

**A solid stand for diesel and gas engines to 5,000 lbs.**

Gives the mechanic a safer, more productive working environment.

Provides a secure, stable support for the engine at a comfortable working height. Makes servicing and rebuilding far easier.

Minimizes the possibility of engine damage due to positioning and repositioning of the engine on work bench or floor. Keeps the engine and work area cleaner.

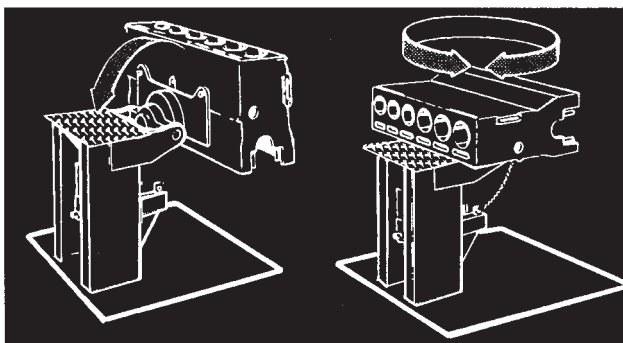
Lowers costs by reducing teardown and reassembly time. A 20% saving in time is typical.

**Design features**

- **Fast and easy positioning**  
2-Plane engine positioning (vertical and horizontal) provides a 360° swing radius and optimum engine accessibility. Hand crank with speed reducer makes positioning easy.
- **Solid working stability**  
Angled leg construction provides a steady stand and enables the mechanic to get closer to the work.
- **Great mobility**  
Moves easily on heavy-duty, 5" diameter casters. Brake mechanism enables mechanic to secure stand in place quickly.
- **Convenient work height**  
Makes engine rebuilding and servicing easier, faster and safer.



**Mobile Model 900**



**Stationary Model 900s**

The 900 Series Stand is equipped with a quadrant-gear drive providing 3-gear ratios for lifting the engine to a horizontal (engine flat) position where it can easily be rotated by hand and locked in one of four different positions.

The floor mounted or stationary version of the unit is supplied with a floor mounting plate suitable for permanent floor installation.

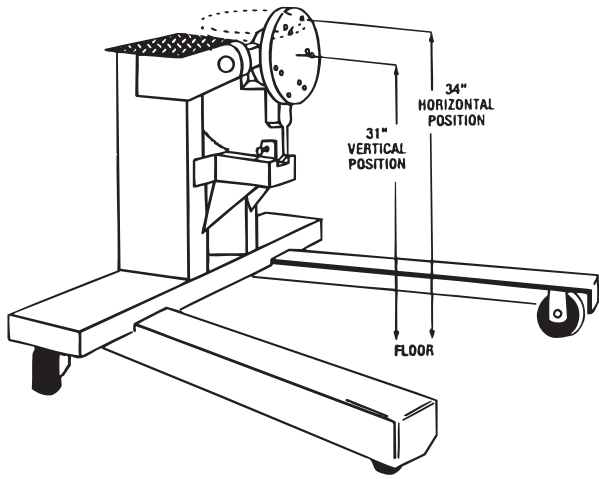
**MADE IN THE U.S.A.**

**KIENE Equipment...**  
*an investment in safety  
and productivity*

# KIENE

DIESEL ACCESSORIES, INC.

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# ENGINE MOUNTING PLATES

A large assortment of engine mounting plates are available for mount ing various makes and models of engines as well as transmissions to the KIENE engine rebuild stand. They provide simple attachment to the engine using mounting pads and holes provided by the engine manu facturer, thus eliminating, where possible, removal of accessory equip ment from the engine.

For applications not shown here, please consult the factory.

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| <b>CATERPILLAR</b>   |
| <b>ENGINE</b><br>1140 1150 3145 3208<br>1145 1160 3160<br><b>ADAPTER 971</b>       |
| <b>ENGINE</b><br>C-15 1673 1693 3306 1674<br>3304 3406 3406E<br><b>ADAPTER 973</b> |
| <b>ENGINE</b><br>3408 (V8)<br>3412 (V8)<br><b>ADAPTER 984</b>                      |

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| <b>CUMMINS</b>   |
| <b>ENGINE</b><br>855 CID (NH, NT & NTC<br>ENGINES INCLUDING N-14)<br>927 CID (250 & 270 ENGINES)<br><b>ADAPTER 552</b> |
| <b>ENGINE</b><br>L-10 M-11<br><b>ADAPTER 993</b>   |
| <b>ENGINE</b><br>B-SERIES ENGINES<br><b>ADAPTER 994</b>  |
| <b>ENGINE</b><br>C-SERIES ENGINES<br><b>ADAPTER 906</b>  |
| <b>ENGINE</b><br>V-378 V-555 V8-210<br>V8-185 V-504 V6-140<br>V8-170<br><b>ADAPTER 957</b>                             |
| <b>ENGINE</b><br>V-903 V6-200 V8-350<br>VT-903 V8-265<br><b>ADAPTER 959</b>  |
| <b>ENGINE</b><br>ISX 15<br><b>ADAPTER 901</b>  |

