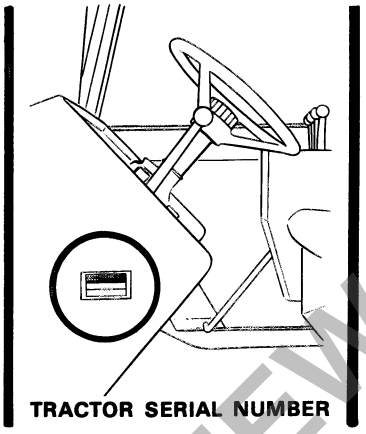
# Section 1010

## 2470 TRACTOR

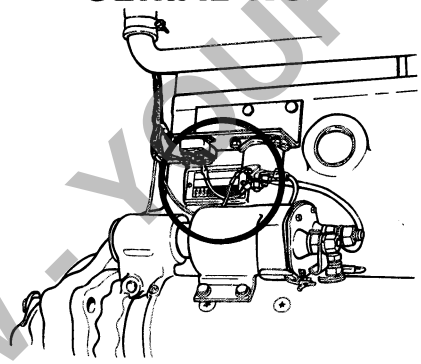
## GENERAL SPECIFICATIONS

## (Starting with Tractor SN 8762940)

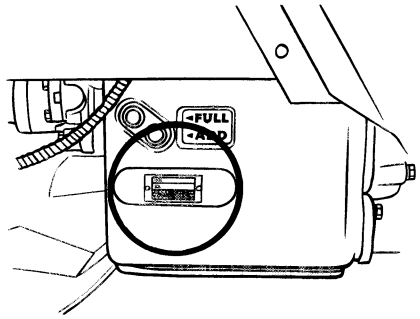
### SERIAL NUMBERS



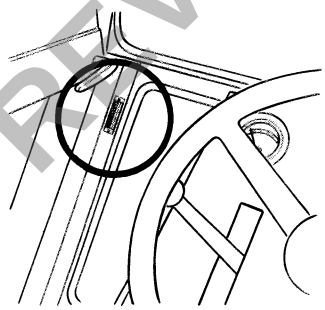
TRACTOR SERIAL NUMBER



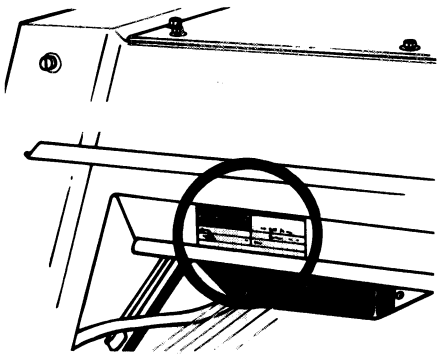
ENGINE SERIAL NUMBER



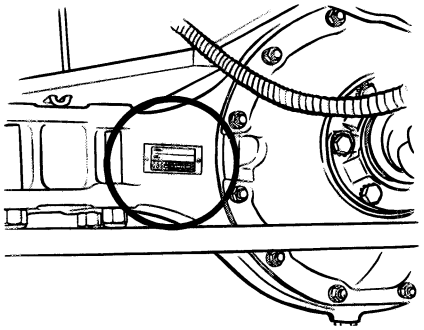

TRANSMISSION SERIAL NUMBER



CAB SERIAL NUMBER



CAB SERIAL NUMBER (IF EQUIPPED)



AXLE SERIAL NUMBER

Rac 9-78077

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# DIESEL ENGINE

## General

| | |
|---|---|
| Type | 6 Cylinder, 4 Stroke Cycle, Valve-In-Head Turbocharged Diesel Engine |
| Firing Order | 1-5-3-6-2-4 |
| Bore | 4-5/8 Inches (117.5mm) |
| Stroke | 5 Inches (127mm) |
| Piston Displacement | 504 Cubic Inches (8 257cm³) |
| Compression Ratio | 15.8 to 1 |
| Cylinder Sleeves | Removable Wet Type |
| No Load Governed Speed | 2340-2380 RPM |
| Rated Engine Speed | 2200 RPM |
| Engine Idling Speed | 725-775 RPM |
| *Valve Tappet Clearance (Exhaust) | (Hot) .020 Inch (0.508mm) |
| | (Cold) .025 Inch (0.635mm) |
| (Intake) | (Hot and Cold) .015 Inch (0.381mm) |

*Hot Settings Are Made After The Engine Has Operated At Thermostat Controlled Temperature For At Least Fifteen Minutes.

## Piston and Connecting Rod

| | |
|---|---|
| Rings per Piston | 3 |
| Number of Compression Rings | 2 |
| Number of Oil Rings | 1 |
| Type Pins | Full Floating Type |
| Type Bearings | Replaceable Precision, Steel Back with Aluminum or Copper-Lead Alloy Liners. |

## Main Bearings

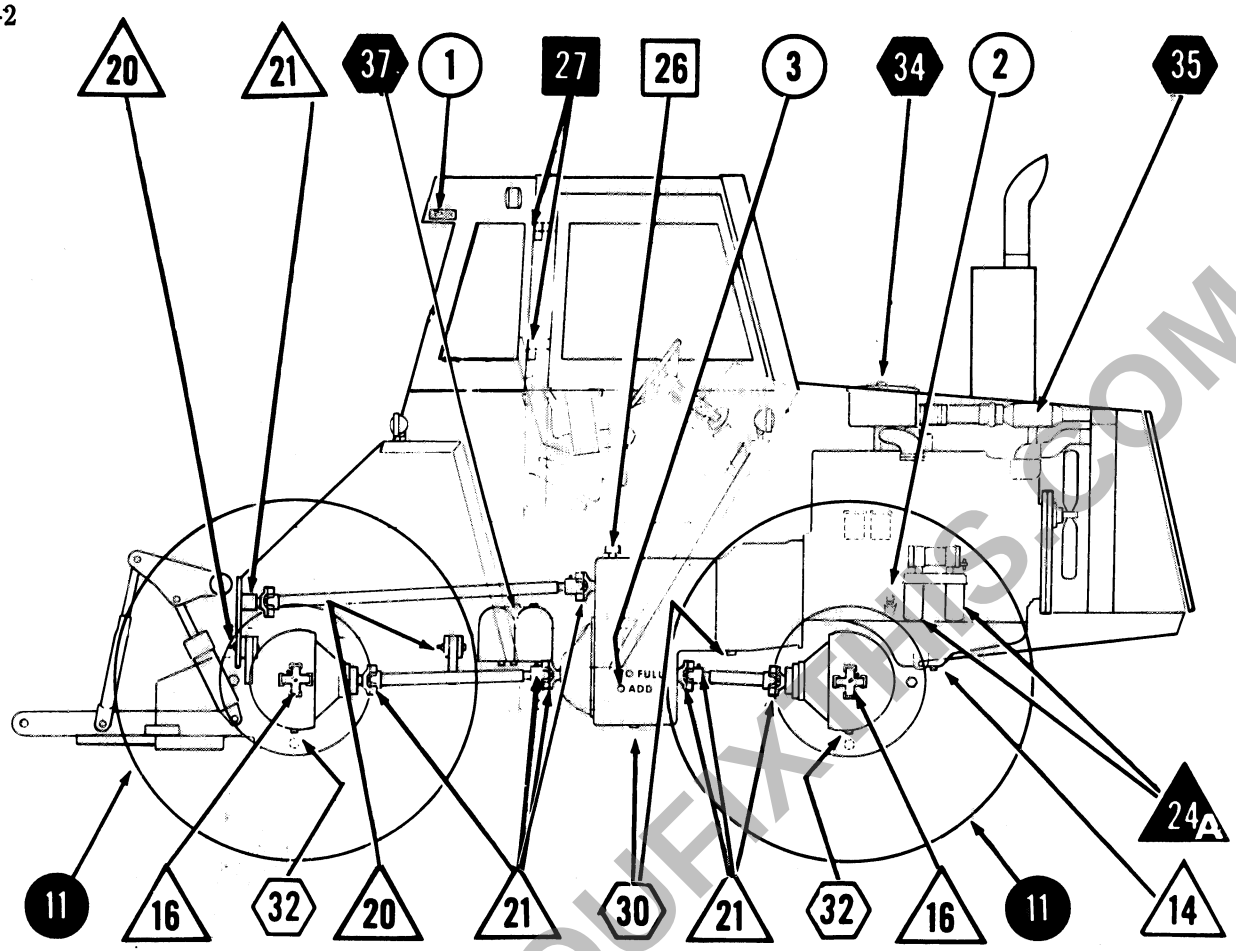
| | |
|---|---|
| Number of Bearings | 7 |
| Type Bearings | Replaceable Precision, Steel Back with Aluminum or Copper-Lead Alloy Liners. |

## Engine Lubrication System

| | |
|---|---|
| Oil Pressure | 45 to 60 PSI (310 to 414 kPa) with Engine Warm and Operating at Rated Engine Speed. |
| Type System | Pressure and Spray Circulation |
| Oil Pump | Gear Type |
| Oil Filter (2) | Full Flow Spin on Type |
| Oil Capacity | With Filters, 23 U.S. Qts. (21.8 litres) |
| | Without Filters, 19 U.S. Qts. (17.9 litres) |
| Piston Oil Cooling | Nozzle Pressure Spray (From Main Bearings) |

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| LUBRICATION POINTS | APPROXIMATE CAPACITIES | | | PREVAILING AIR TEMPERATURE RANGES AND LUBRICANTS | | |
|---|---|---|---|---|---|---|
| | U.S. MEASURE | METRIC MEASURE | IMPERIAL MEASURE | 32°F. (0°C.) and Above | 10°F. (-12°C.) To 50°F. (10°C.) | Use Only Below 40°F. (4.4°C.) |
| Engine Crankcase W/O Filter | 19 Qts. | 18 Litres | 15.8 Qts. | SAE 30 | SAE 20W | SAE 10W |
| Engine Crankcase W/Filter | 23 Qts. | 21.8 Litres | 19.2 Qts. | CASE HDM | | |
| Transmission Hydraulic System Without PTO | 56 Qts. | 53 Litres | 46.6 Qts. | Without Spin-On Filters | USE CASE TFD FLUID | |
| | 54 Qts. | 51.1 Litres | 45.0 Qts. | With Spin-On Filters | | |
| Transmission Hydraulic System With PTO | 60 Qts. | 56.8 Litres | 50 Qts. | Without Spin-On Filters | | |
| | 58 Qts. | 54.9 Litres | 48.3 Qts. | With Spin-On Filters | | |
| Cooling System | 44 Qts. | 41.6 Litres | 36.6 Qts. | Use a Top Brand "High Boiling Point" Type Anti-Freeze. Use 1 Pint (.5 Litre) Case Cooling System Treatment 331-508 Annually. | | |
| Fuel Tank (Each Tank) | 55 Gals. | 208.2 Litres | 45.8 Gals. | Use a Good Grade Number 2 Diesel Fuel | | |
| Differential Housing (Each-Front & Rear) | 19 Qts. | 18 Litres | 15.8 Qts. | PREVAILING AIR TEMPERATURES | | |
| | | | | Above 90°F. (32.2°C.) | 90°F. (32.2°C.) To 0°F. (-17.8°C.) | Below 0°F. (-17.8°C.) |
| Planetary Housings (Each-Front & Rear) | 11 Qts. | 10.4 Litres | 9.2 Qts. | SAE 140 EP | SAE 90 EP | SAE 80 EP |
| Hydraulic Brake Master Cylinder | 1 2 in. (12.7mm) Below Opening | | | Warning! Use Only Case TFD Fluid | | |
| All Pressure Fittings | As Many Strokes As Required | | | PREVAILING AIR TEMPERATURES | | |
| | | | | 32°F. (0°C.) and Above | Below 32°F. (0°C.) | |
| | | | | Use a Good No. 2 Lithium Gun Grease | Use a Good No. 1 Lithium Gun Grease | |

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## Intake Valve Timing

| | |
|---|---|
| Valve Timing | With No. 1 intake valve lash set at .015″ (.381mm) and dial indicator on No. 1 valve retainer, .053″ (1.346mm) movement of valve from seat (CW pulley rotation) gives $7^0$ ATDC timing indication on crank pulley. |

## SPECIAL TORQUES

| | U.S. Value | Metric Value |
|---|---|---|
| Camshaft nut w/clipped washer | 95 to 105 ft. lbs. | 129 to 142 Nm |
| Camshaft nut w/hardened washer | 195 to 205 ft. lbs. | 264 to 278 Nm |
| Connecting rod bolts (lube threads and underside of bolt head with 30W oil | 105 ft. lbs. | 142 Nm |
| Crankshaft pulley bolt | 100 to 110 ft. lbs. | 136 to 149 Nm |
| Crankshaft main bearing bolts w/o washers | 145 to 155 ft. lbs. | 197 to 210 Nm |
| Crankshaft main bearing bolts w/ hardened washers | 200 to 210 ft. lbs. | 271 to 285 Nm |
| Cylinder block oil cooler outlet cover screw | 35 to 42 ft. lbs. | 47 to 57 Nm |
| Cylinder head bolts | 200 to 210 ft. lbs. | 271 to 285 Nm |
| Cylinder head cover stud nut | 8 to 10 ft. lbs. | 11 to 14 Nm |
| Flywheel to crankshaft bolts | 180 to 190 ft. lbs. | 244 to 258 Nm |
| Intake and exhaust manifold studs | 25 to 30 ft. lbs. | 34 to 41 Nm |
| Intake manifold hex. nuts (std.) | 25 to 30 ft. lbs. | 34 to 41 Nm |
| Intake manifold hex. nuts (heavy) | 35 to 42 ft. lbs. | 47 to 57 Nm |
| Exhaust manifold hex. nuts | 25 to 30 ft. lbs. | 34 to 41 Nm |
| Oil pan capscrews | 13 to 17 ft. lbs. | 18 to 23 Nm |
| Oil pan drain plug (copper or nylon) | 29 to 31 ft. lbs. | 39 to 42 Nm |
| Oil pump idler gear shaft bolt | 40 to 45 ft. lbs. | 54 to 61 Nm |
| Oil pump suction tube nut | 90 to 100 ft. lbs. | 122 to 136 Nm |
| Rocker arm adjusting screw locknut | 20 to 25 ft. lbs. | 27 to 34 Nm |
| Rocker arm bracket stud nut or bolt | 40 to 45 ft. lbs. | 54 to 61 Nm |
| Water pump and fan shaft nut (std.) | 60 to 70 ft. lbs. | 81 to 95 Nm |
| Water pump and fan shaft crownlock nut | 45 to 50 ft. lbs. | 61 to 68 Nm |
| Engine oil filter | Install until gasket contacts filter head, then hand tighten an additional 1/2 turn. Loosen filter approximately 1 full turn, then retighten until gasket contact is made and hand tighten an additional 1/2 to 3/4 turn. | |

