880B EXCAVATOR
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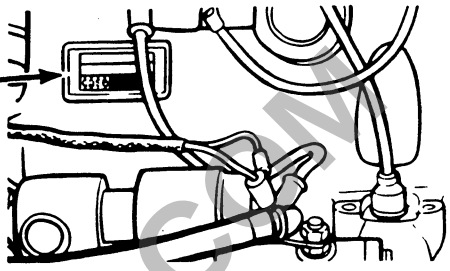
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Section 11

GENERAL ENGINE SPECIFICATIONS 880 EXCAVATOR

THE MODEL AND ENGINE SERIAL NUMBER IS STAMPED ON A PLATE LOCATED ON THE SIDE OF THE ENGINE ABOVE THE CRANKING MOTOR.



DIESEL ENGINES

General

Type ..... 4 Cylinder, 4 Stroke Cycle, Valve-in-Head Turbo-Charged
Firing Order 1-3-4-2
Bore ..... 4-5/8 Inches
Stroke ..... 5 Inches
Piston Displacement ..... 336 Cubic Inches
Compression Ratio ..... 16.5 to 1
No Load Governed Speed ..... 2385 - 2415 RPM
Rated Engine Speed ..... 2200 RPM
Engine Idling Speed ..... 725 to 775 RPM
Exhaust Valve Rotators ..... Positive Type
*Valve Tappet Clearance (Exhaust) ..... (Hot) .020 Inch (Cold) .025 Inch
(Intake) ..... (Hot and Cold) .015 Inch

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

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 Alloy Liners

Main Bearings

Number of Bearings 5
Type Bearings ..... Replaceable Precision Steel Back, Copper-Lead Alloy Liners

Engine Lubricating System

Crankcase Capacity ..... 10 Quarts
with Filter Change ..... 11 Quarts
Oil Pressure ..... 45 to 55 Pounds with Engine Warm and Operating at Rated Engine Speed
Type System ..... Pressure and Spray Circulation
Oil Pump ..... Gear Type
Oil Filter ..... Full Flow Spin 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 (Opening Pressure 2800 PSI)
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

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U.S. AND METRIC TORQUE SPECIFICATIONS

Grade 5 Bolts, Nuts and Studs (Dry Threads)

Thread size	Ft-lbs	N m
1/4"-20 NC	5-10	7-13
1/4"-28 NF	10-15	13-20
5/16"-18 NC	15-20	20-27
5/16"-24 NF	15-20	20-27
3/8"-16 NC	25-35	34-47
3/8"-24 NF	30-40	41-54
7/16"-14 NC	45-55	61-74
7/16"-20 NF	50-60	68-81
1/2"-13 NC	65-85	88-115
1/2"-20 NF	80-100	109-135
9/16"-12 NC	100-120	135-163
9/16"-18 NF	110-130	149-176
5/8"-11 NC	135-165	183-223
5/8"-18 NF	160-200	216-271

Thread size	Ft-lbs	N m
3/4"-10 NC	235-285	319-386
3/4"-16 NF	270-330	366-447
7/8"-9 NC	360-440	488-597
7/8"-14 NF	395-490	536-664
1"-8 NC	520-640	705-867
1"-12 NF	575-705	780-955
1-1/8"-7 NC	720-820	976-1111
1-1/8"-12 NF	790-970	1071-1315
1-1/4"-7 NC	1010-1240	1370-1681
1-1/4"-12 NF	1115-1365	1512-1850
1-3/8"-6 NC	1315-1610	1783-2182
1-3/8"-12 NF	1510-1850	2047-2508
1-1/2"-6 NC	1745-2135	2366-2894
1-1/2"-12 NF	1880-2420	2549-3281

Grade 8 Bolts, Nuts and Studs (Dry Threads)

Thread size	Ft-lbs	N m
1/4"-20 NC	10-15	13-20
1/4"-28 NF	15-20	20-27
5/16"-18 NC	20-30	27-40
5/16"-24 NF	25-30	34-40
3/8"-16 NC	40-50	54-67
3/8"-24 NF	45-55	61-74
7/16"-14 NC	60-80	82-102
7/16"-20 NF	70-90	95-122
1/2"-13 NC	100-120	136-162
1/2"-20 NF	110-130	149-176
9/16"-12 NC	135-165	183-223
9/16"-18 NF	155-190	210-257
5/8"-11 NC	200-240	271-325
5/8"-18 NF	215-265	292-359

Thread size	Ft-lbs	N m
3/4"-10 NC	340-420	461-569
3/4"-16 NF	380-460	515-623
7/8"-9 NC	540-660	732-894
7/8"-14 NF	595-725	807-982
1"-8 NC	810-990	1098-1342
1"-12" NF	900-1100	1220-1491
1-1/8"-7 NC	1150-1400	1559-1898
1-1/8"-12 NF	1295-1585	1756-2148
1-1/4"-7 NC	1640-2000	2224-2711
1-1/4"-12 NF	1800-2200	2440-2982
1-3/8"-6 NC	2140-2620	2901-3552
1-3/8"-12 NF	2450-3000	3322-4067
1-1/2"-6 NC	2845-3475	3857-4711
1-1/2"-12 NF	3200-3900	4339-4880



Figure 1

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SAFETY RULES

This Safety Alert Symbol Indicates Important Safety Messages In This Manual. When You See This Symbol, Carefully Read The Message That Follows And Be Alert To The Possibility Of Personal Injury Or Death.

CAUTION: Do not service machine with engine running. If necessary to make checks with engine running, have one man stay at the controls while the other makes the check.

CAUTION: When servicing the machine, tag mark the ignition switch to alert other operators and prevent accidental start-ups.

CAUTION: Engage digging brake whenever the unit is not "crawling". Accidental engagement of the drive lock switch will cause the machine to immediately move in the forward direction.

CAUTION: Before starting engine make sure all operating controls are in NEUTRAL.

WARNING: To prevent injury from burns always use a non-flammable solvent for cleaning component parts. DO NOT USE gasoline or other flammable substances.

Keep a fire extinguisher on hand and KNOW HOW TO USE IT. Check it regularly to ensure it is in good working order.

WARNING: To prevent eye injuries wear safety glasses when servicing this machine.

POISON DANGER: BATTERY ACID CAUSES SEVERE BURNS. BATTERIES CONTAIN SULFURIC ACID. Avoid contact with skin, eyes, or clothing.

Anti-dote: EXTERNAL: Flush with water. INTERNAL: Drink large quantities of water or milk. Follow with Milk of Magnesia, beaten egg or vegetable oil. Call physician immediately. EYES: Flush with water for 15 minutes and get prompt medical attention. KEEP OUT OF REACH OF CHILDREN.

WARNING: Never attempt to disconnect any hydraulic lines unless boom is firmly supported or blocked, load is lowered to the ground and hydraulic line pressure is relieved by working the controls back and forth several times while cranking the engine with shutoff control pulled out.

