

T11322

Camshaft Bearing Spanner Wrench for GE FDL Engines



This tool is used to aid removal and installation of camshaft bearings. During installation it is especially handy in aligning the bolt hole from the main frame. Installed on a cam bearing, two dowel pins fit the two locating holes of the bearing.

T52051

Camshaft Fuel Roller Lifter for GE FDL Engines

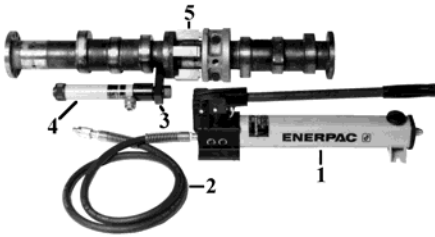


This tool was designed to ease the job of raising and pinning the cam fuel roller that is required for cam shaft removal. The new two fork design will allow this lifter to work with EFI engines.

NOTE: Cam air and exhaust rollers require the removal of the respective push rods in that the valve spring resistance is so great pin shearing will result.

T52090

Hydraulic Cam Bearing Removal Kit for GE FDL Engines With Mechanical Fuel Systems



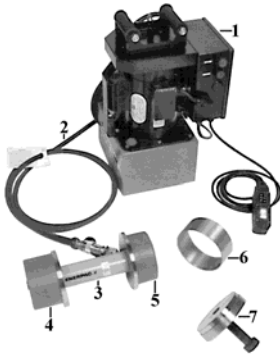
This kit is used to remove those few camshaft bearings that are very difficult to remove. To remove a bearing, the camshaft flange is disconnected one joint toward the generator end of the engine from the identified cam bearing. All crosshead rollers are raised and pinned from the cam bearing location to the free end of the engine. The cam shaft is slid forward toward the free end of the engine sufficiently to mount the four brass spacers in the adjacent camshaft bolting flange. The hydraulic ram and adapter assembly is then bolted to the cam flange. The pump is connected to the ram and the cam bearing can then be removed with a minimum of effort.

T52090 Hydraulic Camshaft Bearing Puller Kit

- 1 [T17830](#) Pump
- 2 [T52230](#) Hose
- 3 [T52240](#) Adapter Assembly
- 4 [T52250](#) Ram
- 5 [T52260](#) Brass Spacers (4 required)

T55961

Hydraulic Cam Shaft Journal Bushing Installer/Remover for EFI GE FDL Engines

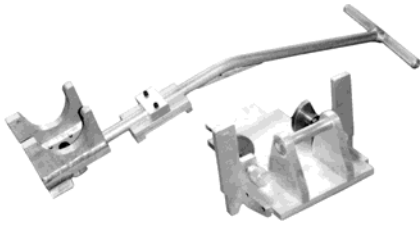


This tool installs and removes cam shaft journal bushings. It is equipped with a ten ton ram and two nylon protected pushing mandrels. Installing the first bushing into an engine without bushings requires the use of the starter spacer which fits over one of the mandrels. The other mandrel accommodates the bushing to be installed. The power unit is equipped with a pendant switch with three positions: advance, hold and retract. In the retract position the ram spring returns. Bushing removal is accomplished using the pushing collar provided. The unit comes with a 12' hose and the pump has four casters aiding its movement on the ramp.

- 1 [T55971P-115V](#) Electric Hydraulic Pump - 115V 60Hz
- 1 [T55961P-230V](#) Electric Hydraulic Pump - 230V 50/60Hz
- 2 [T55961H](#) Hose
- 3 [T55961R](#) Ram
- 4 [T55961IM](#) Bearing Installation Mandrel (single screw into ram position)
- 5 [T55961RM](#) Reaction Mandrel (two screws - onto ram base)
- 6 [T55961SS](#) Starter Spacer
- 7 [T55961PC](#) Pushing Collar
- 8 [T55961C](#) Casters (4 required - not shown)

T55991

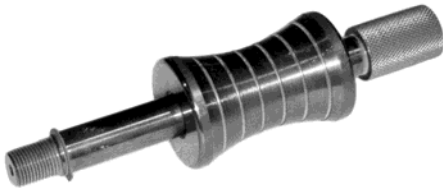
Camshaft Segment Lifter for GE FDI EFI Engines



This lifter was developed to help with the installation and removal of cam shaft sections on GE EFI Engines. The need for this tool was dictated by the much heavier cam section equipping these engines as compared to the older fuel system. The lifter includes a removable "A" Frame which facilitates loading the cam section onto the lifting cradle.

T58120

Cam Bearing Separator - GE FDL Engines



T58160

Camshaft Spindle Bolt Speeder- GE FDL Engines



T58711

Cam Gear Lifter for GE FDL Engines



This lifter attaches to the FDL Cam Gear and is able to rotate the gear freely 360 degrees with a wrench and mating internal gear. The lifter head engages the gear with two plates secured with a through stud and nut. The lifter incorporates ball races to rotate the gear smoothly. The gear is then installed back onto the shaft at the proper position.

A handle attaches to the bottom of the lifter to help guide the unit. The head also rotates to aid the lifter and gear into and out of the engine. A locking pin prevents the head from rotating freely.

T65570

Cam Gear Alignment Tool - GE FDL Engines



This tool is installed in place of the cam gear to accurately position the camshaft during gear replacement. The gear profiles are clearly marked 120 degrees apart and correspond to marks drawn in the cavity. The tool has an 1 1/2" nut welded to the face for easy turning and is timed with a dowel in the cam side to assure proper position on the shaft.