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# DETAILED POWER TRAIN SPECIFICATIONS

## Axle Differential

| | Decimal System | Metric System |
|---|---|---|
| Differential | Pre-loaded | |
| Pinion Bearing Rolling Torque (w/torque wrench) | 15 to 35 in. lbs. | 1.7 to 3.9 Nm |
| Differential End Play | No End Play | |
| Differential Gear to Countershaft Pinion Backlash | .006 to .016" | .1524 to .4064mm |
| Differential Ring Gear Run-Out (Max.) | .008" | .2032mm |

## Torque Limiter

| | | |
|---|---|---|
| Dual Torque Limiter Type System | 12" | 304.8mm |
| Belleville Spring Free Height on a Flat Surface (2470) (Yellow Color Code). | .451 to .463" | 11.46 to 11.76mm |
| Belleville Spring Free Height on a Flat Surface (2670) (Green Color Code). | .483" to .495" | 12.27 to 12.57mm |
| Clearance Between 2nd Clutch Plate and 1st Steel Plate | .060" | 1.524mm |
| Thrust Control Spring: | | |
| Free Length | 2.28" | 57.912mm |
| O.D. | Work in 1.466" Bore | 37.236mm |
| Wire Diameter | .148" | 3.759mm |
| No. Coils | 6 (4 active) | |
| Compress to 1.50" (38.1mm) | 57.5 to 62.5 lbs. | 26.1 to 28.4 kg |

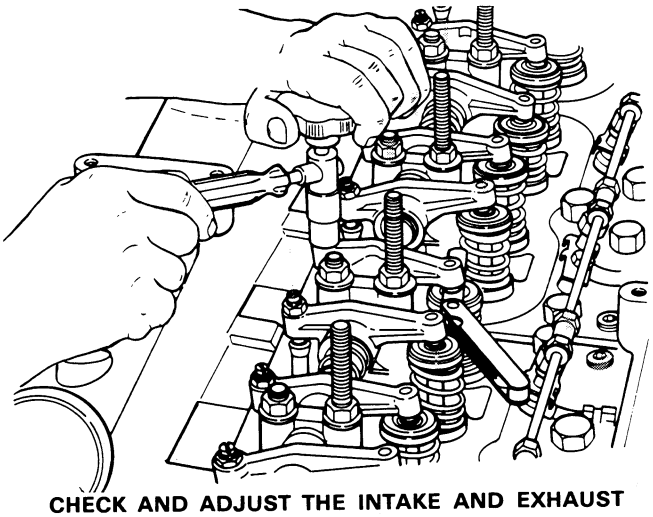
## Power Shift Transmission

| | | |
|---|---|---|
| C-1 Clutch | Hydraulic Actuated, Three 8-1/4" Dia. Sintered Clutch Plates. | 209.55mm |
| C-2 Clutch: | | |
| 2470 Tractor | Hydraulic Actuated, Five 8-1/4" Dia. Sintered Clutch Plates. | 209.55mm |
| 2670 Tractor | Hydraulic Actuated, Six 8-1/4 Dia. Sintered Clutch Plates. | 209.55mm |
| C-3 Clutch: | | |
| 2470 Tractor | Hydraulic Actuated, Five 8-1/4" Dia. Sintered Clutch Plates. | 209.55mm |
| 2670 Tractor | Hydraulic Actuated, Six 8-1/4" Dia. Sintered Clutch Plates. | 209.55mm |
| C-4 Clutch | Hydraulic Actuated, Two 12-1/4" Dia. Sintered Clutch Plates. | 311.15mm |

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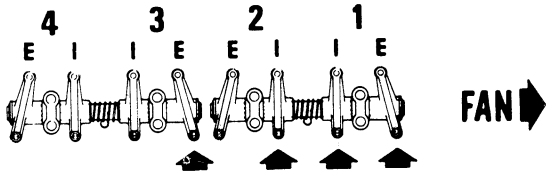
## STEP 33



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

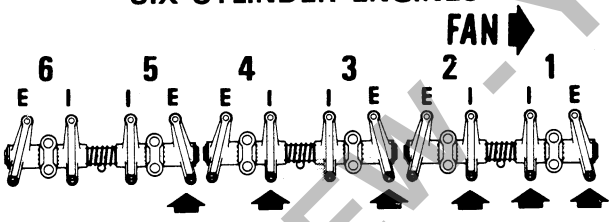
TAPPET CLEARANCE HOT - INTAKE VALVES .015"
EXHAUST VALVES .020"

### FOUR CYLINDER ENGINES




NO. 1 TDC COMPRESSION STROKE

### SIX CYLINDER ENGINES




NO. 1 TDC COMPRESSION STROKE

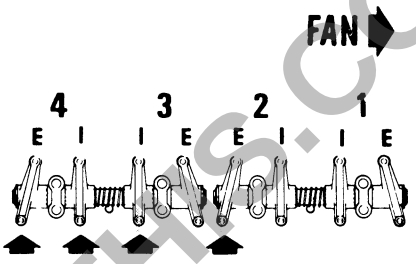
## STEP 34

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.

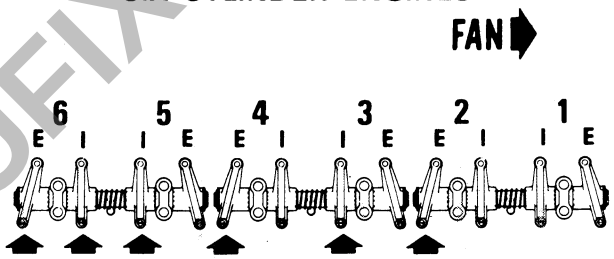
TAPPET CLEARANCE HOT - INTAKE VALVES .015"
EXHAUST VALVES .020"

### FOUR CYLINDER ENGINES



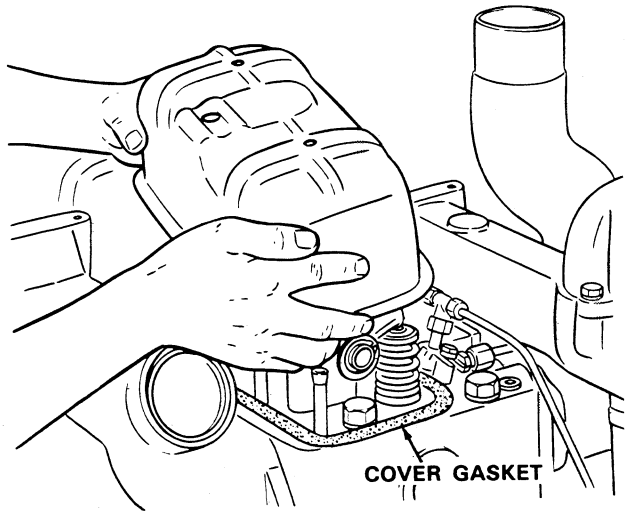

NO. 4 TDC COMPRESSION STROKE

### SIX CYLINDER ENGINES




NO. 6 TDC COMPRESSION STROKE

## STEP 35

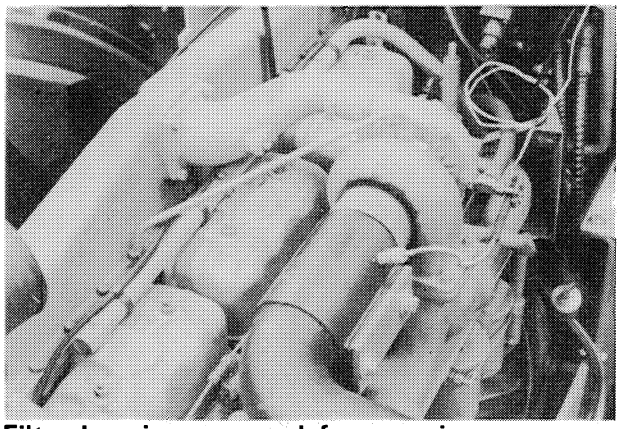



AFTER TAPPET ADJUSTMENT, INSTALL VALVE COVERS AND GASKETS.

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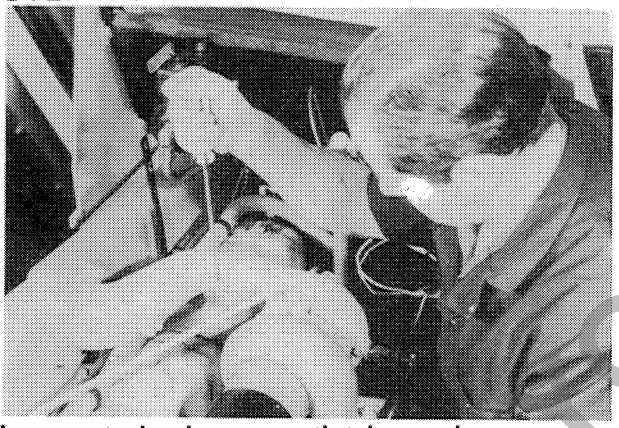
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**STEP 13**



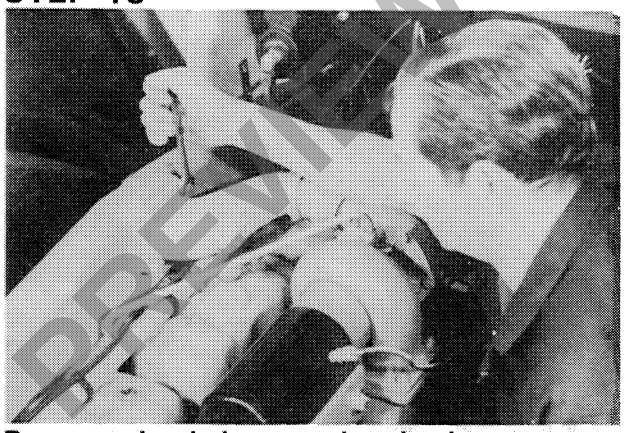
Filter housing removed from engine.

**STEP 14**



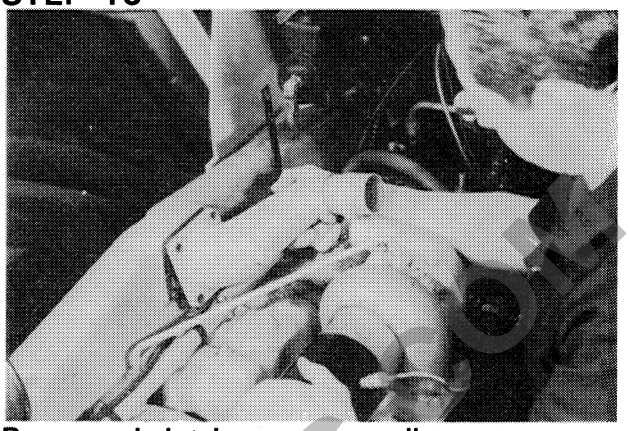
Loosen turbocharger outlet hose clamps.

**STEP 15**



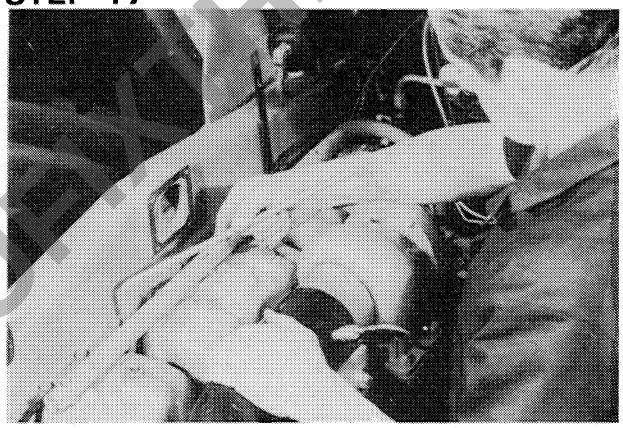
Remove the bolts securing intake crossover elbow to inlet manifold.

**STEP 16**



Remove air intake crossover elbow.

**STEP 17**



Remove turbocharger oil supply line.

**STEP 18**



Remove cylinder head breather tube.

Refer to Section 2015 for cylinder head service.

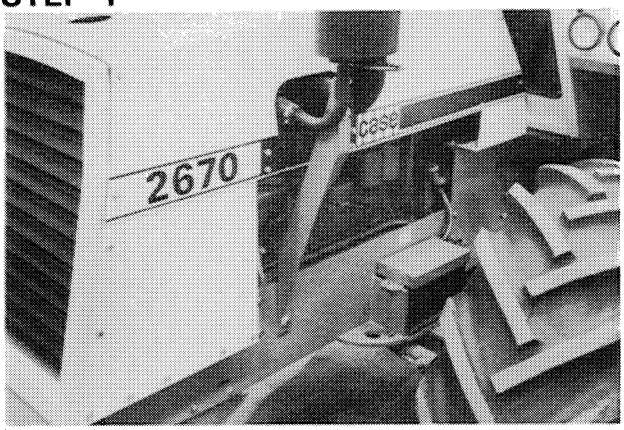
**NOTE:** CASE CORPORATION reserves the right to make improvements in design or changes in specifications at any time without incurring any obligation to install them on units previously sold.

