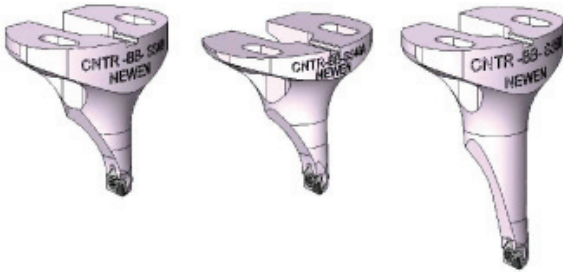


CONTOUR™ FAMILY TIP HOLDERS

2-Axis FIXED-TURNING® Machines:

CONTOUR-BB™, CONTOUR-BB-CS™, CONTOUR™, CONTOUR-CS™

CNTR-BB-SS40 CNTR-BB-SS40A* CNTR-BB-SS50



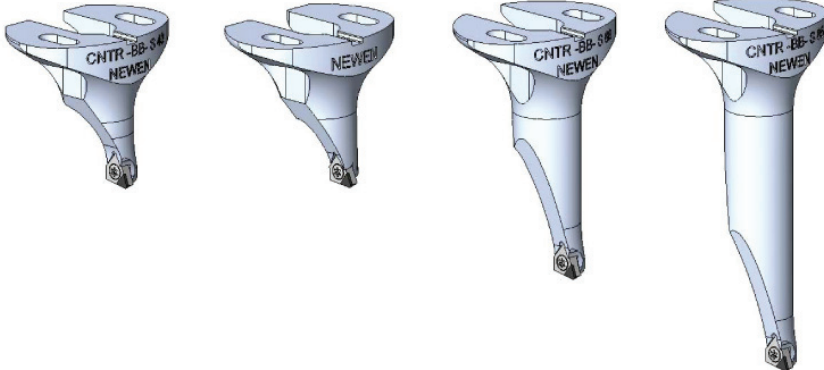
Single Point Cutters need to seat properly within tip-holder. Please check your tip-holders on a regular basis and replace them as needed to maintain optimum machining quality.

