Tools List for serious racers

Ultimate Brush Kit 001
Every racer needs to clean the parts before assembly. Often it is the hard to clean parts and spaces are most important to clean. Here is a brush kit that allows the racer to get to those hard to clean places. This 7 brush set is only $55.00 Racer Decal Discount price and has to be the biggest bargain of all time.

1ea brush - 1/4” diameter x 20” long
1ea brush – 3/8” diameter x 6” long
1ea brush – 3/8” diameter x 20” long
1ea brush - 1/2” diameter x 11” long
1ea brush - 1/2” diameter x 20” long
1ea brush - 3/4” diameter x 11” long
1ea heavy duty nylon parts washing brush for the heavy duty cleaning.

Part Number 89099-00001 List Price $69.00+ Racer Decal Discount $ 55.00+

Jet Tool
“A must have, for a serious racer”
Enderle jets have a straight side slot in them to allow them to be removed and installed. Using a screwdriver on an Enderle jet can damage the jet as the sides of a screw driver are tapered. This tool has a specially made tip to suit this application as the very end tip of the slot driver is parallel not tapered like a screwdriver. The wooden handle provides maximum grip in situations where the users’ hands may be greasy or wet.
A 9/16” hex is on the other end for removing and installing the Enderle jet cap. This makes changing the main jet a one tool job. Since this cap is sealed with an o-ring, excessive tightening is not necessary or desired, the maximum that someone can tighten the jet cap with this tool eliminates the possibility of damage to the jet cap or its threads.

PN 89800-14500
List Price $ 59.00 + Racer Decal Discount Price $ 49.00 +
Jet Board for 20 jets
pn 89110 -16820
List price $55.00+ Racer Decal Discount $40.00+

Jet Board for 40 jets
pn 89110 -16840
List price $75.00+ Racer Decal Discount $60.00+

Jet Board for 80 jets
pn 89110 -16880
List price $95.00+ Racer Decal Discount $80.00+

Jet Kits – Includes all jets in the range, jet board and jet install tool.
20 jets in .005 increments from .040 to .135 – pn 89110-16824 RDD Price $170.00+
20 jets in .005 increments from .060 to .155 – pn 89110-16826 RDD Price $170.00+
26 jets (40 jet holder) in .005 increments from .040 to .165 pn 89110-16841 RDD Price $281.00+
40 jets in .001 increments from .090 to .130 – pn 89110-16843 RDD Price $380.00+
40 jets in .001 increments from .095 to .135 – pn 89110-16845 RDD Price $380.00+
80 jets in .001 increments from .060 to .140 – pn 89110-16886 RDD Price $640.00+

Tool – Nozzle Board
Keep your Enderle nozzles organized with a Nozzle Board.
24 Nozzle Board PN 89110-32401
List Price $47.00+ Racer Decal Discount $37.00+

Tool – Nozzle Board
Keep your Enderle nozzles organized with a Nozzle Board.
30 Nozzle Board PN 89110-33001
List Price $50.00+ Racer Decal Discount $40.00+

Tool – Nozzle Board
Keep your Enderle nozzles organized with a Nozzle Board.
60 Nozzle Board PN 89110-36001
List Price $80.00+ RDD $ 60.00+
Weather Station - Model K4250
The only thing it doesn’t do for you is change the jet or dial in.....

The Kestrel Meter 4250 (Racing) Meter measures/features

- Measures: Wind Speed, Temperature, Relative Humidity, Moisture Content (Grains), Dewpoint, Station Pressure, Barometric Pressure, Air Density, Relative Air Density, Desity Altitude, Altitude
- Waterproof and floats
- Backlight for low light conditions
- Data logger (automatic and manual)
- Customizable data storage – 3200 data points
- Multi-Function 3-line display
- Convenient averaging mode
- Data charting
- Humidity sensor can be recalibrated in the field with our Relative Humidity Calibration Kit.
- User-replaceable impeller
- Flip-top impeller cover
- Upload to a computer (with optional interface/or BlueTooth Model)
- Five languages (English, French, Spanish, German, and Italian)
- US Patent Nos. 5,783,753 and 5,939,645 and 6,257,074
- Assembled in the USA

The Kestrel Meter 4250 (Racing) Includes

- Soft carry pouch
- Neck lanyard
- Batteries – 2 AAA

PN 89781-42501 List Price $ 589.00 RDD $525.00

Real-Time Data

Conditions on the track can often vary greatly from those in the pits. The rugged, portable and easy to use Kestrel 4250 Racing Weather Tracker quickly provides racers and pit crews with the most accurate and up-to-date data available where you need it most — at the track. It allows tuners to determine what last minute changes need to be made based on the current local conditions, even immediately before the first lap around the track or pass down the drag strip — giving you that competitive edge at a fraction of the cost of other systems on the market.
Kestrel PC Interface Data Logging

The Kestrel 4250 Racing Weather Tracker also features an automatic and manual data storage function, allowing you to easily keep logs of race day conditions from track to track, year to year. The Kestrel PC Interface and Communicator Software allows data to be easily transferred directly to a PC or laptop making long-term storage, in-depth analysis, and detailed charting of stored data a breeze.