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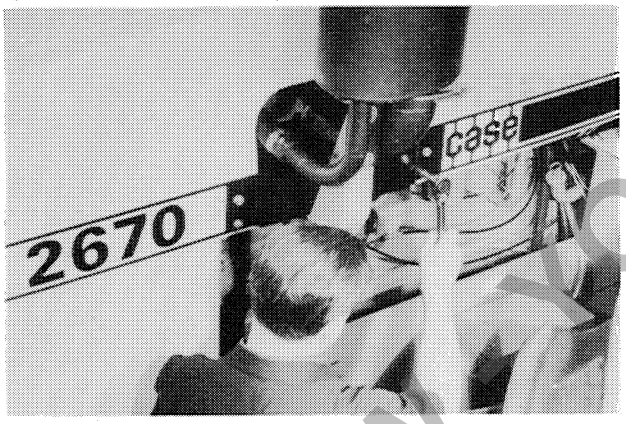
# PARTS REMOVAL TO GAIN ACCESS TO TURBOCHARGER

## STEP 1



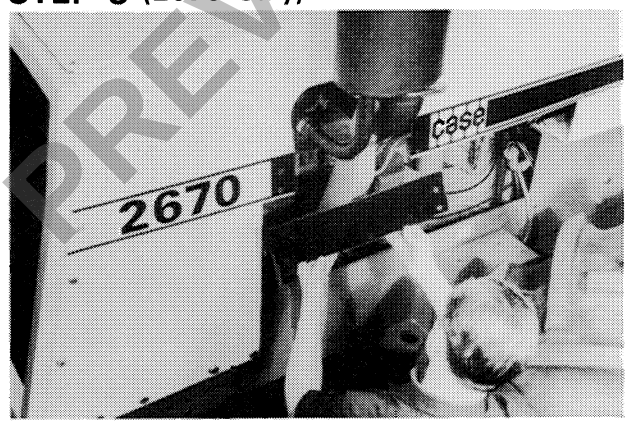

*NOTE:* Perform Steps 2 and 3 on 2670 Tractors only.

## STEP 2 (2670 Only)




Remove the bolts securing hood plate, plate below muffler inlet and strata tube outlet.

## STEP 3 (2670 Only)



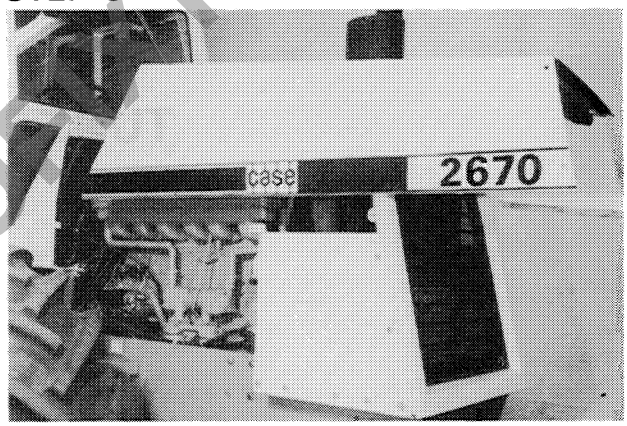

Remove hood strip plate.

## STEP 4



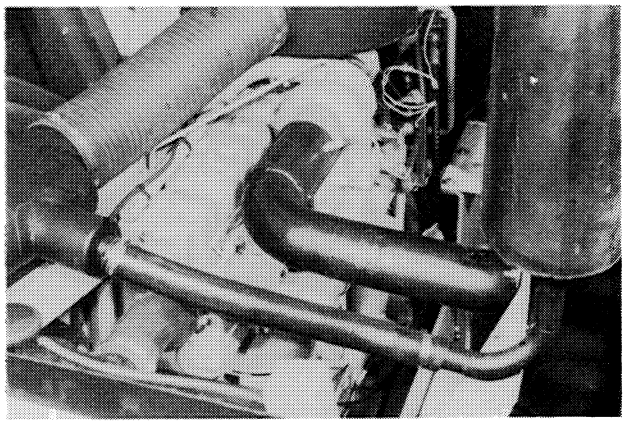

Remove all bolts securing tractor hood.

## STEP 5




To remove tractor hood, raise hood to clear filter housing and muffler tubes, and slide hood forward.

## STEP 6

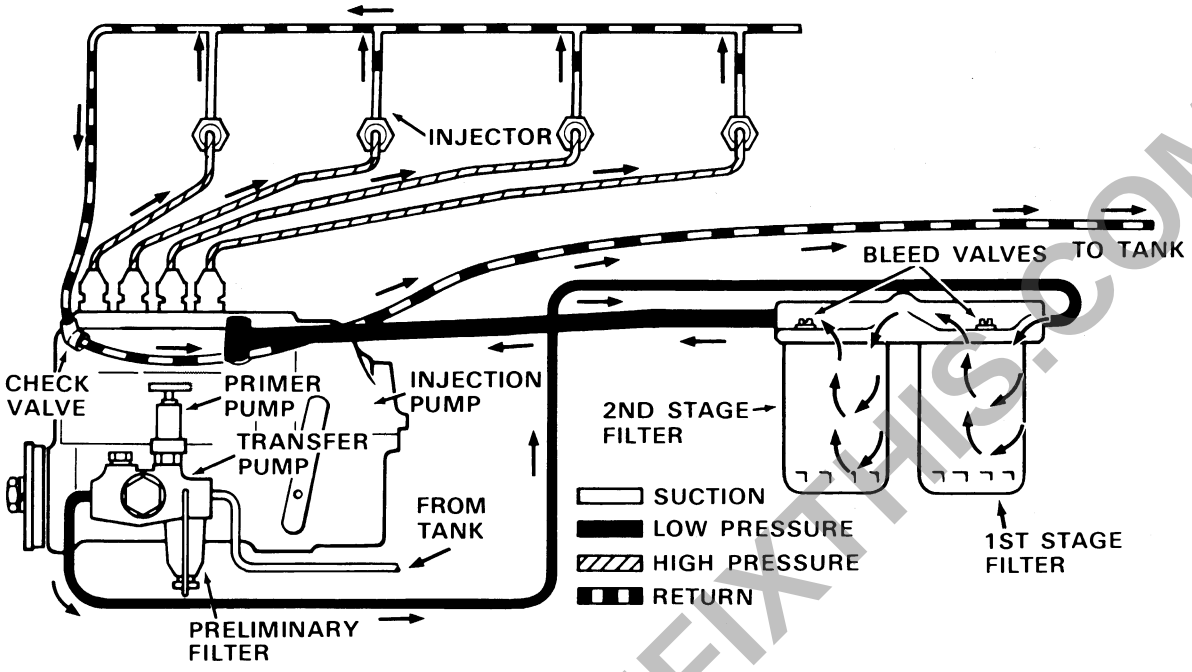


Hood removed from tractor.

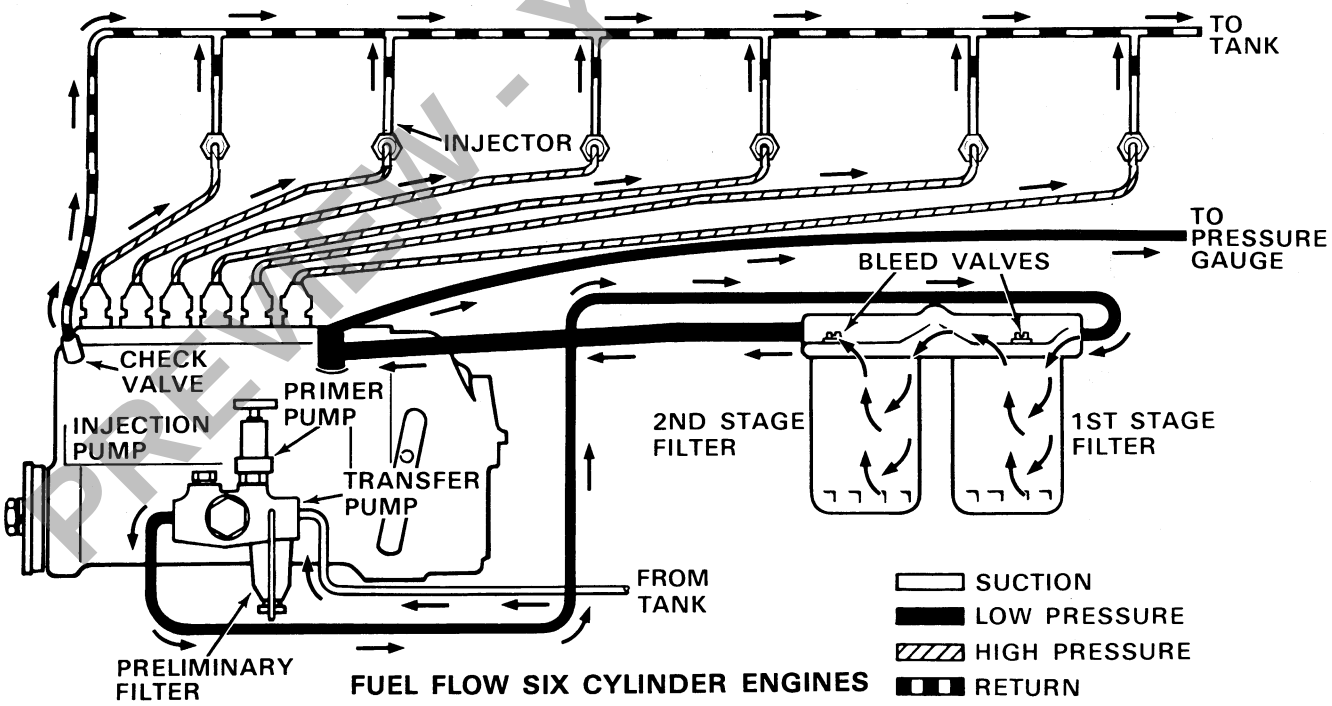
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# FUEL SYSTEM FLOW




FUEL FLOW FOUR CYLINDER ENGINES



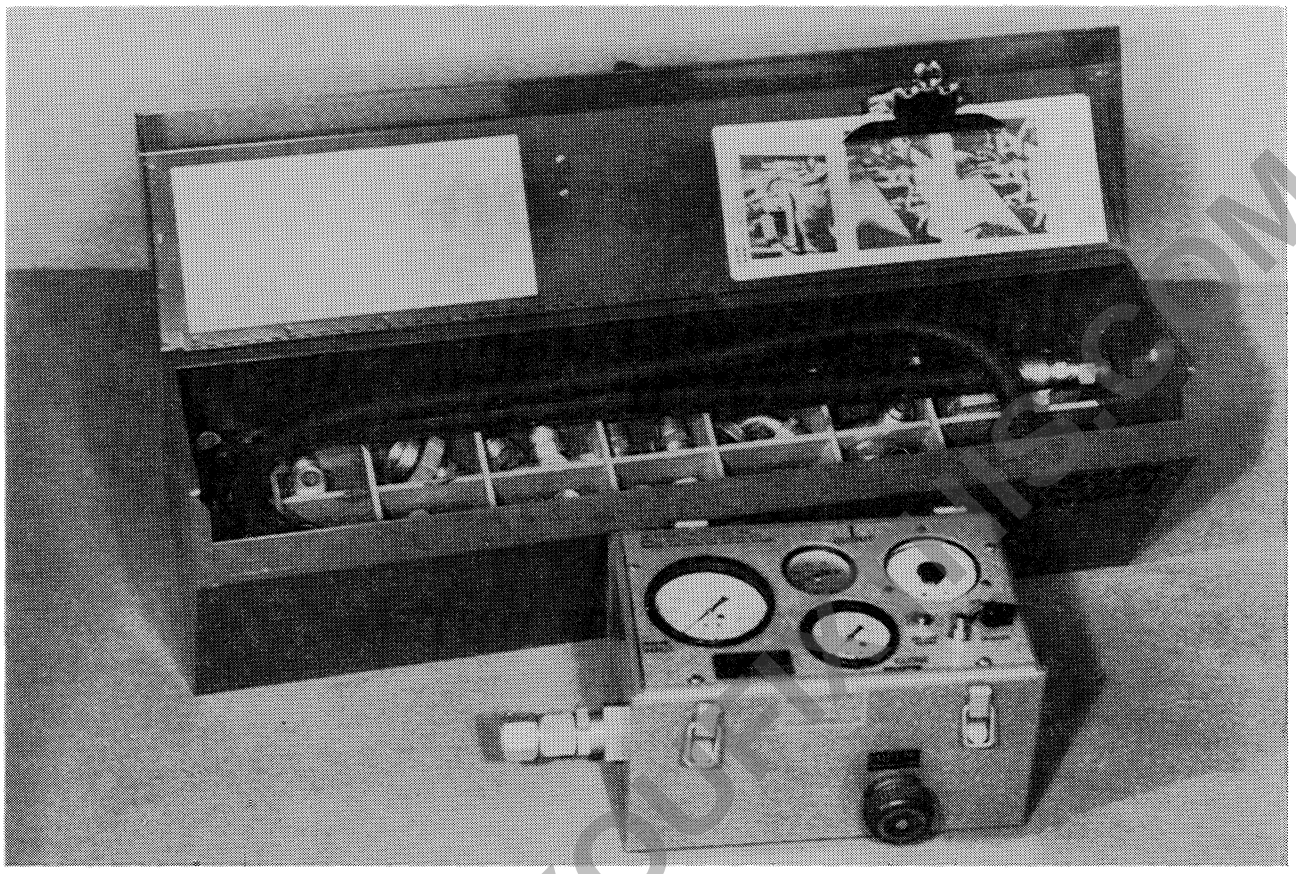

FUEL FLOW SIX CYLINDER ENGINES

**Figure 2**

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# FITTINGS REQUIRED FOR TESTING HYDRAULIC SYSTEM



The hoses and fittings used in this testing section of the service manual are available from Service Tools.

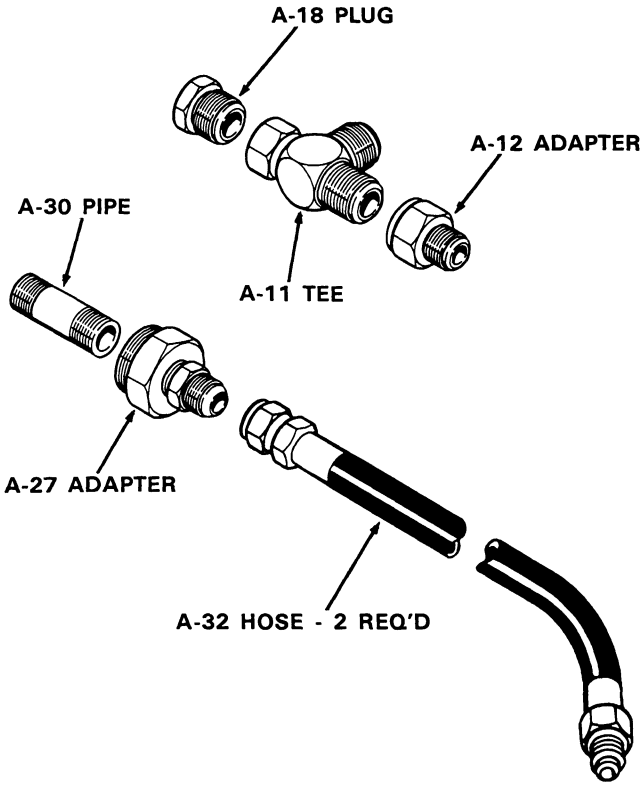
These parts will be found in the following kits.