WARNING: Never operate the alternator on an open circuit. With no battery or other electrical load on the circuit, a voltage buildup will occur within the alternator. This voltage buildup could be extremely hazardous to anyone touching the alternator "BAT" terminal.

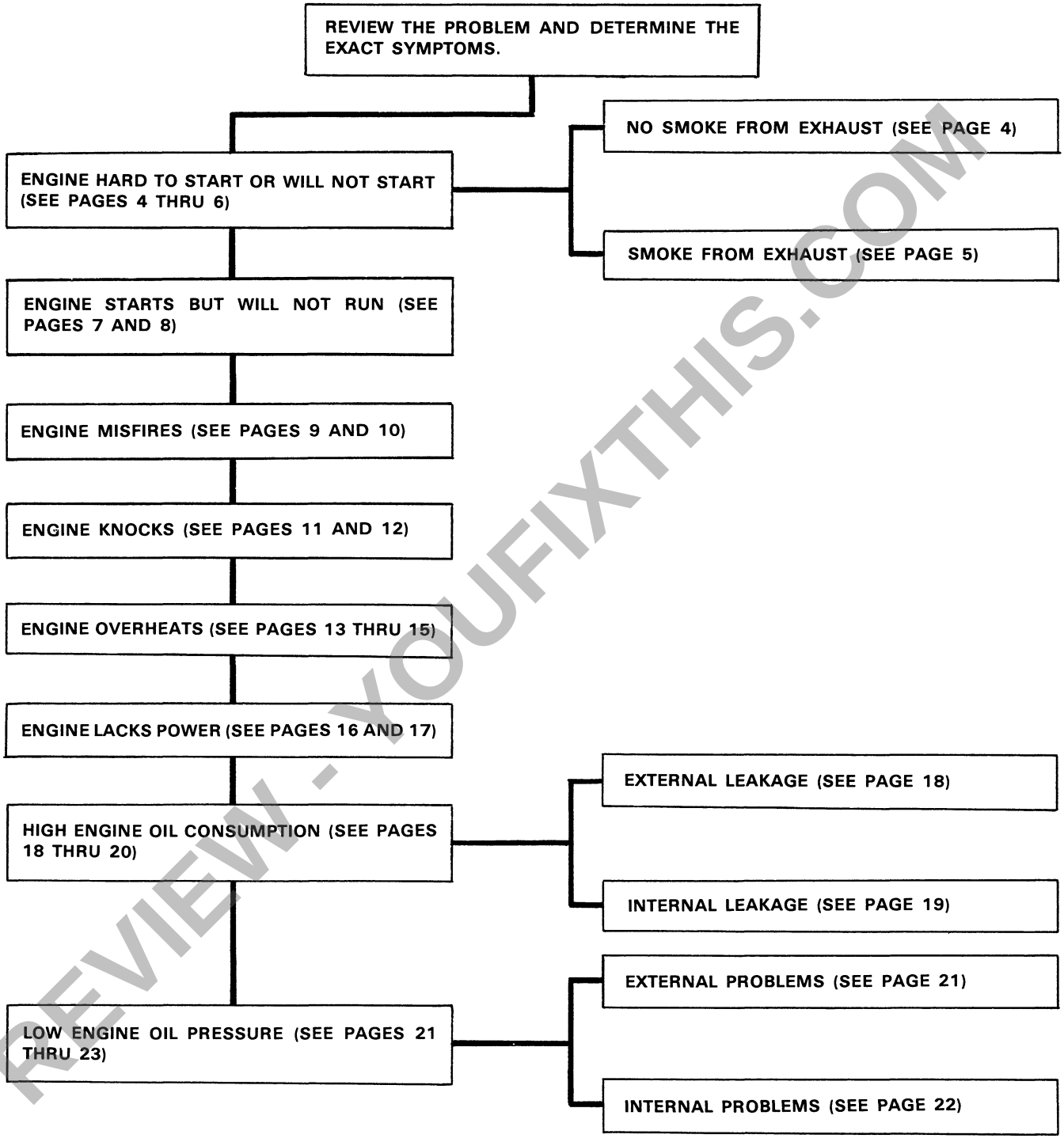
CAUTION: Decals provide operating instructions and safety information to the operator. To help prevent accidents or personal injury, clean or replace any decal that cannot be easily read.

CAUTION: Before attempting to remove any major component, check the approximate weight of that component and make adequate provision for attaching and lifting. Use a hoist or crane capable of supporting the weight.

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ENGINE DIAGNOSIS CHART



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MAINTENANCE

Introduction

Scheduled maintenance and lubrication are the normal operations required to provide safe and efficient operation. Following the maintenance charts is the easiest and most economical means of assuring the least amount of down time.

Hourly intervals have been established for servicing the machine. They are based on the number of hours the engine has run. The hourmeter, which operates when the engine is running, indicates the accumulated hours of operation.

Run-In Period

The items listed in the run-in section are performed during the run-in period only.

Scheduled Maintenance

The items listed in this section are separated into maximum hourly intervals. These intervals are based on "average" operating conditions. When operating under "severe" conditions, such as excessive heat, cold, dust, mud or water, shorten the interval.

The chart following lists all components to be serviced, the interval of servicing and the section it is found in.

RUN-IN MAINTENANCE CHART

NOTE: The following charts are based on maximum intervals. If the machine operates in severe conditions, service more often.

NOTE: See page 1050-5 for listing of fluids and lubricants.

INTERVAL	SERVICE	INSTRUCTIONS
Run-In Period After First 20 Hours	Drain and refill engine crankcase oil	See Operator's Manual
	Change engine oil filter.	See Operator's Manual
	Check fan belt tension	Section 4007
	Replace 33 micron hydraulic oil filter element	Section 8201
	Clean 100 mesh screens	Section 8201

SCHEDULED MAINTENANCE CHART

INTERVAL	SERVICE	INSTRUCTIONS
Every 10 Hours or daily, whichever occurs first	Check engine oil level	See Operator's Manual
	Check hydraulic oil level	Section 8201
	Check air cleaner air restriction indicator	Section 2051
	Check radiator coolant level	See Operator's Manual
	Clean air cleaner dust cups	See Operator's Manual

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FUEL, FLUIDS AND LUBRICANT CHART

COMPONENT	CAPACITY U.S.	CAPACITY METRIC	SPECIFICATIONS
Fuel Tank	75 gal.	284 litres	No. 2 diesel fuel
Engine crankcase with filter change without filter change	 11 quarts 10 quarts	 10.5 litres 9.5 litres	Engine oil: Case HDM Oil CD - Commercial class D Above 32° F (0° C) - SAE 30W 10° to 50° F (-12° to 10° C) - SAE 20W Below 32° F (0° C) - SAE 10W
Hydraulic Tank	18.7 gals.	71 litres	Case TCH Fluid Alternate oils: Engine oil - SD Service class D CA - Commercial class A (Service MS or DG) Above 32° F (0° C) - SAE 10W Below 32° F (0° C) - SAE 5W Type C-2 transmission and hydraulic fluid such as Tenneco Hytrans Fluid
Hydraulic System	43 gal.	163 litres	
Final drives (each)	8.5 quarts	8 litres	Case FDL final drive fluid or SAE 90 API-GL-4 Gear Lubricant
Swing Gearbox	4.5 quarts	4.25 litres	Case FDL final drive fluid or SAE 90, API-GI-4 Gear Lubricant
Cooling System	9.5 gal.	36 litres	Ethylene glycol and water should be mixed for prevailing temperatures. Follow antifreeze manufacturer's specifications.
Grease Fittings	As required		No. 2 Moly-disulfide grease

NOTE: It is extremely important that a stable, high quality engine lubricating oil be selected for use in the Case Diesel Engine. It is also extremely important that the correct weight (SAE Viscosity Rating) of oil be selected for the prevailing air temperature. This assures you that the oil will remain fluid or free flowing within the specified temperature ranges.

