-18 threads
- Pressure screw adaptor is made of stress-resistant steel
- Industrial finish

YA7646 Clutch Coupling Tool for Ford® Vehicles (Blue-Point®)

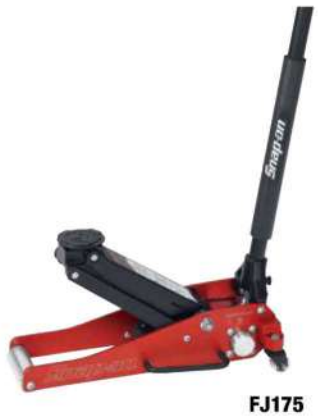
- Reaches and disconnects the hydraulic clutch line from the clutch slave cylinder without damage to the coupling or clutch line
- Same as Ford® No. T88T-70522-A

⚠WARNING

‡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

LIFTING: SERVICE JACKS



FJ175

Lightweight Aluminum Service Jacks

FJ175‡ 1.75-Ton Aluminum High-Performance Jack

- Low 3.4" height fits easily under a variety of vehicles
- 18" maximum lifting height
- Rated at 3,500 lb lifting capacity for a variety of jobs
- Lightweight aluminum design is portable and moves across the floor effortlessly
- Premium hydraulic pump and aircraft-grade aluminum chassis components
- Greater lift height per handle pump stroke than most other jacks
- Rear caster assemblies feature needle thrust bearings for high load capacity
- Professional one-piece handle design with diamond knurling for improved grip
- Single front roller allows for access in narrow areas
- High-performance hydraulic oil for extreme temperature stability and reduced wear
- Grease fittings in the yoke and lift arm pivots for increased longevity
- Three year warranty on manufacturing defects
- Meets ASME®/PASE® (2014)
- Engineered, designed and manufactured by Snap-on® in Elkmont, Alabama

Specifications	FJ175‡
Capacity, lb (kg)	3,500 (1,588)
Low Height, inches (mm)	3.42 (86.7)
Max Lifting Height, inches (mm)	18 (457)
Saddle Size, Diameter, inches (mm)	4.55 (116)
Ground Clearance, inches (mm)	0.22 (5.59)
Chassis Length, inches (mm)	24.9 (632)
Overall Width at Front Roller, inches (mm)	6.74 (171)
Overall Width at Rear Casters, inches (mm)	12.6 (320)
Handle Length, inches (mm)	47.8 (1,214)

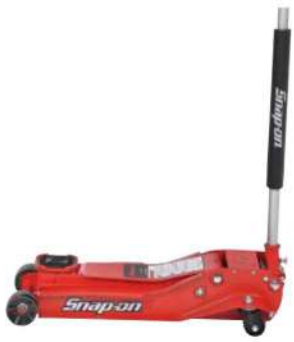
Specifications	FJ175‡
Front Roller Diameter, inches (mm)	1.95 (49.5)
Front Roller Width, inches (mm)	5.50 (140)
Caster Wheel Diameter, inches (mm)	1.68 (42.7)
Pump Strokes to Reach Max Lifting Height (No Load)	10–12
Hydraulic Oil	Snap-on® High Performance
Weight, lb (kg)	47 (21.3)
Shipping Weight, lb (kg)	50.5 (22.9)

Technical Support and Service: 877-762-7664 (US); 866-824-0524 (Canada)

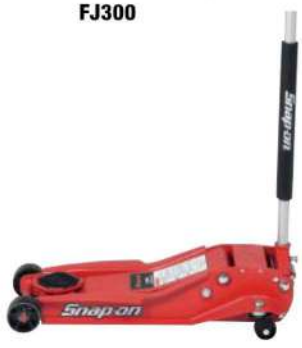
FJ200

Short Chassis Service Jacks

- Lift arm is contoured to allow clearance with the vehicle's rocker panel
- Premium U-Cup seals on pumps and ram pistons for long life
- Professional one-piece handle design
- Special high-performance hydraulic oil for extreme temperatures and reduced wear
- Internal filtration with a magnet in the pump reservoir to maintain oil cleanliness
- Powder-coated finish for durability
- Dual-pump pistons for speed to reach service height quickly
- Grease fittings in the front wheels and yoke pivot
- Removable saddle with a rubber pad
- Front wheels have a nut and shoulder design for positive retention
- Meets ASME® PASE-2014