The First Step to Optimizing Performance — Knowing the current environmental conditions can often be the difference between finishing in the money and just finishing.

Even slight changes in air density, water grains, and density altitude can dramatically affect a machine’s performance. With the added ability to easily measure and track these and other critical factors, such as absolute pressure, temperature, humidity, wind speed and barometric pressure, the Kestrel 4250 Racing Weather Tracker arms racers with the accurate weather data needed to make those last minute jetting or tuning decisions.

Overview

With the Kestrel Interface and Communicator Software, data can be uploaded for long-term storage, in-depth analysis and detailed charting. The NEW Kestrel Communicator Software, released in May 2007, makes any Kestrel 4000 series model even more powerful. This new software is extremely easy-to-use, and allows users to review, analyze and store their data easily and efficiently.

Simply connect the interface cable to the appropriate port on your PC, rest the Kestrel on the cradle, and the Kestrel Communicator automatically recognizes which model Kestrel Meter you are using, and uploads the data appropriately. The Kestrel Interface is available with either a Serial Port connection or USB Port connection. The Interface kit includes: Interface cradle unit, serial or USB cable and CD with upload software.

Download Stored Data

Keep an electronic log of your data with the Kestrel Interface. With the Interface and software, data can be quickly and easily downloaded for analysis. With the Communicator software, the Kestrel's data can easily be charted and also exported for long-term storage or use in other applications.

Chart Stored Data

Chart entire data logs or custom selections easily, and automatically chart the data with the press of a button.

Clear Data and Set the Date and Time

The Interface also allows users to clear the Kestrel's memory banks, and synchronize your computer's date and time with your Kestrel Meter's.

Computer Requirements

Compatibility: PC
Connection: BLUETOOTH, Serial Port, USB Port or USB-to-Serial Adapter (for use with Serial Port cable)
Operating System: Windows 3.1 or Higher
Memory: 4 MB
Hard Disk Space: 1.4 MB
Cam Degree Tools

All racers have seen a degree wheel, many have used one, often with great frustration. Not so much with the degree wheel itself but the lack of support tooling to go with it.

If you are new to engine building and have not struggled with degreeing a cam in, you may not know the frustration it can cause. If you are experienced with degreeing a cam in you know we have all struggled with this. A long time common practice is to use a bit of wire under a bolt to make a pointer for the degree wheel. Once you find the TDC to start degreeing the cam in you must exercise extreme caution not to touch the flimsy wire you are using for the pointer. Each time you do, you run the risk of "losing" your TDC mark. Each time you do accidently touch it, how do you KNOW when the wire quits wiggling if it has returned to where you set it. In fact you don’t. And if you REALLY want accuracy now you have to go back and re-check the TDC. This is very frustrating. How good would it be to have a solid robust degree wheel pointer that was fully adjustable and once in position can be locked so it cannot easily lose the adjustment. We have this and now you can too.

With the pointer problem solved the next challenge was holding the degree wheel in position. For years we just used the crank center bolt to hold the degree wheel in position. If you do that then how do you turn the crank to cycle the camshaft through its degrees. If you use the center bolt you run the risk of it moving and again losing your TDC – frustrating. How good would it be if you had a socket that would slide up on the crankshaft with a 1/2" square hole so you could use a tool to turn the crank and this socket would hold the degree wheel with a separate adjustment that you could lock the degree wheel in position. Now once you check the cam degrees you can slide the socket off and move the camshaft and slide the socket back on with the confidence that the TDC is still correct and re-check your camshaft position.

The next frustration with degreeing a camshaft is holding the dial indicator on the lifter. Although with magnetic bases and flex heads, this is not as big a frustration. But if you could just slide a tool directly in the lifter bore that the dial indicator is in to read directly off the cam how good would that be? Guess what... we have felt your frustration and now we have it all for you. Every body sells a degree wheel and you can find a bit of wire for the TDC pointer but this is a tool system that makes the job of degreeing a cam not only easy, but accurate as well.

How to use the LOWE Cam Check Tool

This tool is for use on most Ford and GM engines with 7/8” (.875) or 27/32” (.843”) diameter lifter bores with either Flat or Roller lifter cam and Chrysler 383-440 and 426 Hemi engines, This tool is 1.00” and has an extender feature for high deck applications.

Fast, Convenient and Accurate way to:
- Check total cam lobe lift
- Check base circle run out
- Measure lifter travel when degreeing cam to manufactures specifications

Save Time:
- Eliminate problems associated with rigging up a dial indicator at end of push rod or lifter.

In many cases, every lobe of the cam can be checked with the LOWE CAM-CHECK in less time than it would take to rig up an indicator to check one lobe using the old method.