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| <b>DETROIT DIESEL</b>   |
| <b>ENGINE</b><br>SERIES 60 ENGINES<br><b>ADAPTER 907</b>                      |
| <b>ENGINE</b><br>71 SERIES 6V & 8V<br>92 SERIES 6V & 8V<br><b>ADAPTER 945</b> |
| <b>ENGINE</b><br>8.2 LITER (V8)<br><b>ADAPTER 987</b>                         |
| <b>ENGINE</b><br>53 SERIES 3 & 4 INLINE<br><b>ADAPTER 955</b>                 |
| <b>ENGINE</b><br>53 SERIES 6V<br><b>ADAPTER 963</b>                           |
| <b>ENGINE</b><br>71 SERIES 3, 4 & 6 INLINE<br><b>ADAPTER 551</b>              |
| <b>ENGINE</b><br>71 SERIES 12V<br><b>ADAPTER 1001A</b>                        |

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| <b>ISUZU</b>                                |
| <b>ENGINE</b><br>6DB1<br><b>ADAPTER 908</b> |

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| <b>JOHN DEERE</b>   |
| <b>ENGINE</b><br>3164 4239D 4276T<br>6359T 3179 4239T<br>6329 6414D 4219<br>4276D 6359D 6414T<br><b>ADAPTER 988</b> |
| <b>ENGINE</b><br>4629 6404 6466A<br>6466D 6466T 6531<br>6619A<br><b>ADAPTER 992</b>                                 |

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| <b>MACK</b>   |
| <b>ENGINE</b><br>E7 EM9 865 VB-1000<br>E6 ENGINES WITH SERIAL<br>NUMBERS STARTING "IR"<br>AND LATER<br><b>ADAPTER 985</b>               |
| <b>ENGINE</b><br>431 672 676<br>464 673 707<br>510 675 711<br>E6 ENGINES PRIOR TO SERIAL<br>NUMBERS STARTING "IR"<br><b>ADAPTER 915</b> |
| <b>ENGINE</b><br>MS 200<br><b>ADAPTER 981</b>   |
| <b>ENGINE</b><br>MS 300<br><b>ADAPTER 982</b>   |

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| <b>MERCEDES BENZ</b>                                 |
| <b>ENGINE</b><br>OM 352 OM 366<br><b>ADAPTER 998</b> |

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| <b>NAVISTAR</b>  |
| <b>ENGINE</b><br>T444E 6.9 & 7.3 LITER<br><b>ADAPTER 916</b>   |
| <b>ENGINE</b><br>DT-408 DT-530<br>D & DT-312 D & DT-414<br>D & DT-360 D & DT-466<br>NOTE: 970 ONLY APPLIES UP<br>TO 2004 FOR DT-466<br><b>ADAPTER 970</b>                          |
| <b>ENGINE</b><br>2004-2006 MAXXFORCE DT466,<br>570, HT570 (I-313)<br>2007-2009 MAXXFORCE DT, 9,<br>10 (I-326)<br>2010 & LATER MAXXFORCE DT,<br>9, 10 (I-334)<br><b>ADAPTER 917</b> |
| <b>ENGINE</b><br>MAXXFORCE 15<br><b>ADAPTER 973</b>  |
| <b>ENGINE</b><br>MAXXFORCE 11, 13<br><b>ADAPTER 902</b>  |

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| <b>NISSAN</b>                               |
| <b>ENGINE</b><br>NE-6<br><b>ADAPTER 997</b> |

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| <b>PERKINS</b>                                     |
| <b>ENGINE</b><br>3.152 4.203<br><b>ADAPTER 952</b> |

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| <b>VOLVO</b>                                     |
| <b>ENGINE</b><br>TD61 TD71<br><b>ADAPTER 909</b> |

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| <b>TRANSMISSION ADAPTERS</b>   |
| <b>TRANSMISSION</b><br>ALLISON AT-500 SERIES<br><b>ADAPTER 976</b>                                       |
| <b>TRANSMISSION</b><br>ALLISON MT-600 SERIES<br><b>ADAPTER 977</b>                                       |
| <b>TRANSMISSION</b><br>ALLISON HT-700 AND<br>C(LB)T-750<br><b>ADAPTER 979</b>                            |
| <b>TRANSMISSION</b><br>ALLISON VH-VS<br><b>ADAPTER 910</b>   |
| <b>TRANSMISSION</b><br>ALLISON MD<br><b>ADAPTER 911</b>  |
| <b>TRANSMISSION</b><br>FULLER (EATON) RT SERIES<br>(TWIN COUNTERSHAFT)<br><b>ADAPTER 983</b>             |
| <b>TRANSMISSION</b><br>SPICER TWIN COUNTERSHAFT<br>TRANSMISSIONS EXCEPT<br>7-SPEED<br><b>ADAPTER 983</b> |
| <b>TRANSMISSION</b><br>SPICER 5000 SERIES<br><b>ADAPTER 914</b>  |
| <b>UNIVERSAL ADAPTER</b>   |
| <b>ENGINE</b><br>1000 POUND CAPACITY<br>ATTACHES TO REAR OF<br>ENGINE<br><b>ADAPTER 952</b>              |

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