CAS-10103 Fitting Kit for Agricultural, Compact and Utility Tractors.

CAS-10104 Fitting Kit for Agricultural and Compact Tractors.

CAS-10107 Fitting Kit for Agricultural, Utility and Construction Lines.

CAS-10085 Hydra-Sleuth Flowmeter -60 GPM.

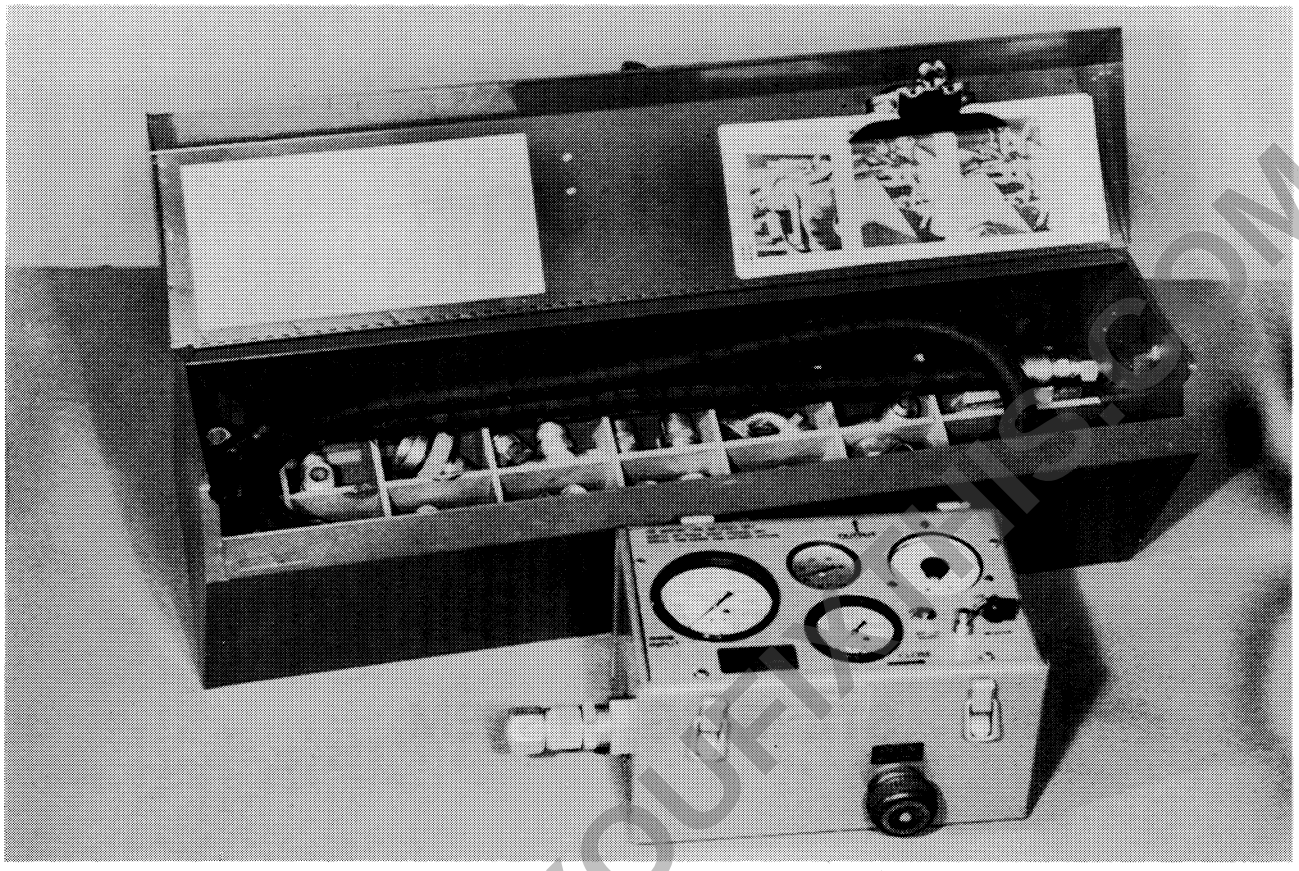



Service Tools
P.O. Box 314
Owatonna, Minnesota 55060

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# FITTINGS REQUIRED FOR TESTING STEERING SYSTEM



The hoses and fittings used in this testing section of the service manual are available from the Nuday Company.

These parts will be found in the following kits or may be ordered as individual items.

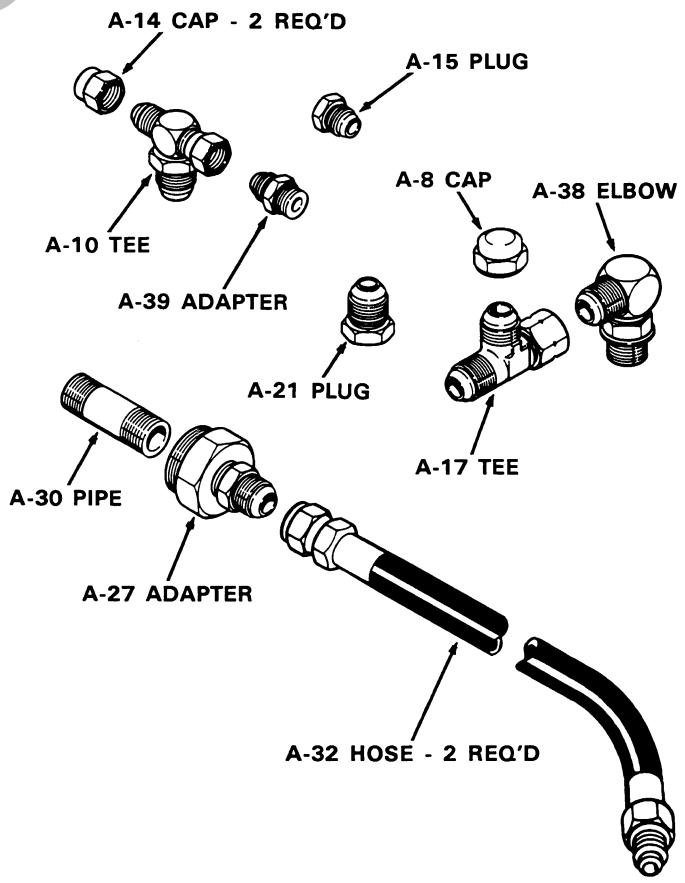
NC-100 Fitting Kit for Agricultural, Compact and Utility Tractors.

NC-101 Fitting Kit for Agricultural and Compact Tractors.

NC-104 Fitting Kit for Agricultural, Utility and Construction Lines.

NC-108 Flow Meter with Inlet and Outlet Fittings.

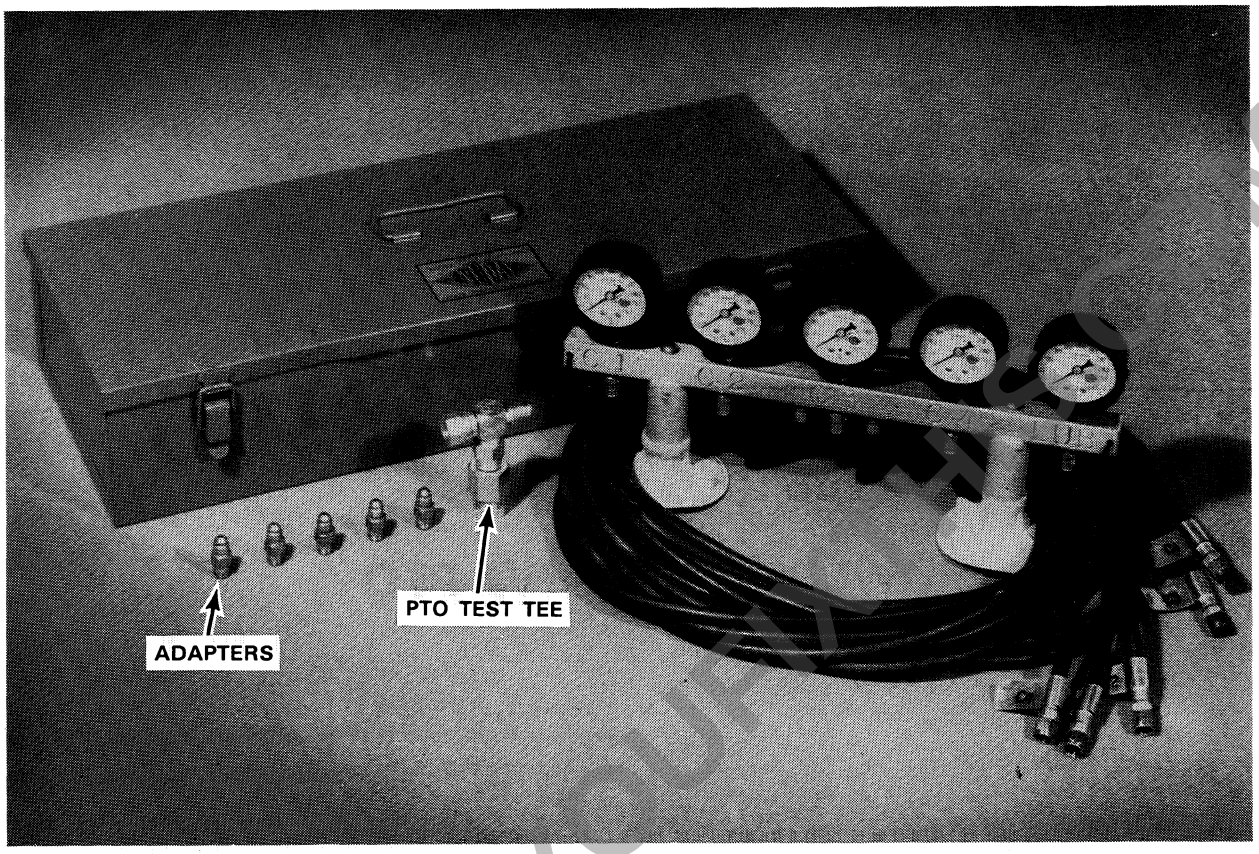
The Nuday Company
14615 Wyoming Avenue
Detroit, Mich. 48238




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# FITTINGS REQUIRED FOR PRESSURE TESTING




The fittings and gauges required to perform the pressure tests outlined in this section of the service manual can be ordered from the Service Tools under Part No. NC-200 Hydraulic Pressure Testing Kit.

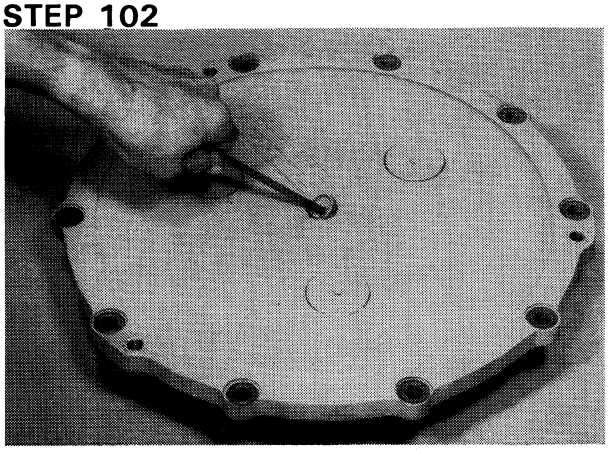
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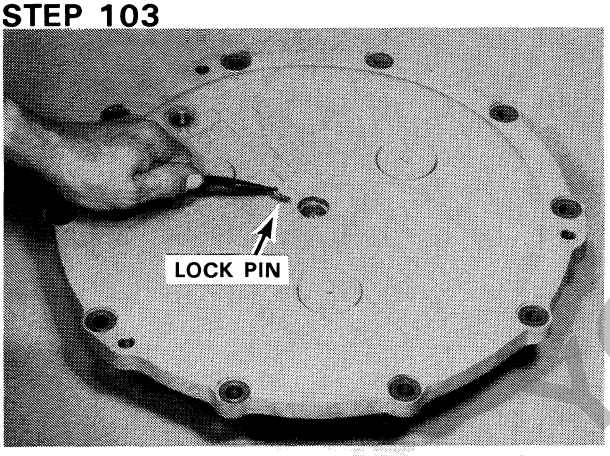
# Disassembling Planetary Carrier

**STEP 102**



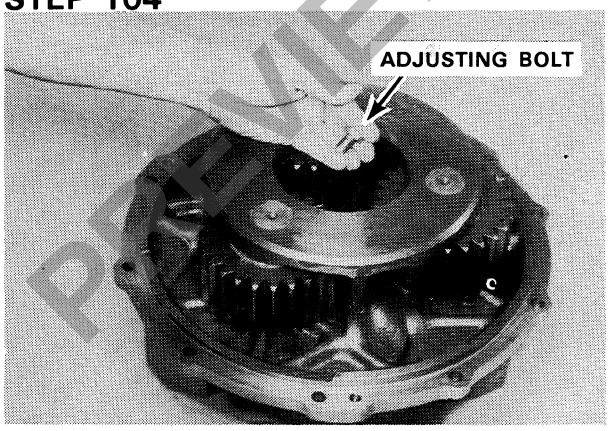
Remove planetary carrier cup plug.

**STEP 103**



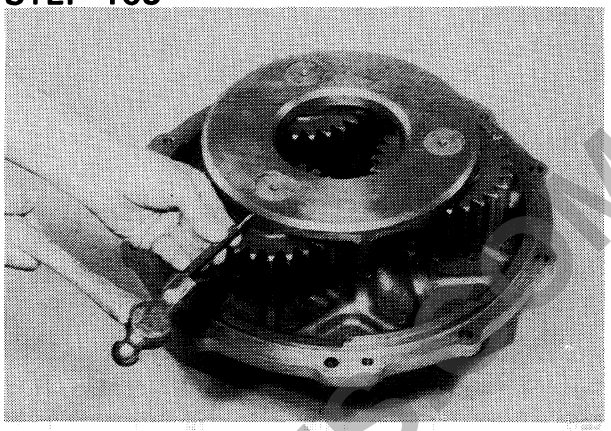

Remove planetary sun gear shaft adjusting bolt lock pin.