The LOWE CAM-CHECK features all stainless steel construction, and consists of a hollow lifter bore tool, one Flat Tappet cam follower, one Roller Lifter cam follower (hemispherical), hex wrench, and all necessary set screws and O-rings. On one end of the lifter bore tool one end is machined to 7/8” diameter (Ford), while the other end is 27/32” (GM), another is machined to 1.00” for Chrysler and HEMI applications. In use, a cam follower (Flat tappet or roller lifter tool) is selected and inserted and fastened into lifter bore tool, a standard 1.0” travel dial indicator is attached to the other end, and the entire tool is slipped into lifter bore, where an O-ring retains the tool firmly in place during measurement readings.

Insert proper cam follower (Flat or Radius) for particular application into desired end of sleeve. Tighten middle set screw until it touches cam follower shank, and then back off one quarter turn. Cam follower will now be free to move up and down, but is retained in lifter bore tool so that it cannot fall out.

Hold cam follower (flat tappet or roller lifter tool) against the end of the lifter bore tool while installing dial indicator in opposite end. Slide in indicator, allowing sweep hand to rotate until indicator is nearly out of travel, then tighten set screw. (It is important that the cam follower be bottom out against the end of the sleeve before the indicator runs out of travel, in order to prevent over-travel damage to the dial indicator).

Make sure lifter bore is clean, free of grit, and lightly oiled. Grasp the LOWE CAM-CHECK lifter bore tool, insert into lifter bore, and push the tool against the cam and rotate the cam to find the cam maximum lift full lift, stopping at cams lowest point (base circle). Then pull tool up (out of bore) and additional .040” to .060” and set indicator to zero.

Do not bump tool when in use and always check to see that indicator will zero when passing over low point (base circle) of cam.

If LOWE CAM-CHECK lifter bore tool, after extended use, loses some of its gripping force in lifter bore, check for worn or damaged rings. Replace as needed with standard O-rings, as follows;

7/8” diameter (Ford) end –
- 3/32” thick X 11/16” I.D. X 7/8” O.D.

27/32” diameter (GM) end –
- 3/32” thick X 5/8” I.D. X 13/16” O.D.
Tool List

Dial Indicator
PN 89145-0001 List Price $79.50 + Racer Decal Discount $75.95

Allen wrench
PN 89145-0007 List Price $3.00 + Racer Decal Discount $2.50

Degree wheel
PN 89145-0008 List Price $88.00 + Racer Decal Discount $78.00

Timing pointer kit with 1/4unc, 5/16unc and 3/8” unc threads
PN 89145-0009 List Price $51.00 + Racer Decal Discount $45.00

Tappet Tools

Flat tappet tool
PN 89145-0005 List Price $25.50 + Racer Decal Discount $22.50

Roller tappet tool
PN 89145-0006 List Price $25.50 + Racer Decal Discount $22.50

Lifter Bore Tools

Lifter bore tool - Chevy/Ford (.875”+.843”)
PN 89145-10001 List Price $49.50 + Racer Decal Discount $42.50

Lifter bore tool - Chrysler (1.00”)
PN 89145-10002 List Price $49.50 + Racer Decal Discount $42.50

Lifter bore extension - Chrysler - for high deck engines
PN 89145-10003 List Price $42.50 + Racer Decal Discount $39.50

Crank Sockets – one keyway

Crank socket BBC 1.60” one 3/16” keyway
PN 89145-00011 List Price $69.00 + Racer Decal Discount $65.00

Crank socket SBC 1.250” one 3/16 keyway
PN 89145-00021 List Price $69.00 + Racer Decal Discount $65.00

Crank socket SBF 1.375” one 3/16” keyway
PN 89145-00031 List Price $69.00 + Racer Decal Discount $65.00

Crank socket Chrysler 383-440+HEMI 1.560” one 3/16” keyway
PN 89145-00041 List Price $69.00 + Racer Decal Discount $65.00

Crank Sockets – two keyways

Crank socket BBC 1.60” one 3/16” keyway + one 1/4” keyway
PN 89145-00012 List Price $82.50 + Racer Decal Discount $75.00

Crank socket SBC 1.250” one 3/16 keyway + one 1/4” keyway
PN 89145-00022 List Price $82.50 + Racer Decal Discount $75.00

Crank socket SBF 1.375” one 3/16” keyway + one 1/4” keyway
PN 89145-00032 List Price $82.50 + Racer Decal Discount $75.00

Crank socket Chrysler 383-440+HEMI 1.560” one 3/16” keyway+ one 1/4” keyway
PN 89145-00042 List Price $82.50 + Racer Decal Discount $75.00
Complete Cam Check Tool Kits

**BBC cam degree tool kit** complete (double keyway socket) $
Includes dial indicator, lifter bore tool for this engine, flat tappet and roller lifter tool, crank hub tool with double keyways for engine listed and a degree wheel and timing pointer with 1/4unc, 5/16unc and 3/8” unc threads.
PN 89145-90001 List Price $ 475.00+ Racer Decal Discount $ 399.00+

