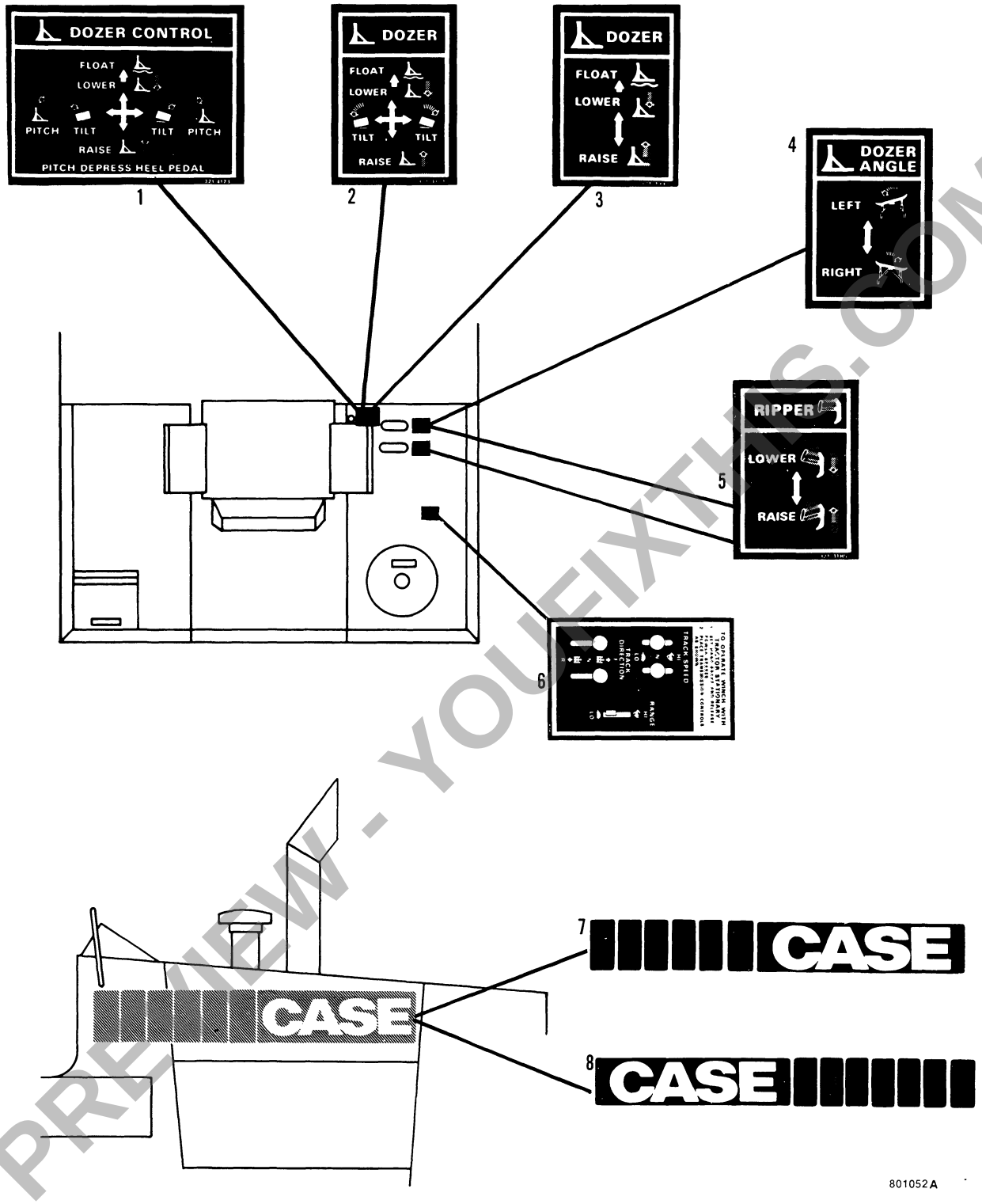


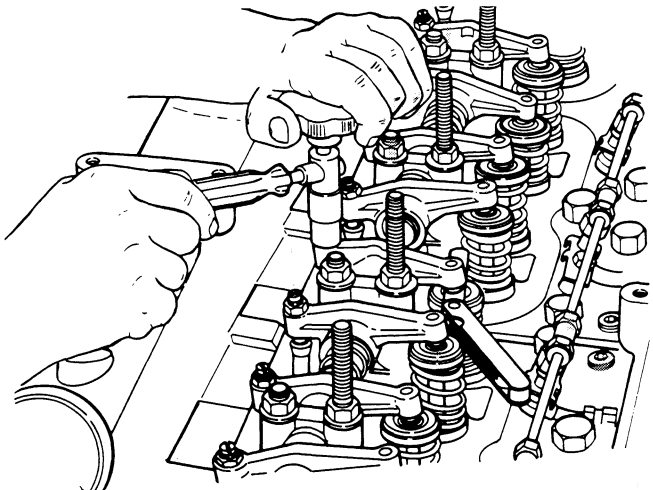
1. *321-4173*
2. *321-4181*
3. *321-4397*
4. *321-4182*
5. *321-4185*
6. *321-6258*
7. *Right Side 321-5276 Black, R48429 Brown*
8. *Left Side 321-5277 Black, R48430 Brown*

Dozer Decals

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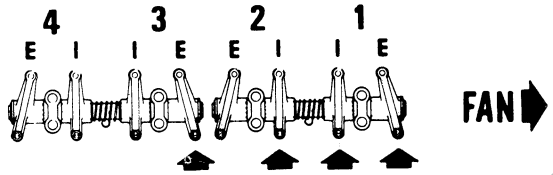
STEP 33



CHECK AND ADJUST THE INTAKE AND EXHAUST VALVES AS POINTED OUT BY THE ARROWS BELOW.

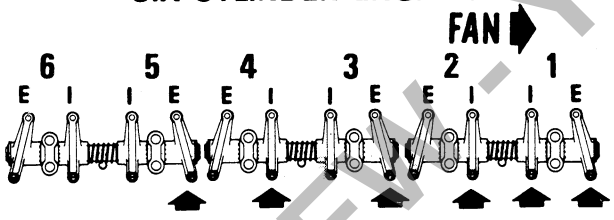
TAPPET CLEARANCE HOT - INTAKE VALVES .015"
EXHAUST VALVES .020"

FOUR CYLINDER ENGINES



NO. 1 TDC COMPRESSION STROKE

SIX CYLINDER ENGINES



NO. 1 TDC COMPRESSION STROKE

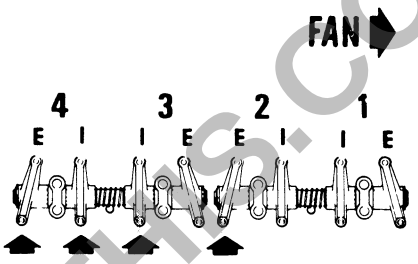
STEP 34

CRANK THE ENGINE ONE COMPLETE REVOLUTION AND ALIGN THE TIMING POINTER WITH THE TDC MARK ON CRANKSHAFT PULLEY.

CHECK AND ADJUST THE INTAKE AND EXHAUST VALVES AS POINTED OUT BY THE ARROWS BELOW.

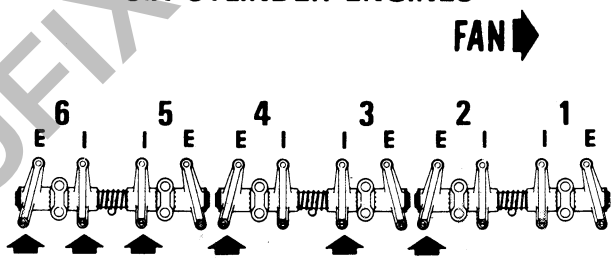
TAPPET CLEARANCE HOT - INTAKE VALVES .015"
EXHAUST VALVES .020"

FOUR CYLINDER ENGINES



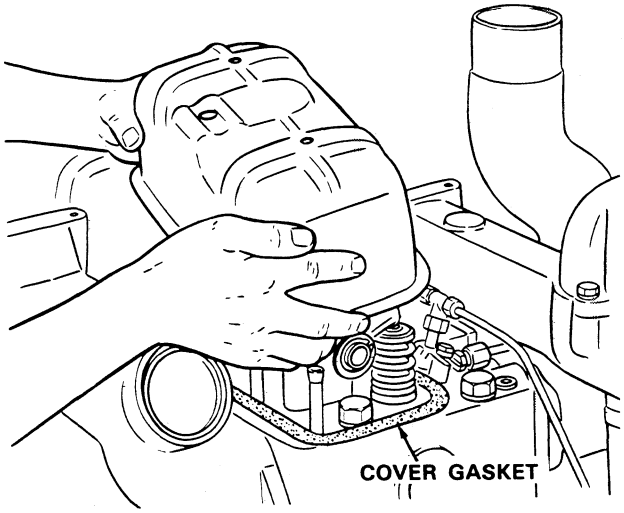
NO. 4 TDC COMPRESSION STROKE

SIX CYLINDER ENGINES



NO. 6 TDC COMPRESSION STROKE

STEP 35



AFTER TAPPET ADJUSTMENT, INSTALL VALVE COVERS AND GASKETS.

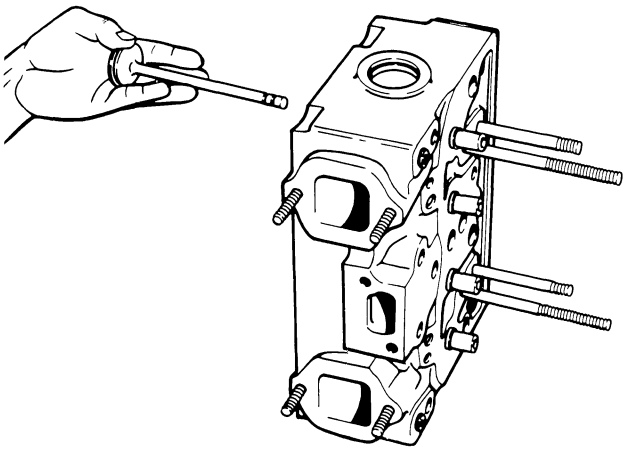
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Cylinder Head Assembly and Installation

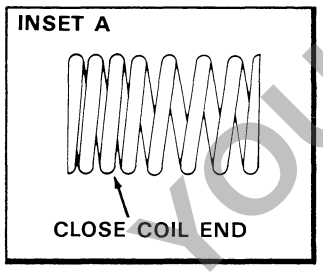
STEP 37

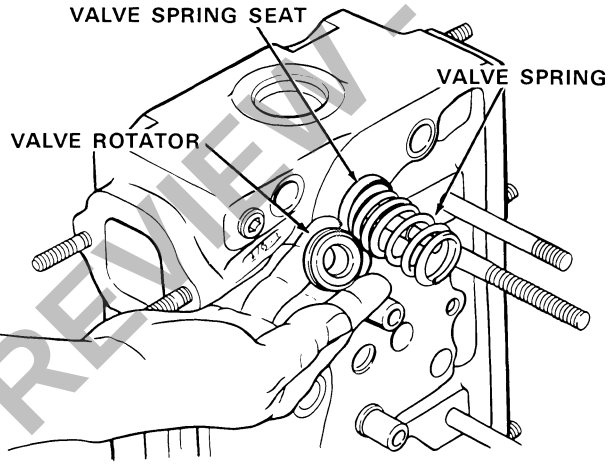
INSTALL VALVES INTO CYLINDER HEAD



NOTE: LUBRICATE VALVES WITH CLEAN ENGINE OIL BEFORE INSTALLING INTO CYLINDER HEAD

STEP 38



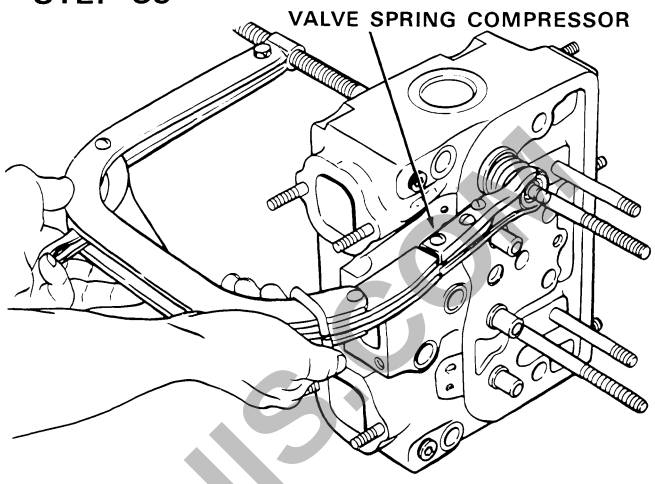


INSTALL SPRING WITH CLOSE COIL END TOWARDS CYLINDER HEAD, SEE INSET A

IMPORTANT: ASSEMBLE THE VALVE ROTATORS WITH THERE ORIGINAL VALVES BECAUSE THEY TEND TO WEAR IN AS A MATCHED SET ALWAYS INSTALL NEW ROTATORS AND VALVE KEEPERS WHEN NEW VALVES ARE INSTALLED

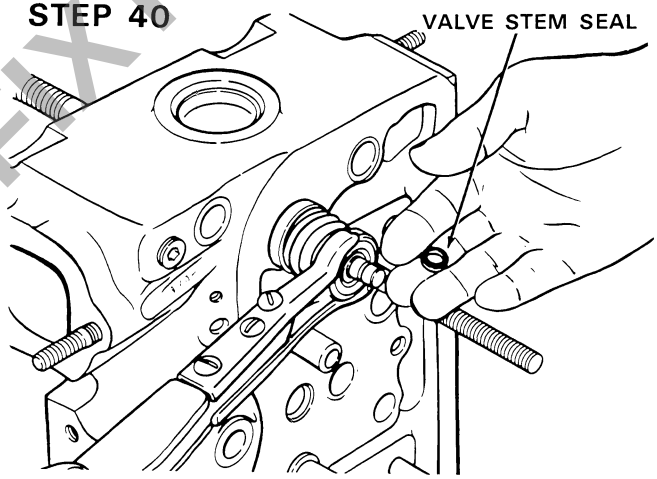
REFER TO SECTION 1020 SERIES FOR SPRING SPECIFICATIONS.

