

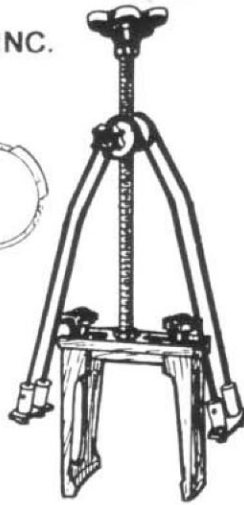
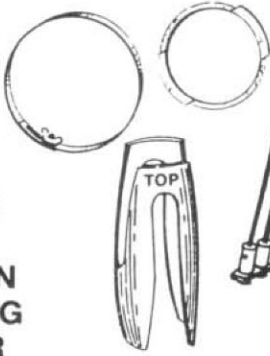
ATTENTION  
TRANSMISSION  
SPECIALISTS

A TO Z TOOL, INC.

MODEL No. 2987

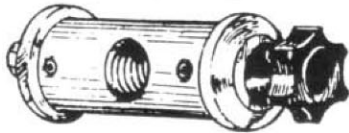
NEW

E-Z SQUEEZE  
AUTOMATIC  
TRANSMISSION  
CLUTCH SPRING  
COMPRESSOR



- Now only this tool and adapters are needed to remove clutch pistons from virtually all automatic transmissions, foreign and domestic.
- Guaranteed more coverage than the foot press.
- E-Z snap-in method permits removal and installation of snap rings in clutch drum units.
- Special adapters included for the Allison, Ford ATX, and FIOD Transmissions.
- Job can be completed on clutch drums with center shafts.
- New quick set nut assembly speeds location of tool into position.
- Comes with easy to follow instruction manual and packaged in heavy duty case.
- One year warranty on parts and workmanship.

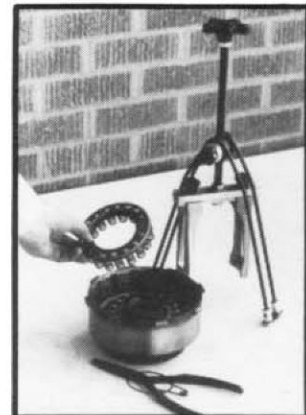
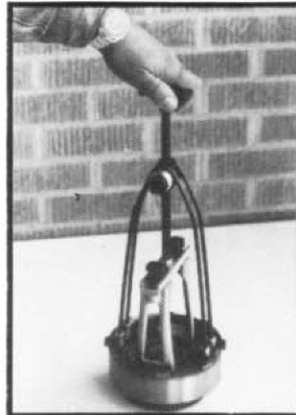
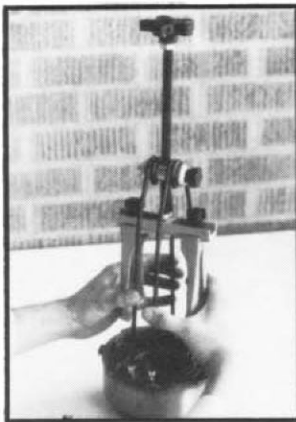
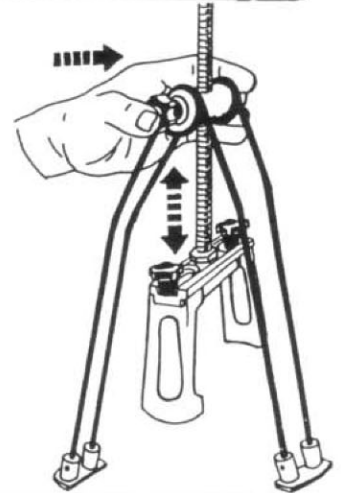
## UNIQUE TIME-SAVING FEATURE



## QUICK SET NUT FOR FASTEST OPERATION

- Loosen Quick Set knob 1½ turn.
- Depress knob to release, slide threaded shaft up or down to desired position.
- Tighten Quick Set knob. **NOTE:** This knob must be finger tight before turning top knob.
- Use the top knob for compressing or releasing pressure on spring retainer.

**CAUTION:** DO NOT LOOSEN QUICK SET KNOB WHILE TOOL IS IN COMPRESSED MODE.



- Squeeze springs with both hands and insert shoe blades into clutch drum grooves as illustrated.
- Loosen and depress small knob on quick set nut allowing feet to drop into position.
- Tighten quick set knob.
- Adjust cast aluminum feet to align with clutch drum spring retainer.
- Turn large knob clockwise to compress clutch springs.
- Remove snap ring.
- Turn large knob counter clockwise to release pressure on clutch spring retainer.  
**CAUTION:** Do not loosen quick set knob while tool is in compressed mode.
- Squeeze springs with both hands to remove tool from clutch drum groove.
- Lift off spring retainer and service clutch drum as necessary.
- Reverse procedure to reassemble clutch drum.