**STEP 104**



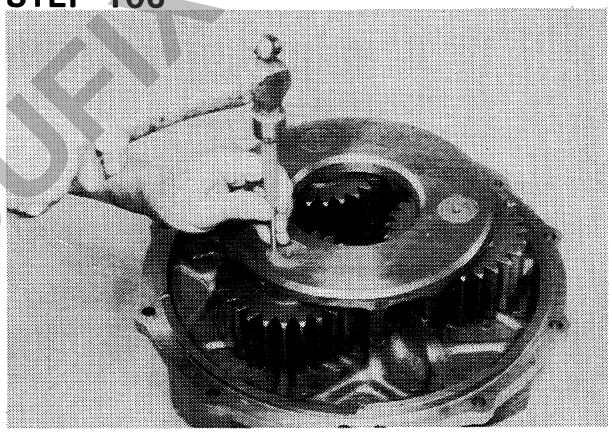

Turn planetary carrier over and remove the planetary sun gear shaft adjusting bolt.

**STEP 105**



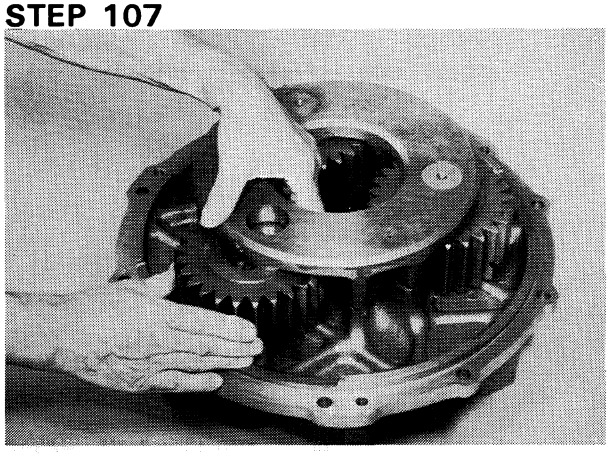
Drive planetary gear pin to planetary carrier roll pins so that the roll pins leave the carrier and enter into the gear pin.

**STEP 106**



Drive the planetary gear pins and "O" rings clear through the carrier.

**STEP 107**



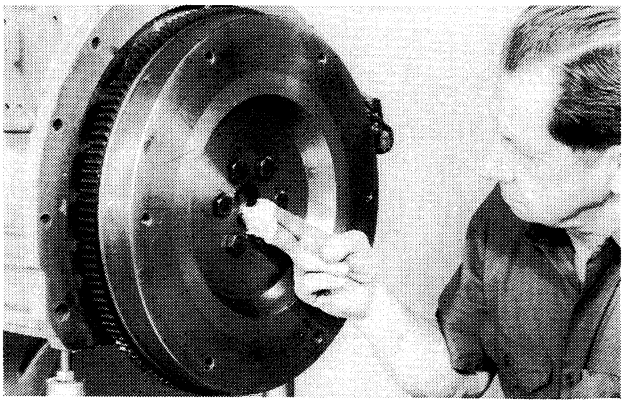
Remove the planet gears, needle roller bearings, spacers and washers.

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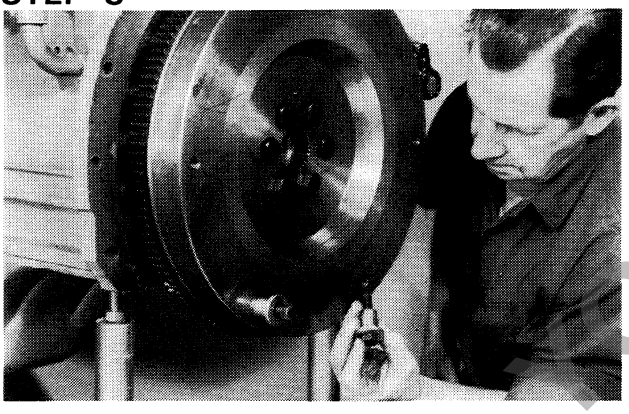
# TORQUE LIMITER CLUTCH ASSEMBLY

## STEP 7



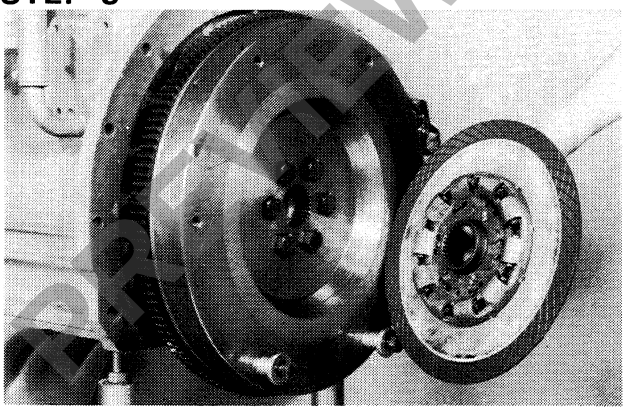
Clean the flywheel contact surface and fill flywheel cavity 2/3 full of Molylube #2.

## STEP 8



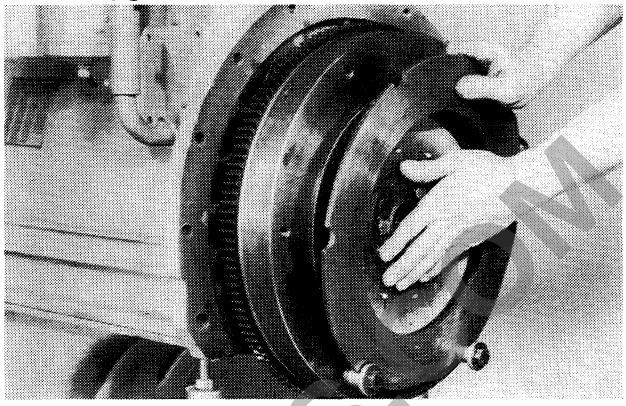
Start the two lower bolts and retainer spacer into engine flywheel.

## STEP 9



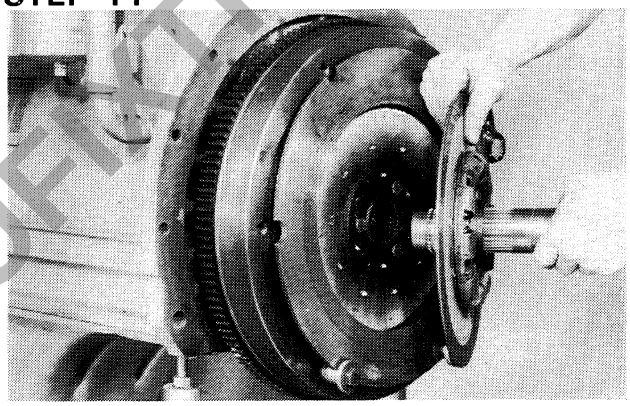
Install the first torque limiter clutch plate. *NOTE:* Spring side towards engine flywheel.

## STEP 10

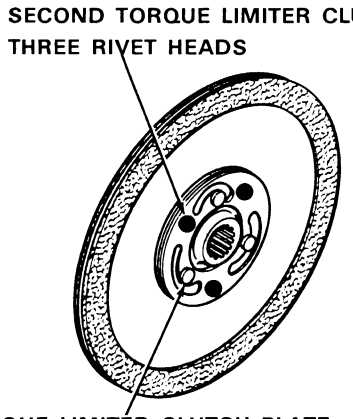


Install the first steel plate onto the two retainer spacers.

## STEP 11



Install pilot shaft into second torque limiter clutch plate. Aligning splines of clutch plates with flywheel cavity. *NOTE:* Spring side outward.

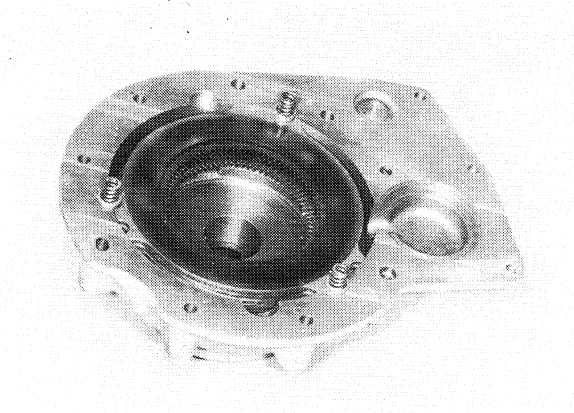



*IMPORTANT:* When installing the second torque limiter clutch plate, make sure the three rivet heads are staggered from the three rivet heads on first clutch plate so that clutch plate hubs can come in contact.

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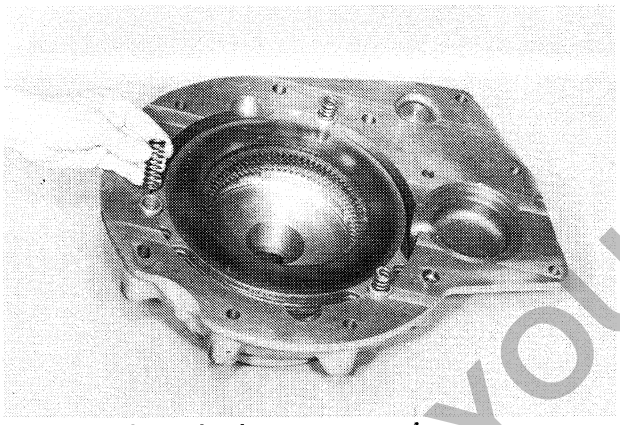
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## STEP 7



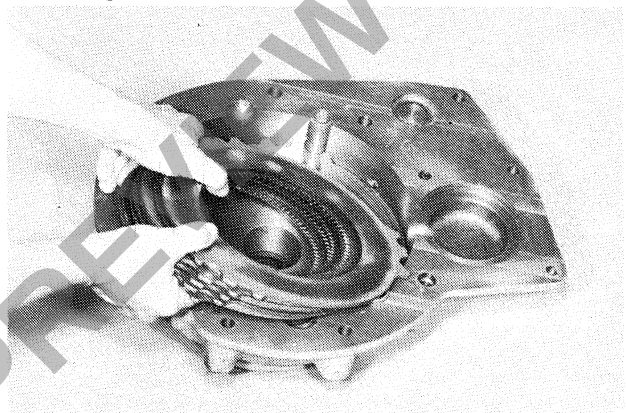
Brake assembly removed from transmission.

## STEP 8



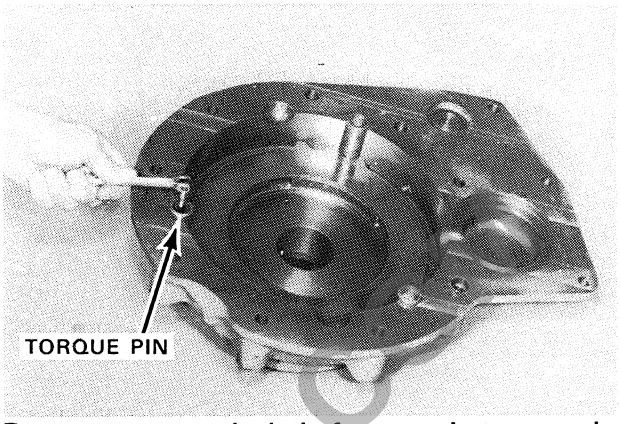
Remove three brake return springs.

## STEP 9



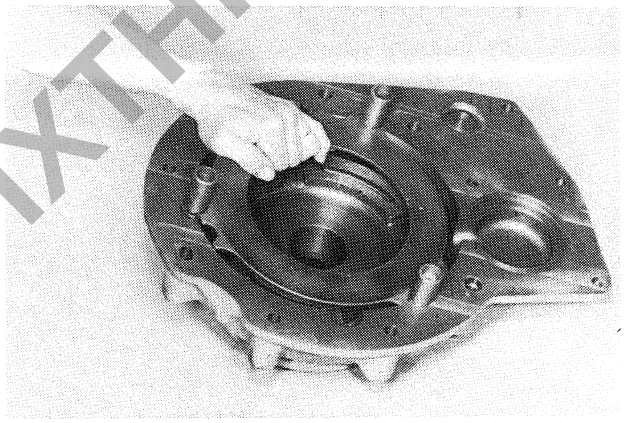
Remove steel and sintered plates from housing.

## STEP 10



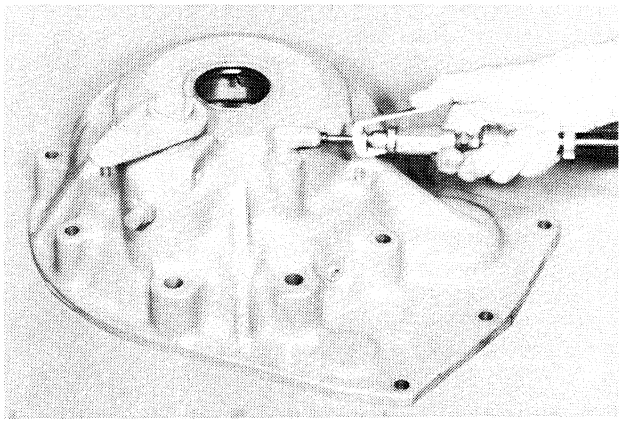

Remove torque pin bolt from each torque pin.

## STEP 11



Pull remaining steel plate with torque pins attached from the housing.