STEP 39



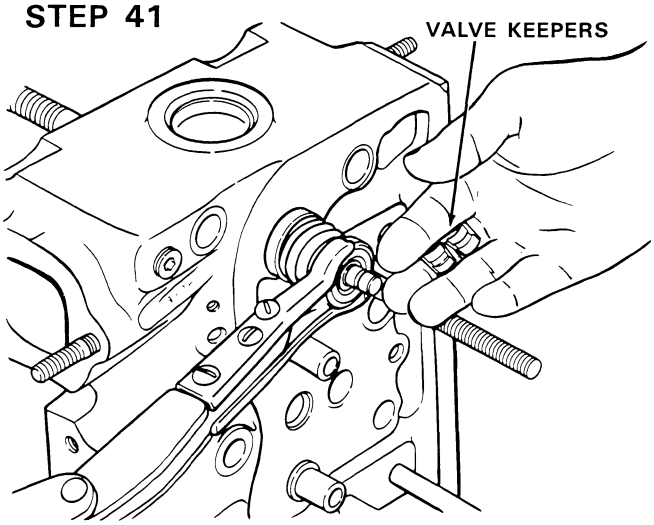
COMPRESS VALVE SPRINGS WITH A SPRING COMPRESSOR

STEP 40



INSTALL SEAL IN LOWER VALVE STEM GROOVE

STEP 41

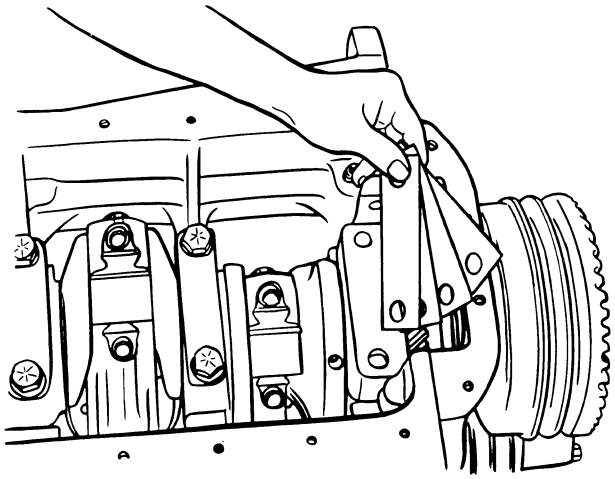


INSTALL VALVE KEEPERS ON THE OUTER VALVE STEM GROOVE

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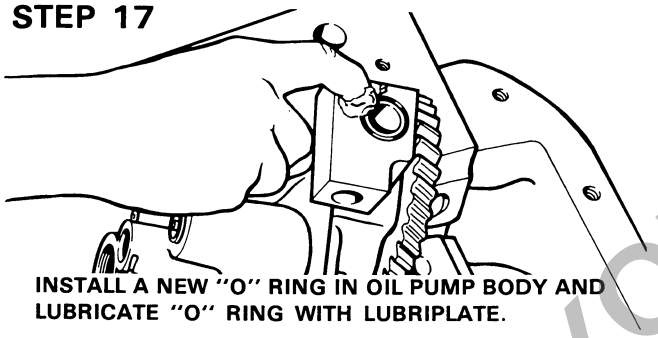
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STEP 16



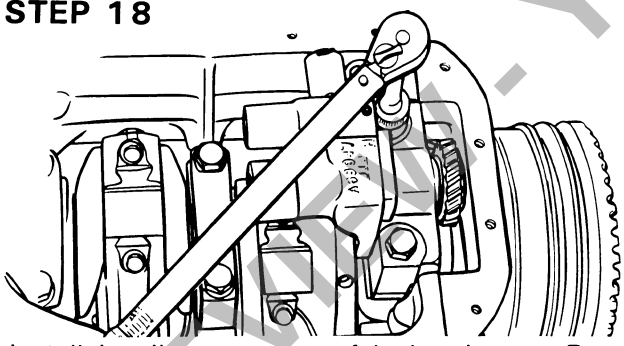
INSTALL THE IDENTICAL NUMBER OF SHIMS THAT WERE REMOVED. SEE STEP 48, PAGE 24.

STEP 17



INSTALL A NEW "O" RING IN OIL PUMP BODY AND LUBRICATE "O" RING WITH LUBRIPLATE.

STEP 18



Install the oil pump on top of the bearing cap. Put a piece of 0.003" (0.08 mm) shim stock between the o-ring and the engine block to prevent damage to the o-ring during installation.

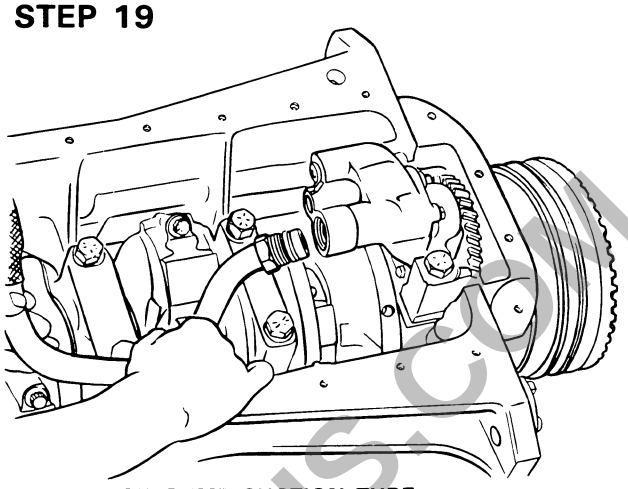
Tighten the mounting bolts to the following torques:

Without hardened washers - 145 to 155 ft. lbs. (197 to 210 Nm) (19.7 to 21.0 kgm).

With hardened washers - 195 to 215 ft. lbs. (264 to 292 Nm)(26.4 to 29.2 kgm).

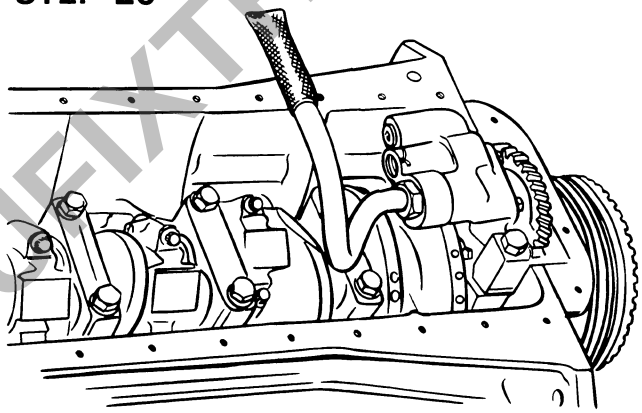
NOTE: *Add lubrication to threads and under bolt heads with 30W oil.*

STEP 19



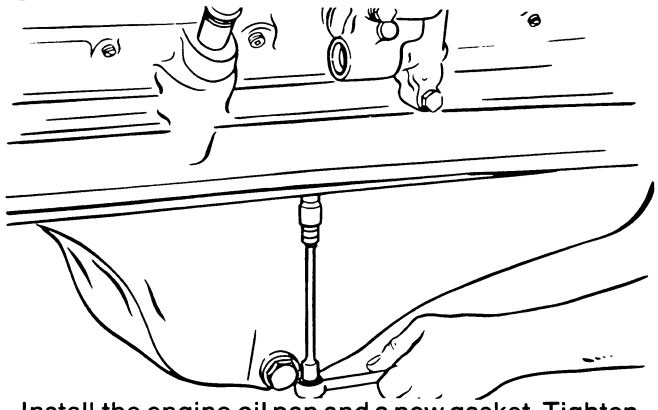
INSTALL OIL PUMP SUCTION TUBE.

STEP 20



TORQUE TUBE NUT 95 TO 105 FT. LBS.

STEP 21



Install the engine oil pan and a new gasket. Tighten the retaining bolts to the following torques: Stamped pan without reinforcement strip - 13 to 17 ft. lbs. (18 to 23 Nm)(1.8 to 2.3 kgm).

Stamped pan with reinforcement strip - 15 to 20 ft. lbs. (20 to 27 Nm)(2.0 to 2.7 kgm).

Cast iron pan - 24 to 28 ft. lbs. (33 to 38 Nm)(3.3 to 3.8 kgm).

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Precleaner for Extra Capacity Air Cleaner

Check for dust and dirt in the precleaner every 1000 hours. If there is a large amount of dirt and dust in the precleaner, remove and clean the precleaner.

1. Remove the cap from the precleaner.
2. Disconnect the hose from the precleaner.
3. Loosen the clamp that holds the precleaner.
4. Remove the precleaner.
5. Clean the precleaner.
   a. If the dust is dry, clean the precleaner with compressed air.
   b. If the dust is wet, clean the precleaner in a solution of warm water and Air Filter Element Cleaner, (A40910). Use clean water to remove the solution from the precleaner. Be sure the precleaner is dry before installation on the machine.
6. Check the valve in the tube on the side of the precleaner. If the valve is operating correctly, you can hear the valve open and close when you shake the precleaner. Install a new precleaner if the valve is damaged.
7. Check the aspirator hose for damage. Replace the aspirator hose if the aspirator hose is damaged.

RESTRICTION INDICATOR

Specifications

Manometer Test (inches of water) ..... 30 inches

Troubleshooting

1. If the restriction indicator does not work correctly, replace the restriction indicator. The restriction indicator cannot be adjusted or repaired.
2. Do steps 3 and 4. If these checks do not show the cause of the problem, check the safety filter. See Safety Filter in this section.
3. Check the tube between the safety filter and the restriction indicator for holes, cracks, or loose fittings.
4. If a manometer is available, check the restriction indicator using the manometer.
   a. Remove the restriction indicator from the machine.
   b. Connect the manometer hose to the restriction indicator.
   c. Actuate the manometer. Slowly increase the vacuum until the red band of the restriction indicator comes into view.
   d. If the vacuum indication is not correct, the restriction indicator must be replaced.

SAFETY FILTER

A safety filter fitting is welded to the outlet of the air cleaner body. The restriction indicator tube is connected to the fitting. The safety filter prevents air entering the engine if the restriction indicator tube or restriction indicator is damaged.

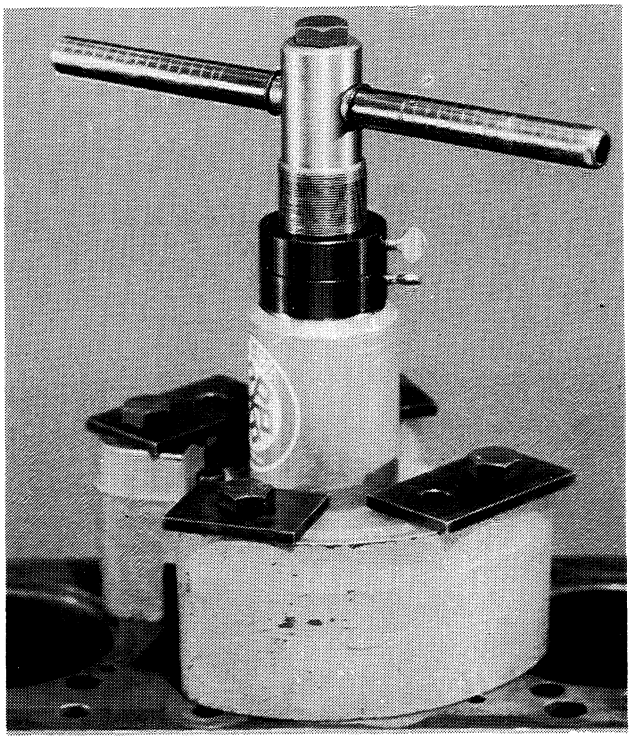
Safety filter failure will occur if a leak occurs in the restriction indicator tube or the restriction indicator. The restriction indicator will not work when the safety filter is very dirty.