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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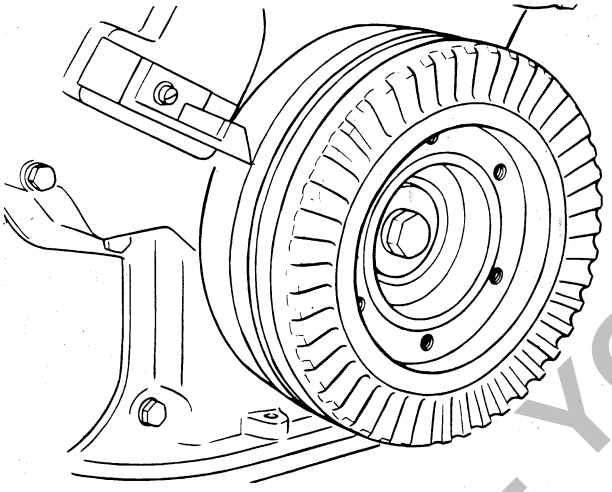
ENGINE TUNEUP PROCEDURE

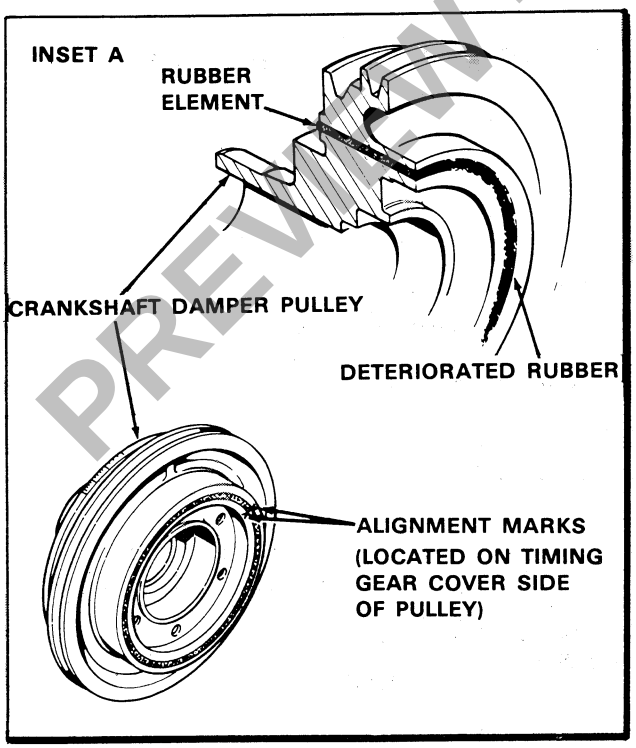
Checking Crankshaft Damper Pulley

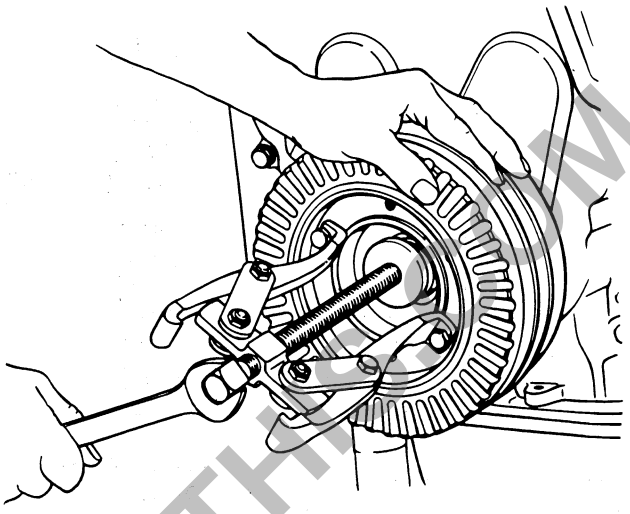
STEP 1

THE RECOMMENDED CHANGE INTERVAL FOR THE CRANKSHAFT DAMPER PULLEY IS 2000 HOURS MAXIMUM. AT ANY TIME OVER 1500 HOURS. CONSIDER CHANGING PULLEY AT ANY MAJOR ENGINE OVERHAUL OR TUNE UP.

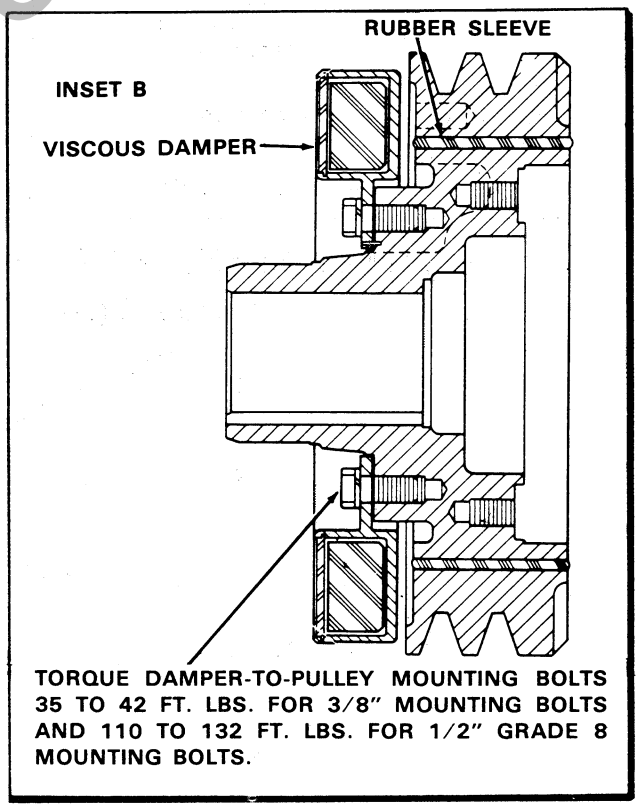
EVERY 500 HOURS AND AT ENGINE TUNEUP, VISUALLY INSPECT RUBBER ELEMENT FOR PEEL AREAS OR RUBBER MISSING. CHECK ALIGNMENT OF THE "V" MARKS BETWEEN THE INNER AND OUTER MEMBERS. IF "V" MARKS SHIFT, ENGINE TIMING WILL BE OFF AND DAMPER PULLEY MUST BE REPLACED.