## STEP 12



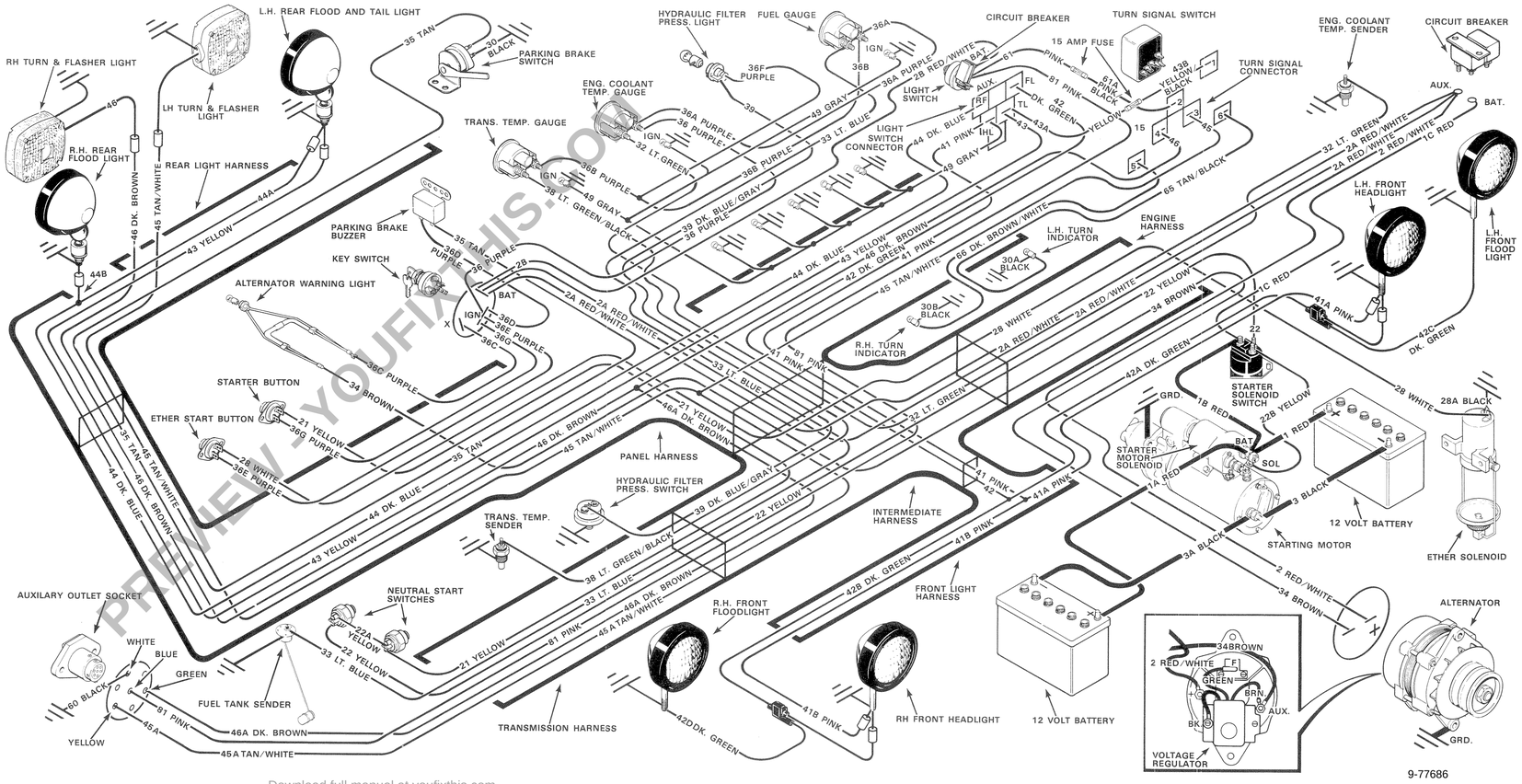
Turn housing over and apply compressed air to release the piston assembly.

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## ELECTRICAL WIRING AND CODE

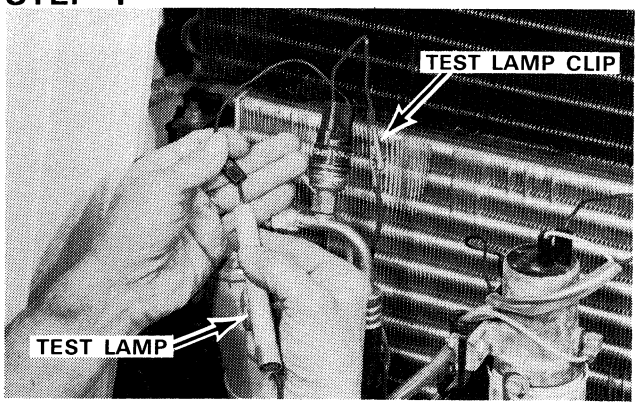
| REF. | WIRE COLOR | FROM | TO |
|---|---|---|---|
| 1 | Red | L.H. Battery Positive Post | Starter Motor Sol. (Bat. Term.) |
| 1A | Red | R.H. Battery Positive Post | Starter Motor Sol. (Bat. Term.) |
| 1B | Red | Starter Solenoid Switch (Bat. Term.) | Starter Motor Sol. (Bat. Term.) |
| 1C | Red | Starter Solenoid Switch | Circuit Breaker (Bat. Term.) |
| 2 | Red/White | Alternator (+) Terminal | Circuit Breaker (Aux. Terminal) |
| 2A | Red/White | Circuit Breaker (Aux. Term.) | Key Switch (Bat. Term.) |
| 2B | Red/White | Key Switch (Bat. Term.) | Light Switch Circuit Breaker (Bat. Term.) |
| 3 | Black | L.H. Battery Negative Post | Starter Motor Ground |
| 3A | Black | R.H. Battery Negative Post | Starter Motor Ground |
| 21 | Yellow | Starter Button Switch | Neutral Start Switch |
| 22 | Yellow | Neutral Start Switch | Start Solenoid (Switch Term.) |
| 22A | Yellow | Neutral Start Switch | Neutral Start Switch |
| 22B | Yellow | Starter Solenoid Switch | Starter Motor Solenoid (Sol. Term.) |
| 28 | White | Cold Start Button | Ether Start Solenoid |
| 28A | Black | Ether Start Solenoid | Chassis Ground |
| 30 | Black | Parking Brake Switch | To Chassis Ground |
| 30A | Black | Left Turn Indicator Light | Panel Ground |
| 30B | Black | Right Turn Indicator Light | Panel Ground |
| 32 | Lt. Green | Eng. Coolant Temp. Gauge | Eng. Coolant Temp. Sender |
| 33 | Lt. Blue | Fuel Gauge | Fuel Tank Sender |
| 34 | Brown | Alternator Warning Light | Alternator (Aux. Term.) |
| 35 | Tan | Parking Brake Buzzer | Parking Brake Buzzer Switch |
| 36 | Purple | Key Switch (Ign. Term.) | Eng. Coolant Temp. Gauge (Ign. Term.) |
| 36A | Purple | Eng. Coolant Temp. Gauge (Ign. Term.) | Fuel Gauge (Ign. Term.) |
| 36B | Purple | Fuel Gauge (Ign. Term.) | Trans. Temp. Gauge (Ign. Term.) |
| 36C | Purple/White | Key Switch (X Term.) | Alternator Warning Light |
| 36D | Purple | Key Switch (Ign. Term.) | Parking Brake Buzzer |
| 36E | Purple | Key Switch (Ign. Term.) | Cold Start Button |
| 36F | Purple | Hyd. Filter Pressure Light | Splice to Circuit 36B |
| 36G | Purple | Key Switch (Ign. Term.) | Start Switch (Bat. Term.) |
| 38 | Lt. Green/Black | Trans. Temp. Gauge | Trans. Temp. Gauge Sender |
| 39 | Dk. Blue/Gray | Hyd. Filter Pressure Light | Hyd. Filter Pressure Switch |
| 41 | Pink | Light Switch (HL Term.) | Splice to 41A & 41B |
| 41A | Pink | L.H. Front Headlight (Low Beam) | Splice to 41 |
| 41B | Pink | R.H. Front Headlight (Low Beam) | Splice to 41 |
| 42 | Dk. Green | Light Switch (F. Flood Term.) | Splice to 42A & 42B |
| 42A | Dk. Green | L.H. Front Headlight | Splice to 42 |
| 42B | Dk. Green | R.H. Front Headlight | Splice to 42 |
| 42C | Dk. Green | L.H. Front Flood Light | Splice to 42A |
| 42D | Dk. Green | R.H. Front Flood Light | Splice to 42B |
| 43 | Yellow | Light Switch (T.L. Term.) | L.H. Tail Light |
| 43A | Yellow | Light Switch (T.L. Term.) | Fuse Holder |
| 43B | Yellow/Black | Fuse Holder (15 Amp.) | Turn Signal Switch (#1 term.) |
| 44 | Dk. Blue | Light Switch (R. Flood Term.) | Splice to 44A & 44B |
| 44A | Dk. Blue | L.H. Rear Flood Light (FL Term.) | Splice to 44 |
| 44B | Dk. Blue | R.H. Rear Flood Light | Splice to 44 |
| 45 | Tan/White | Turn Signal Switch (#3 Term.) | L.H. Turn & Flasher Light |
| 45A | Tan/White | Auxiliary Outlet (Yellow Term.) | Splice to 45 |
| 46 | Dk. Brown | Turn Signal Switch (#4 Term.) | R.H. Turn & Flasher Light |
| 46A | Dk. Brown | Auxiliary Outlet (Green Term.) | Splice to 46 |
| 49 | Gray | Light Switch (HL Term.) | Splice to Panel Lamps |
| 60 | Black | Auxiliary Outlet (White Term.) | Chassis Ground |
| 61 | Pink | Light Switch Circuit Breaker (Aux. Term.) | Fuse Holder |
| 61A | Pink/Black | Fuse Holder (15 Amp.) | Turn Signal Switch (#2 Term.) |
| 65 | Tan/Black | Turn Signal Switch (#6 Term.) | Left Turn Indicator Light |
| 66 | Dk. Brown/White | Turn Signal Switch (#5 Term.) | Right Turn Indicator Light |
| 81 | Pink | Light Switch Circuit Breaker (Aux. Term.) | Auxiliary Outlet (Blue Term.) |




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**STEP 4**

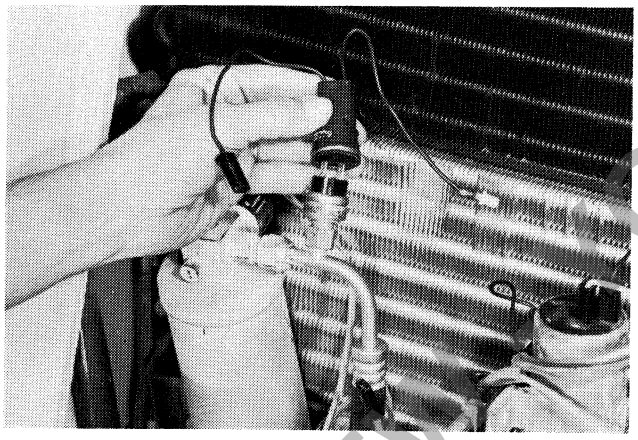



With a battery powered test lamp or ohmmeter, check the continuity of the two wire leads.

A. Light on or low ohms (low meter reading) means switch closed (continuity).

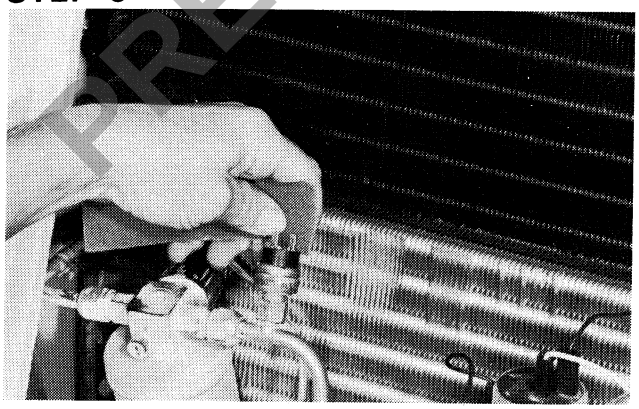
B. Light off or high ohms (high meter reading) means switch open (no continuity).

**STEP 5**



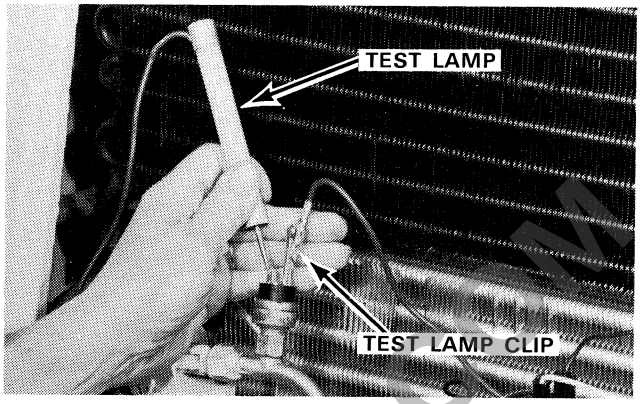
If there is no continuity, remove the boot from the pressure switch. *NOTE:* If switch and boot are a solid one piece part, the switch must be replaced since no further testing can be done.

**STEP 6**



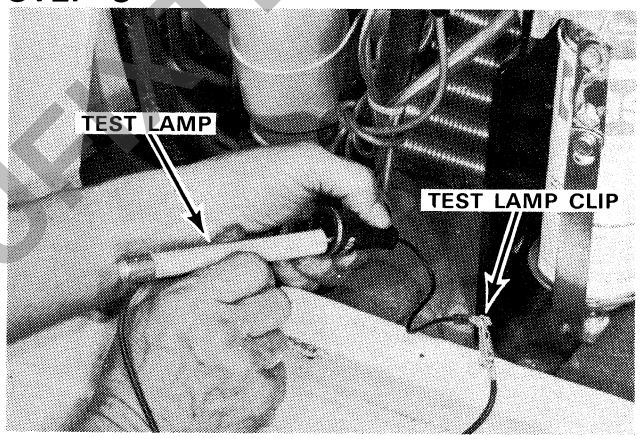
Clean the male switch terminals.

**STEP 7**



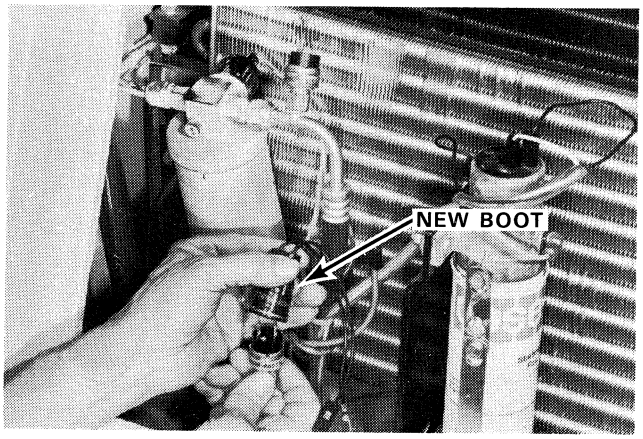

Check the continuity of the male switch terminals. If there is no continuity, the system will have to be discharged and the switch replaced.

**STEP 8**




If the switch terminals tested okay, check the continuity of each wire in the switch boot.