**SBC cam degree tool kit** complete (double keyway socket) $
Includes dial indicator, lifter bore tool for this engine, flat tappet and roller lifter tool, crank hub tool with double keyways for engine listed and a degree wheel and timing pointer with 1/4unc, 5/16unc and 3/8” unc threads.
PN 89145-90002 List Price $ 475.00+ Racer Decal Discount $ 399.00+

**SBF cam degree tool kit** complete (double keyway socket) $
Includes dial indicator, lifter bore tool for this engine, flat tappet and roller lifter tool, crank hub tool with double keyways for engine listed and a degree wheel and timing pointer with 1/4unc, 5/16unc and 3/8” unc threads.
PN 89145-90003 List Price $ 475.00+ Racer Decal Discount $ 399.00+

**Chrysler cam degree tool kit** complete (double keyway socket) $
Includes dial indicator, lifter bore tool for this engine with HEMI extension, flat tappet and roller lifter tool, crank hub tool with double keyways for engine listed and a degree wheel and timing pointer with 1/4unc, 5/16unc and 3/8” unc threads.
PN 89145-90004 List Price $475.00+ Racer Decal Discount $ 399.00+

**BBC/SBC/SBF/Chrysler - Cam degree tool kit** complete (double keyway socket) includes dial indicator, lifter bore tool for all engines listed plus the HEMI extension, flat tappet and roller lifter tool, crank hub tools with double keyways for all engines listed and a degree wheel and timing pointer with 1/4unc, 5/16unc and 3/8” unc threads.
PN 89145-91000 List Price $ 575.00+ Racer Decal Discount $ 498.00+
Cam Check Tool Operating Instructions

1. Insert proper cam follower (flat or radius) for particular application into desired end of sleeve.
2. Tighten middle set screw until it touches the cam follower shank – then back off one-quarter turn. The cam follower will now be free to move up and down, but it is retained in the sleeve so it cannot fall out.
3. Hold the cam follower against the end of the sleeve while installing the dial indicator in the opposite end.
4. Slide in indicator, allowing the sweep hand to rotate until indicator is nearly out of travel, then tighten set screw. (It is important that the cam follower be bottomed out against the end of the sleeve before the indicator runs out of travel. This will prevent over-travel damage to the indicator.)
5. Make sure lifter bore is clean, free from grit and lightly oiled.
6. Grasp cam check sleeve, insert into bore, and push tool firmly into the bore using a slight twisting motion.
7. Rotate cam one full turn, allowing tool to be pushed up as lobe rolls over on full lift, stopping at cams lowest point (base circle).
8. Pull tool up (out of bore) an additional .040” to .060” and set indicator to zero.

**NOTE:** Do not bump tool when in use and always check to see that indicator will zero when passing over the low point (base circle) of cam.

If after extended use the cam check sleeve loses some of its gripping force in lifter bore, check for worn or damaged o-rings. Replace as needed with standard o-rings as follows:

- **7/8” diameter (Ford) end** – 3/32” thick x 11/16” I.D. x 7/8” O.D.
- **27/32” diameter (GM) end** – 3/32” thick x 5/8” I.D. x 13/18” O.D.

Don’t forget you will need to insure that TDC is correct and if it has not been checked it will need to be verified. If the heads or on the engine you will need a spark plug tool to be your TDC stop, if the heads are off the engine using a standard strap type piston stop will do nicely, but you MUST know that the TDC is accurate.
With the tools above you can accurately measure the crankshaft degrees with the cylinder head removed. If the cylinder heads are on the engine you don’t have the room necessary to use the tools above. For this situation you use the lifters and pushrod normally used in the engine. We make a dial indicator holder that screws on to the 7/16” thread rocker stud of a Chevrolet engine.

Rocker Stud Dial Indicator Holder tool PN

If you are unsure how to degree in your camshaft consult the www.KenLowe.com.au and there will be instructions there on the different ways to dial in your camshaft.

**Valve Spring Hite Mike**

Accurately check the valve spring installed heights

PN
Filter Wrench for System One Filter Canisters

PN 89800-00825
List Price $ 97.00+
Racer Decal Discount $ 85.00+

Tie Down Loop
Want to tie the car down in the trailer but don’t want to damage the paint on the chassis, or the chassis itself for that matter. Protect it with a Tie Down Loop which allow you to loop this around a chassis member and attach a ratchet tie.
300mm long end to end

PN 89372-00300
List Price $ 35.00+
RDD $ 25.00+
Tire Pressure Gauge

In racing accuracy is everything. In Drag Racing, races are won and lost often by thousands of a second. Do you want to use a tire pressure gauge that you use on your truck and trailer tires where a pound or two one way or the other makes no difference is this good enough for your race car tires. I don’t think so. I want something that reads in tenths of a pound of pressure. I want to know exactly what my tire pressure is and the only way to do this is to have an accurate calibrated instrument. Something from the auto parts store is just not good enough for this job. Even cheap low pressure “race gauges” just aren’t accurate enough.

We have a instrument quality, laboratory grade digital tire pressure tool that gives information in tenths of a pound. Unfortunately it is not as cheap as the auto parts store gauges, but it is accurate. Add to this the back lit screen for seeing in the dark and this tool is in a league of its own and finally it is small enough to fit in your pocket.