USE BOLT ON TYPE PULLER TO REMOVE PULLEY. REMOVE VISCOUS DAMPER FROM PULLEY (IF SO EQUIPPED). DO NOT PULL OR HAMMER ON OUTSIDE OF PULLEY OR VISCOUS DAMPER; SERIOUS DAMAGE TO PULLEY, DAMPER, AND RUBBER SLEEVE COULD RESULT.



TORQUE DAMPER-TO-PULLEY MOUNTING BOLTS 35 TO 42 FT. LBS. FOR 3/8" MOUNTING BOLTS AND 110 TO 132 FT. LBS. FOR 1/2" GRADE 8 MOUNTING BOLTS.

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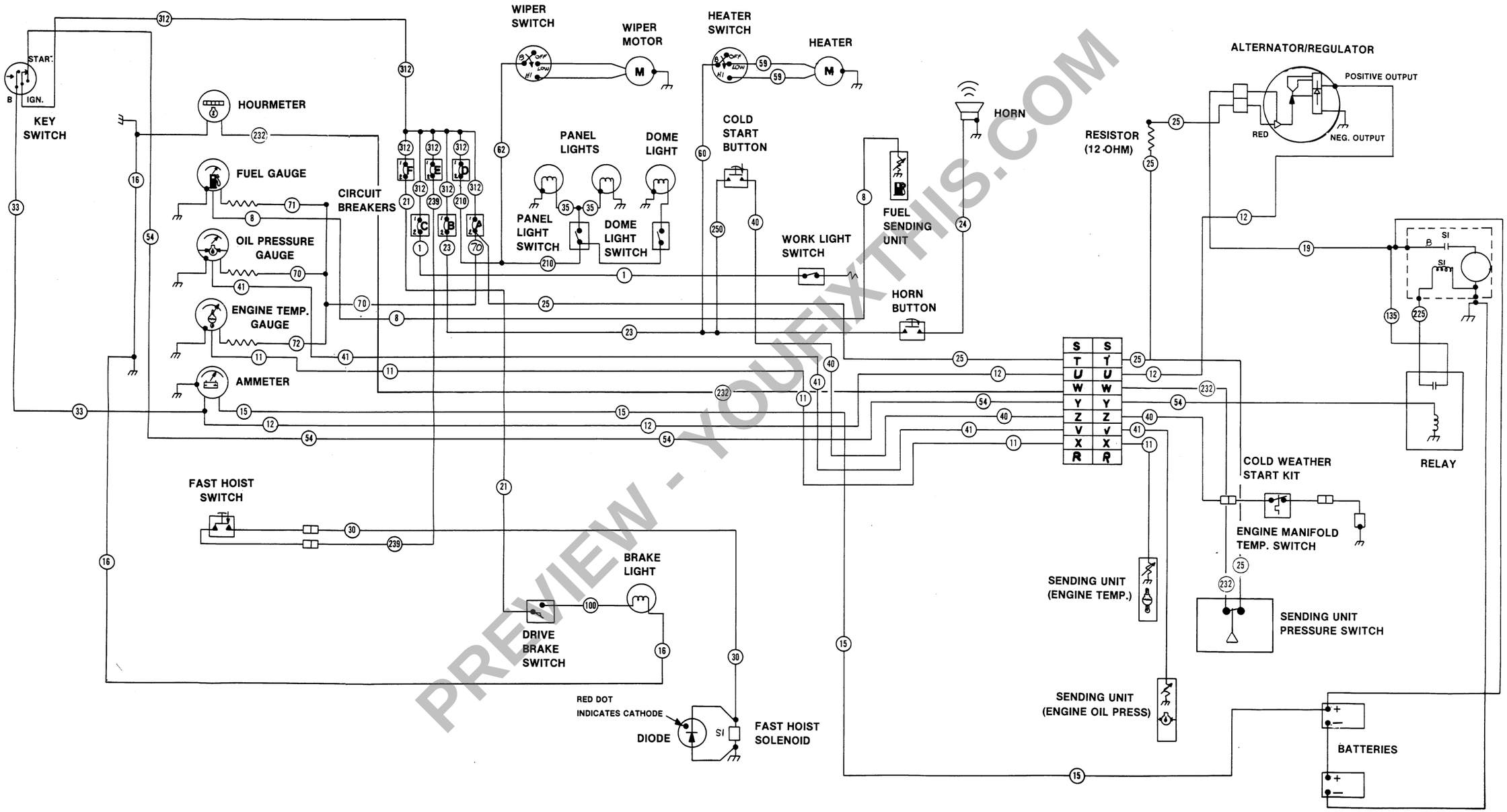


