T12300 Timing Tram Bar for GE FDL Engines

This tool is utilized to position No. 1 crankshaft throw to top dead center while installing the crankshaft gear train, per the GE instruction book.

T12981 Main Bearing Wrench - Left - For GE FDL Engines

This wrench is used to loosen or torque main bearing studs. Torquing is accomplished by using the T18250
0-1000 lb.ft. 1" square drive torque wrench. This wrench provides a 1" square female drive to accommodate the torque wrench.

CAUTION: This wrench requires high input force and
care must be exercised to avoid possible injury.

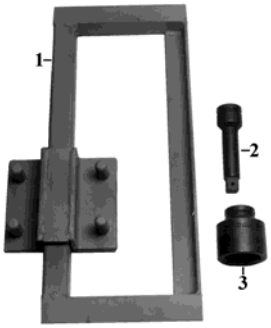
T12991 Main Bearing Wrench - Right - For GE FDL Engines

This wrench is used to loosen or torque main bearing studs. Torquing is accomplished by using the T18250
0-1000 lb.ft. 1" square drive torque wrench. This wrench provides a 1" square female drive to accommodate the torque wrench.

CAUTION: This wrench requires high input force and
care must be exercised to avoid possible injury.

T13421 Main Bearing Insert Tool

T15790 Main Bearing Torquing Kit - for Inverted Main Frames - GE FDL Engines



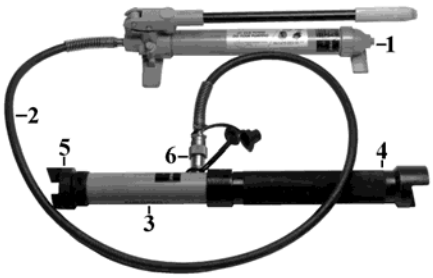
This kit is used where main frames are inverted to remove and install crankshafts. The T16050 0-2,500 lb.ft. air powered torque wrench is used to provide power.

1 T16540 Main Bearing Torquing Fixture
2 T16470 Extension
3 T16480 Socket

T16770 Crankshaft Barring Tool for GE FDL Engines

This tool is used to bar the crankshaft when an engine is being built up in the backshop and sufficient accessories
have not been mounted to allow barring in the conventional manner. It is 48" long with two pins welded to the tubing that accommodate the hole spacing in the crankshaft drive flange.

T17420 Hydraulic Frame Spreader Kit for GE FDL Engines



This spreader aids removal and installation of main bearing caps. In many locations, a main bearing cap will not drop once released by the stud nuts and side bolts. The main frame has to be spread slightly to open the machined throat that houses the cap. Placement of the spreader is accommodated by the lower ledge of the main frame.

1 T17830 Pump
2 T17840 Hose
3 T22810 Cylinder
4 T22820 Extension
5 T22830 Cap
6 T22840 Coupler

T18260 Protective Pad for Crankshaft Main Journal - GE FDL Engines

Item #1 In Diagram

T18270 Protective Pad for Crankshaft Rod - GED FDL Engines

Item #2 In Diagram

T18280 Protective Pad for Master Rod Shank - GE FDL Engines

Item #3 In Diagram

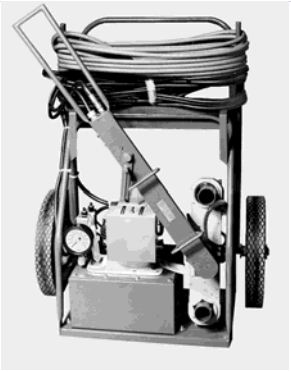
T19141 Crankshaft Hydraulic Front Drive Hub Puller Set for GE FDL Engines

This set is used to hydraulically pull the front drive and auxiliary drive hubs from GE crankshafts. A retaining plate is supplied to assure the hubs do not pop off the shaft.

WARNING: This retaining plate must be used to provide safe removal of hubs.

T19141 Front Drive Hub Puller Set
1 & 1A T12890 Ram and Pump Set
2 T18950 Retaining Plate
3 T15460 Stud (3 required)
4 T14960 Auxiliary Drive Hub Plate with screws
5 T21470 Front Hub Puller Plate Metal tool Box included as well as various bolts, nuts and washers to complete all operations.

T19250 Hydraulic Main Bearing Wrench - 115 V - for GE FDL Engines



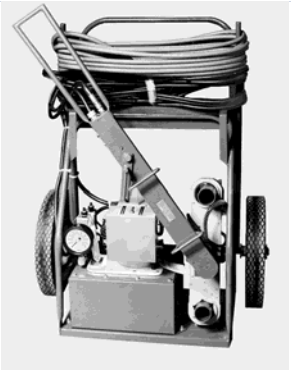
The wrench fits into the engine inspection door and is turned to fit onto the nut to be loosened or tightened. The other end fits on the adjacent nut to take up the reaction of the wrench. A downward pressure should be applied to the handle to keep the socket engaged on the nut. At least two studs per 16 cylinder engine should be checked for proper stretch by using the T23091 Main Bearing Stud Stretch Gage. This wrench is equipped with dual controls for 16, 12 and 8 cylinder engines. Eight cylinder engines require less stud stretch.

This unit consists of a hydraulic wrench, 1 1/2 hp, 10,000 PSI, motorized hydraulic pump with pressure gauge, 25 feet hydraulic hose and control cable. It is mounted on a rubber tire cart for ease of mobility.

When using the TIGHTEN push-button, the hydraulic pressure is controlled by a pressure switch set to a predetermined pressure, thus giving the required stud stretch. The pressure setting to give the required stud stretch is preset at approximately 6200 PSI for 12 and 16 cylinder engines and 5775 PSI for 8 cylinder engines. The LOOSEN push-button bypasses the mentioned pressure switch, allowing more torque to be applied to the nut while loosening.