How many racers re-zero their tire pressure gauge as the air pressure changes, not many. They will adjust their fuel system to suit but the atmospheric pressure or change their dial in but most do not know their tire pressure gauge and tire pressures will be affected as well. This gauge can be recalibrated each time it is turned on by simple holding the on button down for six seconds. Then releasing the POWER button the gauge has been recalibrated to zero and is ready to use.

We have incorporated a release valve into the gauge to all you to keep the nozzle on the valve stem and if you want to release some air from the tire just release the button to let some escape.

If no pressure is applied the unit will turn itself off after one minute thus saving the battery. Holding the POWER button down for three seconds will also turn the gauge off.

For use at night the LCD screen can be back lit with the light button. The light also turns itself off after one minute thus saving the battery.

When you get the gauge from us it will be programmed to read in PSI but can be reprogrammed to read in BAR as well. In PSI the unit reads in tenths of a pound and has an operating range of up to 14.5 psi. This low pressure operating range provides the maximum opportunity for accuracy.

PN 89275-00001 List Price $ 445.00 RDD $399.90+
Tool Box Drawer Labels

34 Tool Box Drawer Labels, black plastic with white lettering 20mm high x 100mm long. Complete Set includes one of each of the labels listed below.

Tool Box Drawer Label Set  PN 10352-00001
List $149.00+ Racer Decal Discount $125.00+

DRAWER LABELS

SOCKET SET 1/4” * SOCKET SET 3/8” * SOCKET SET 1/2”
CHANNEL LOCK PLIERS * STANDARD PLIERS * SIDE CUTTERS *
SNAP RING PLIERS
WRENCHES - OPEN – IMP * WRENCHES - COMBO – IMP * WRENCHES - BOXED – IMP
WRENCHES - OPEN – METRIC * WRENCHES - COMBO – METRIC * WRENCHES - BOXED – METRIC
WRENCHES – Adjustable * WRENCHES – IGNITION * ALLEN WRENCHES
SCREWDRIVER – STRAIGHT * SCREWDRIVER – PHILLIPS
Hammers * Pry Bars * punches * Chisels
Pullers and Pushers
Speciality Tools * Engine Tools
Writing Tools * Pens - Markers
Files * Hack Saw
Pipe Wrench
Torque Wrench
Air Tools
Torx Drive * Awls
Start UP Stand

Much safer than a set of jack stands as when the Start UP Stand is placed on a sturdy surface it will hold the car to prevent it from falling while the engine is running or while the car is being serviced.

Due to the custom nature of the different chassis and jack configurations we construct these to suit each application.

We need to know the width at the top and the height of the stand needed. Include the width of the jack across the front wheels as well.

PN 89700-00100
Usual prices are ~ $250.00

Spark Plug Wrench
Custom made to suit your application.
Tell us the length you need and the spark plug hex you require.
Stainless Steel.

PN89666-00001 ~$125.00
Pressure Sprayer

This is a very handy tool for the racer. Unscrew the top and remove and pour in the liquid that you want to spray, put the lid back on and pressurize with air. Good for any liquid with a viscosity of 10 weight oil or less. Buy in liquid bulk and save, save, save.

Water, Kerosene, Diesel, Cutting Oil, Lubricating Oil, Inox, WD40, Triflow, Antifreeze, Soapy water, brake cleaner, degreaser, only limited by your imagination.

Great tool for lubricating the fuel system and blower after a race.
Good for cleaning up the chassis.
Lubricate the hard to reach spots.
Spray degreaser to clean up oily places.

Holds 16oz (470ml) of liquid and comes with 9 spray nozzles, 2 fine, 2 standard, 2 medium, 2 coarse and one with a tube nozzle for reaching those hard spots and a spare valve and pick up tube and o-ring.
Body is a nickel plated aluminium tank and a chemical resistant plastic body assembly.

Part Number 89677-47001 List Price $ 90.00+ea
Racer Decal Discount $75.00+ each
or buy 3 at one time and get them for only $65.00ea+
or buy 5 at one time and get them for only $60.00ea+

You won’t believe how handy these pressure sprayers are.
Buy in bulk and save, save, save.

All we need to ship your order is your credit card details and a shipping address. We accept Master Card and Visa. There is a printed number on the back of your credit card on the signature line. Would you give us the last three digits of that number. Please include your phone number as well. Prices are in AUD (Australian Dollars) + GST (if applicable) GST does not apply to orders from outside Australia. Price does not include shipping. All prices are subject to change without notice. Prices must be verified at time of purchase only.
Rod Vise
PN 89605-00705
List Price $275.00 +
RDD Price $225.00 +

Rod Bolt Checker
An often overlooked item of inspection during maintenance is the rod bolts. Due to the heavy loads at high RPM they carry it is not uncommon to see bending of the rod bolts which is a prelude to a bolt failure. Failure to see the rod bolt bending will result in catastrophic failure and major engine damage.