Checking the Safety Filter

1. Remove the air cleaner cap or precleaner from the intake pipe.
2. Pull the fuel shutoff control out until the fuel shutoff control stops moving.
3. Close the intake pipe with a block of wood.
4. Turn the master disconnect switch to the ON position.
5. Push the start button in and hold the start button for 15 seconds.
6. If the safety filter is very dirty, the red band will not show in the restriction indicator.
7. Remove the air cleaner body from the machine and try to clean the safety filter with compressed air. If the safety filter cannot be cleaned, the air cleaner body must be replaced.

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Remember the following when using the upper counterbore tool:

1. Do not cut more than 0.001" (0.0254 mm) at a time from the counterbore surface. Cutting more than 0.001" (0.0254 mm) at a time will leave a rough surface.

2. The angle on the cutter has been made by special grinding. Do not turn the cutter counterclockwise in the bore. Turning the cutter counterclockwise will damage the cutter.

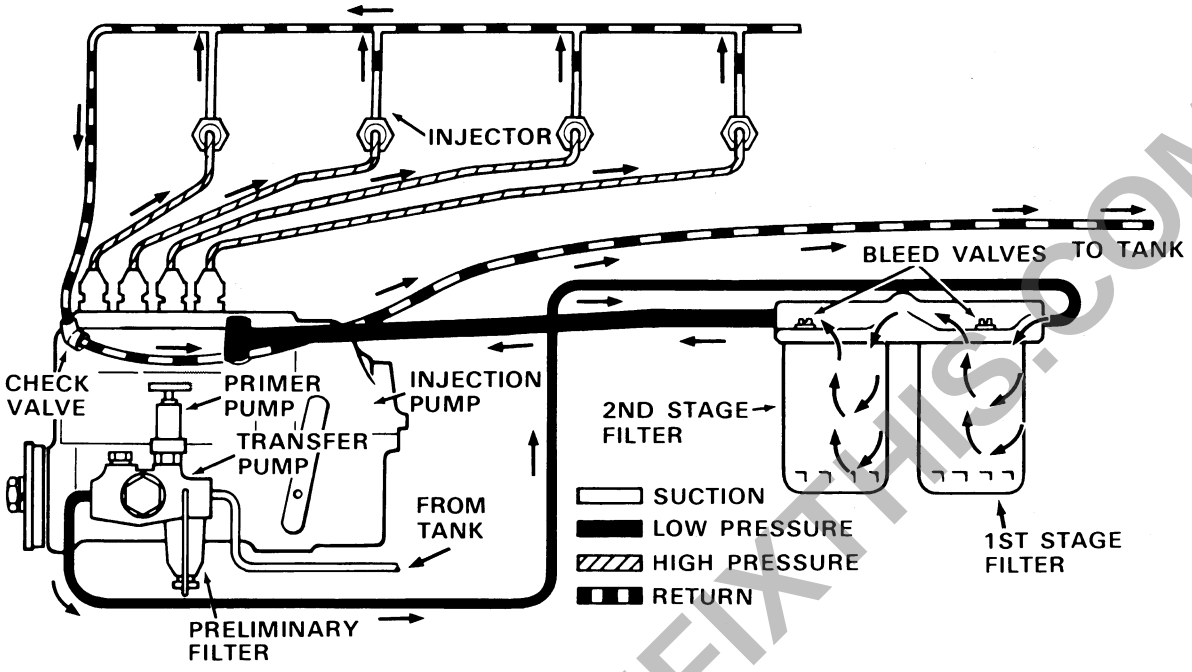
3. Do not grind the cutter. A cutter that does not have too much damage can be returned to:

   PORTA - TOOL INC.
   P.O. BOX 647
   812 BARSTOW AVE.
   CLOVIS, CALIFORNIA 93612

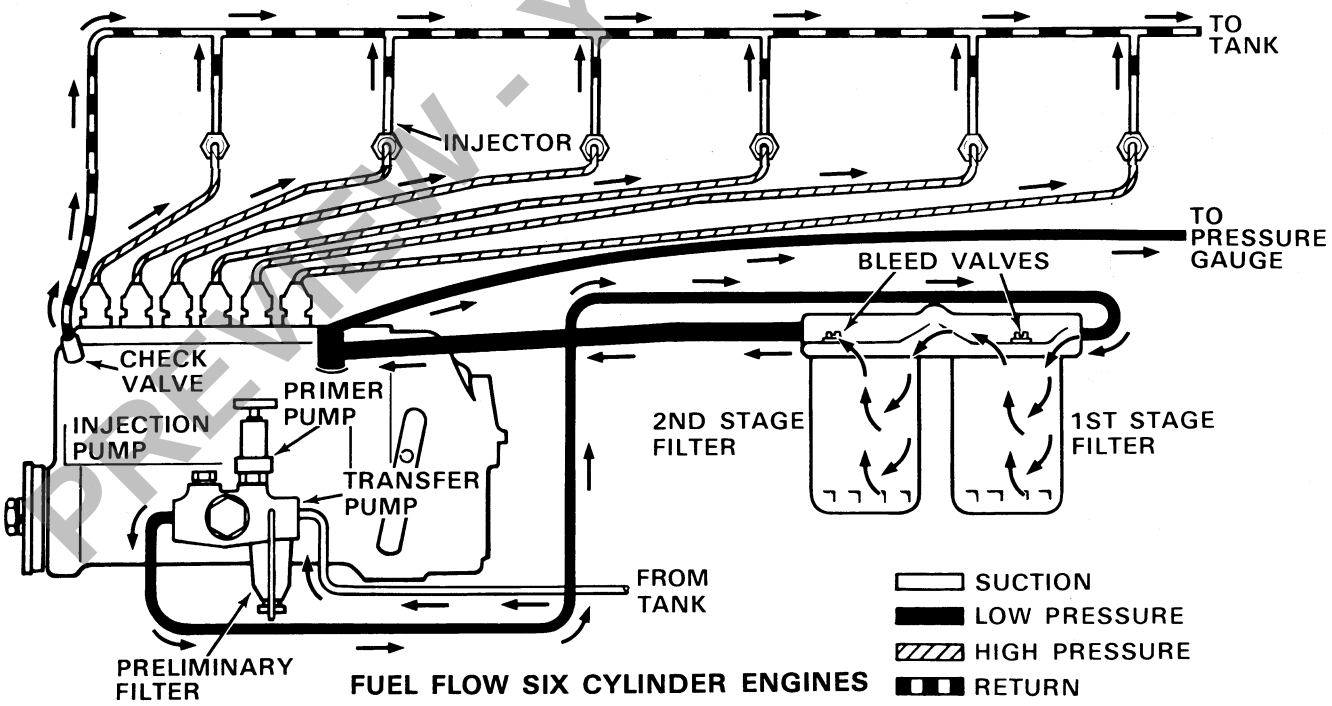
4. Measure the tilt of the counterbore surface after the tool has been used to cut the surface. The surface must not tilt down. A surface that tilts down can cause a cylinder sleeve flange to crack. Always start the measurement with the dial indicator tip at the outside diameter of the counterbore surface. Starting the measurement at the inside diameter of the surface will give a reading that is not correct.

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FUEL SYSTEM FLOW



FUEL FLOW FOUR CYLINDER ENGINES



FUEL FLOW SIX CYLINDER ENGINES

Figure 2

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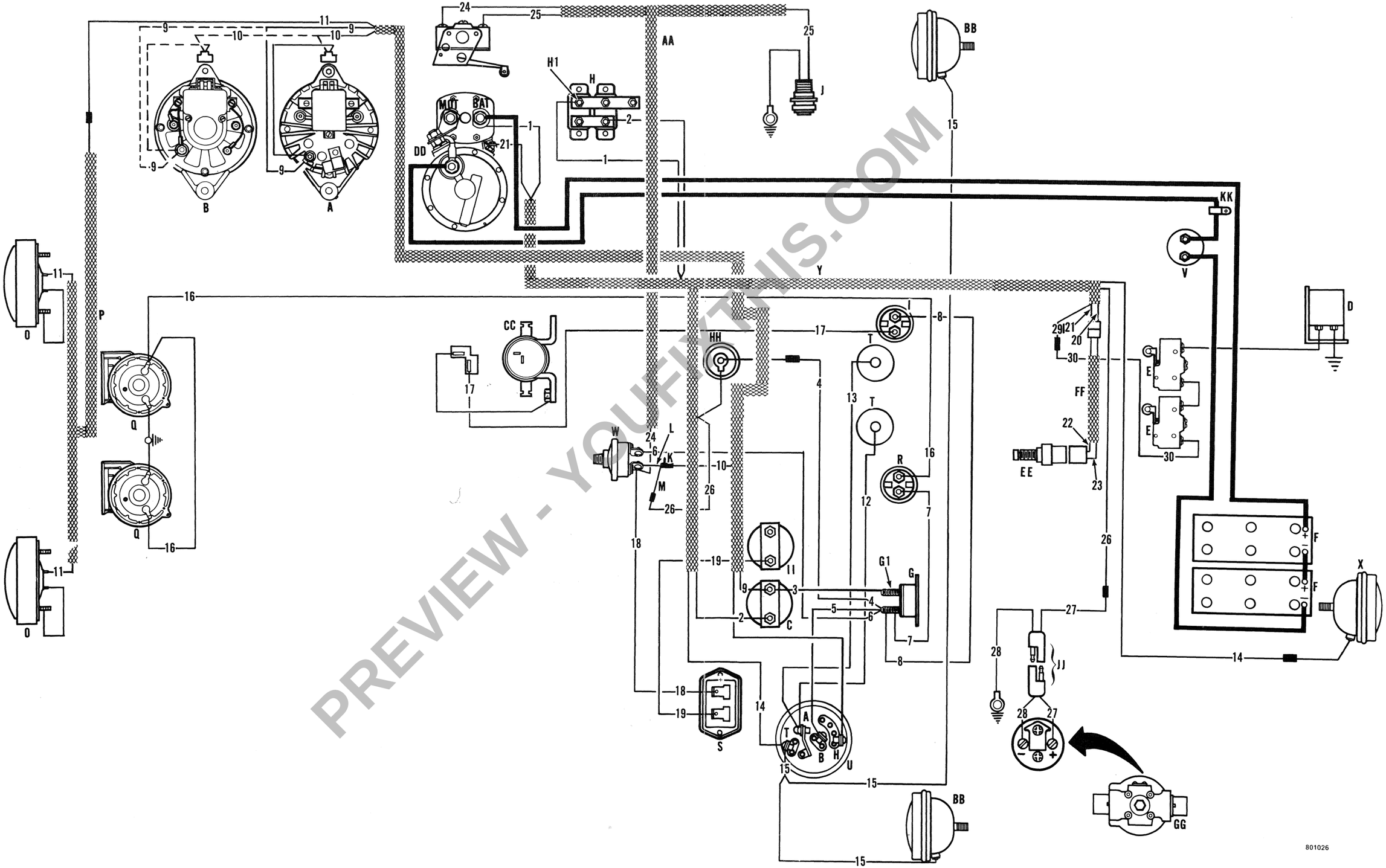


Figure 1 - Wiring Diagram

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BATTERY CHECK SHEET

TEST RESULT	UNDERSTANDING TEST RESULTS	CORRECTION
Visual Inspection		
1. Dirty battery top		Clean.
2. Breather holes closed		Clean.
3. Corrosion		Check for damage to battery case. Clean.
4. Low electrolyte level		Add water.
5. Crack in case		Install new battery.
6. Other defects		Install new battery.
Specific Gravity Check		
Cell No. 1 _____	1. If the difference between cells is more than .050, the battery is discharged or damaged.	1. Charge the battery. Do the specific gravity check again. If the difference between cells is still more than .050, install a new battery.
Cell No. 2 _____		
Cell No. 3 _____		
Cell No. 4 _____	2. If one or more cells are below 1.225, and all cells are even within .050, the battery is discharged.	2. Charge the battery and do the specific gravity check again. If the specific gravity rises to 1.225 or more, do the capacity (load) test. If the specific gravity stays below 1.225, intall a new battery.
Cell No. 5 _____		
Cell No. 6 _____	3. If all cells are at or near full charge (1.260) and even within .050, the specific gravity is good.	3. Do the capacity (load) test.
NOTE: *Test results are to be used only with J I Case original equipment and replacement batteries. Other types of batteries can give different test results.*		
Capacity (Load) Test		
Load must be half of the cold cranking capacity at 0° F (-17° C). See Specifications in this section.	If the voltage indication is equal to or above the minimum voltage specification, the battery is good.	Charge the battery.
	If the voltage indication is less than the minimum voltage specification, the battery has internal damage.	Discard the battery.