T19820 1" Sq. Drive Ratcheting Wrench for Barring Over GE FDL Engines

T21060 Hydraulic Main Bearing Wrench - 230 V - for GE FDL Engines



The wrench fits into the engine inspection door and is turned to fit onto the nut to be loosened or tightened. The other end fits on the adjacent nut to take up the reaction of the wrench. A downward pressure should be applied to the handle to keep the socket engaged on the nut. At least two studs per 16 cylinder engine should be checked for proper stretch by using the T23091 Main Bearing Stud Stretch Gage.

This wrench is equipped with dual controls for 16, 12 and 8 cylinder engines. Eight cylinder engines require less stud stretch. This unit consists of a hydraulic wrench, 1 1/2 hp, 10,000 PSI, motorized hydraulic pump with pressure gauge, 25 feet hydraulic hose and control cable. It is mounted on a rubber tire cart for ease of mobility.

When using the TIGHTEN push-button, the hydraulic pressure is controlled by a pressure switch set to a predetermined pressure, thus giving the required stud stretch. The pressure setting to give the required stud stretch is preset at approximately 6200 PSI for 12 and 16 cylinder engines and 5775 PSI for 8 cylinder engines. The LOOSEN push-button bypasses the mentioned pressure switch, allowing more torque to be applied to the nut while loosening.

T22020 Pneumatic Air Motor - For Barring GE Engines

T22040 Pneumatic Barring Over Tool With Remote Control - For GE FDL Engines

This pneumatic barring over tool is for engines equipped with a barring feature in the governor gear box. It includes a remote control feature with 20 ft. of hose.

Repair and return service available for quick turnaround.

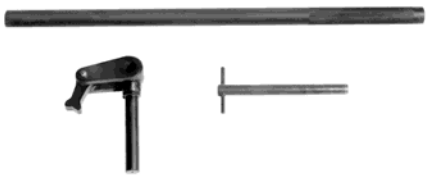
1 T22020 Air Motor
2 T22031 Complete Remote Control Unit
3 T22030HH Hose and Hand Valve

T22531 Reaction Plate For Barring Over GE FDL Engines

T23094 Main Bearing Stud Stretch Gauge for GE FDL Engines

This gage incorporates four adjustments to cover the various length studs in service. A knurled nut is loosened and a slider mechanism is used to line up set marks for the individual stud being measured. The nut should then be tightened. The indicator gage reads upright via the rocker mechanism. The indicator gage can be rotated 360 degrees and clamped at any position to accommodate the various stud locations on the engine. This unit comes complete with a storage box to ensure safe storage.

T50250 Manual Barring Over Tool for GE FDL Engines Equipped With a Notched Hub at Free End of Engine



This barring over tool is to be used on GE engines that are equipped with a notched hub at the free end of the
engine.

T55560 Main Bearing Cap Lifter - Air Bag Style - GE FDL Engines

This lifter was designed to aid the lowering and raising of Main Bearing Caps during main bearing change outs. It includes a 3/4" x 15" x 15" Jacking Pad that raises to a height of 8" when extended. Also included is a supply hose with throttling valves for raising and lowering the lifter.

T55900 Top Dead Centering Device for GE FDL Engines

This tool is placed in the #1 right cylinder bore of a GE Main Frame to determine crankshaft top dead center. It is used mainly on new or remanufactured main frames. The crankshaft is rotated to a position where the travel on the dial indicator is maximum. There may be 2 or 3 where the crankshaft registers maximum travel on the dial indicator. The crankshaft should be centered in the dead band to locate top dead center. Once the crankshaft is in this location, use the T12300 Timing Tram Bar to mark the #1 right main frame doorway with a prick punch mark approximately 1/8” wide.

T58440 Barring Arbor for GE FDL EFI Engines w/o a Barring Gear Box

The T58440 EFI Barring Arbor is for newer EFI engines that are not equipped with barring gear boxes. The arbor
is installed in the new gear cover and secured. The T22040 Barring Over Tool is then used to power the barring arbor, and the operation is essentially the same as on older units.

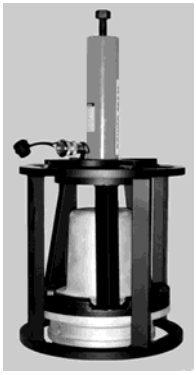
Replacement shear pins are available: T58440P

CAUTION: After the barring operation is complete, the barring arbor must be removed from the engine and the gearcover reassembled.

CAUTION: Please note that when using an air motor in conjunction with this barring arbor, air pressure must be regulated so that the output torque of the air motor does not exceed 800 Foot-Pounds

T58440P Shear Pin for T58440 GE FDL Barring Arbor

T58530 GE Crankshaft Front Cover Puller



T65820K Hydraulic Main Bearing Cap Lifter for GE FDL Engines

T81252 Crankshaft Deflection Gauge Kit - Contains Mandrels for HDL, FDL and GEVO Engines - .0001" Graduations

This gage is used to determine crankshaft deflection during alternator installation on Evolution, HDL and FDL engines. Simply attach the proper length mandrel onto the gage to correspond with the engine being serviced.
Directly below the gage is a counterweight so that when the gage is positioned between the webs, it will automatically face downward displaying the gage face. The kit comes complete in a compact storage box for added protection.

The dial indicator has .0001" graduations

Replacement parts are available.
T81251EM Evolution Mandrel
T81251HM HDL Mandrel
T81251FM FDL Mandrel