Rod Bolt Checker With OUT Dial Gauge
PN 89608-00001
List $315.00+
RDD $298.00+

Rod Bolt Checker With Dial Gauge
PN 89608-00002
List $355.00+
RDD $320.00+

Wrist Pin Checker
An often overlooked item of inspection during maintenance is the wrist pins. Due to the heavy loads they carry it is not uncommon to see bending of the wrist pin. Failure to see the pin bending will result in catastrophic failure and major engine damage.

Wrist Pin Checker With OUT Dial Gauge
PN 89810-00001
List $315.00+ RDD $298.00+

Wrist Pin Checker With Dial Gauge
PN 89810-00002
List $355.00+ RDD $320.00+
Tool Box Handle

2 pieces - one side threaded one side countersunk.
Inner and outer is one set.
CNC billet aluminium, anodized gold.
Outside dimensions 2.5” x 5.00”
Inside dimensions 1.5” x 4.00”
PN 89290-16906
List $ 68.00+ RDD $ 55.00+

OIL FILTER CUTTER

Easily cut through those tough oil filter housings with the Oil Filter Cutter. This easy-to-use Oil Filter Cutter accepts both male and female styles of aircraft oil filters, and many automotive sizes. Simply place the filter flat on the cutter body, tighten the black knob to push the cutter wheel into the filter, and several turns will have you through the filter housing. Constructed of heavy-duty, aircraft quality aluminum, its effective design ensures a straight cut. Ball bearing rollers make it easy to turn the filter using the contoured knob—even with oily hands. The cutter accepts filters 3 1/8” to 4” in diameter, which includes most aircraft oil filters. Can be clamped to a workbench or held in a vise. All parts are replaceable.

OIL FILTER CUTTER DELUX  PN 89199-00006  RDD $155.00
REPLACEMENT CUTTER WHEEL for DELUX cutter PN 89199-00007 RDD $21.50+
Engine Turner – Chevy
fits Harmonic Balancer
1/2" square ratchet hole
3/8” mounting holes – Use unc/unf bolt to suit
the mounting application and spacers if necessary
PN 89560-16706
List Price $ 99.00 +
Racer Decal Price $ 89.00 +

Engine Turner – Chevy
Mounting Kit
Includes:
3 ea countersunk allen bolts
3/8” unc x 2 1/2”
30 ea 3/8” ID spacers
pn 89560-16707
List Price $ 19.00 +
Racer Decal Price $ 15.00 +
Engine Rack (Cradle)
Set your engine in a rack so it easier to move around. Great storage for spare engines.
Rack is built with 1.250” top rail in the front and 1.375” top rail in the rear, just like our race cars. The rail center to center is 20.5”, just like our race cars. Distance from top rail center to the bottom of the cradle is 13 inches.

Without the wheels
PN 89196-00001
List Price $ 495.00+
RDD $ 395.00+

With wheels
Wheels are robust 6” diameter nylon wheels. Two are swivel castor and two are non swivel
With the wheels PN 89196-00002
List Price $ 650.00+
RDD $ 550.00+

Use standard KLRC engine mount to go between engine block and engine cradle. Pull the engine out of any KLRC car and it will sit right in the cradle.

ENGINE Sling
Engine Sling under headers w/o intake
6 meters long
PN 89655-00006 RDD $ 175.00+

Engine Sling under headers with intake
9 meters long
PN 89655-00006 RDD $ 210.00+
The KLRC leak checker is the most accurate leak checker available with laboratory grade gauges and regulator. The unit is calibrated to the world standard of 80 @ 80. The leak percentage gauge reads in percentage of leak. We selected the best components available because you need your leak checker to be as accurate as possible. If you were checking your bearing clearances you would use a micrometer not a tape measure. The components are available separately if you want to assemble your own tool.

The quick disconnects are all high flow so as to not distort the leak checker readings. There are other leak checkers on the market that are better looking but none more accurate than this one. As you can see in the photo if you were to skimp on quality and make a cheaper unit the only place you could do that is by using cheaper regulators or gauges. If you do that then you are compromising accuracy and if that is OK with you then purchase the cheaper units. Just don't complain when you do not get the results you need.

**Leak checker** Assembly includes calibrated (80% @ .080) leak checker with regulator, supply gauge, percentage of leak gauge, quick disconnects, and connector hose with quick disconnects from leak checker to accessory and calibration tool which can be used to flow check Enderle main jets. See below for accessories.