**STEP 9**

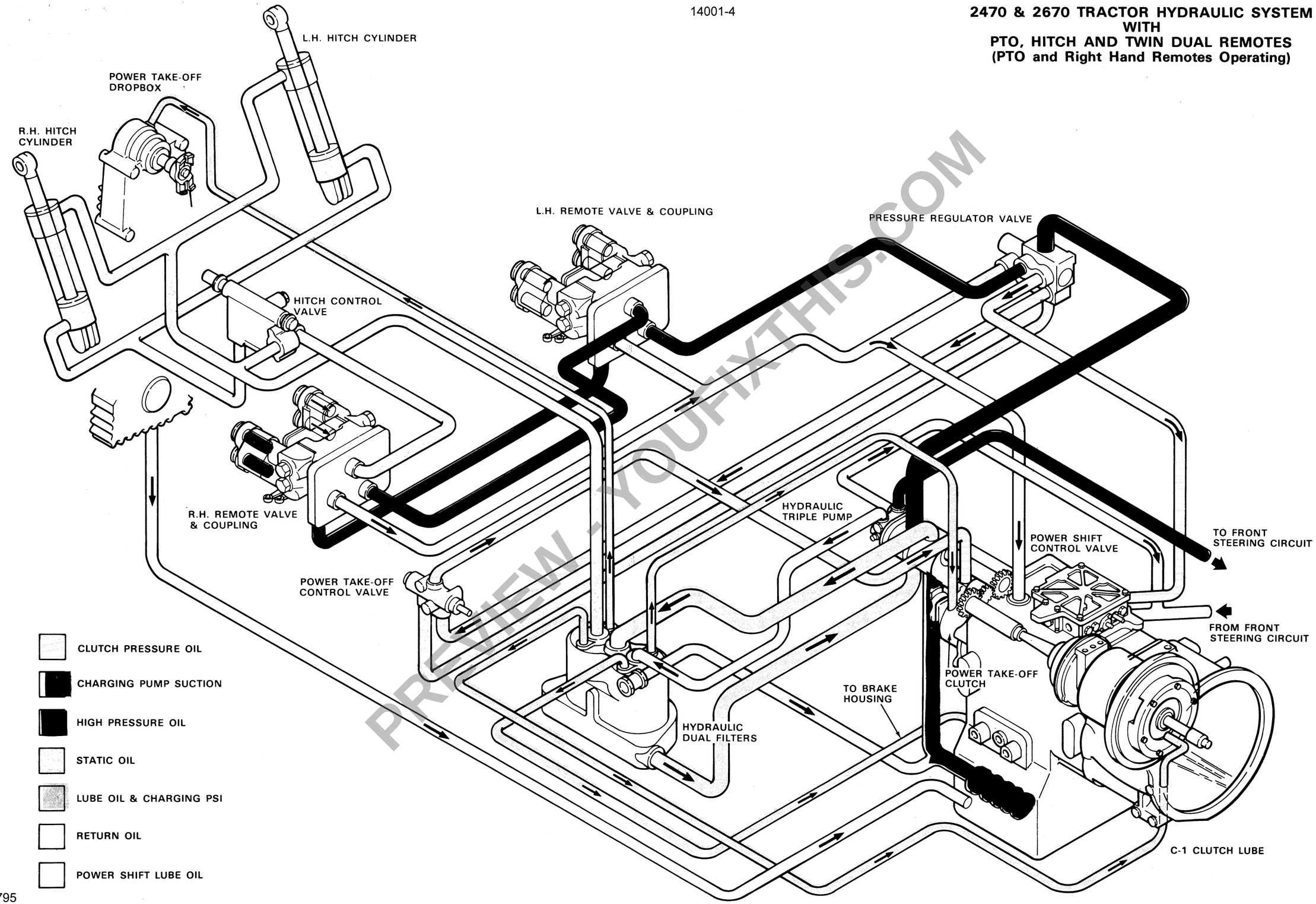



If the wires in the switch boot were found defective, remove the boot from a new pressure switch. Align switch terminals and install new boot. Again check for continuity at the exposed boot wire terminals as shown in Step 4.

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# 2470 & 2670 TRACTOR HYDRAULIC SYSTEM WITH PTO, HITCH AND TWIN DUAL REMOTES (PTO and Right Hand Remotes Operating)

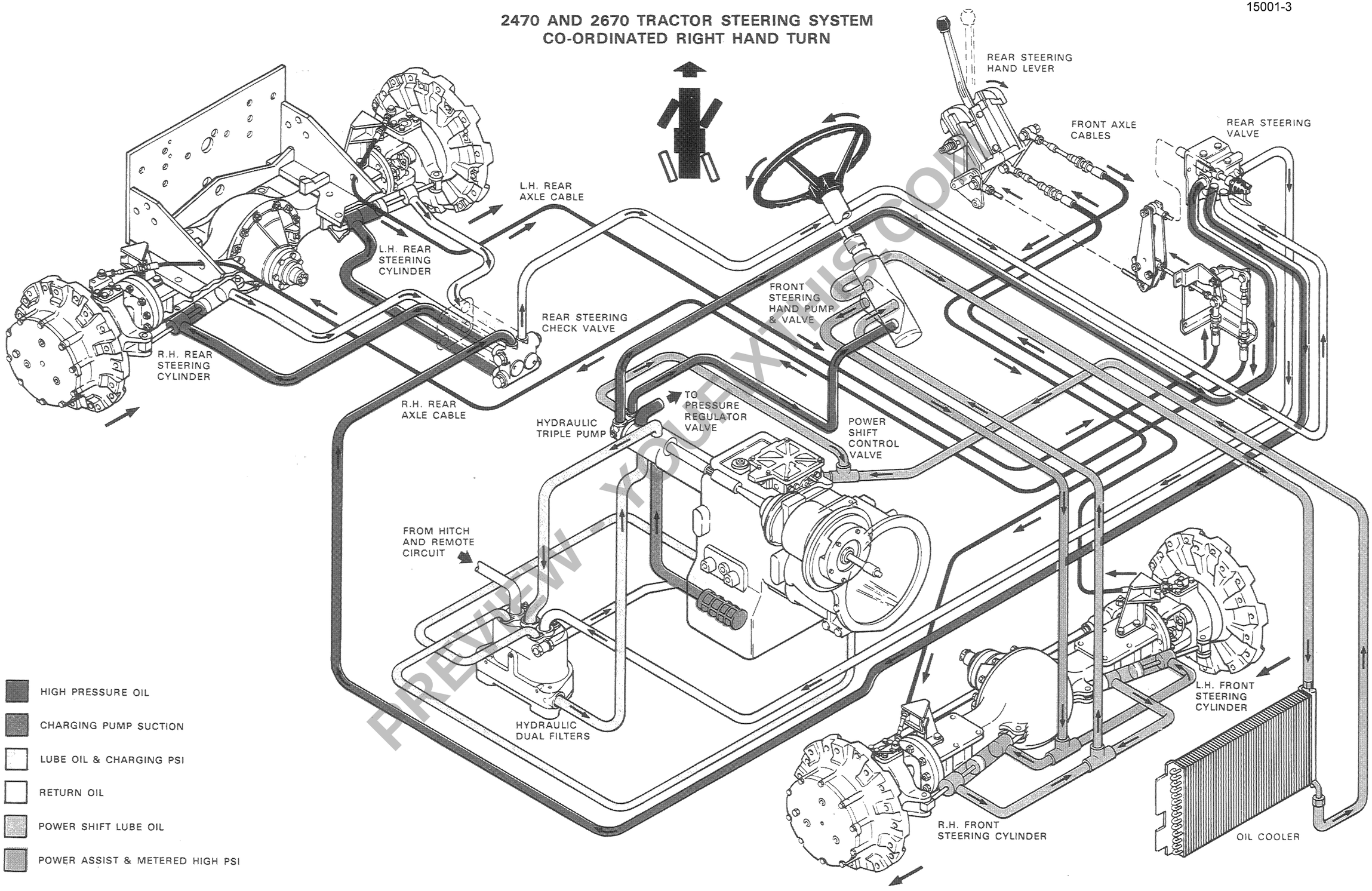



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# 2470 AND 2670 TRACTOR STEERING SYSTEM
## CO-ORDINATED RIGHT HAND TURN



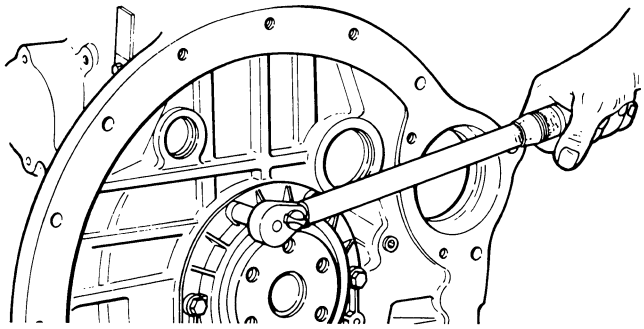

- HIGH PRESSURE OIL
- CHARGING PUMP SUCTION
- LUBE OIL & CHARGING PSI
- RETURN OIL
- POWER SHIFT LUBE OIL
- POWER ASSIST & METERED HIGH PSI

9-77855

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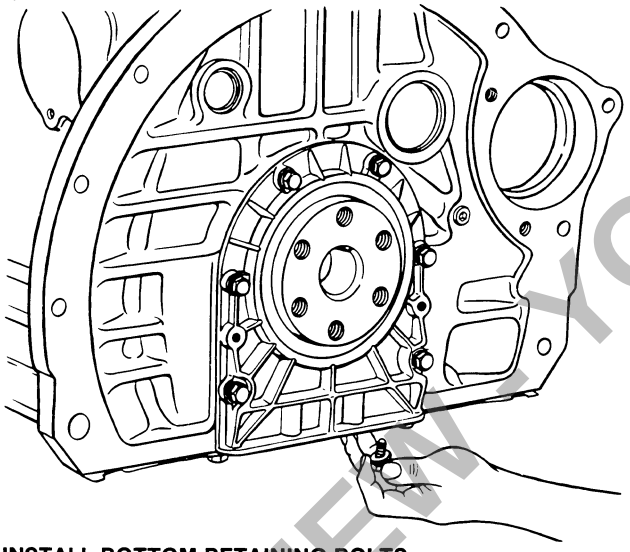
## STEP 11



TIGHTEN THE REAR RETAINING BOLTS 35 TO 42 FT. LBS.

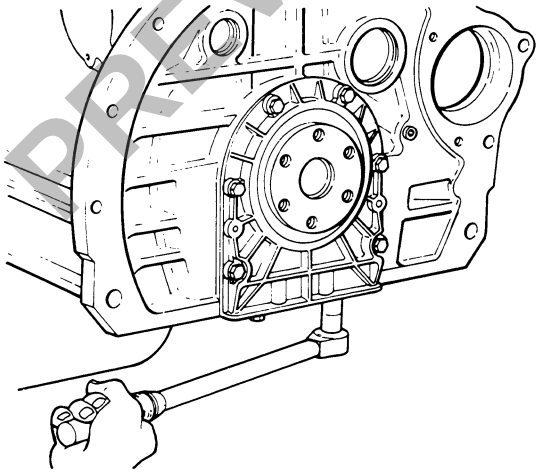
NOTE: AFTER ASSEMBLY OF REAR SEAL RETAINER TO THE REAR OF THE ENGINE BLOCK. TRIM THE SEAL RETAINER GASKETOFF FLUSH WITH THE CYLINDER BLOCK AND BOTTOM FLANGE OF THE SEAL RETAINER.PUT A BED OF PERMATEX #2 ALONG THE TRIMMED GASKET EDGE PRIOR TO ASSEMBLY OF THE OIL PAN.

## STEP 12



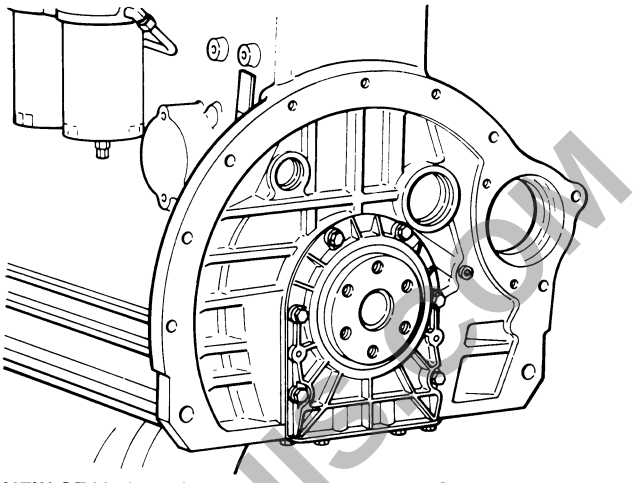
INSTALL BOTTOM RETAINING BOLTS.

## STEP 13



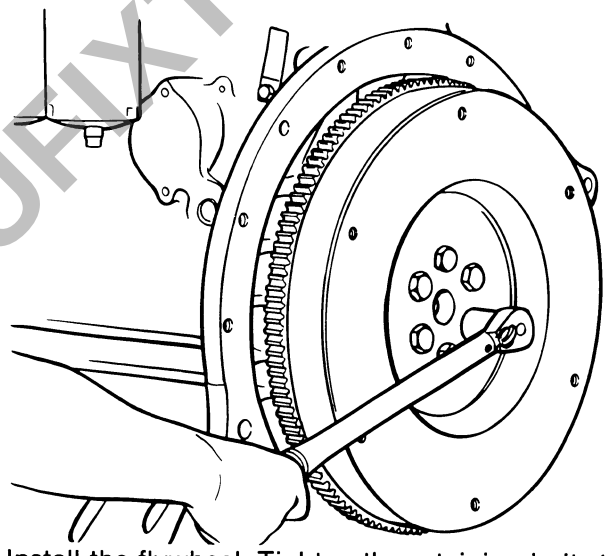
TORQUE BOTTOM RETAINING BOLTS 25 TO 30 FT. LBS.

## STEP 14



NEW SEAL AND SEAL CARRIER INSTALLED.

## STEP 15



Install the flywheel. Tighten the retaining bolts to the following torques:

Without hardened washers - 180 to 190 ft. lbs. (244 to 258 Nm) (24.4 to 25.8 kgm).

With hardened washers - 230 to 250 ft. lbs. (312 to 339 Nm) (31.2 to 33.9 kgm).