811448

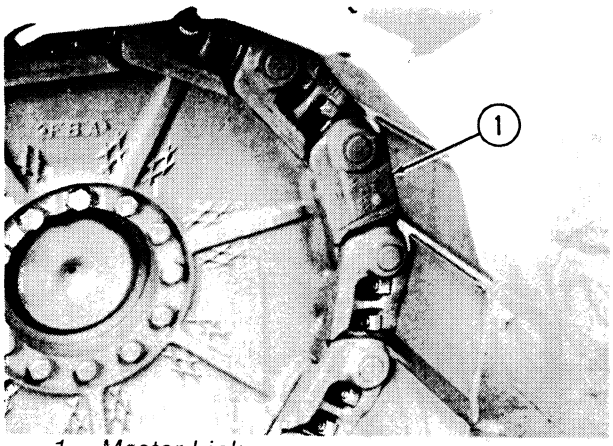
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REMOVING THE TRACK

NOTE: *The photographs in this procedure are typical of crawlers.*

1. Park the machine on a level surface and stop the machine so that the master link is centered on the rear of the sprocket.



1. Master Link

614432

2. Loosen and remove the plug from the track adjuster.



208509

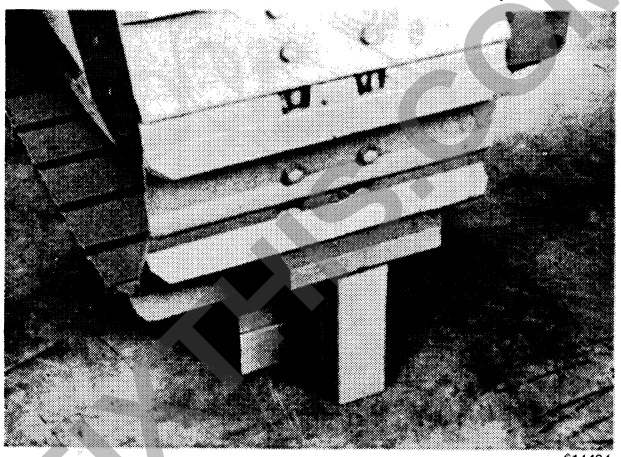
3. Loosen the valve in the track adjuster so that the track can be loosened.



208510

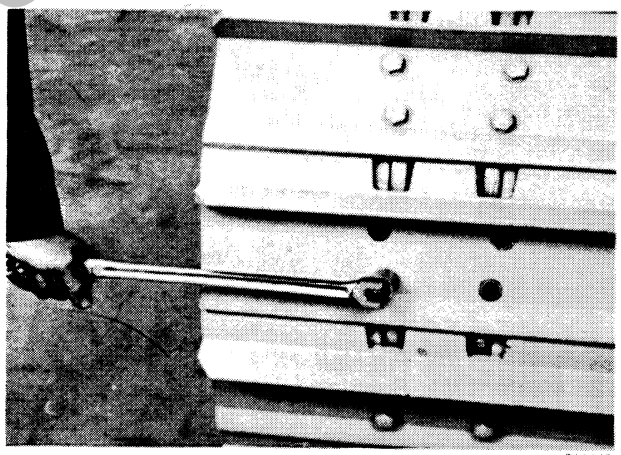
4. Use the weight of your body on the track between the idler and carrier roller, or use a jack or hoist in the same area to loosen the track.

5. Put blocks under the track at the rear of the machine to hold the bottom part of the track and prevent injury when the master link is separated.



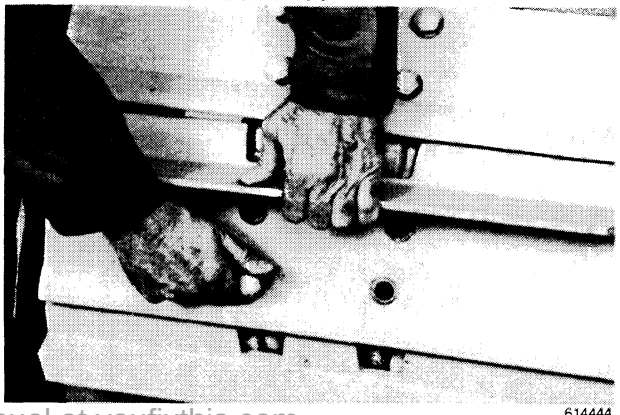
614434

6. Loosen all bolts that hold the track shoe and remove three bolts.



614440

7. Hold the track shoe and remove the last bolt and remove the track shoe.



614444

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TESTING THE TRANSMISSION WITH A FLOWMETER MACHINES WITHOUT REAR DOOR

General Information

The flowmeter will be used to check all of the hydraulic circuits for the transmission in one test. The result for each hydraulic circuit will indicate if the circuit is good or bad.

The flowmeter measures the volume, pressure, and temperature of the oil as the oil flows through the flowmeter. A check sheet for U.S. measure and Metric measures is at the end of this section. Make a copy of the check sheet and write the results on the check sheet according to the instructions for the test.

Checks to Do Before Testing the Transmission

1. Park the machine on a level surface.
2. Engage the parking brake.

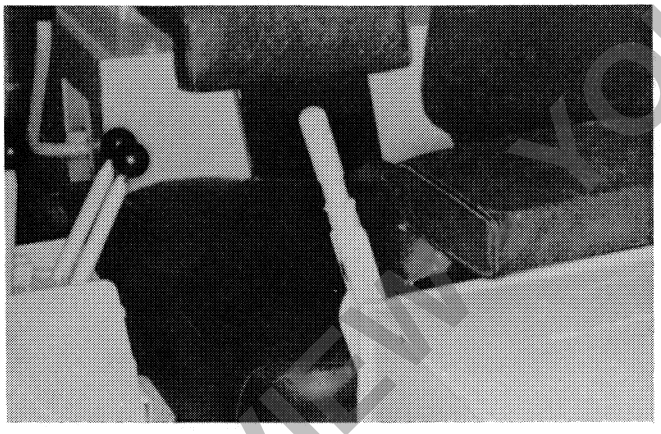
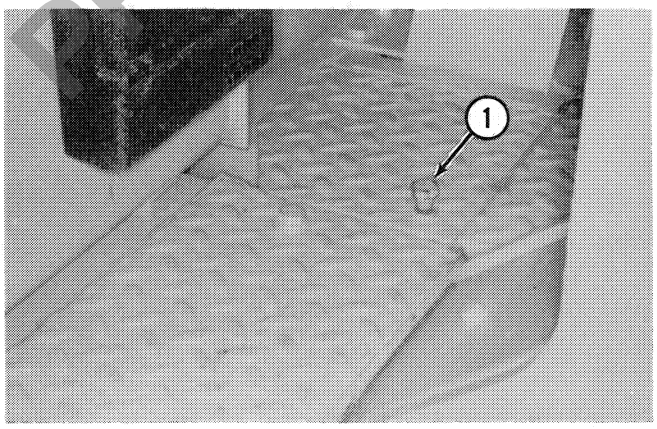


Figure 7

3. Loosen and remove the cap screw that holds the right rear floor plate in place.



1. Capscrew

Figure 8

4. Raise the right rear floor plate and check the oil level. Add oil as necessary.

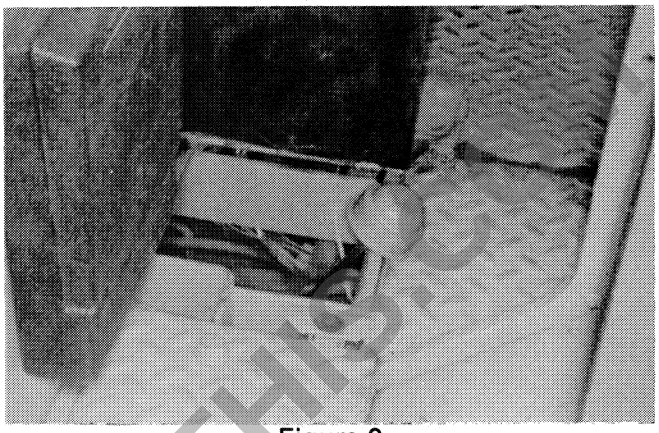
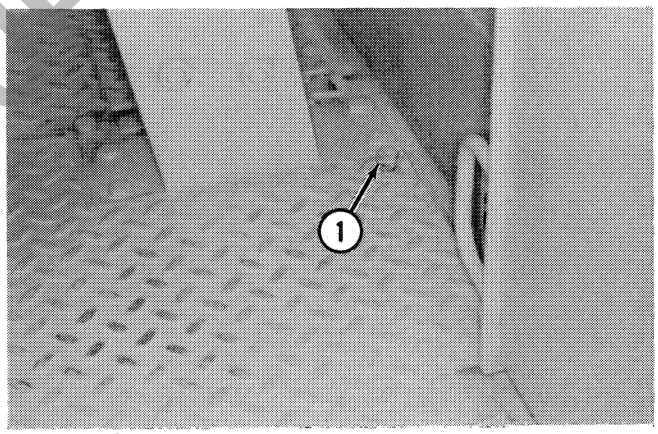


Figure 9

5. Remove the cap screws that fasten the left floor plate to the frame.



1. Capscrew

Figure 10

6. Remove the left floor plate.

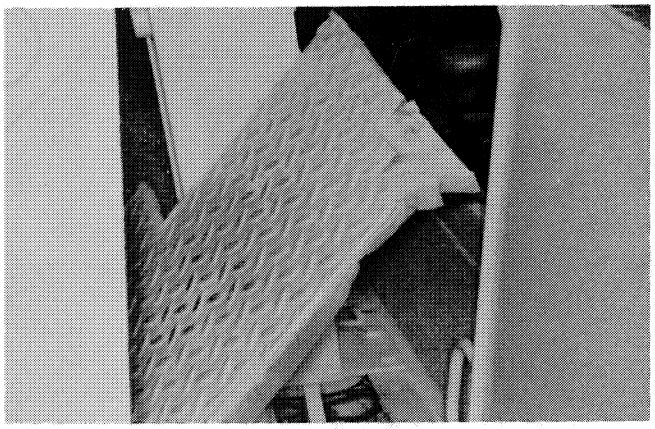
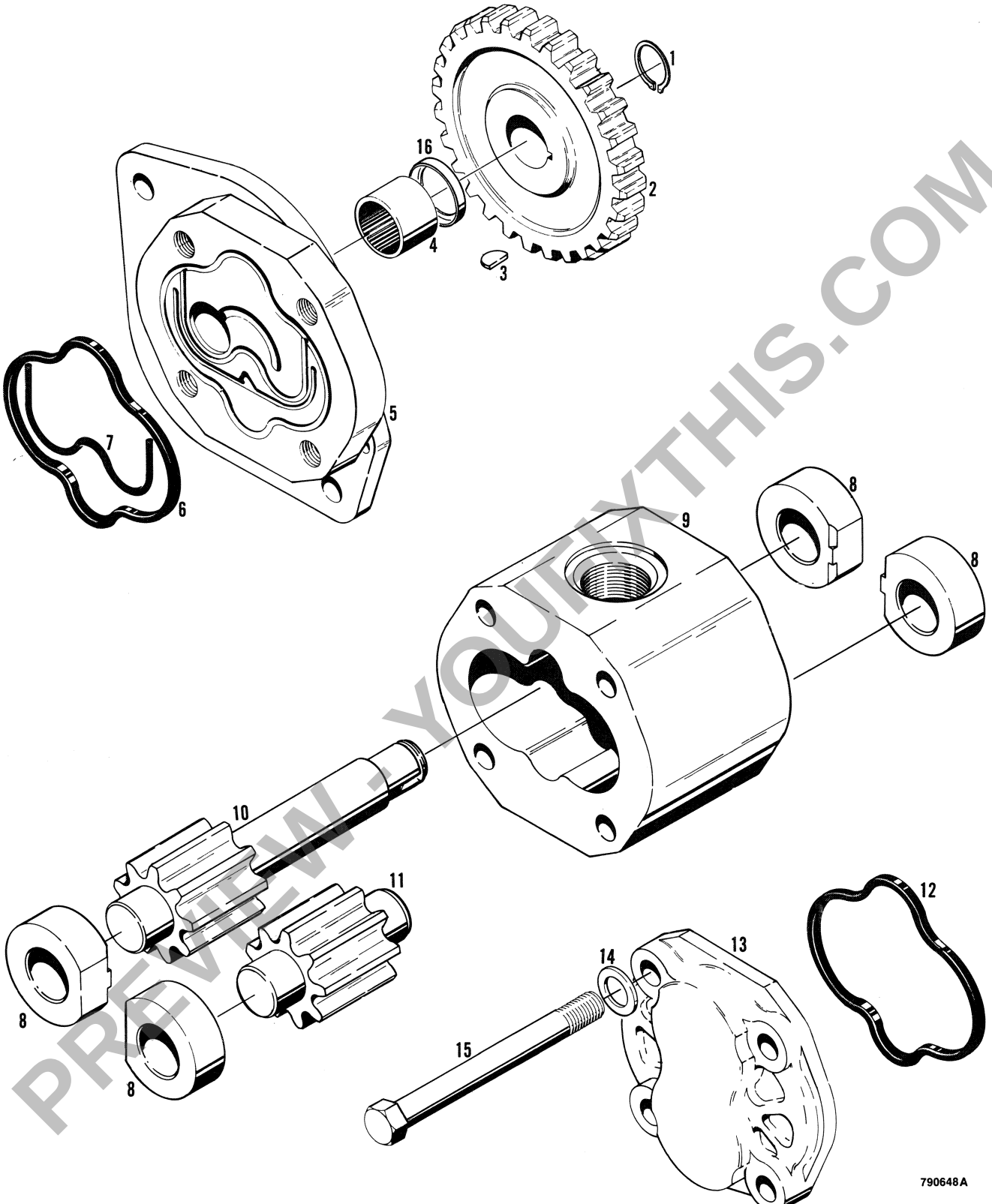


Figure 11

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1. SNAP RING
2. GEAR
3. WOODRUFF KEY
4. NEEDLE BEARING
5. DRIVE END COVER
6. OUTER SEAL
7. INNER SEAL
8. BEARING
9. GEAR HOUSING
10. DRIVE GEAR
11. DRIVEN GEAR
12. SEAL
13. END COVER
14. FLAT WASHER
15. CAP SCREW
16. SEAL

Figure 45

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REMOVAL

1. If the machine has a winch, see Section 9300 for instructions to remove the winch.

2. If the machine has a ripper, see Section 9031 for instructions to remove the ripper.

3. If the machine has a rear counterweight, remove the counterweight. The weight of the counterweight is 3000 pounds (1361 kg). Be sure that acceptable lifting equipment is available before you remove the cap screws that hold the counterweight in place.