\*NOTE:  
THIS GROOVE IS IN ALL DRUMS  
AND TRANSMISSION CASES

U.S. PATENT NUMBERS: 4,031,603 AND 4,884,914



**A to Z Tool, Inc.**

144 W. Commercial St., Wood Dale, IL 60191  
Phone: (630) 787-0478 Fax: (630) 787-0494

(MADE IN USA)

The "E-Z Squeeze Automatic Transmission Clutch Spring Compressor" will service all the Clutch Drums in the Transmissions listed below. Plus More.

**GENERAL MOTORS**

THM 700-R4	REVERSE INPUT CLUTCH OVERRUN CLUTCH LOW/REVERSE CLUTCH
THM 440-T4	INPUT CLUTCH THIRD CLUTCH
THM 375 400 425 475	FORWARD CLUTCH DIRECT CLUTCH INTERMEDIATE CLUTCH
THM 250 250-C W/LOCK UP CBC 350 350 375B 350-C W/LOCK UP 3 SPEED	DIRECT CLUTCH FORWARD CLUTCH LOW/REVERSE CLUTCH
THM 325 3 SPEED 325 4L 4 SPEED FWD	FOURTH CLUTCH DIRECT CLUTCH FORWARD CLUTCH LOW/REVERSE CLUTCH
THM 200-R4 4 SPEED	DIRECT CLUTCH FORWARD CLUTCH
THM 200 200-C 3 SPEED	DIRECT CLUTCH FORWARD CLUTCH
THM 180 180-C LOCK UP 3 SPEED	REVERSE CLUTCH 2ND SPEED CLUTCH 3RD SPEED CLUTCH
THM 125 125-C LOCK UP FWD TRANSAXLE	FORWARD CLUTCH
POWERGLIDE ALUMINUM CASE POWERGLIDE TRANSAXLE	HIGH CLUTCH REVERSE CLUTCH
SUPER TURBINE 300	FORWARD CLUTCH REVERSE CLUTCH

**FORD PRODUCTS**

CRUISE-O-MATIC C-6	DIRECT CLUTCH FORWARD CLUTCH REVERSE CLUTCH
CRUISE-O-MATIC C-5 W/LOCK UP	REVERSE CLUTCH
CRUISE-O-MATIC C-4	REVERSE CLUTCH
CRUISE-O-MATIC C-3	FORWARD CLUTCH REVERSE CLUTCH
AUTOMATIC OVERDRIVE AOT (FIOD)	FORWARD CLUTCH DIRECT CLUTCH
★ AUTOMATIC TRANSAXLE ATX	INTERMEDIATE CLUTCH (FIG. 1A) DIRECT CLUTCH (FIG. 1B)
★	
FORD-O-MATIC 3 SPEED CAST IRON CASE FMX FM MX HX	REAR CLUTCH
FORD-O-MATIC 2 SPEED	FORWARD CLUTCH
★ FORD AXOD AUTOMATIC OVERDRIVE TRANSAXLE	FORWARD CLUTCH (FIG. 1C) DIRECT CLUTCH INTERMEDIATE CLUTCH REVERSE CLUTCH

**CHRYSLER CORPORATION**

TORQUEFLITE 8 (727)	FRONT CLUTCH
TORQUEFLITE 6 (904 & 904A)	FRONT CLUTCH REAR CLUTCH
AUTOMATIC TRANSAXLE A404 413 470 FWD	FRONT CLUTCH