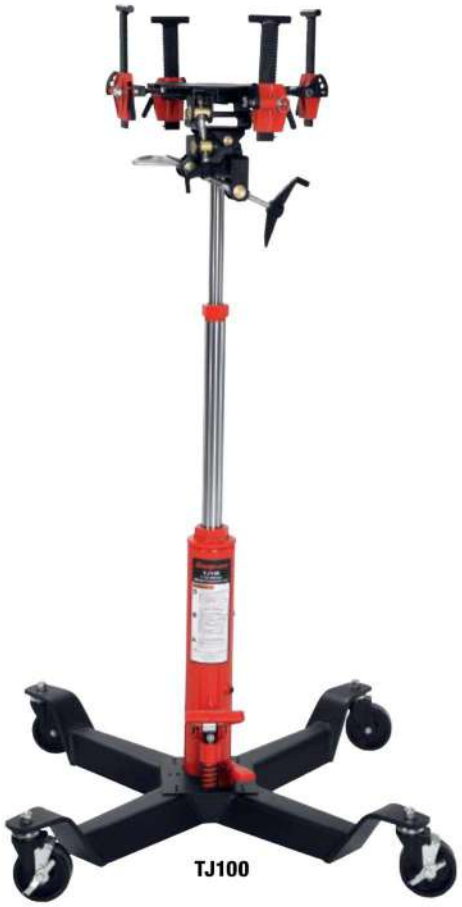
FJ300

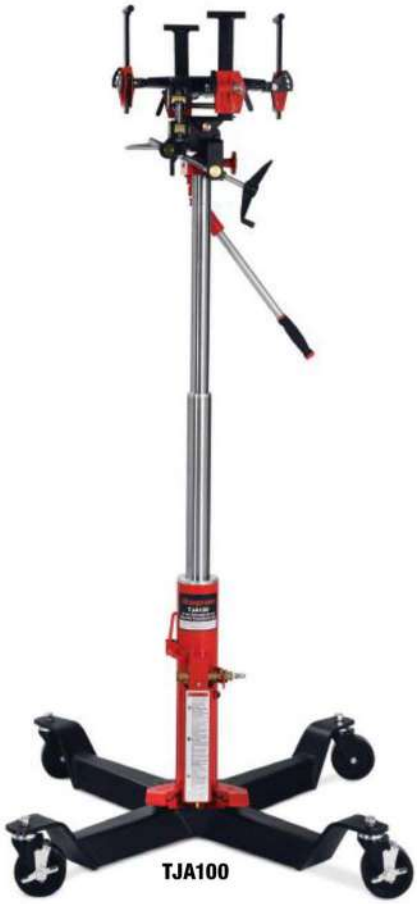


FJ400

Specifications	FJ200	FJ300	FJ400
Capacity, lb (kg)	4,000 (1,814)	6,000 (2,721)	8,000 (3,629)
Low Height, inches (mm)	3-1/2 (89)	3-13/16 (97)	4-3/16 (106)
Max Lifting Height, inches (mm)	23 (584)	23-3/8 (594)	24-1/2 (622)
Saddle size, inches (mm)	5-7/32 x 5-7/32 (132 x 132)	5-7/32 x 5-7/32 (132 x 132)	5-7/32 x 5-7/32 (132 x 132)
Ground Clearance, inches (mm)	9/16 (14)	9/16 (14)	21/32 (17)
Chassis Length, inches (mm)	31 (787)	31 (787)	32-1/2 (826)
Overall Width (at front wheels), inches (mm)	11-1/4 (286)	11-1/4 (286)	11-1/2 (292)
Overall Width (at rear casters), inches (mm)	14-1/2 (368)	14-13/16 (376)	15 (381)
Body Width, inches (mm)	7-1/8 (180)	7-1/8 (180)	7-1/8 (180)
Handle Length, inches (mm)	47-3/16 (1,201)	47-3/16 (1,201)	47-3/16 (1,201)
Side Plate Thickness, inches (mm)	15/64 (6.0)	17/64 (6.7)	9/32 (7.0)
Front Wheel Diameter, inches (mm)	3-5/16 (84)	3-11/16 (94)	3-7/8 (99)
Front Wheel Width, inches (mm)	2 (51)	2 (51)	2 (51)
Axle Diameter, inches (mm)	25/32 (20)	25/32 (20)	1 (25)
Caster Wheel Diameter, inches (mm)	2-19/32 (66)	2-19/32 (66)	2-19/32 (66)
Saddle Raise Height (one pump, no load), inches (mm)	10-11/16 (272)	9-13/32 (239)	8-1/2 (216)
Weight, lb (kg)	101.0 (45.8)	110.8 (50.3)	128.0 (58.1)
Shipping Weight, lb (kg)	103.5 (46.9)	122.0 (55.3)	135.8 (61.6)