4. If the machine has a drawbar, remove the drawbar. the weight of the drawbar is approximately 210 pounds (95 kg). Use a jack to hold the drawbar in place as the cap screws are being removed.

5. If the machine is a dozer, remove the guard at the rear of the transmission.

6. The transmission is removed with the transmission control valve in place. Put blocks under the track to raise the machine for the required clearance to remove the transmission. A chain hoist that has a rating of 5 tons (4.5 Mg) can be used to raise the rear of the machine for the required clearance. Do not put blocks below the sprockets.

7. If the machine has a guard that covers the bottom of the transmission, remove this guard and the guard in front of the transmission.

   a. The weight of the guard under the transmission is in the range of 156 - 169 pounds (71 - 77 kg).

   b. The weight of the guard in front of the transmission is in the range of 78 - 107 pounds (35 - 49 kg).

   c. Put an acceptable jack in contact with the guard before the cap screws are removed.

8. If the machine does not have the guard that covers the bottom of the transmission, remove the two guards in front of the transmission.

   a. The weight of the guard just in front of the transmission is approximately 45 pounds (20 kg). The weight of the other guard is in the range of 78 - 107 pounds (35 - 49 kg).

   b. Put an acceptable jack in contact with the guard before the cap screws are removed.

9. See Section 5506 and do steps 3 through 7 under Track Removal to separate each track.

10. If the machine is a loader, see Section 5509 and remove both sprockets.

11. Drain the oil from the transmission.

    a. Approximately 12 U.S. gallons (45 litres) of oil will be drained from the transmission.

    b. The drain plug is on the bottom right rear of the housing for the transmission.

    c. Remove the drain plug. Drain the oil into a container.

12. Loosen and remove the cap screws that fasten the seat mounting plate to the frame.

13. Remove the seat mounting plate and seat as an assembly.

14. Disconnect the hose connected to the right side of the transmission control valve. Install a plug in the hose and a cap on the fitting. Put an identification tag on all hoses disconnected in steps 14 and 15.

15. Disconnect the hoses from the front of the transmission and the manifold at the top front of the transmission. Close all openings with a cap or plug as required.

16. Remove the cap screws and clamps that fasten the suction tube to the suction filter.

17. Remove the suction tube from the transmission.

18. Disconnect the control linkage from the spools in the transmission control valve.

19. Remove the nuts, lock washers, and bolts that hold the drive shaft guards together.

20. Loosen and remove the nuts that fasten the drive shaft guards to the brake housings.

21. Remove the drive shaft guards.

22. Loosen and remove the cap screws that fasten the universal joints to the yoke on the transmission and the torque converter.

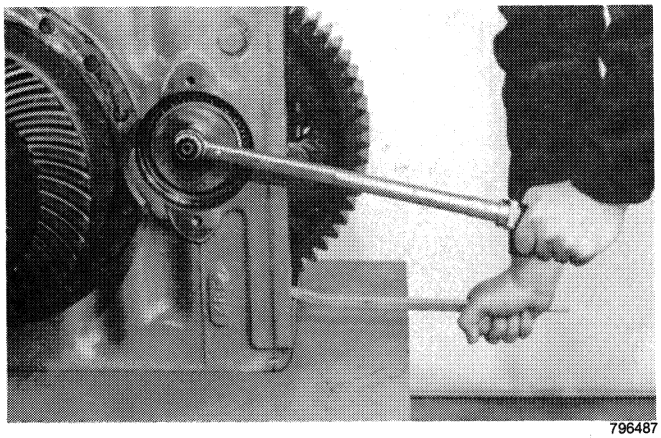
23. Remove the drive shaft.

24. Disconnect the brake cable from each brake lever.

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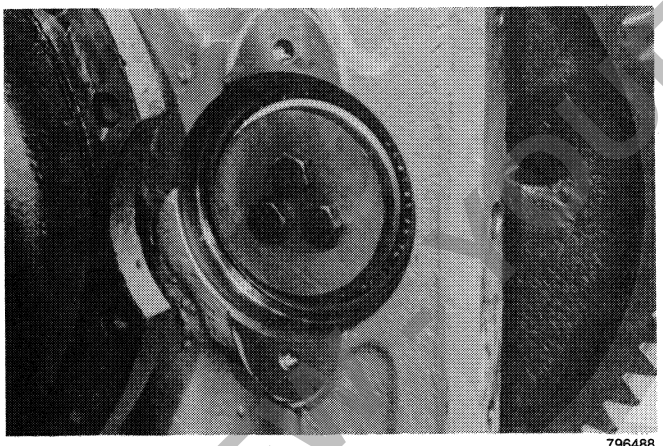
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69. Use a prybar or a block between the bull gear and the housing to keep the sprocket shaft from turning. Tighten the cap screws to 135 to 165 pound-feet (183 to 224 N m, 17 to 22 kg/m).



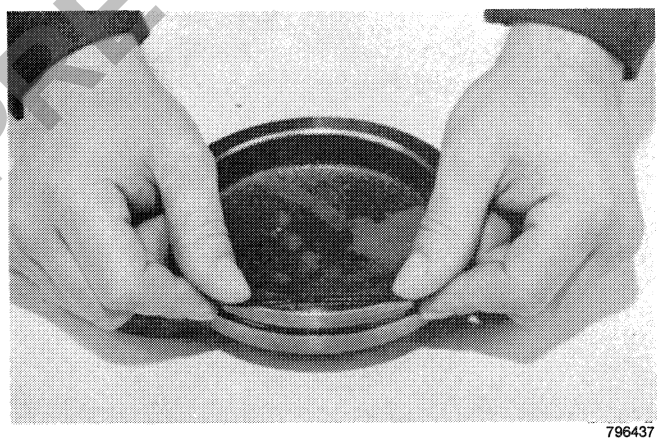
796487

70. If used, install the lock wire through the holes in the cap screws.



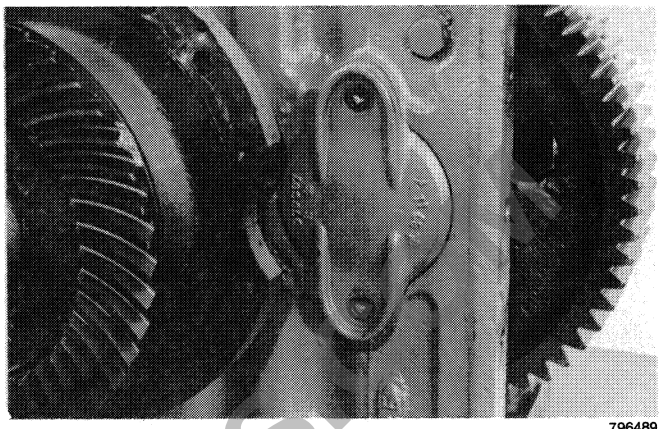
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71. Lubricate a new O-ring with clean oil and install the O-ring on the cover for the sprocket shaft.



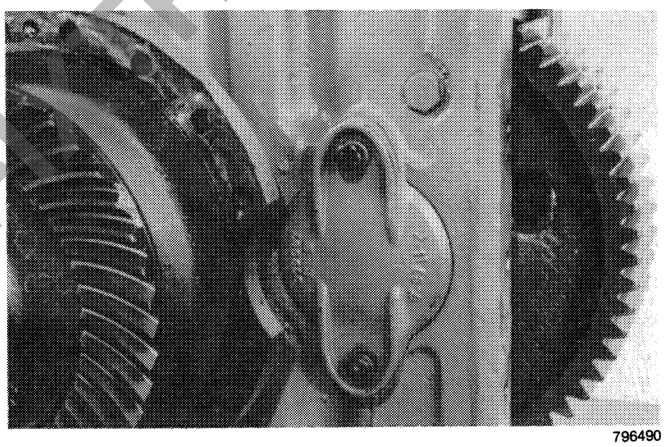
796437

72. Install the cover.



796489

73. Install the cap screws and lock washers.



796490

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PARKING BRAKE

The parking brake MUST prevent the machine from moving while the range control lever is in the Low position, the track speed control levers are in the Hi position and the direction control levers are in the F position with the engine running at full throttle.

If the machine moves, the parking brake must be adjusted.

Minor Adjustment

1. Disengage the parking brake.
2. Turn the knob on the parking brake lever as required to shorten the cable.
3. Check the adjustment of the parking brake again.
4. When you cannot adjust the parking brake with the knob on the parking brake lever, do the Major Adjustment.

Major Adjustment

1. Disengage the parking brake.
2. Turn the knob on the lever to the right until the knob stops turning. Then turn the knob to the left two complete turns.
3. Remove the left floor plate.
4. Turn the cap screw into the clevis at the pulley for the bottom cable to tighten the bottom cable. Do not cause the plates at the front of each brake assembly to move.
5. Do the Minor Adjustment and check the adjustment of the parking brake.
6. If the parking brake will not prevent the machine from moving, do the steps that follow.
7. Remove the guard that is below the brake assemblies.
   a. The weight of this guard is in the range of 78 - 107 pounds (35 - 48 kg).
   b. Put an acceptable jack into contact with the guard before removing the cap screws.
8. Turn the cap screw out of the clevis at the pulley for the bottom cable.
9. Disconnect the bottom cable from the plates on the brake assemblies. Turn each clevis onto the bottom cable evenly to shorten the bottom cable. You must be able to connect each clevis to the plate on the front of the brake assemblies without moving the plates or the manual brake pedal.
10. Do the Minor Adjustment and check the adjustment of the parking brake.
11. If necessary, adjust the cable at the brake pedal, and the clevis at the pulley.
12. Install the guard.
    a. The weight of the guard is in the range of 78 - 107 pounds (35 - 48 kg).
    b. Use the jack to hold the guard in place while the cap screws are being installed.

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8. Slide the plate between the fitting on the inlet hose and the inlet port.