**DATSUN MAZDA**

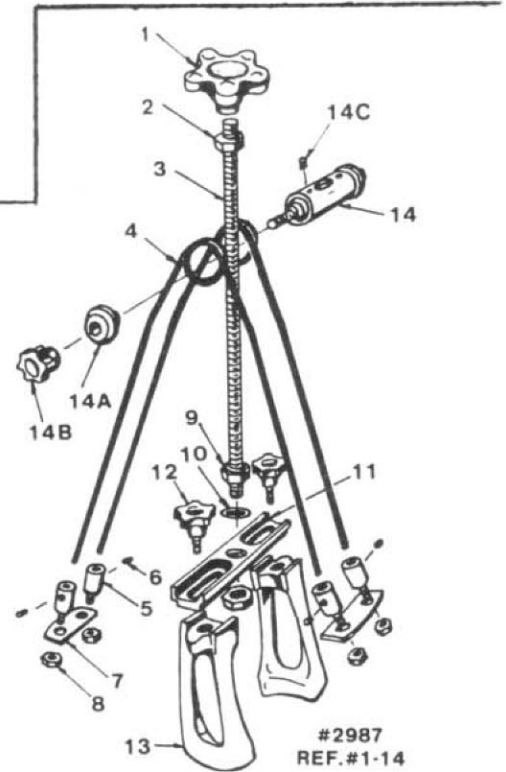
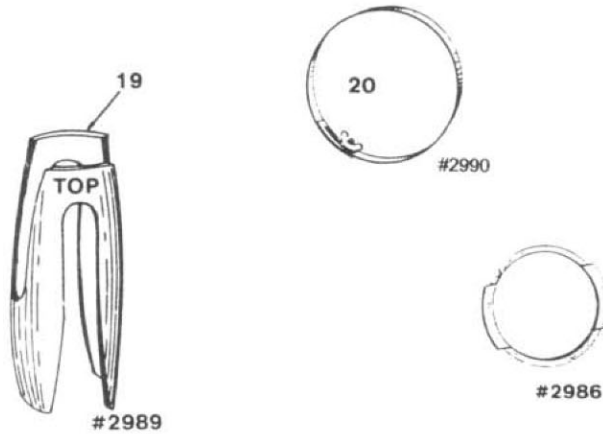
NISSAN AUTOMATIC 3 SPEED (3N71B)	DIRECT CLUTCH FORWARD CLUTCH
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**BORG WARNER**

MODEL 65	REAR CLUTCH
FLASHOMATIC T35 ALUMINUM CASE 41 ALUMINUM CASE 44 ALUMINUM CASE	REAR CLUTCH
FLASHOMATIC CAST IRON CASE	REAR CLUTCH

**DETROIT DIESEL ALLISON  
ALLISON AUTOMATIC TRANSMISSIONS**

★ AT 540	FORWARD CLUTCH
543	FOURTH CLUTCH
545	FIRST CLUTCH (FIG. 1D)



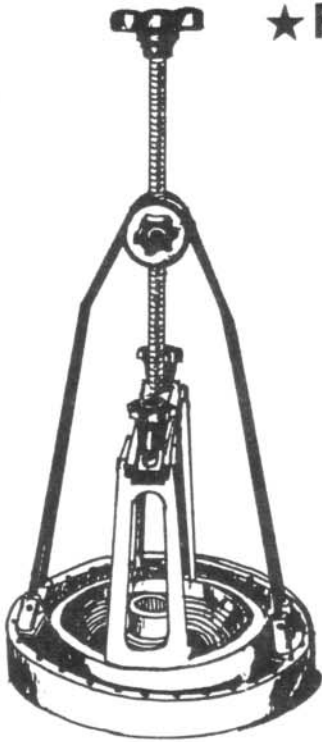
**E-Z SQUEEZE AUTOMATIC TRANSMISSION CLUTCH SPRING COMPRESSOR  
A TO Z TOOL, INC. MODEL No. 2987  
PARTS LIST BREAKDOWN**

PART #	REF. #	DESCRIPTION	QTY.	PART #	REF. #	DESCRIPTION	QTY.
2987-01	1	LARGE KNOB	1	2987-13	13	LEG	2
2987-02	2	HEX JAM NUT	1	2987-14	14	QUICK SET NUT ASSY	1
2987-03	3	SHAFT	1	2987-14A	14A	KNOB PLATE	1
2987-04	4	SPRING	2	2987-14B	14B	QUICK SET KNOB	1
		SHOE	4	2987-14C	14C	SET SCREW	1
		SET SCREW	4	2989-19	19	DIRECT CLUTCH (ATX)	1
		BLADE	2	2990-20	20	INTERMED CLUTCH (ATX)	1
		KEP NUT	4	2987	1-14C	ASSEMBLY	1
2987-09	9	NYLON LOCK NUT	2	2986-21	22	FORD AXOD ADAPTOR	1
2987-10	10	THIN WASHER	1				
2987-11	11	BRIDGE	1				
2987-12	12	STUD KNOB	2				