Figure 1. Electrical Schematic

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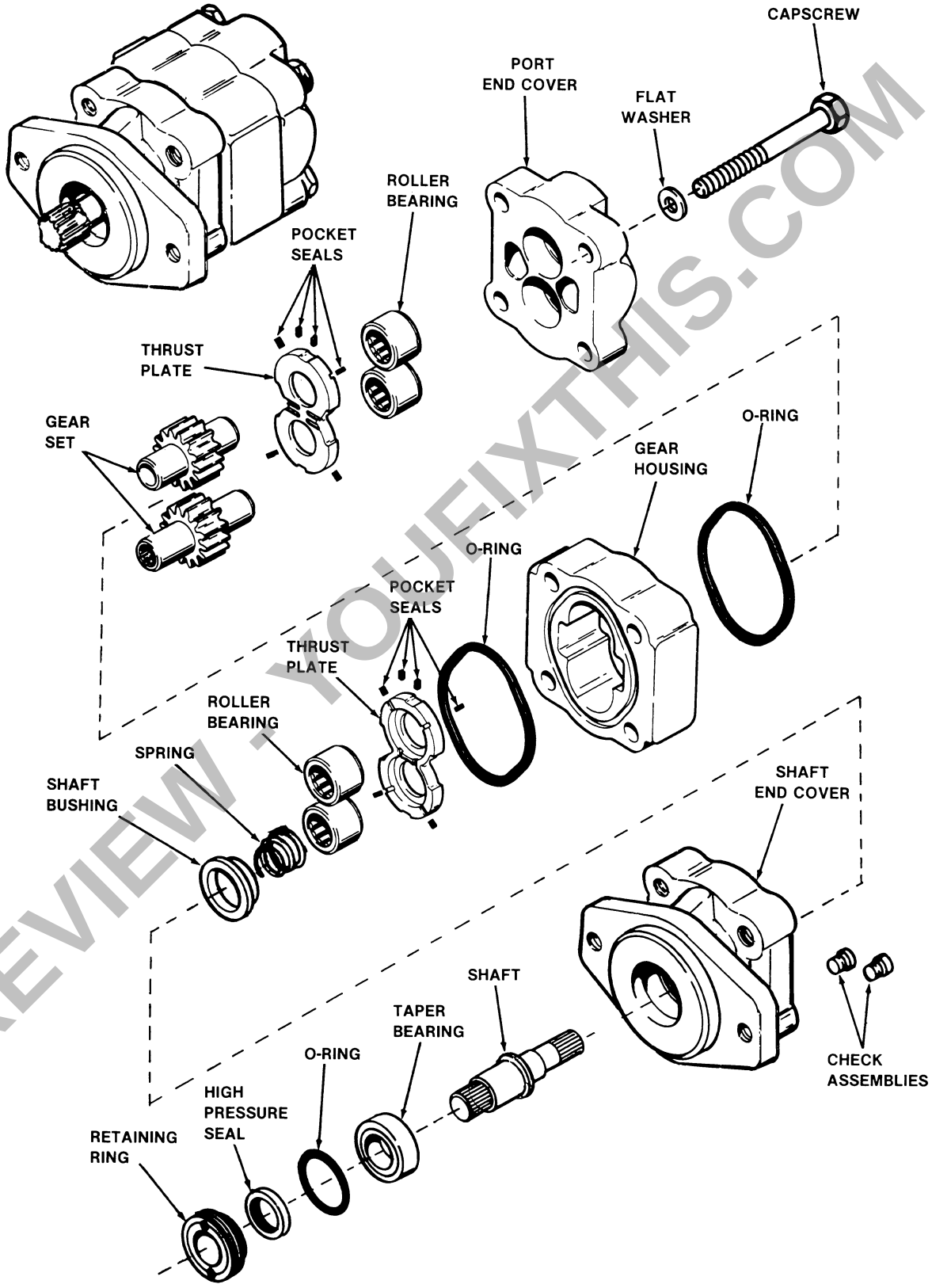
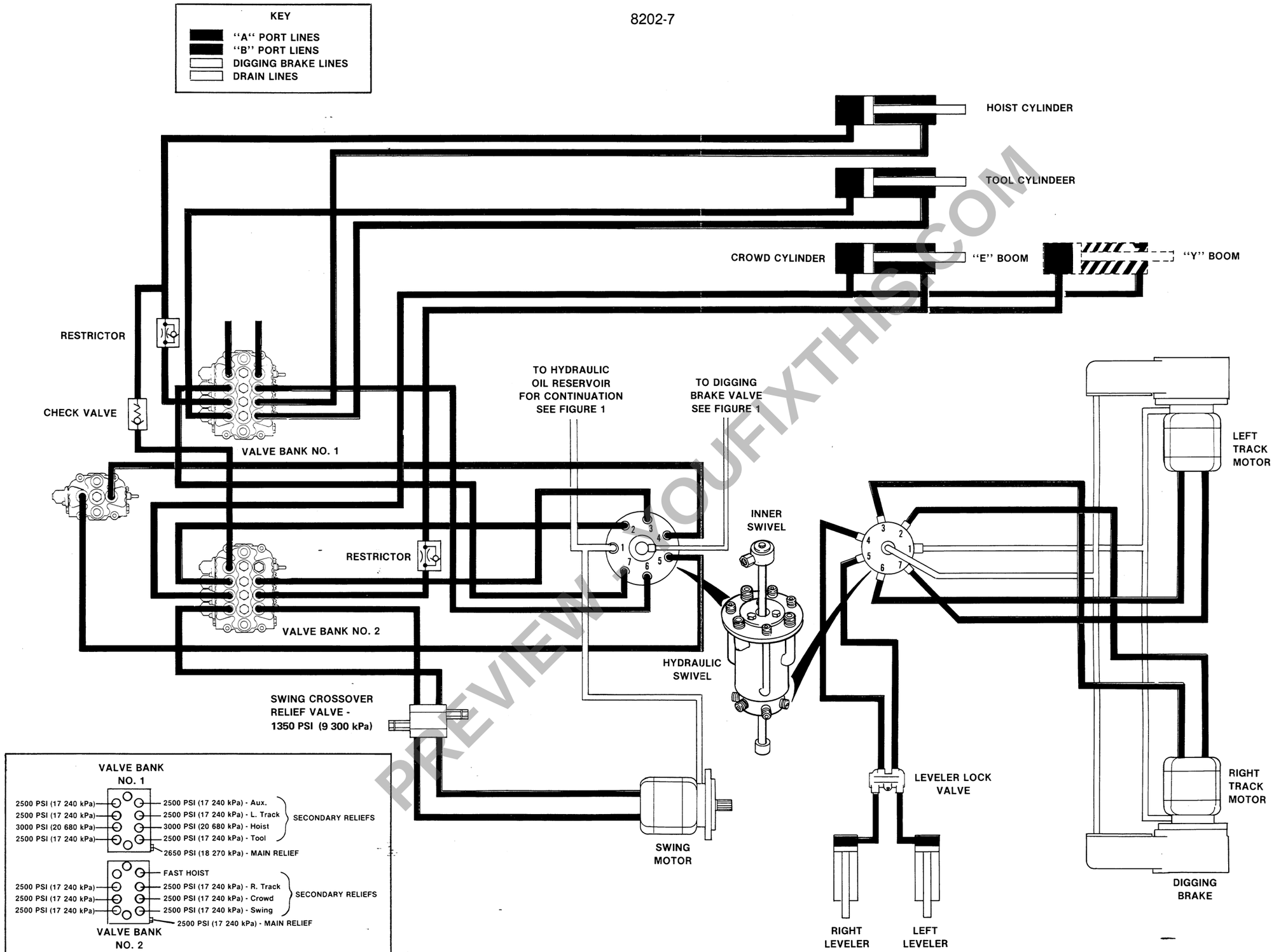


Figure 2. Swing Motor, Exploded View

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9-68142

Figure 2. Hydraulic System Diagram, Control Valve To Function

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ENGINE OVERHEATS

1. Fan Belt Loose

Check fan belt for proper tension. Check that the belt is not covered with oil or worn badly and riding very deep in pulley groove. Check for pulley groove wear.

2. Low Coolant Level

Check coolant level in radiator and refill if necessary.

3. Water Pump Malfunction

Remove the radiator cap and observe the coolant to see if there is movement which indicates the water pump is pumping. Move the fan back and forth to check for any defective bearings. Check around the water pump for any signs of coolant leakage indicating a bad water pump seal. Remove water pump and rebuild or replace.

4. Thermostat Inoperative

If there is high coolant temperature and boiling coolant, remove thermostats and test them.

5. Engine Timing Incorrect

Combustion will not occur in the cylinder at the correct moment (degrees BTDC) if the engine timing is incorrect. This can cause preignition or detonation and serious damage to the engine. Check for proper engine timing.

6. Tractor Mechanical Drag

A mechanical drag on a unit can cause low horsepower and engine overheating. Causes of some mechanical drags are defective brakes, bad bearings, or gears in transmission.

7. Radiator Cap Inoperative

Test radiator cap to see that it relieves at the correct pressure. Inspect cap gasket for proper sealing. An inoperative cap can cause water pump cavitation and lower coolant boiling points.