Technical Support and Service: 877-762-7664 (US); 866-824-0524 (Canada)


TJ100


TJA100

Under-Hoist Transmission Jacks

- 1,000 lb capacity rating
- 75" maximum height to access a wide variety of transmissions and transfer cases
- Low 35" height for ease of lifting the transmission off of the saddle
- Adjustable ratcheting arm saddle design adapts to virtually any configuration of FWD, RWD and 4-wheel drive transfer case
- Saddle tilt adjusters have ball-bearing thrust washers for ease of adjustment under load
- Heavy-duty wide and stable base configuration is 36 x 36" total width
- (4) 5" polyurethane swivel casters; (2) in each locking style
- Premium seals on pump and ram pistons for long life
- Special high-performance hydraulic oil for extreme temperatures and reduced wear
- Cambuckle tie-down strap is included to secure a load
- ASME® PASE-2014 compliant
- Fully assembled and tested in the USA, product of China

Specifications	TJ100*	TJA100
Capacity, lb (kg)	1,000 (454)	1,000 (454)
Minimum Height To Saddle Plate, inches (mm)	35 (889)	35 (889)
Maximum Height To Saddle Plate, inches (mm)	75 (1,905)	75 (1,905)
Number of Pumps to Reach Maximum Height	72	31
Saddle Finger Width Range, inches (mm)	14.8–23.3 (376–592)	14.8–23.3 (376–592)
Saddle Finger Height Range, inches (mm)	1.0–6.3 (25–160)	1.0–6.3 (25–160)
Saddle Finger Locked Angle Positions, degrees	50/70/90	50/70/90
Saddle Tilt Angle (side to side), degrees	± 10	± 10
Saddle Tilt Angle (fore/aft), degrees	± 30/40	± 30/40
Base Size, inches (mm)	36 x 36 (914 x 914)	36 x 36 (914 x 914)
Caster Wheel Diameter, inches (mm)	5 (127)	5 (127)
Tie-Down Strap Width x Length, inches (mm)	1 x 65 (25 x 1,651)	1 x 65 (25 x 1,651)
Hydraulic Oil	Snap-on® High-Performance	Snap-on® High-Performance
Net Weight, lb (Kg)	198 (90)	202 (92)
Shipping Weight, lb (kg)	241 (109)	245 (111)

* Max load capacity reduced beyond +/10°

TJ100 1/2-Ton Telescopic Hydraulic Transmission Jack

- Dual-stage hydraulic ram
- Saddle is raised and lowered with hands-free foot pedals

TJA100 1/2-Ton Telescopic Air/Hydraulic Transmission Jack

- Air-assisted dual hydraulic ram
- First stage air-assisted motion is raised and lowered by foot pedals; second stage motion uses a hand lever with a knob for lowering the saddle

⚠WARNING

- Do not exceed capacity of the jack.
- Use jack and jack stands on hard level surface.
- Do not work on vehicle supported by jacks, use jack stands.
- Read and follow safety messages in the instructions.

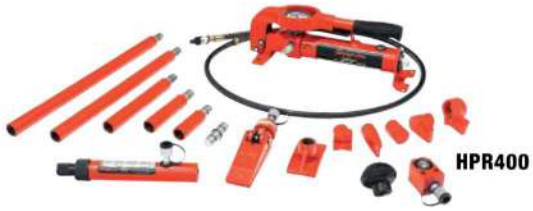
‡These products can expose you to chemicals which are known to the state of California to cause cancer and reproductive harm. See pages P1–P2 for details.