89164-10000 Leak checker assembly $ 895.00+

**Accessories for the 89164-10000 KLRC Leak Checker**

Quick disconnect connection to -3 adapter (for flowing nozzles)
Part Number 89164-10011 List $ 75.00+ RDD $65.00+

Quick disconnect connection to -6 adapter (for leak checking small barrel valves and air popping -6 fuel system poppet cans).
Part Number 89164-10012 List $ 75.00+ RDD $ 65.00+

Quick disconnect connection to -8 adapter (for leaking large barrel valves and air popping -8 fuel system poppet cans. Part Number 89164-10014 RDD List $ 79.00 RDD $ 69.00+

Quick disconnect connection to -10 adapter (for leaking large barrel valves and air popping -8 fuel system poppet cans. Part Number 89164-10015 List $ 89.00+ RDD $ 79.00+

Quick disconnect connection to Calibration Tool and Jet Checker Part Number 89164-10050
List $ 79.00+ RDD $ 69.00+ (included with leak checker assembly PN 89164-10000)
Select the correct cylinder leak check tool by selecting the type of spark plug your engine takes

**To leak check your engine - use one of the following:**
Spark plug adapters – short direct connection
- Quick disconnect to spark plug adapter “A” Part number 89164-10021 $ 68.00+
- Quick disconnect to spark plug adapter “B” Part number 89164-10022 $ 68.00+
- Quick disconnect to spark plug adapter “C” Part number 89164-10023 $ 68.00+
- Quick disconnect to spark plug adapter “D” Part number 89164-10024 $ 68.00+

Spark plug adapters – flex hose connection 250mm long
Flexible hose connection allows easy access through the headers in some applications and provides the length needed for Hemi applications. Recommended
- Select spark plug adapter to suit the threaded section of your spark plugs like pictured above.
  - Quick disconnect to spark plug adapter “A” Part number 89164-10031 $ 125.00+
  - Quick disconnect to spark plug adapter “B” Part number 89164-10032 $ 125.00+
  - Quick disconnect to spark plug adapter “C” Part number 89164-10033 $ 125.00+
  - Quick disconnect to spark plug adapter “D” Part number 89164-10034 $ 125.00+

Special spark plug adapters available – please ask and we can make almost anything for you.

**JET HOLDER / Calibration Tool** - Quick disconnect to Enderle jet thread. Allow the flowing of main jets to check the flow rate of the jet. Install a .080 jet and it becomes a calibration checking tool for the standard of .080 jet must flow 80% leak as a standard. Part Number 89164-10050 $ 69.00+ (included with leak checker assembly PN 89164-10000)

**Hose** – Leak Checker Connection Male and Female High Flow Quick Release Fittings and 2 meters of hose
PN 89164-10006 List Price $69.00+ RDD $ 60.00+ (included with leak checker assembly PN 89164-10000)

**Leak checker components – sold separately if you want to build your own leak checker.**
- 89164-10003 Regulator (laboratory quality instrument regulator) 1/4” $ 435.80+
- 89164-10004 Gauge - inlet pressure ........................................ $ 95.00+
- 89164-10005 Gauge - master gauge (laboratory quality) .............. $ 350.00+
- 89164-10006 Hose – Leak Checker Connection Male and Female High Flow Quick Release Fittings and 2 meters of hose
  List Price $69.00+ RDD $ 60.00+
**Leak testers**  A leak tester, or leak checker, is a way of measuring the size of a hole or an orifice, regardless of the shape of the hole. As long as the size of the hole is within the operating parameters of the leak checker tool, the hole could be any shape, and a calibrated leak checker device would measure the amount of air that it can flow. Then this flowed information can be compared with a percentage of leak, of a know diameter or another hole.

With the calibrated leak checker you measure the amount of flow the hole has, not just the size. Some holes of the same size, will flow different amounts of air, or liquid, based on the inlet and outlet shape or the internal finish of the hole.

There are a lot of poor quality leak testers in nice shiny boxes in use today, because most are a commercial product made to suit a price range. They are not made for optimum data resolution, which is something a good racer needs. The first place many manufactures scrimp is on the most expensive component, the regulator. With a regulator you get what you pay for. Inexpensive general application regulators cannot supply the accuracy needed. Cheap regulators are just fine for your spray paint gun, or similar application, but not for use in a high quality leak checker. Also, many packaged leak checkers has poor calibration, or worse, no calibration. Most of the best leak checkers are "homemade" as the builder understands what he wants, and is not willing to compromise accuracy for a shiny box. This how we got started and as more people saw what we were doing more started asking for one of ours, now you can have one as well. Racers who just buy a “name branded” tool with a shiny box, usually don't really understand how importance of a high quality regulator.

There is two ways to check the accuracy of a leak checker.

One way is to check the calibration (80% leak @ .080 orifice). This will read 20% with a .080 orifice on the end of the leak checker hose.

The second way to check the accuracy of a leak checker is by looking for the dead band. With the leak checker connected to an adequate air supply, zero the gauge on the leak checker, and then move the knob on the regulator. **ANY** movement of the knob **MUST** result in movement on the gauge needle. If the knob can be moved **any** amount, then this is a "dead band" in the leak checker indicating the leak checker has a cheap regulator which will result in inaccurate percentage readings even if it is calibrated to (80@ 80). The larger the dead band the less accurate the leak checker is. Any movement of the adjustment knob without a response on the gauge is not good. The larger the dead band the less accurate the tool is. Our leak checker has no dead band.