8. Radiator Fins Bent

Bent or damaged fins can cause a cooling system to overheat because of restricted air flow through the radiator core. All of the fin area is needed to dissipate the engine heat from the radiator.

9. Radiator Fins Plugged With Dirt

Radiator fins must be clean so air can flow through the radiator fins and help dissipate the heat of the coolant. Items that affect radiator cooling are: oil and grease on fins, leaves, and attachments covering radiator air inlet.

10. Cylinder Head Gasket Blown

A blown cylinder head gasket will cause one or two cylinders to loose power and cause an engine miss. It can also cause cooling system pressure to rise and blow engine coolant out the radiator overflow. Take a compression test to help determine a defective head gasket or, remove thermostats and fan belts, run engine, and check for gas bubbles rising in coolant in the water manifold.

11. Injection Pump Malfunction

A malfunctioning injection pump will usually under-fuel the engine. Adjust or replace the injection pump.

12. Radiator Baffling Missing

The removal of or non-reinstalling of radiator baffling, whether foam rubber or sheet metal, will cause cooling air flow to escape around the radiator instead of drawing in cool external air through the radiator.

13. Engine Low On Oil

An engine low on oil could loose lubrication to internal parts and start scoring pistons, sleeves and damage engine bearings. Proper oil level is required to help dissipate some of the engine heat. Check engine oil level every eight hours of operation. Low engine oil can also give low oil pressure readings.

14. Wrong Fuel or Contaminated Fuel

Wrong fuel or contaminated fuel can cause the unit not to run or to have preignition and detonation causing serious damage to the engine. Drain fuel tank and refill with correct fuel.

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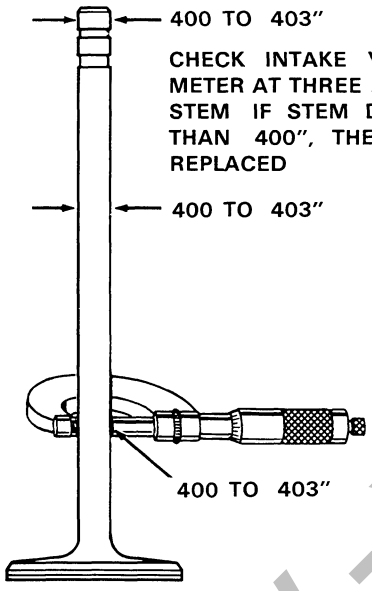
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STEP 26 (Cont.)



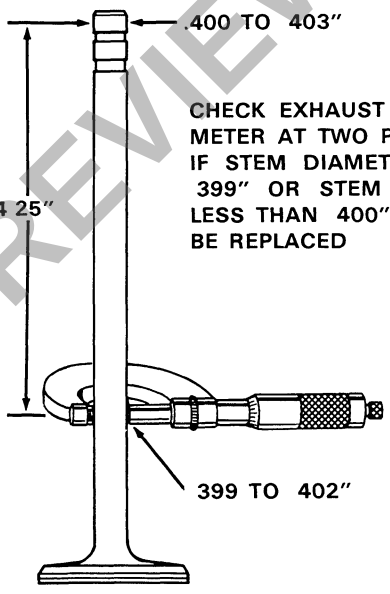
NOTE: IF EITHER OF THESE CONDITIONS EXIST, REPLACE THE VALVES

STEP 27



INTAKE VALVE

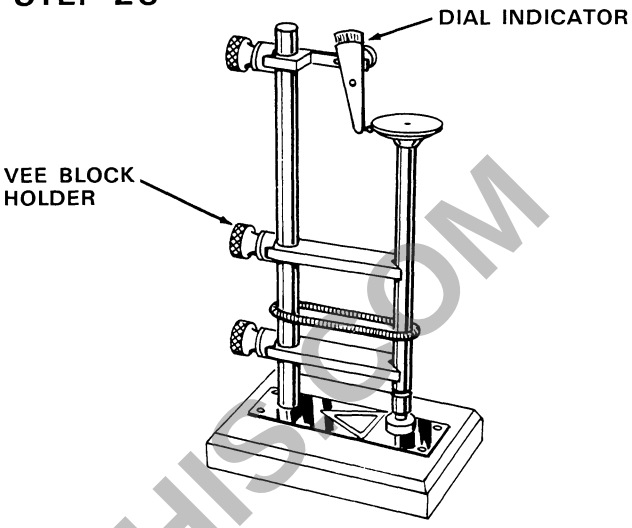
CHECK INTAKE VALVE STEM DIAMETER AT THREE POINTS ALONG THE STEM IF STEM DIAMETER IS LESS THAN 400", THE VALVE MUST BE REPLACED



EXHAUST VALVE

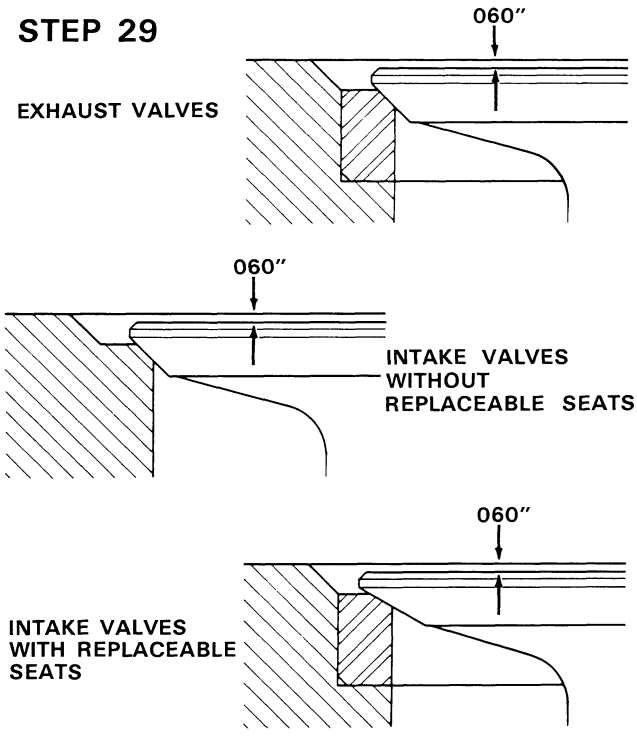
CHECK EXHAUST VALVE STEM DIAMETER AT TWO POINTS AS SHOWN IF STEM DIAMETER IS LESS THAN 399" OR STEM TIP DIAMETER IS LESS THAN 400", THE VALVE MUST BE REPLACED

STEP 28



PLACE THE VALVES IN A VEE BLOCK TYPE HOLDER WITH A DIAL INDICATOR CHECK VALVE FACE AND STEM RUNOUT RUNOUT MUST NOT EXCEED 002" ON EITHER THE VALVE FACE OR STEM REPLACE VALVES IF RUNOUT EXCEEDS 002"