**\* INDIVIDUAL SPRING ASSEMBLY COMPONENTS  
ARE NOT FIELD SERVICEABLE**

E-Z TO USE ADAPTERS SUPPLIED WITH KIT

★ FIG. 1A

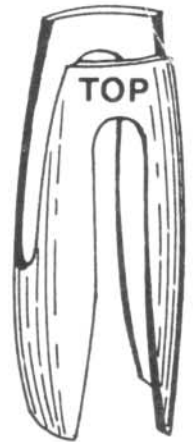


"FORD ATX INTERMEDIATE CLUTCH ADAPTER" #2990

ALSO,  
200-4R FOURTH CLUTCH PISTON SPRING RETAINER

THE "FORD ATX INTERMEDIATE CLUTCH ADAPTER" MUST BE USED ON THE INTERMEDIATE CLUTCH TO EFFECTIVELY COMPRESS THE CLUTCH SPRINGS.

★ FIG. 1B



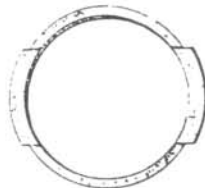
"FORD ATX DIRECT CLUTCH ADAPTER" #2989

THE "FORD ATX DIRECT CLUTCH ADAPTER" IS USED TO COMPRESS THE DIRECT CLUTCH SPRINGS WITHOUT INTERRUPTION OF THE SHAFT, AS ILLUSTRATED ABOVE.

★ FIG. 1C



DIRECT CLUTCH

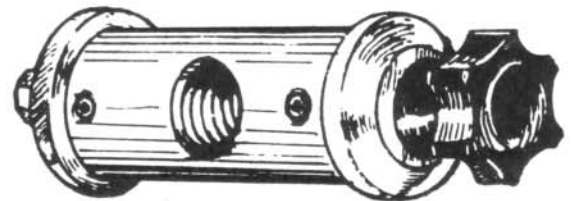


"FORD AXOD FORWARD & DIRECT CLUTCH ADAPTER" #2986

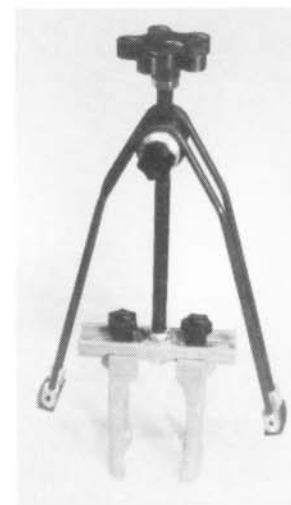


FORWARD CLUTCH

USE THE FORD AXOD ADAPTOR TO COMPRESS THE SPRING RETAINER WITHOUT DISTORTION, ON THE FORWARD AND DIRECT CLUTCH.



"QUICK SET NUT" FOR FAST THREADING OPERATION #2987-14



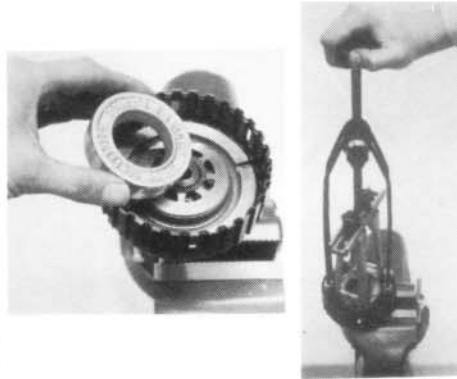
ALSO AVAILABLE: OTHER CLUTCH SPRING COMPRESSORS AND ADAPTERS

**ALLISON SPREADER LOCK  
MODEL NO. 2988**



\*\*\*ALLISON SPREADER LOCK  
#2988

**ZF-HP18 E-Z SQUEEZE 3-4 CLUTCH  
SPRING COMPRESSOR ADAPTER  
MODELNO. 2987-C**



**UNIVERSAL COMPRESSION RING KIT  
MODEL NO. 2987-A1**



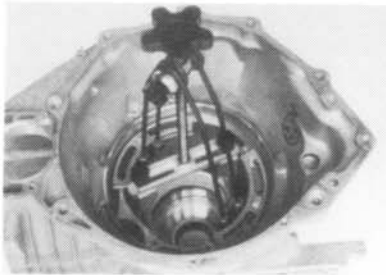
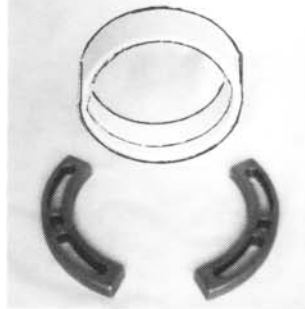
THE "ALLISON SPREADER LOCK" IS USED TO HOLD THE #2987 LOCKED INTO THE CASE GROOVE, WHILE COMPRESSING THE CLUTCH SPRINGS IN THE ALLISON TRANSMISSIONS.