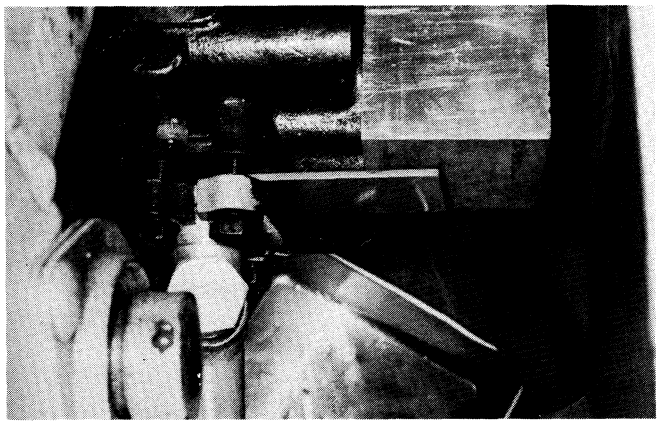


Figure 13

9. Tighten the cap screws that hold the clamps in place to 20 - 25 pound-feet (26 - 33 N m).

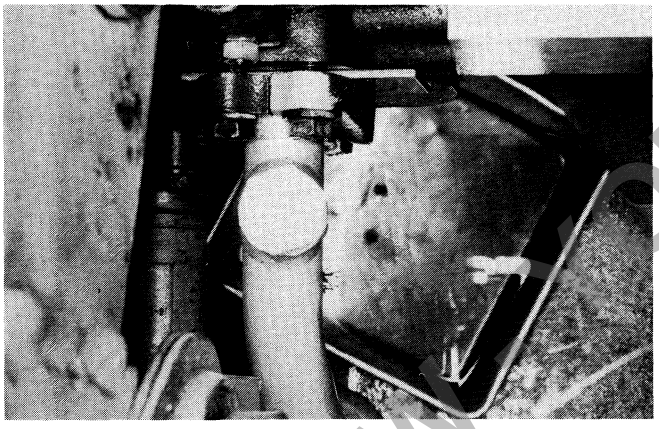
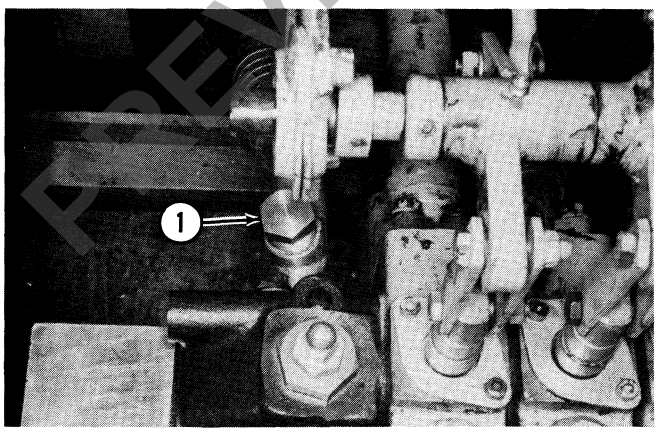


Figure 14

10. Remove the plug from the port in the inlet hose.



1. Plug

Figure 15

11. Get adapter (A-16, 0764) from the flowmeter fitting kit.

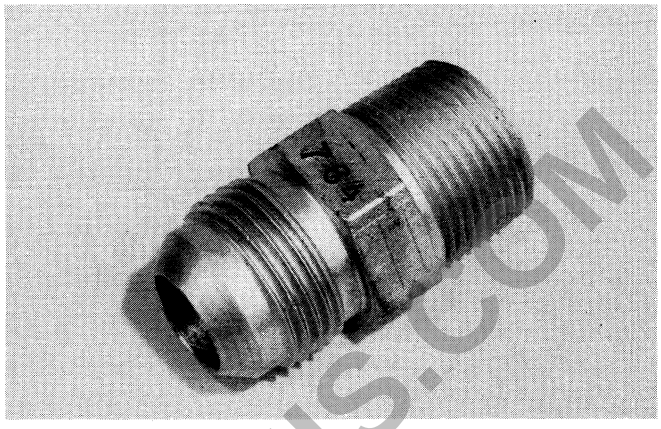


Figure 16

12. Install the adapter in the port in the inlet hose.

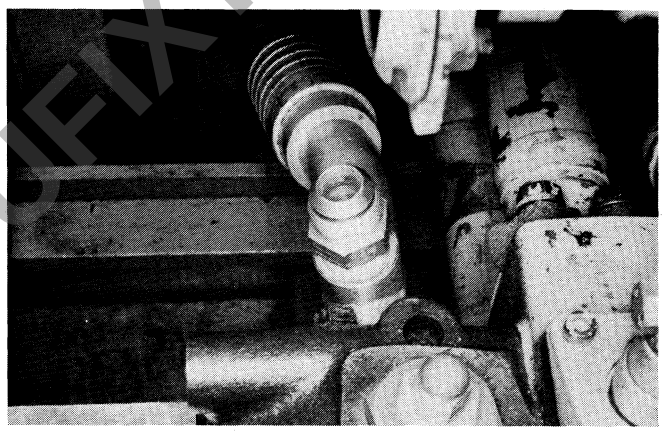


Figure 17

13. Connect the inlet hose of the flowmeter to the adapter.

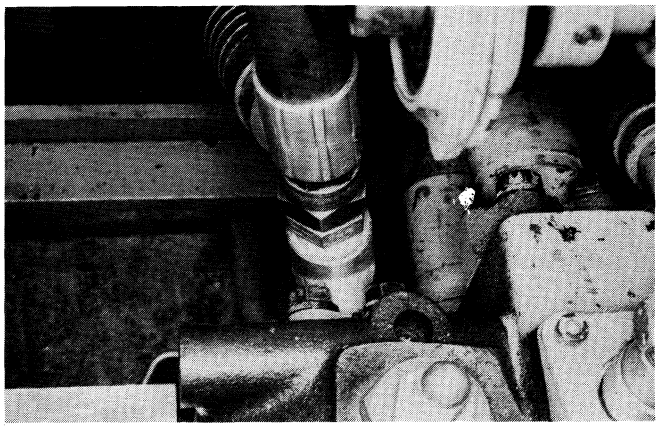
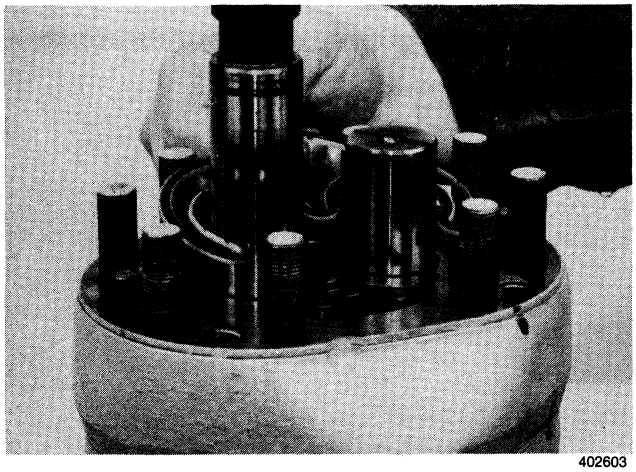


Figure 18

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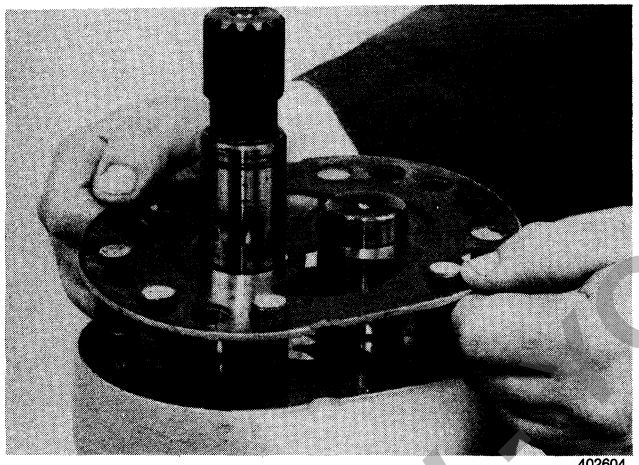
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7. Remove the seal retainer and the seal.



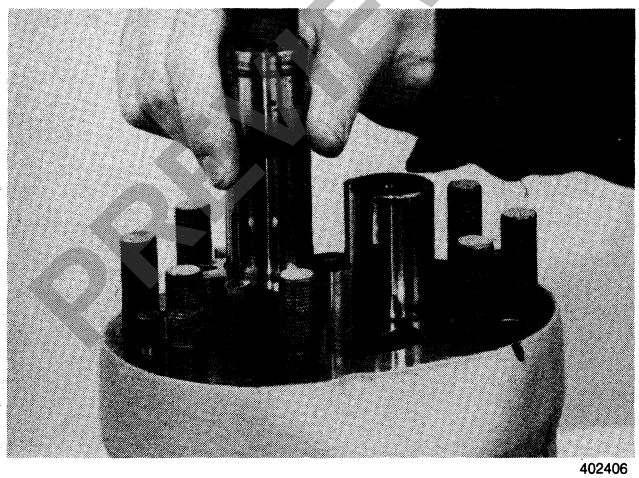
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8. Remove the wear plate.



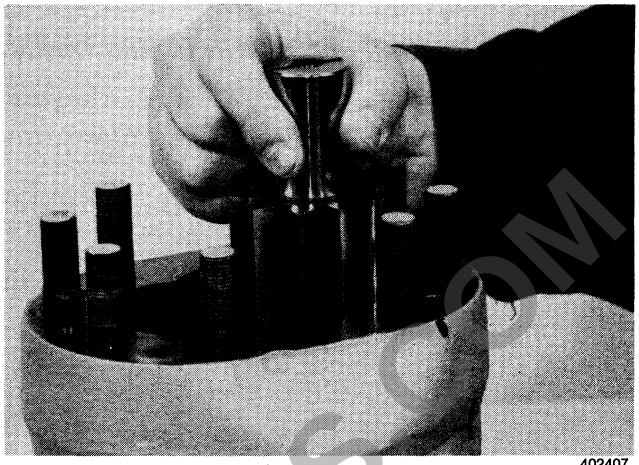
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9. Remove the drive gear.



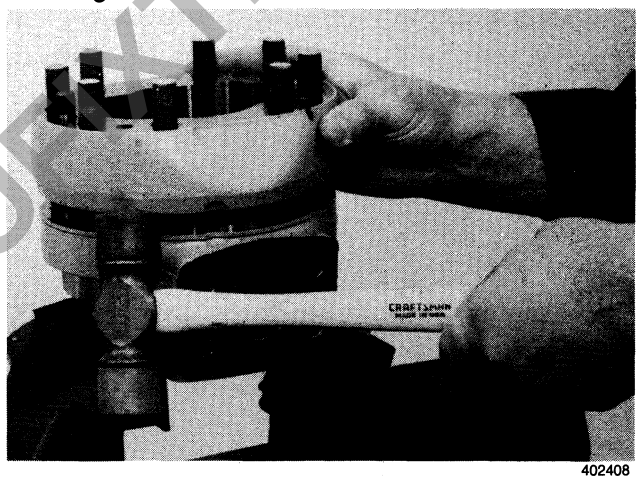
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10. Remove the driven gear.



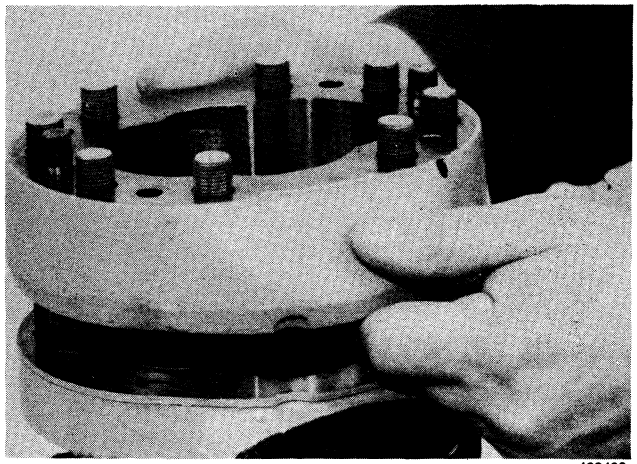
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11. Hit the gear housing to loosen the gear housing.



402408

12. Remove the gear housing.



402409

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8. Install the washer.

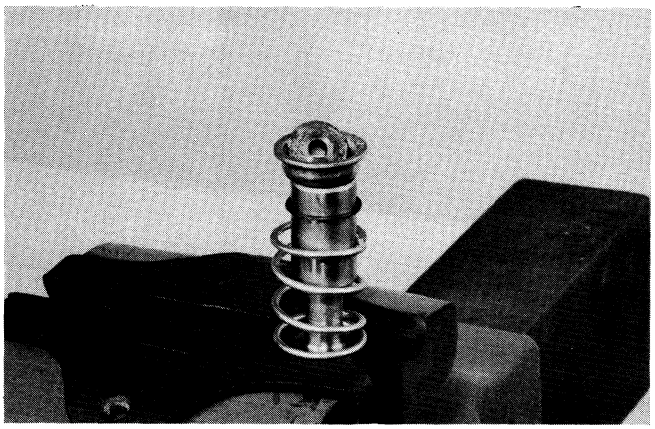


Figure 21

9. Install the lock washer and Allen head screw. Tighten the Allen head screw to 6 - 12 pound-feet (8 - 16 N m).

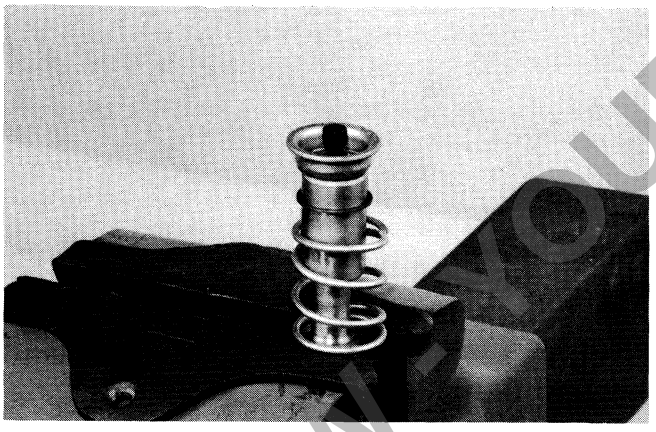


Figure 22

10. Remove the spool from the vise. Put the body in the vise. Install the quad ring in the groove in the body.

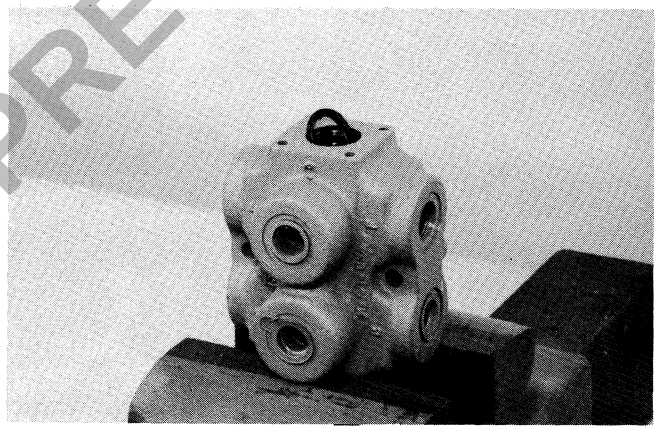


Figure 23

11. Install the dust seal in the body with the lip of the dust seal toward the outside.



Figure 24

12. Put the body in the vise so that the other quad ring can be installed. Install the quad ring in the groove in the body.