In racing, in order to go quicker or be more consistent in our performance, we continually look at smaller and smaller bits of data and time and more detail. It is **imperative** to have accurate information on what we are doing. If you check the clearances inside the engine you do so with a micrometer not a tape measure. You do this so you have very accurate information, why you not do this for your "tune up" as well. Cheap regulators and gauges are not accurate and as such they give you information that is not accurate. Just because you paid a heap of money for a branded tool does not insure accuracy.

Ask yourself how much inaccuracy you are willing to live with. Again, do you check the clearances in the engine with a tape measure or a micrometer? Manufacturers who make leak checkers for commercial resale are trying to make a product at a price and as such don't usually use the highest quality components. Simply purchasing a name brand and expensive leak checker is no guarantee of accuracy, your purchasing a high quality regulator and gauges will give you this guarantee. The "brains" of a leak tester is the regulator the gauge and the calibration. Cheap gauges and regulator will not give you good, quality repeatable information.

Our leak checkers have the highest quality components available. We use an instrument quality gauge with a easy to read five inch dial, and an laboratory grade instrument quality regulator. Then after assembly we calibrate the leak checker to the industry standard of eighty at eighty, and of course our leak checkers have no dead band.

We do provide alternative calibrations where applicable.

Once you have a calibrated leak checker, you will find a lot of uses for the device.
It is a good idea to "leak" your jets and nozzles when you change them if you are making small changes because a lot of the time you will find a bigger (or smaller) jet will not flow more (or less) fuel giving you a result you did not anticipate, or in some cases, desire. For orifices smaller than .090 your 80@80 calibrated leak checker will work very well, for orifices larger you will need a leak checker with a different calibration (See info at end of this document). Another application for a standard calibration leak checker is checking the condition of the cylinders on the engine to evaluate the ring and valve seal.

Once you have a leak checker it can be used to analyze the condition of the piston rings. It can be used to compare nozzles and jets to ensure that the .075 nozzle or jet is larger than the .074 that is in the fuel system.... (they aren't always !) You can use them to set the barrel valve spool rotation position to measure how much fuel the engine is getting at idle and at prelaunch position.

As far as the hoses and quick disconnects go, use of commonly available hardware is preferable, so interchange ability with other racers is good. Make sure the quick disconnects are reasonably high flow so they do not interfere with the leak readings at high flow situations. I do recommend using a pressure gauge, even a cheap one, on the inlet side just to ensure that you have a minimum of 120 psi on the inlet. If the pressure drops below 120 psi the accuracy of the leak checker drops off and if the pressure drops below 100 psi on the inlet then you have lost your zero calibration and will get even more inaccurate leak percentages. Personally, I adjust the air pressure switch on my air compressors to kick off at 145 psi, and kick back on at 125 psi, insuring the pressure never drops below 125 psi. Then I use a pressure regulator between the leak checker and the air compressor set to 120 psi, to insure a constant air supply of 120 psi to my leak checker, at all times. This provides the most accurate supply of air and the most accurate information for you. For my personal leak checker I purchased a complete range of every type of air quick connect available and made adapters to connect to my air connections so I can hook up to anyone's air line to do a leak check.

<table>
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<th>Supply pressure minimum of 120 psi</th>
<th>Leak check gauge unit calibrated at 80% leak with .080 jet (80 @ 80)</th>
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All we need to ship your order is your credit card details and a shipping address. We accept Master Card and Visa. There is a printed number on the back of your credit card on the signature line. Would you give us the last three digits of that number. Please include your phone number as well. Prices are in AUD (Australian Dollars) + GST (if applicable) Price does not include shipping. All prices are subject to change without notice. Prices must be verified at time of purchase only.

**Supply pressure minimum of 120 psi**

**Set gauge at the zero band**

**Leak check gauge unit calibrated at 80% leak with .080 jet (80 @ 80)**

**Alternative Calibration Parameters**

The 80 @ 80 leak checkers are the standard of the industry and when someone asks what your barrel valve leaks he expects to hear a number from a 80 @ 80 leak checker. This calibration can be used to leak check nozzles and jets up to about .085 or so much above that it runs out of range. I have made some special calibration leak checkers for checking main jets up to .145 but that takes a leak checker calibrated to 50 @ 100 and it works well but it does use a lot of air and requires an air compressor that can keep up with it (at least 3HP) but it is a terrific way of checking to insure a .124 main jet is actually smaller than a .126 as many times, .... it is not.
MSD Chip Tray

Keep your MSD chips organized and protected.

PN 89755-60000
List Price $ 155.00+
RDD $ 145.00+

Divider Boxes

Snap closed lids $9.50ea

89115-00090 Plastic Boxes 310x200x80 (DEEP) 3 compartment
89115-00092 Plastic Boxes 310x200x48 1 compartment
89115-00093 Plastic Boxes 310x200x48 12 compartment
89115-00094 Plastic Boxes 310x200x48 18 compartment
89115-00095 Plastic Boxes 310x200x80 (DEEP) 6 compartment

Piston Rack

PN 89573-00621
List Price $ 325.00+
Racer Decal Discount $ 315.00+