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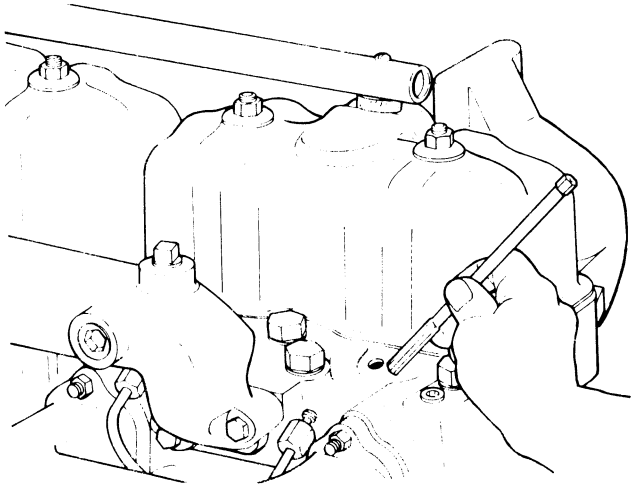


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# INSTALLING INJECTORS

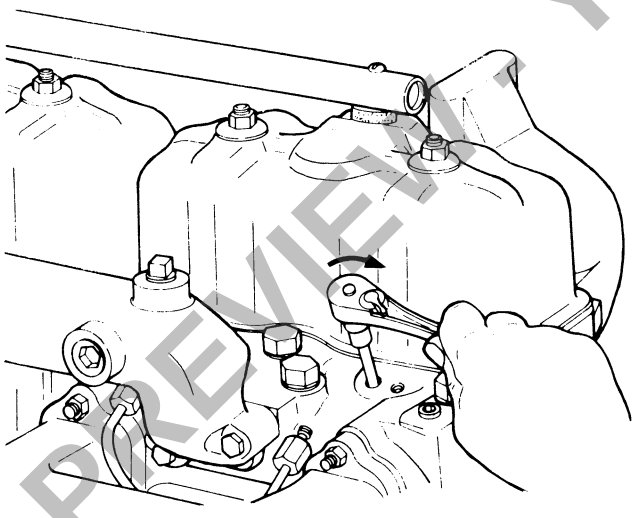
Clean and inspect the cylinder head, injector inlet fittings and seal surfaces. Dirt or burrs on the sealing surfaces can cause injector distortion when clamping injector in place, resulting in a sticking valve.

## STEP 9



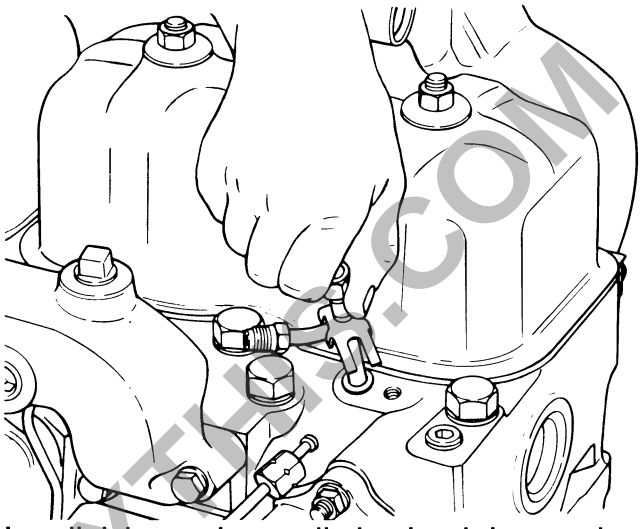
Clean cylinder head injector bore using bore cleaning tool A43277.

## STEP 10



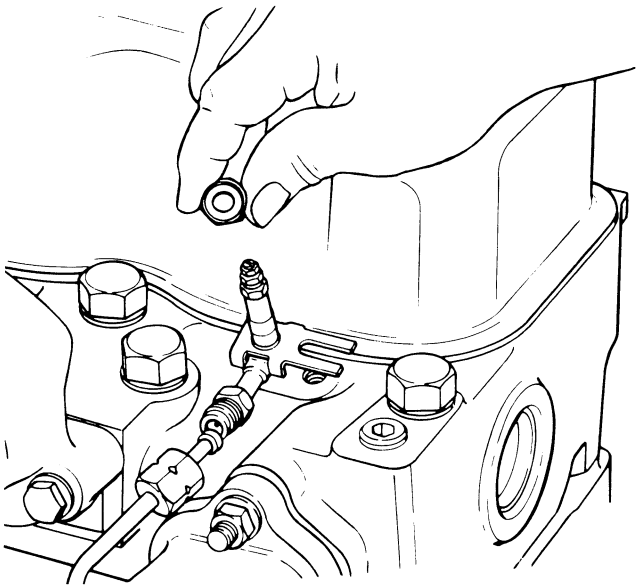
Always turn the tool clockwise. Counterclockwise rotation dulls the tool. Blow out with compressed air.

## STEP 11



Install injector into cylinder head bore using a twisting motion.

## STEP 12

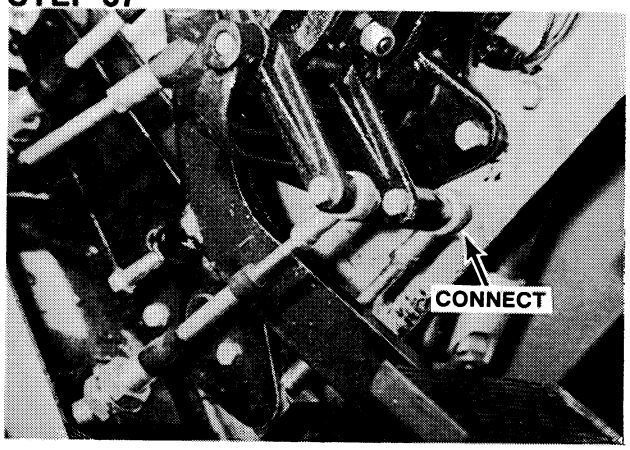


Install tee nut on injector.

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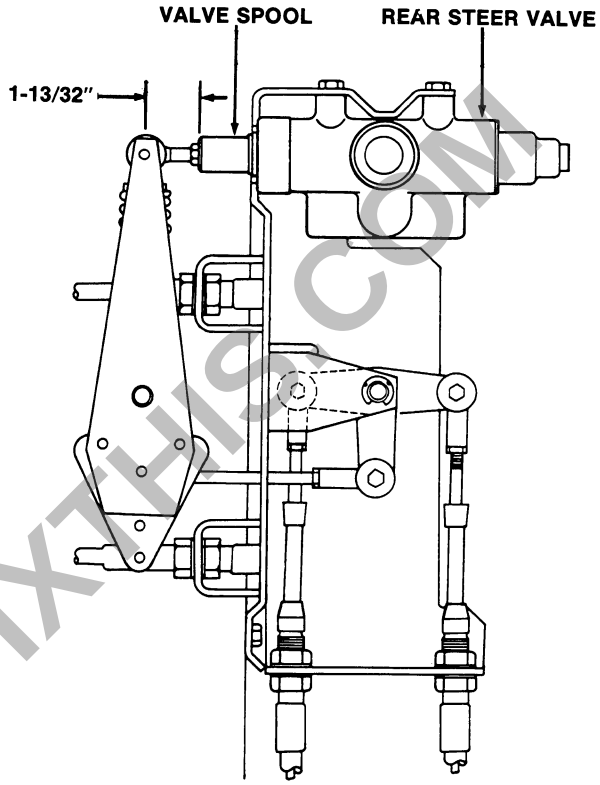
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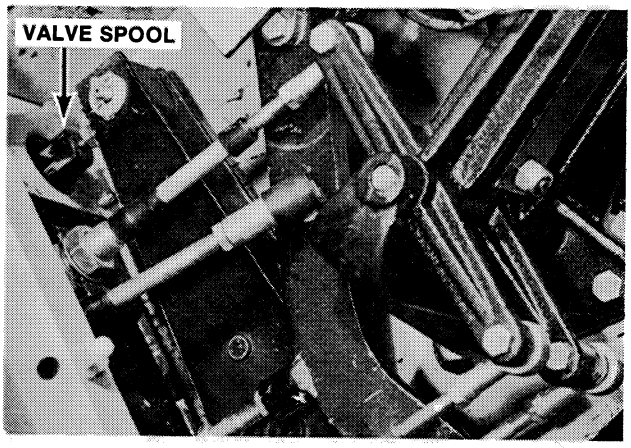
## STEP 57




Connect the hand lever link to the quadrant.
**IMPORTANT:** *The balljoint must be flat with the quadrant to prevent balljoint from coming loose from the locknut when tightened, and also, to prevent strain on the cables.*

## STEP 58



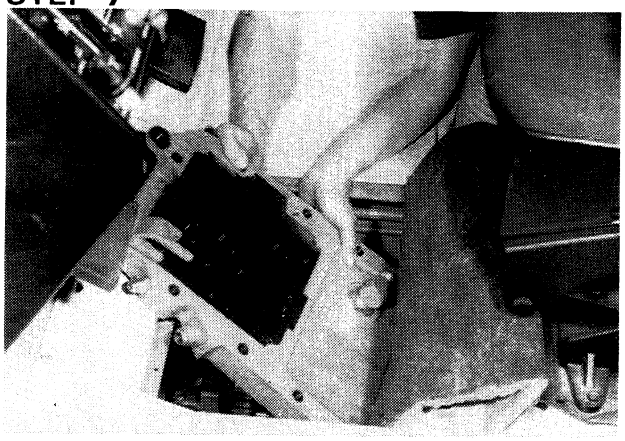




Thread the valve spool onto the valve link until the measurement from the end of the spool to the center of the override pivot is 1-13/32".

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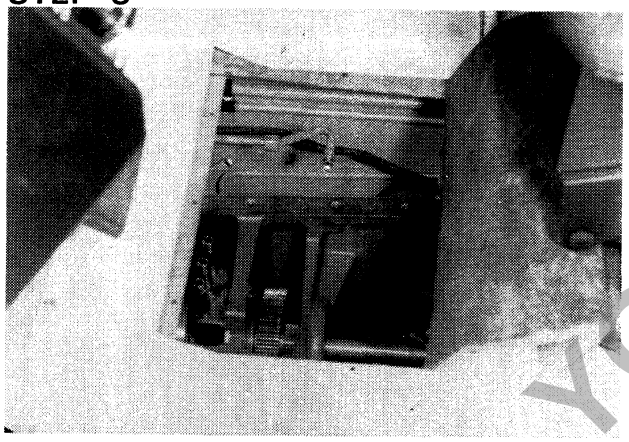
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STEP 7



Remove transmission top cover.

STEP 8



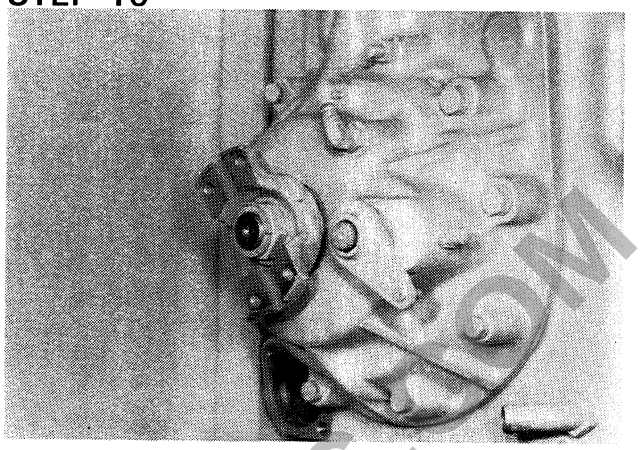
Top cover removed from transmission case.

STEP 9



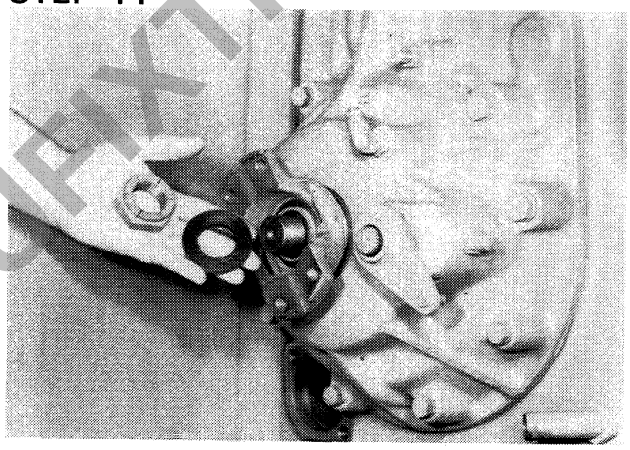
Remove the three oil distributor tubes.

STEP 10



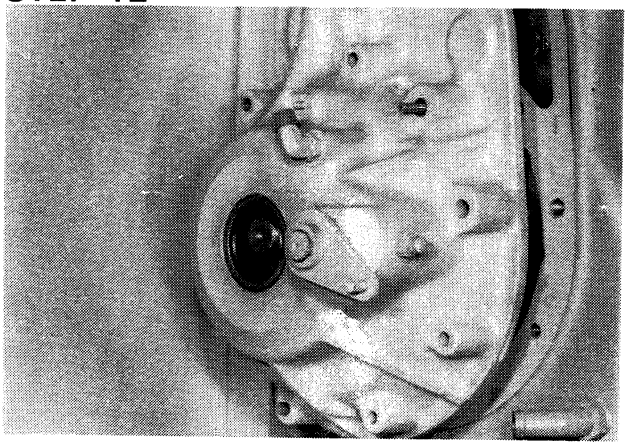
Disconnect all lines and linkage to brake housing.

STEP 11



Remove output shaft retainer nut and yoke.

STEP 12

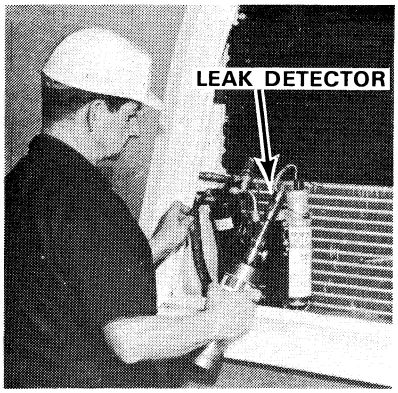


Remove brake housing from transmission case.

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(Visual refrigerant check continued)




**Leak Detector Check**

1. Shut off vehicle engine.

**DANGER** *When refrigerant comes in contact with an open flame, it forms phosgene gas, never breathe these fumes.*

2. Move detector pick-up over system.

Propane Type -
- Greenish Blue - No leak
- Yellow - Small leak
- Purple - Large leak

Butane Type -
- Pale Blue - No leak
- Bright Blue - Small leak
- Vivid Green - Large leak

3. Repair all leaks and add refrigerant to the system, refer to Page 16.

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