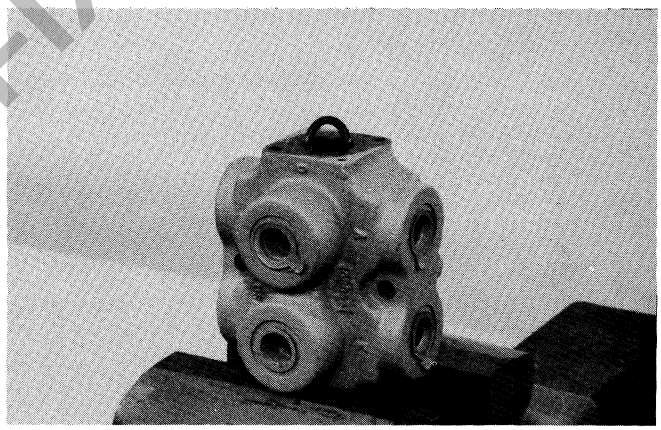


Figure 25

13. Put clean oil on the spool, the quad rings, and dust seal. Install the spool in the body.

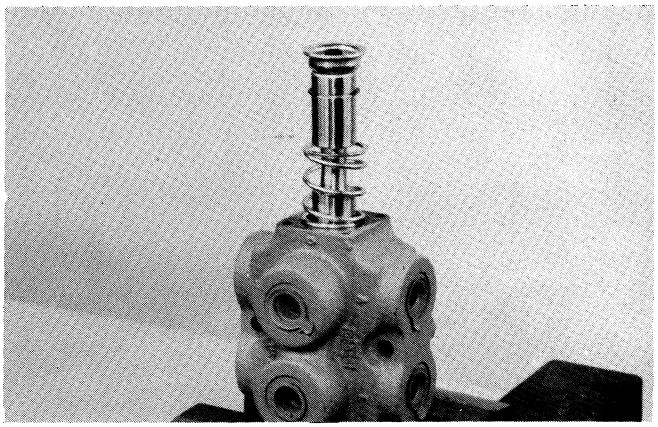


Figure 26

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Indications of a Problem in
Expansion Valve Operation (Continued)

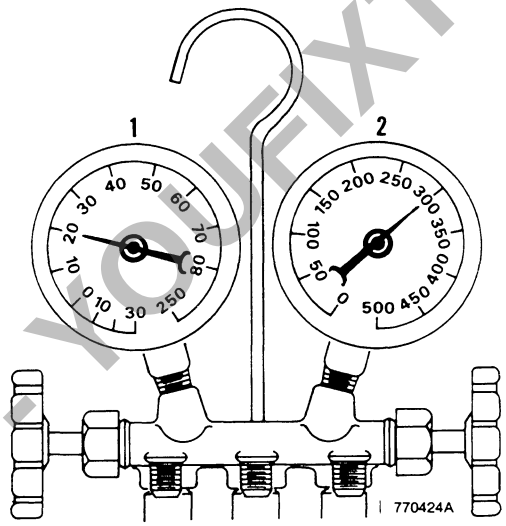
d. Continue performance test for possible other problems.

e. Fasten temperature sensing bulb to evaporator outlet and tighten securely.

f. Fill the area between temperature sensing bulb and evaporator outlet with lithium base grease to make a better conductor.

g. Install the insulation putty in the original position.

Problem - Noise in System



1. LOW PRESSURE GAUGE READING NORMAL, 7 TO 30 PSI (48 TO 207 kPa, 0.5 to 2.1 kg/m²)
2. HIGH PRESSURE GAUGE READING ABOVE PRESSURE-TEMPERATURE CHART

Indications of Too Much
Refrigerant in System

a. Sight glass clear.

b. Discharge air from evaporator cool.

c. Compressor makes noise.

1. Remove refrigerant from the system until bubbles show in the sight glass and gauge readings are below normal.

2. Add new refrigerant until bubbles do not show and gauge readings are normal. See Section 9003.

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ANGLE TILT PITCH DOZER

Removing and Installing the Blade and C-Frame

1. Lower all hydraulically controlled attachments to the floor.
2. Stop the engine and apply the parking brake.
3. Move the equipment control levers in all directions to release any circuit pressure.
4. Put blocks under the C-frame near the trunnions.
5. The hoses for the tilt/pitch cylinders and the angle cylinders must be disconnected from the fittings at the front of the machine. Put identification tags on the hoses as the hoses are disconnected.
6. Close all openings with caps and plugs to keep dirt out of the hydraulic system.
7. Remove the snap rings from the pins that fasten the rod ends of the lift cylinders to the C-frame.
8. Remove the pins that fasten the rod ends of the lift cylinders to the C-frame.
9. Machines with early production C-frame. (See Figure 8)
   a. For each angle cylinder, remove the snap ring and pivot pin that holds the piston rod eye.
   b. Loosen and remove the cap screws that fasten each mounting bracket to the C-frame.
10. Machines with late production C-frame. (See Figure 8)
    a. Loosen and remove the cap screws and lock washers that fasten each mounting block to the C-frame.
    b. Raise the rear of the C-frame until the C-frame is free of the mounting block.
11. Start and run the engine at low idle. Slowly and carefully operate the machine in reverse until the machine is out of the C-frame.
12. Installing the blade and C-frame is the reverse of steps 1 through 11.

Removing and Installing the Blade

1. Lower all hydraulically controlled attachments to the floor.
2. Stop the engine and apply the parking brake.
3. Move the equipment control levers in all directions to release any circuit pressure.
4. Put blocks under the C-frame to hold the C-frame in position when the blade is removed.
5. The hoses for the tilt/pitch cylinders and the angle cylinders must be disconnected from the fittings at the front of the machine. Put identification tags on the hoses as the hoses are disconnected.
6. Close all openings with caps and plugs to keep dirt out of the hydraulic system.
7. The hoses must be disconnected from the tilt/-pitch cylinders.
8. Remove the guards from the tilt/pitch cylinders.
9. Disconnect the hose from the fitting and the tube at each tilt/pitch cylinder.
10. The hoses must be disconnected from the angle cylinders.
11. Remove the guards from the angle cylinders.
12. Disconnect the hoses from the tubes at each angle cylinder.
13. Close all openings with caps and plugs to keep dirt out of the hydraulic system.
14. Find the pins that fasten the tilt/pitch cylinders to the blade.
15. Remove the snap rings from the pins.
16. Remove the pins that fasten the tilt/pitch cylinders to the blade.
17. Move the tilt/pitch cylinders out of the way.
18. Find the pins that fasten the struts to the blade.
19. Remove the snap rings from the pins.
20. Remove the pins that fasten the struts to the blade.

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CONTROL VALVE

Removal

1. Remove all dirt from the cover, housing for the control valve and the area around the housing. Move the winch control lever through all positons several times to discharge the accumulator.

2. Loosen and remove the cap screws that fasten the cover for the control valve to the housing.

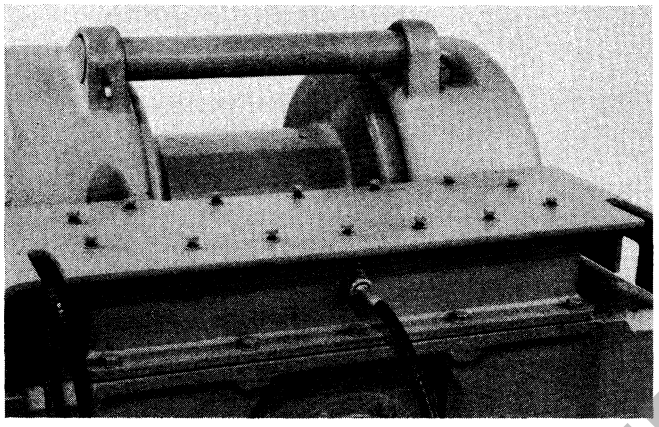


Figure 75

3. Remove the cover.



Figure 76

4. Remove the gasket from the housing or cover.

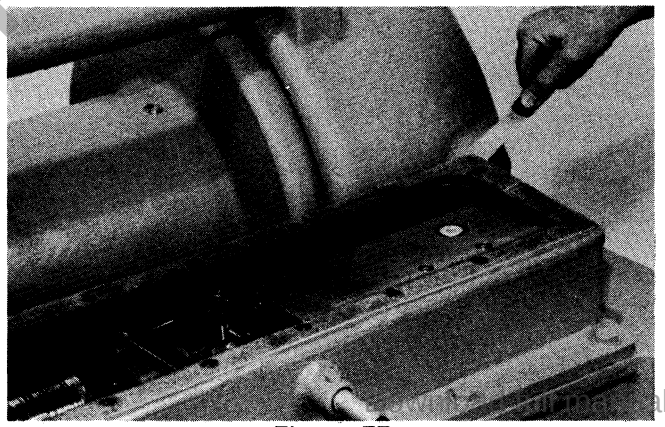
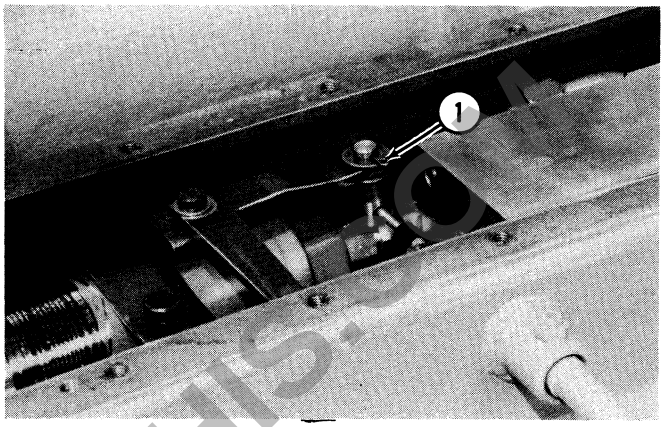


Figure 77

5. Remove the cotter pin that holds the cable pivot in place.



1. Cotter Pin

Figure 78

6. Remove the flat washer and Belleville springs.

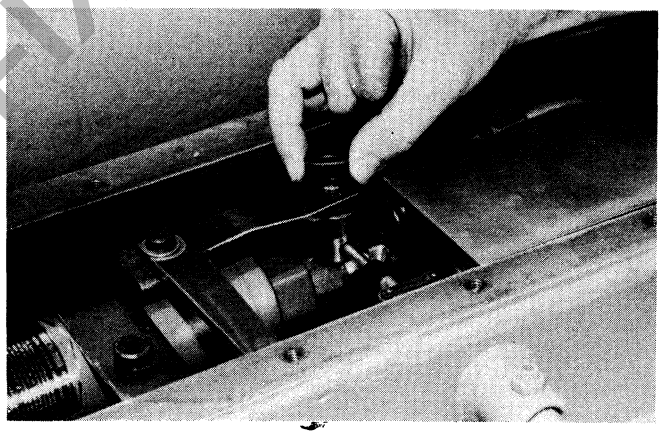


Figure 79

7. Loosen and remove the Allen head screw that holds the bellcrank in place. Remove the bronze washer used between the bellcrank and bracket.