- Read Safety Precautions on pages W1–W4

BODY REPAIR

Body Repair Kits

The HPR400 and HPR1000 Hydraulic Portable Ram Kits provide the professional technician with components that can be configured to perform the basic tasks of spreading, clamping, pulling, pushing, lifting, pressing, bending, stretching and straightening with the convenience of hydraulic power.



HPR400

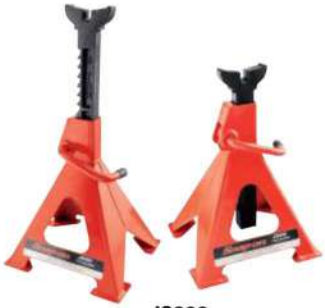
Specifications	HPR1000‡	HPR400‡
Hand Pump 2-Speed Capacity, PSIG (kPa)	8,100 (55,847)	7,300 (50,331)
Hand Pump Overall Dimensions, W x L x H, inches (mm)	5.62 x 22 x 6 (142.7 x 558.8 x 152.4)	5.62 x 16.5 x 6 (142.7 x 419 x 152.4)
Kit Capacity, tons (kg)	10 (9,091)	4 (3,636)
Kit Net Weight, lb (kg)	91.3 (41.5)	54 (24.5)
Short Ram Capacity, tons (kg)	4 (3,636)	4 (3,636)
Short Ram Closed Length, inches (mm)	1.62 (41)	1.62 (41)
Short Ram Extended Length, inches (mm)	2.25 (57.15)	2.25 (57.15)
Short Ram Stroke, inches (mm)	0.62 (15.9)	0.62 (15.9)
Spreader Ram Capacity, Tons (kg)	1/2 (454.5)	1/2 (454.5)
Spreader Ram Jaw Travel, inches (mm)	3.62 (92)	3.62 (92)
Spreader Ram Jaws Closed, inches (mm)	0.5 (12.7)	0.5 (12.7)
Spreader Ram Jaws Extended, inches (mm)	4.12 (104.6)	4.12 (104.6)
Standard Ram Capacity, tons (kg)	10 Ton (9,091)	4 (3,636)
Standard Ram Closed Length, inches (mm)	12.75 (323.8)	10.5 (266.7)
Standard Ram Extended Length, inches (mm)	17.87 (453.9)	15.25 (387.3)
Standard Ram Stroke, inches (mm)	5.12 (130)	4.75 (120.6)

- Hand pumps include a two-speed pump piston for extending the rams to the load quickly
- Gauge is liquid filled for shock resistance and provides user with easy to read force indicators
- Pump handle designed to protect gauge during use
- Release lever for quick opening, closing or for metering fluid flow
- Hydraulic pumps include larger reservoir capacity and sight window for checking fluid level
- Chromed pump pistons inhibit rust and corrosion with dust shields to limit contamination
- Grab handle for easy transporting and positioning
- Larger base feet for better stability during pumping
- Large extension tube diameters and increased wall thicknesses to resist bending
- Custom designed blow molded cases with wheels and metal closures include easily identified cavities for quick component storage
- ASME® PASE® 2014 compliant
- Assembled and tested in the USA

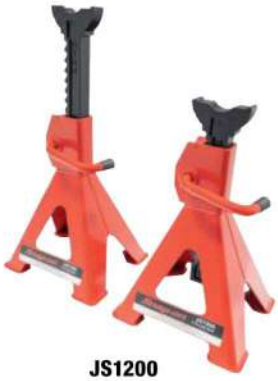
HPR400‡ 4 Ton Portable Ram Kit
HPR1000‡ 10 Ton Portable Ram Kit

LIFTING: JACK STANDS

JS400



JS600

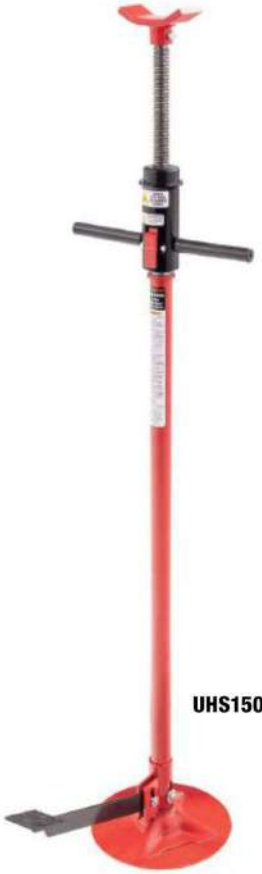


JS1200

Jack Stands (in pairs)