\*POSITION AND LOCK \*ALLISON SPREADER LOCK BEFORE COMPRESSING OPERATION.

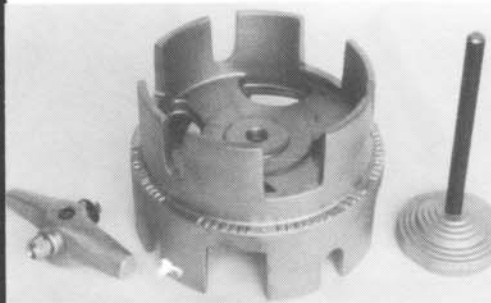
UNIQUE DESIGN HOLDS AND CENTERS DIAPHRAGM SPRING IN POSITION FOR REMOVAL AND INSTALLATION. E-Z TO USE WITH MODEL NO 2987 OR ANY OTHER CLUTCH SPRING COMPRESSOR. THIS ADAPTER SPEEDS UP AN OTHERWISE TIME CONSUMING JOB.

THE COMPRESSION RING KIT IS USED WHEN THERE IS A THIN SPRING RETAINER OR WHEN DIAPHRAGM SPRINGS ARE USED. ALLOWS THE SPRING TO BE COMPRESSED UNIFORMLY WITHOUT FLEXING THE RETAINER OR BINDING THE SNAP RING DURING SERVICE. CAN BE USED WITH ANY CLUTCH SPRING COMPRESSOR.

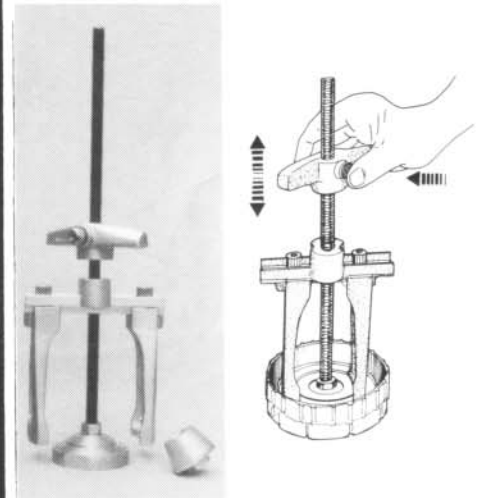
**CHRYSLER A604/604E 2 / 4 CLUTCH  
SPRING COMPRESSOR ADAPTER  
MODEL NO 2987-D**



**E-Z SQUEEZE F4EAT - G4AEL  
REVERSE PISTON CLUTCH SPRING  
COMPRESSOR  
MODEL NO. 2987-B**



**UNIVERSAL QUICK LOCK CLUTCH  
SPRING COMPRESSOR  
MODEL NO. 2987-A**



*Ideal for Chrysler 404 and 604 diaphragm springs.*

THIS ADAPTER SET ALLOW THE TECHNICIAN TO BOLT THE PLATES TO THE PUMP MATING SURFACE OF THE CASE. THEN SIMPLY SET THE PLASTIC RING ONTO THE 2/4 CLUTCH RETAINER. THE MODEL NO. 2987 SNAPS INTO THE SLOTTED AREA OF THE PLATES, AND YOUR COMPRESSING THE SNAP RING.

SAVES TIME! REMOVES AND INSTALLS THE REVERSE PISTON SPRING AND SNAP RING ASSEMBLY QUICKLY. TWO TOOLS IN ONE, TWO SIDED TOOL IS UNIVERSAL FOR FORD AND MAZDA STRONG ALLOY MATERIAL FOR LONG LIFE. FORD: ESCORT, TRACER, CAPRI, PROBE MAZDA: 323 PROTEGE, 626, MX3, MX6

FAST AND EASY TO USE! QUICK LOCK PROPELLER KNOB. JUST LOOSEN THE KNURLED NUT AND PRESS IN TO SLIDE UP AND DOWN THE ROD. TIGHTEN THE NUT AND TURN THE PROP KNOB TO COMPRESS ANY CLUTCH SPRING.