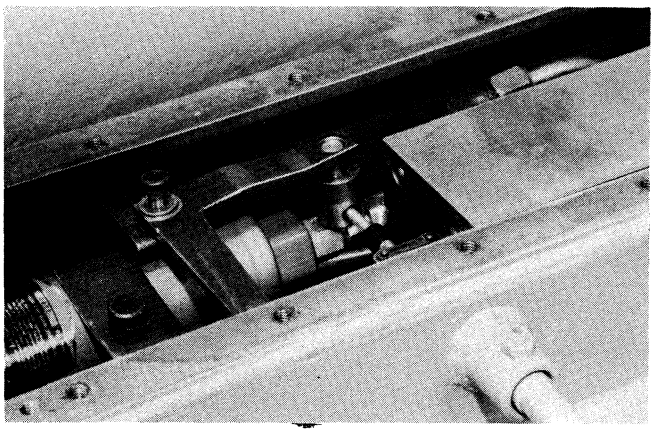


Figure 80

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General

Type	6 Cylinder, 4 Stroke Cycle, Valve-in-head, Turbo-Charged
Firing Order	1-5-3-6-2-4
Bore	4-5/8" Inches (117.48 mm)
Stroke	5 Inches (127.0 mm)
Piston Displacement	504 Cubic Inches (8 259 cm^3)
Compression Ratio	15.8 to 1
No Load Governed Speed	2230-2270 RPM
Rated Engine Speed	2100 RPM
Engine Idling Speed	725 to 775 RPM
Exhaust Valve Rotators	Positive Type
Valve Tappet Clearance (Exhaust)	(COLD) 0.025 Inch (0.635 mm)
(Intake)	(COLD) 0.015 Inch (0.381 mm)

Piston and Connecting Rods

Rings per Piston	3
Number of Compression Rings	2
Number of Oil Rings	1
Type Pins	Full Floating Type
Type Bearing	Replaceable Precision, Steel Back, Copper-Lead Liners

Main Bearings

Number of Bearings	7
Type Bearings	Replaceable Precision Steel Back, Copper-Lead Liners

Engine Lubricating System

Crankcase (without filter change)	14 Quarts 13.25 litres)
(with filter change)	17 Quarts (16.09 litres)
Oil pressure	45 to 60 PSI (310 to 414 kPa)(3.10 to 4.14 bar) with Engine Warm and Operating at Rated Engine Speed
Type System	Pressure and Spray Circulation
Oil Pump	Gear Type
Oil Filter	Full Flow Turn-on Type

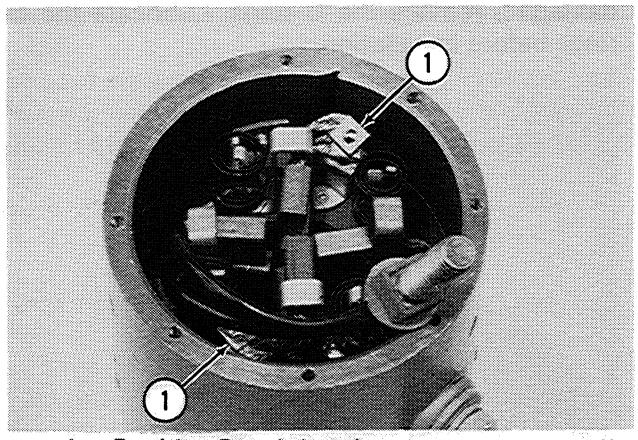
Fuel System

Fuel Injection Pump	Robert Bosch, Type PES Multiple Plunger
Pump Timing	30 Degrees Before Top Dead Center (Port Closing)
Fuel Injectors	Pencil Type
Fuel Transfer Pump	Plunger Type, Integral Part of Injection Pump
Governor	Variable Speed, Fly-Weight Centrifugal Type, Integral Part of Injection Pump
1st Stage Fuel Filter	Full Flow Spin on Type
2nd Stage Fuel Filter	Full Flow Spin on Type

NOTE: The CASE CORPORATION reserves the right to make improvements in design or changes in specifications at any time without incurring any obligation to install them on units previously sold.

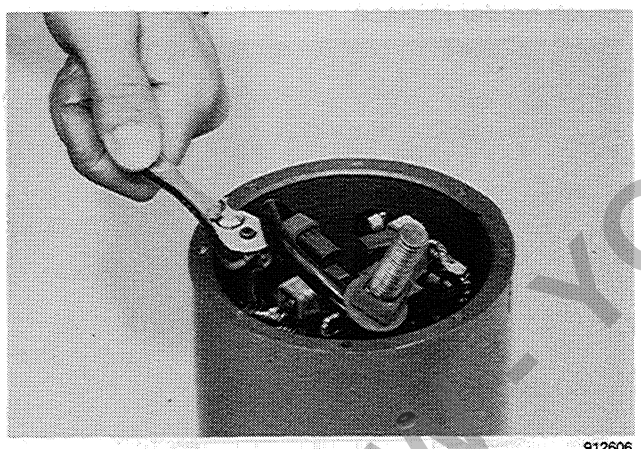
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8. Put the positive brush leads on the field coil leads.



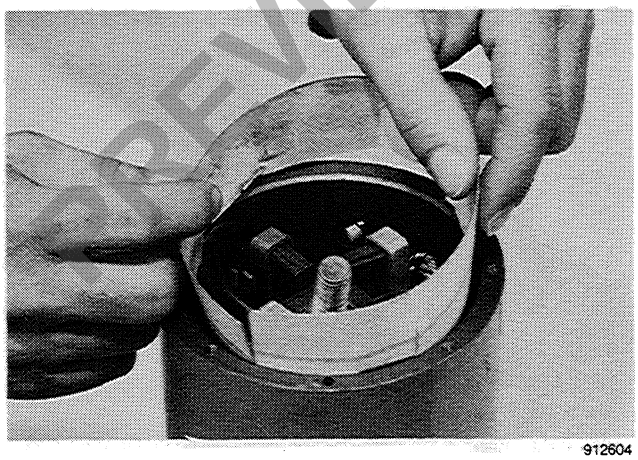
1. Positive Brush Lead 912607

9. Install the cap screws that hold the positive brush leads and field coil leads on the brush holder.



912606

10. Install the brush insulator in the field frame.



912604

End Cap

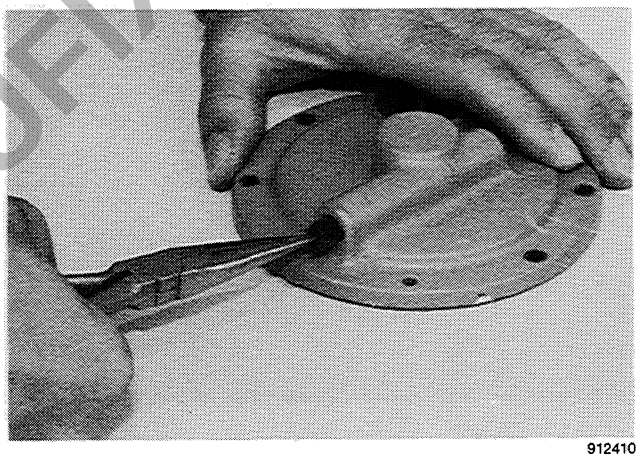
Disassembly

1. Remove the plug from the end cap.



912409

2. Remove the oil wick from the end cap.



912410

3. Use a chisel to cut through the bushing.

4. Remove the bushing from the end cap.

Assembly

1. Lubricate the new bushing with SAE 20 engine oil.

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Section 6016

TRANSMISSION

Written In *C*lear *A*nd *S*imple *E*nglish

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9-67891

CASE CORPORATION

Printed in U.S.A.
Issued Sept. 1980
Revised Sept. 1984

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CLAM, RIPPER AND AUXILIARY SECTIONS

Disassembly

1. Remove the O-rings from the body.

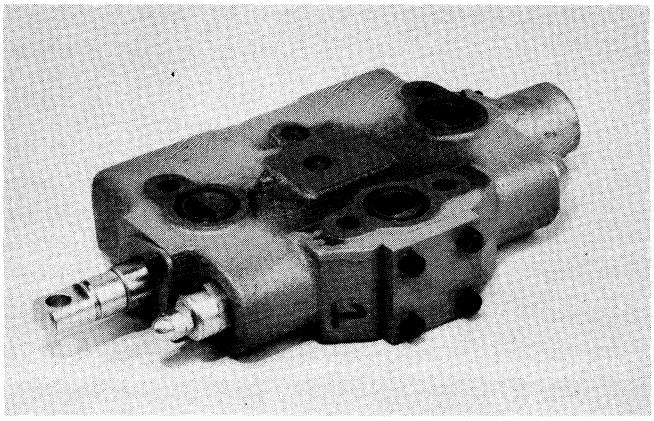


Figure 334

2. Loosen the Allen head screws that fasten the retainer to the top of the body.

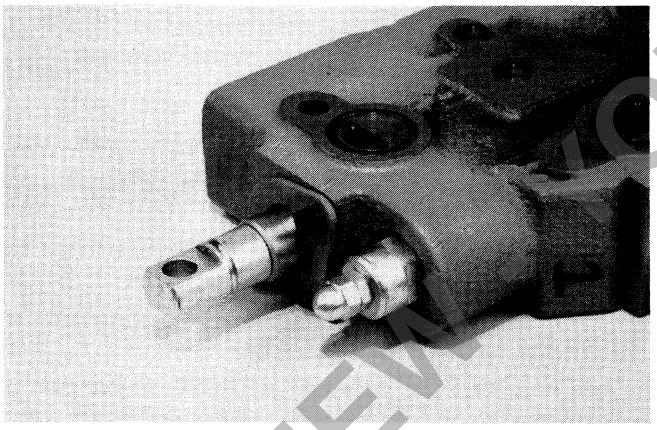


Figure 335

3. Loosen and remove the Allen head screws that fasten the spring cap to the body.

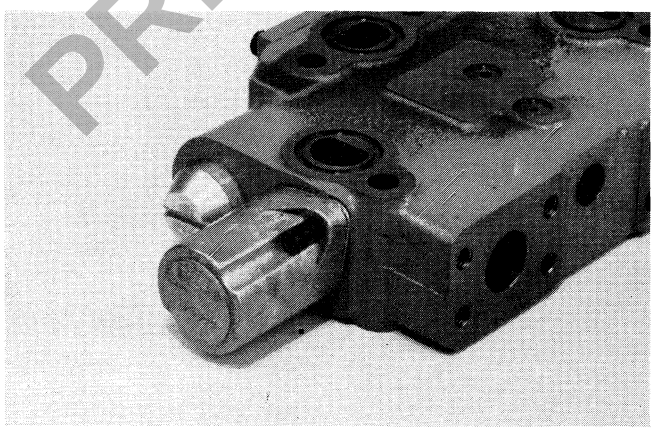


Figure 336

4. Remove the spring cap.

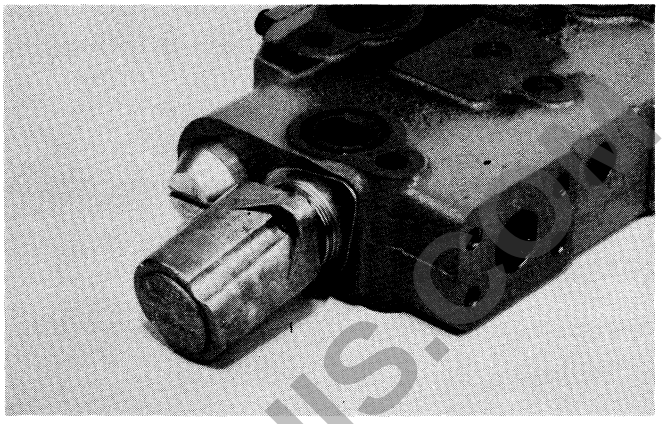


Figure 337

5. Carefully pull the spool out of the body. Turn the spool as the spool is being removed.

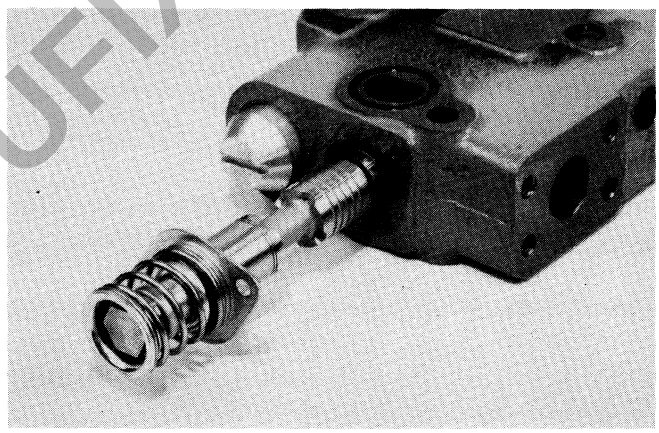


Figure 338

6. Remove the Allen head screws and the retainer at the top of the body.

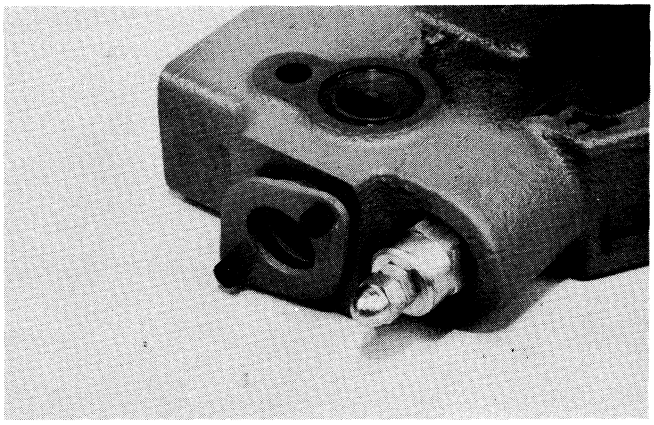


Figure 339

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