STEP 29

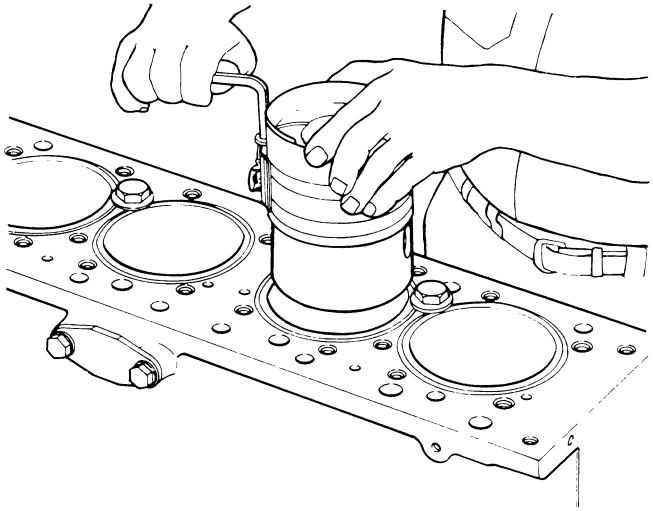


PLACE THE VALVES IN THE CYLINDER HEAD AND CHECK VALVE HEAD RECESSION IF THE VALVE HEAD HAS RECEDED MORE THAN 060" BELOW HEAD SURFACE, THE VALVE AND/OR VALVE INSERT MUST BE REPLACED TO INSURE EQUAL COMPRESSION RATIO BETWEEN CYLINDERS

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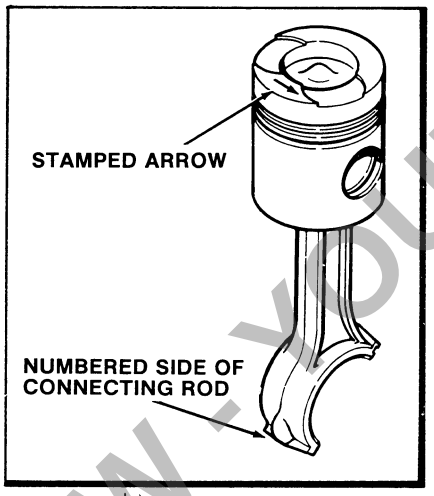
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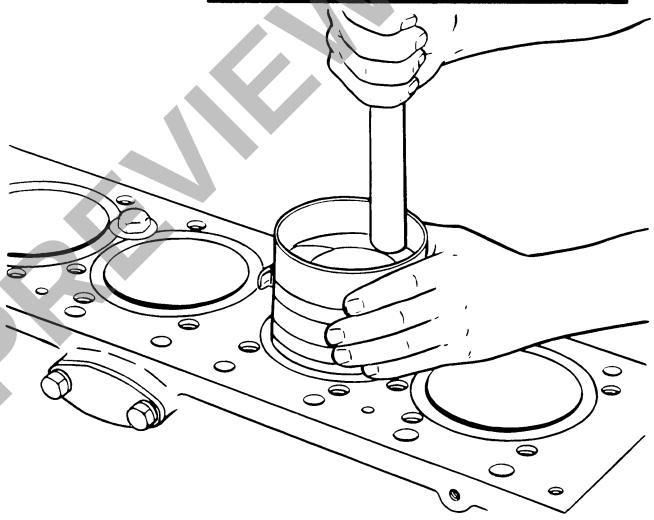
STEP 47



INSTALL A RING COMPRESSOR ON THE PISTON.

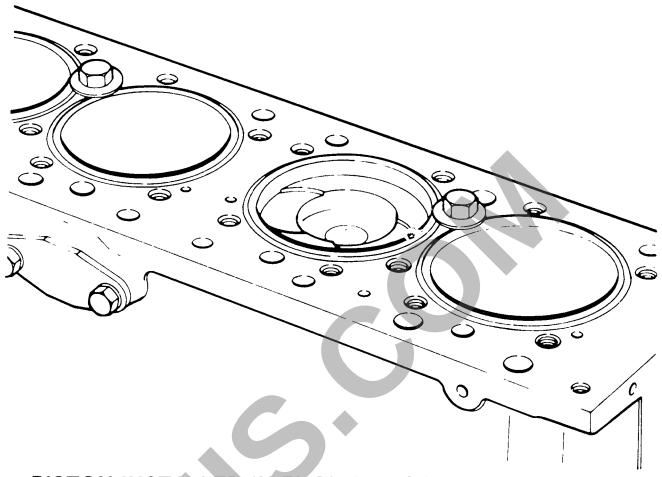
STEP 48





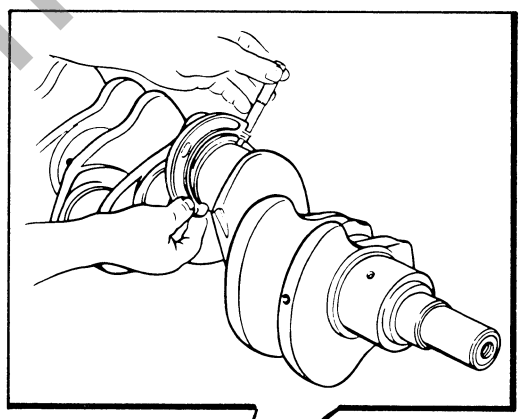
GENTLY TAP THE PISTON DOWN INTO THE BLOCK. IMPORTANT: MAKE SURE THE STAMP ARROW IS POINTED TOWARDS THE FRONT OF THE ENGINE AND THE NUMBER ON THE CONNECTING ROD MATCHES THE CYLINDER (NO. 1 ROD INTO NO. 1 CYLINDER).

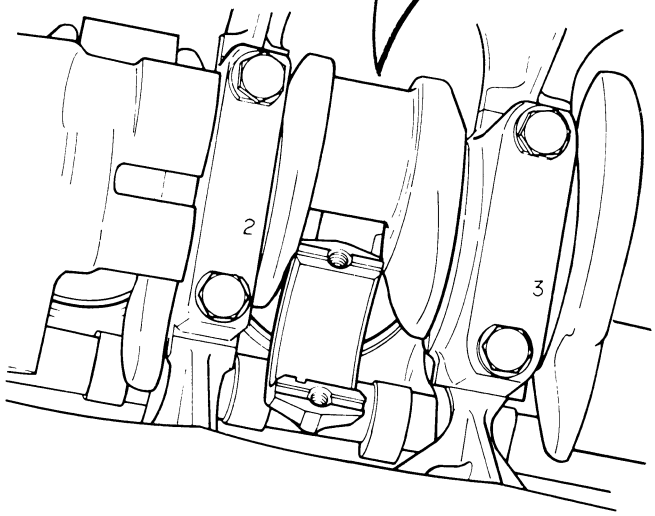
STEP 49



PISTON INSTALLED IN ENGINE BLOCK.

STEP 50





Measure the connecting rod journals on the crankshaft. Measure the front and rear of each journal, checking taper. If taper exceeds 0.0005", the journals must be refinished.

