



6486

**Ford Cam Tool Kit**

Ford cam tool kit for 2.0L, 2.3L, 2.5L, 4 cylinder DOHC engines. Contains tool Nos. 6474 and No. 6475.



6487

**Ford Cam Tool Kit**

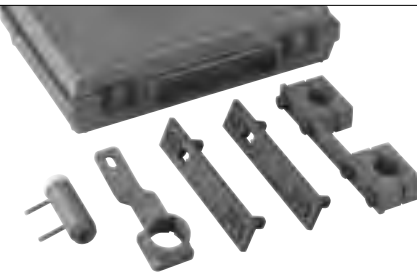
Ford cam tool kit for 1992 thru 2012 4.6L, 5.4L V8, and 6.8L V10 engines. Contains tool Nos. 6476, 6477, 6009, 6020, and molded storage case.



6488

**Ford Cam Tool Kit**

Ford cam tool kit for 1997 thru 2011 4.0L Explorer/Mountaineer SOHC V6 engines. Kit contains tool Nos. 6478, 6479, 6480, 6481, 6482, 6484, 6485, and molded storage case.



6498

**Ford 4.6L & 5.4L 4-Valve Cam Timing Kit**

Saves time; all tools required for camshaft timing are in one kit.

**Set Includes:**

- 525216 – Camshaft positioning tool
- 525217 – Camshaft holding tool
- 525219 – Crankshaft positioning tool
- 525218 – Secondary chain tensioner tool



Similar to Ford 303-448

6024

**Ford Crankshaft Positioning Tool**

- Designed for use on Ford 1993–2012 4.2L, 4.6L 2-valve, 4.6L 4-valve, 5.4L V8, and 6.8L V10 engines when installing timing chains. These engines are not free wheeling, and if an engine has “jumped time,” it is possible the cylinder heads have to be removed because of damage to the valves or pistons.
- Easily installs over the crankshaft and engine front cover alignment dowel to position the crankshaft at top-dead-center — the correct position for timing chain installation. OTC recommends the No. 6024 be used with Nos. 6009 and 6020 (but it is not required).



6918

**Ford Spark Plug Remover Kit, 3V Engine**

- Unique design helps prevent breakage by locking the plug porcelain core to the plug hex allowing it to turn as one complete unit.
  - Will also pull plug porcelain core if plug hex only is removed.
  - Detailed Instructions to maximize success rate.
- Works on:
- Ford 4.6L 3V V8 engines used in 2005–2008 Mustang, 2006–2008 Explorer.
  - Ford 5.4L 3V V8 engines used in 2004–2008 F-Series, 2005–2008 Expedition, 2005–2008 Lincoln Navigator.
  - Ford 6.8L 3V V10 engines used in 2005–2008 F-Series 250-350-450.



6900

**Ford Spark Plug Socket**

- This unique design works on 2004–newer Ford vehicles with 5.4L, 4.6L, V8, 6.8L, V10, 3-valve engines.
- Socket end is 9/16". Soft rubber insert holds and protects spark plug during removal and installation.
- Extension is part of the socket. Easily fits down spark plug tube in cylinder head.
- Socket has a 3/8" drive for use with a ratchet or breaker bar.



5607

**Compression Tester Ford 14mm Adapter**

- Use with OTC compression testers to access hard to reach spark plug holes.
- Works on 2004 and 2007 Ford 4.6 and 5.4 L, V-8, 3 valve engines.
- Easy-to-turn feature makes starting thread fast.
- Use with compression testers with 14 mm thread.



5608

**Compression Tester Ford 12mm Adapter**

- Use with OTC compression testers to access hard-to-reach spark plug holes.
- Works on 2008 and newer Ford 4.6, 5.4 and 6.8L 3-valve engines with 12mm spark plugs
- Easy-to-turn feature makes starting thread fast



Similar to Ford 303-178 (T82L-6701-A)

7786

**Ford Rear Main Seal Installer**

- This installer is the most accurate way to ensure that the rear main seal is set to the correct depth on the crankshaft. The installer fits over the seal, and with the two bolts included, attaches to the engine crankshaft. By alternately tightening the bolts, the seal is pulled into place quickly, easily, and with no damage to the rear main seal. Works on 2.0L, 2.3L, 2.3L OHC, 2.5L, 2.5L OHC 4-cylinder engines; 3.0L 2V, 3.0L 4V, 3.4L SOHC, 3.8L, 3.8L SC V6 engines; 4.6L 2V, 4.6L 4V, 5.0L and 5.8L V8 engines.



Similar to Ford 303-S524

7834

**Ford Rear Crankshaft Seal Installer**

- This installer works on crankshaft rear oil seals that come with or without a metal wear sleeve.
- Designed for use on 1993–1997 Aerostar or 1993–2011 Ranger and Explorer with 4.0L V6 engine.



7835

**Ford Rear Main Oil Seal Kit**

- Works on 1994–2003 7.3L diesel engine in Ford 3/4- and 1-ton trucks.
- A complete kit with the tools you need to correctly remove and install the rear main oil seal and wear ring on the crankshaft.
- Eliminates makeshift methods of seal removal and installation that could damage the new seal or crankshaft.