CNTR-BB-S40

CNTR-BB-SV40

CNTR-BB-S60

CNTR-BB-S85



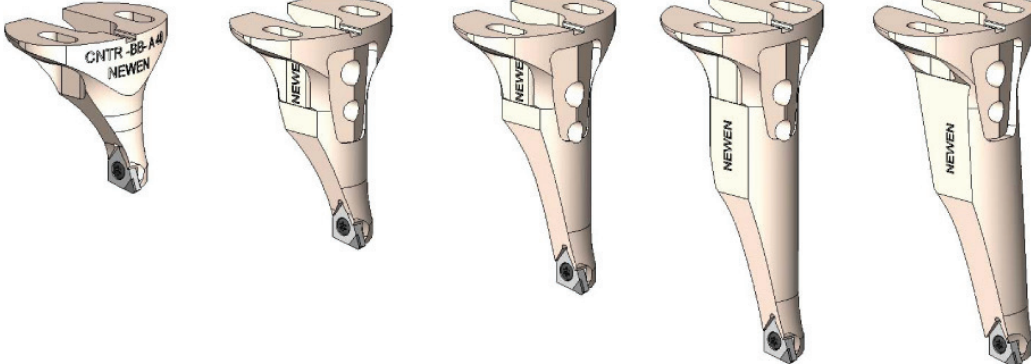
CNTR-BB-A40

CNTR-BB-A45

CNTR-BB-A55

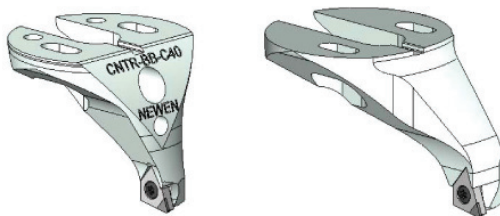
CNTR-BB-A70

CNTR-BB-A70H



CNTR-BB-C40

CNTR-BB-D30

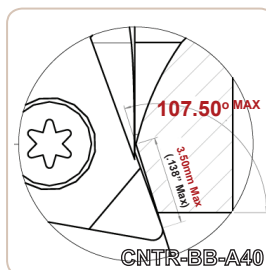
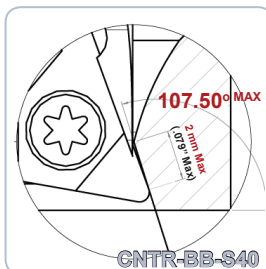
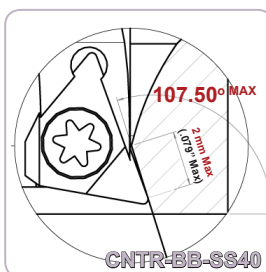
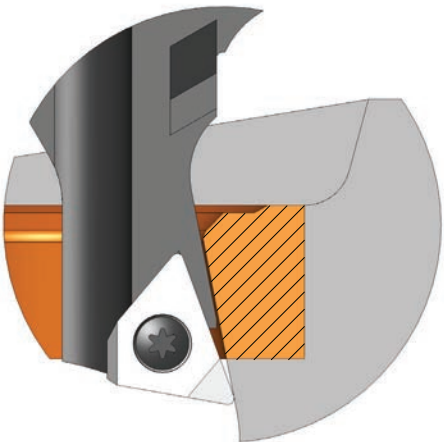


Note:

- It is recommended to select an "S" series tip holder to machine valve seats ranging in diameter from 17mm to 22mm (.67" to .87").
- For diameters greater than 22mm (.87"), use an "A" series tip holder, the cutters are more affordable and stronger. Likewise, it is advised **not to use** an "SS" series tip holder to machine diameters greater than 18mm (.71").
- From 18mm (.71") on, it is recommended to use an "S" series tip holder, less restricted in terms of depth of cut and feed rate.

NEWEN REFERENCE	PILOT DIAMETER (Reference for Tip-Holder Machining Capacity)	MACHINING CAPACITY		TIP-HOLDER OAL	STOCK	GENERAL APPLICATIONS
		Minimum Diameter	Maximum Diameter			
CNTR-BB-SS40	4mm (.1575")	14.1mm (.56")	56.8mm (2.24")	33.5mm (1.32")	YES	Motorcycle and automotive cylinder head valve seats, from Ø14mm (.55")
CNTR-BB-SS40A	NWN-C2-MMD2	13mm (.51")	52.8mm (2.08")	31.6mm (1.24")	YES	*MERCEDES Actros Decompressor Valve
CNTR-BB-SS50	4mm (.1575")	14.1mm (.56")	56.8mm (2.24")	48.5mm (1.91")	YES	Tuning - motorcycle and automotive cylinder head valve seats, from Ø14mm (.55")
CNTR-BB-S40	5mm (.1968")	17.1mm (.67")	58.7mm (2.31")	32mm (1.26")	YES	Motorcycle and automotive cylinder head valve seats, from Ø17mm (.67")
CNTR-BB-SV40	5mm (.1968")	17.4mm (.69")	59.1mm (2.33")	31.6mm (1.24")	YES	Venturi, from Ø17mm (.67")
CNTR-BB-S60	5mm (.1968")	17.1mm (.67")	58.7mm (2.31")	52mm (2.05")	YES	Tuning - motorcycle and automotive cylinder head valve seats, from Ø17mm (.67")
CNTR-BB-S85	5mm (.1968")	17.1mm (.67")	58.7mm (2.31")	72mm (2.83")	YES	Cam-bucket bore housing, from Ø17mm (.67")
CNTR-BB-A40	6mm (.2362")	21.6mm (.85")	63.7mm (2.51")	33mm (1.30")	YES	Common cars and trucks
CNTR-BB-A45	6mm (.2362")	21.6mm (.85")	63.7mm (2.51")	46mm (1.81")	YES	Car - Tuning
CNTR-BB-A55	6mm (.2362")	21.6mm (.85")	63.7mm (2.51")	56mm (2.20")	YES	Car - Tuning
CNTR-BB-A70	6mm (.2362")	21.6mm (.85")	63.7mm (2.51")	71mm (2.80")	YES	Car - Tuning
CNTR-BB-A70H	6mm (.2362")	27.2mm (1.07")	70.6mm (2.78")	71mm (2.80")	YES	Cars and motorcycles with <i>hemispherical</i> cylinder heads
CNTR-BB-C40	9.52mm (.375")	41mm (1.61")	80.6mm (3.17")	33mm (1.30")	YES	Industrial engines, Ø < 80mm (3.15")
CNTR-BB-D30	9.52mm (.375")	56.9mm (2.24")	100.7mm (3.96")	32mm (1.26")	NO	Industrial engines, Ø < 100mm (3.94")

VENTURI: An open angle below the seat that allows to accelerate the speed of exhaust gases through decompression



CNTR-BB-SV40