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Section 2051

AIR CLEANER

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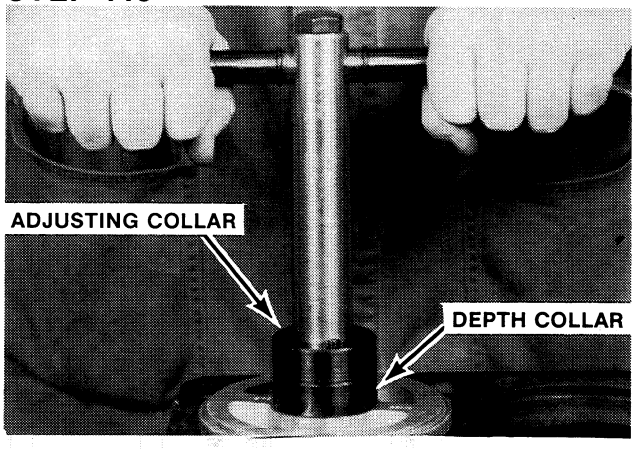
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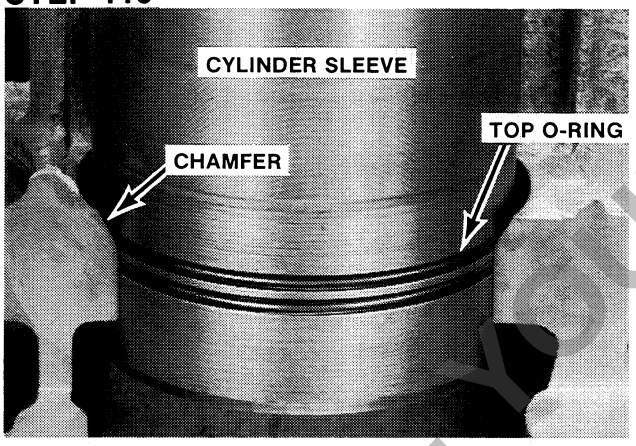
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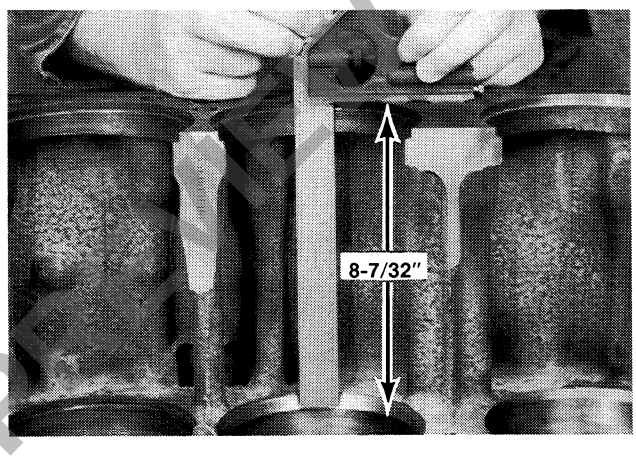
STEP 115



Continue this procedure (Step 113 and Step 114) until the chamfer is cleaned up or until the adjusting collar hits the depth collar.

STEP 116

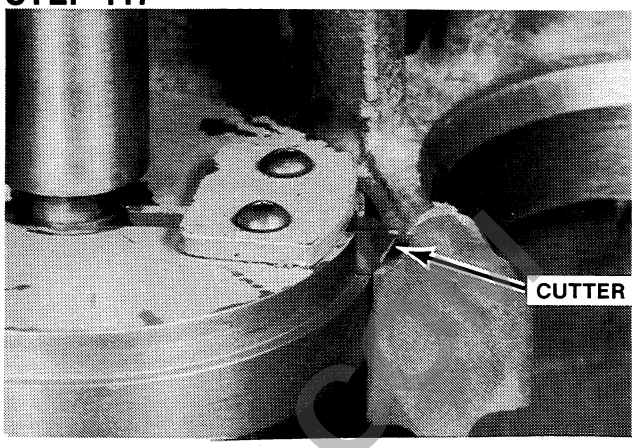




Do not cut the chamfer too deep. The top o-ring on the cylinder sleeve will not go in the lower bore if the chamfer is cut too deep. The top o-ring will rest on the chamfer.

The lower edge of the chamfer must not be more than 8-7/32" (208.756 mm) below the top surface of the cylinder block.

STEP 117



The chamfer cutter will turn hard if the cutter is not adjusted correctly.

The chamfer cutter will have vibrations if the cutter is not sharp or if the cutter is cutting too much metal at one time.

IMPORTANT: *Turning the chamfer cutter counterclockwise in the lower bore will damage the cutter.*

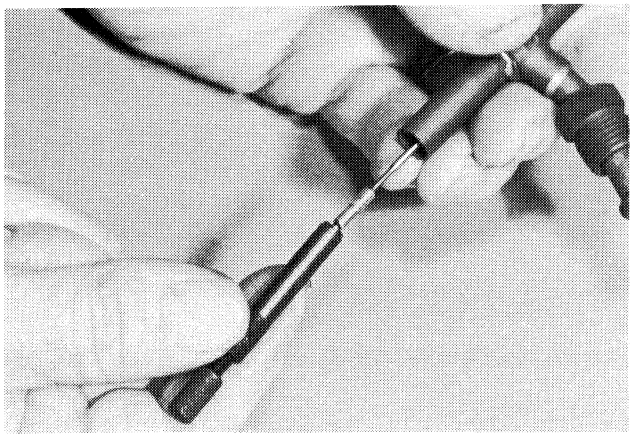
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SERVICING INJECTORS

STEP 26





If the valve does not slide freely from the body, use valve retractor Bacharach Part No. 56-0148 to remove the valve. To prevent bending the valve, bottom it in the body with the retractor. Push down on the retractor body to mount the collet and withdraw the valve.

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Section 4007

ALTERNATOR

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Section 5506

TRACK ROLLERS, CARRIER ROLLERS, IDLERS AND SPROCKETS

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Section 6317

TRACK DRIVE TRANSMISSION

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Section 8207

EXCAVATOR CONTROL VALVES

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Section 8215

LEVELER CYLINDER HYDRAULICS AND LEVELER LOCK VALVE

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GENERAL SPECIFICATIONS

Swing gearbox capacity and oil type . . . . . 9 pints (4.25 litres)
(Case FDL final drive fluid)

SPECIAL TORQUES

Bearing support housing capscrews . . . . . 200 lb-ft (270 Nm)
Gearbox cover capscrews . . . . . 42 lb-ft (57 Nm)
Pinion shaft and intermediate shaft top bearing covers . . . . . 22 lb-ft (28 Nm)

SAFETY RULES

This Safety Alert Symbol Indicates Important Safety Messages In This Manual. When You See This Symbol, Carefully Read The Message That Follows And Be Alert To The Possibility Of Personal Injury Or Death.

CAUTION: Swing gearbox and house brake weigh approximately 225 lbs. (102 kg). Use care when handling the assembly to prevent personal injury and damage to the assembly.

CAUTION: When using compressed air keep stream from direction of face. Use only low air pressure.

WARNING: Do not disconnect brake unless machine is level and turntable securely blocked to prevent it from swinging.

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