

OTC Tool Reviews:

The Drain Plug Pro Tool Kit and the *Chain Alignment Tool*

Recently, Motorcycle Times was asked if we would review a couple of OTC tools. For those not familiar with OTC, they are a major manufacturer and supplier of professional vehicle electronic diagnostic equipment, fuel maintenance, and a wide range of servicing tools and equipment. In December 2012 OTC became a Bosch brand and was integrated into the Automotive Service Solutions Business Unit of the Bosch Automotive Aftermarket Business Division.

We were contacted because they wanted to get the word out that they had added a motorcycle section to their latest tool catalogue.

The first tool I agreed to test was the "Drain Plug Pro". It is basically a screw driver handle with a flexible shaft and a place to snap on a quarter drive socket. The kit comes with an assortment of four magnetic sockets. The sockets that come with the tool are in popular oil drain plug sizes. The ones I have used the most both have two shouldered sides that keep the tool from spinning on the

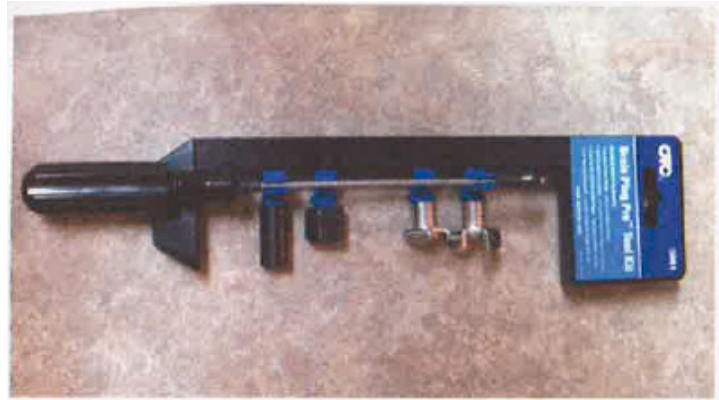
bolt head. The tool also comes with a handy organizer that keeps the sockets and driver in place.

As soon as I saw it in the catalogue, I thought it was a good idea. Using the Drain Plug Pro keeps you from handling a hot messy drain plug. It also keeps the drain plug from falling into your drain pan.

The first time I used Drain Plug Pro I was hooked. I warmed up the bike,



then using the proper size wrench broke the drain plug loose, attached the magnetic socket to the driver and unscrewed the plug until it came out. When it fell free of the crank case I thought, Darn!, but then I remembered it was still hooked to the socket. Cool! I cleaned up the drain plug, checking for metal fragments and it was ready to reinstall. After changing the oil filter, I replaced the drain plug and I was ready to fill the bike with oil and go riding.



I have used the Drain Plug Pro several times since receiving it in the mail, but not just for the drain plug. I found it to be helpful in starting bolts that you can see but are hard to get your hand on (like the allen screws on the stereo unit inside the batwing fairing of an Ultra Classic).

This is one of those tools that will make you think back and say, "man, I remember how much time I spent trying to get those allen screws started on my friends bike before I had this." I pulled out the Drain Plug Pro and had no problem getting the screws started when I performed the same task on my own bike.

I feel like this is one of those tools everyone should have in their toolbox. You will use it at every three thousand miles even if you don't find other uses for it, which I bet you will.



The Chain Alignment Tool is exactly what it's name says. The tool consists of an anodized, aluminum, U-shaped clamp with a small wire and leveling mark on the side and a thumb screw. On top of the clamp is a slot that is fitted with a small rod. It's simple design makes it easy to use. It is made to fit over the chain and clamp onto the rear sprocket. When the alignment tool is level you tighten the thumb screw. If the rear sprocket is aligned with the countershaft sprocket, the rod will be aligned with the chain. If things are not aligned you can leave the tool in place, turn the appropriate adjuster until the rod lines up with the chain and you know that you have proper alignment.

I was a little disappointed the first time I tried to use the tool. I had the rear tire on my Harley changed and wanted to make sure the belt was aligned properly. The tool wouldn't fit the rear sprocket, I know all Harley belts are not the same width, so it may fit some models. I would check before purchasing if that is your intend purpose. It is so close to fitting that I thought about taking a file to the inside and removing some material. I didn't because it could throw off the alignment of the tool. When I used it the next time it was on the KLR 650 which has a chain drive, the tool worked flawlessly. I would usually use a tape measure to measure the distance of the axle to the swing arm bolt to make sure the rear wheel is aligned, This requires going back and forth from side to side to get the measurement. I don't trust the stamped chain adjusters that come on the KLR. When I used it on my Honda CB 125, I realized I would have had to remove the chain guard for the tool to work. So in that case this handy little tool saved a bunch of time. Be sure to check in advance that the Chain Alignment Tool will fit your bike before ordering, but if it will, definitely get your hands on this time saver!