- Available in 4-, 6- and 12-ton capacity (when used as pairs)
- Safely supports vehicle after lifting
- Saddle securely locks into position automatically with cast locking pawl
- Pinch weld saddle design on 4-ton and 6-ton models for added flexibility
- Ductile iron saddle has larger surface area for supporting load
- Oversized pads on legs for additional stability
- Meets ASME®-PASE standards

Stock No.	Capacity (pair), Tons (kg)	Minimum Height, inches (mm)	Maximum Height, inches (mm)	Base Size, inches (mm)	Saddle Size, inches (mm)	Net Weight, lb (kg)	Shipping Weight, lb (kg)
JS400‡	4 (3,636)	13.5 (343)	20.6 (523)	9.06 x 7.76 (230 x 197)	3.43 x 1.12 (87 x 28.5)	22.7 (10.3)	24.4 (11.1)
JS600‡	6 (5,454)	15.2 (386)	24 (610)	11.3 x 10.2 (287 x 258)	3.54 x 1.22 (90 x 31)	31.7 (14.4)	33.6 (15.3)
JS1200‡	12 (10,909)	19.5 (495)	30 (762)	13 x 11.7 (330 x 297)	4.61 x 1.65 (117 x 42)	68.5 (31.1)	71.1 (32.3)



UHS1500

Utility Stands

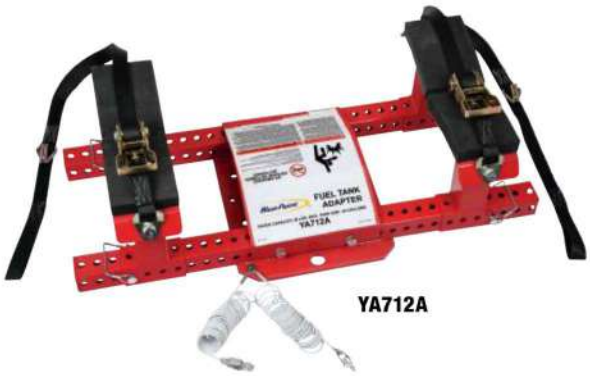
Stock No.	Capacity, tons	Low Height, inches	Maximum Height, inches	Base Diameter, inches (mm)
UHS1500‡	3/4	53-3/8	80-1/8	12 (305)

UHS1500‡ Under Hoist Utility Stand
- Release mechanism quickly places saddle at service height
- Foot pedal is ideal for aligning components to keep hands free
- Precise height adjustment is accomplished with hand crank
- Saddle is configured to adapt to various under car components and resists turning
- Foot pedal can be folded for compact storage

LIFTING: TRANSMISSION JACKS/FUEL TANK STANDS

Transmission Jack Accessories

YA712A‡ Fuel Tank Stand
- Easily services fuel tank, fuel pumps and other components
- Handles fuel tanks up to 40 gal (empty)
- Works directly with TJ100 and TJA100 Transmission Jacks as well as others
- Includes anchoring straps and grounding wire
- 9-1/4" H x 32" L x 15-3/8" W

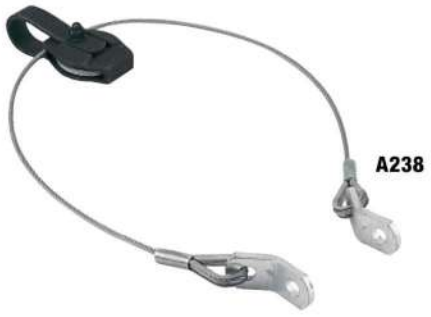


YA712A

LIFTING: ENGINE HOISTS AND SLINGS

Engine Hoist and Slings

A238 Engine Sling
- 40" flexible cable with eyelet holes on each end for 1/2" dia. bolts



A238

⚠WARNING

- Do not exceed capacity of the jack stands.
- Use jack stands in pairs.
- Use jack stands on hard level surfaces.
- Do not exceed rated capacity of hydraulic unit.
- Use only for the specific purposed intended.
- Read and follow safety messages in the instructions.
- Do not overload.
- Do not exceed capacity of engine hoists, slings and adaptors.

‡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