

If you have to use a breaker bar instead of a ratchet to turn your short block over, you might check this tool out (among other things). Race cranks have a big billet to reduce stress risers of sharp corners. Bearings are not made for this large radius and many times must be chamfered for clearance. This tool is designed to hold both halves squarely in the lathe to chamfer for large radius crank. Fixture is notched on both sides so both left and right side can be machined.



### Rod & Main Bearing Chamfering Tool

- \* CNC machined for exact fit & anodized for wear
- \* We will make the fixture for any application



### Timing Tab

How many times have you seen a really nice engine and “bang” a coat hanger bent up for a timing tab? Come On. We make this tab for big block and small block Chevrolets. It is fully adjustable for any size balancer or tub.

- \* Fully machined & anodized
- \* Socket head capscrews included

After building a few engines, you come up with little goodies like this engine turning tool that make the job a lot easier. If you read the handle of a new “Snap On” screwdriver, it states “Warning: NOT a Pry Bar or Punch.” This tool also eliminates the search for a longer bolt because you just stripped the first 1 1/2” of threads out of the crank. The tool also allows you to turn the motor in either direction without messing anything up. A couple of nice features are: The tool comes with spacers so it will clear your balancer bolt. It can also be left permanently mounted on the motor.



### Engine Turning Tool



- \* Machined from 6061 billet aluminum
- \* Black anodized for wear & appearance
- \* Broached 1/2” square hole for ratchet or breaker bar (depending upon ring combination, engine builder, etc.)
- \* In stock for Chevrolet (but we’ll make others)
- \* Bolts are NOT included