FIAT

55–75 60–75
70–75 80–75

WORKSHOP MANUAL

S E R V I Z I T E C N I C I D I A S S I S T E N Z A

06910094

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FIAT

55–75 60–75
70–75 80–75

WORKSHOP MANUAL

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S E R V I Z I T E C N I C I D I A S S I S T E N Z A

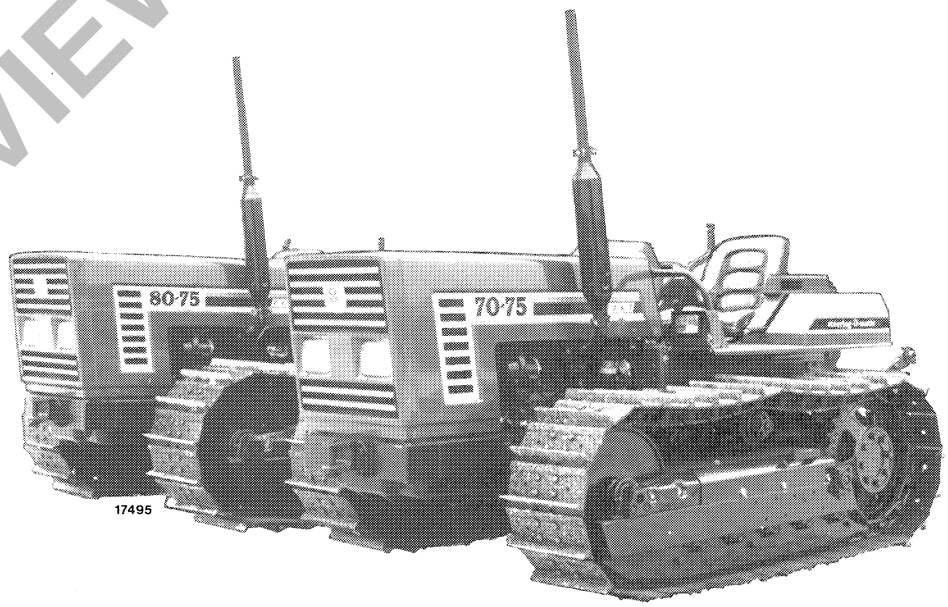
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IDENTIFICATION DATA

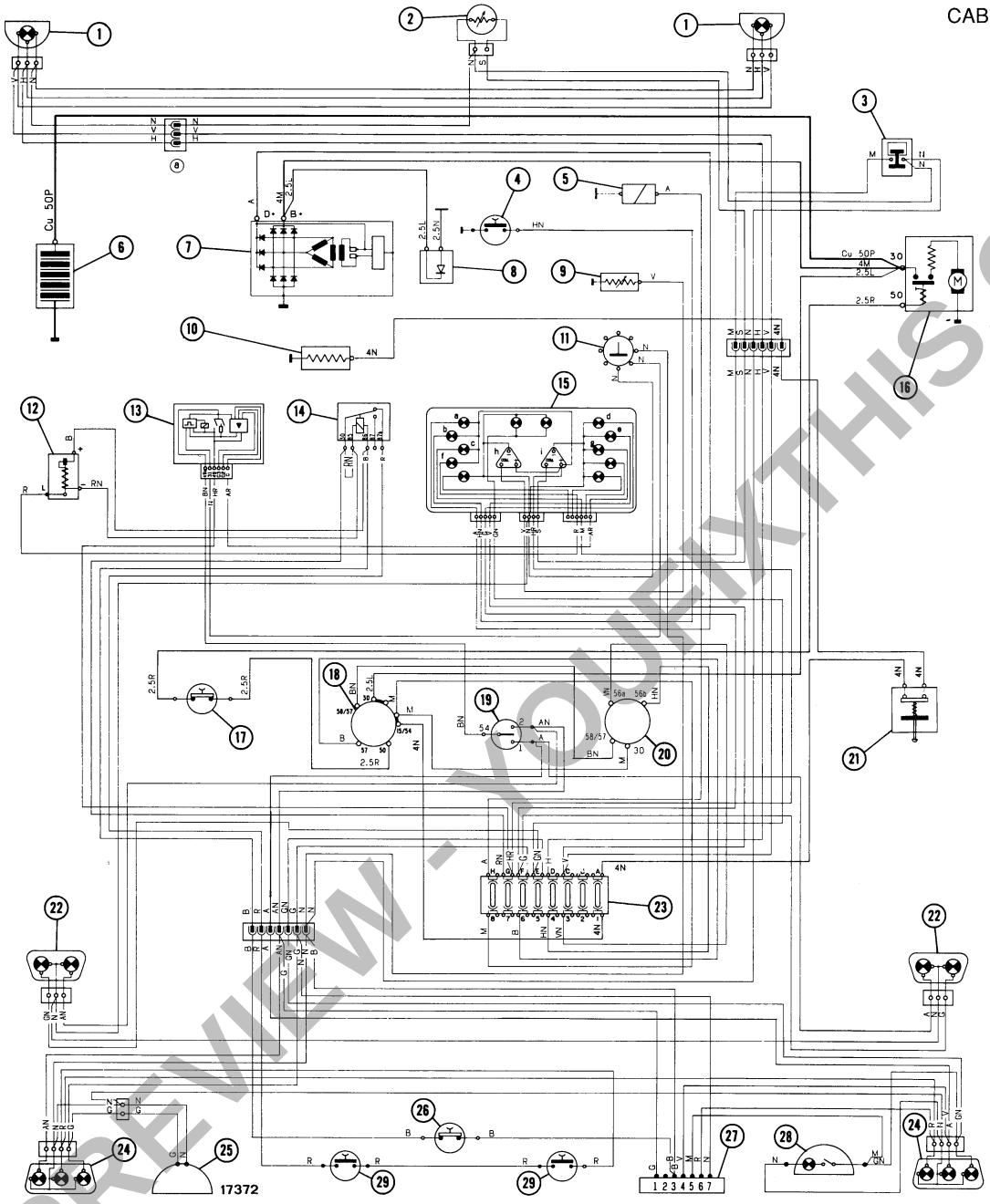
	55–75	60–75 steering–0–matic	70–75 steering–0–matic	80–75 steering–0–matic
Marketing codes:				
– basic model	**55–75**	**60–75** steering–0–matic	**70–75** steering–0–matic	**80–75** steering–0–matic
– vineyard version	**55–75V**	**60–75V**	–	–
– mountain version	**55–75M**	**60–75M** steering–0–matic	**70–75M** steering–0–matic	–
Engineering codes:				
– basic model (8 speed)	665.208.000	666.200.000	667.200.000	668.200.000
– 16 speed version	665.208.000 var.700.111	666.200.000 var.700.111	667.200.000 var.700.111	668.200.000 var.700.111
– reverser version	665.208.000 var.700.110	666.200.000 var.700.110	667.200.000 var.700.110	668.200.000 var.700.110
– 8 speed vineyard version	665.206.000	666.206.000	–	–
– 16 speed vineyard version	665.206.000 var.700.111	666.206.000 var.700.111	–	–
– 8 speed mountain version	665.300.000	666.202.000	667.202.000	–
– 16 speed mountain version	665.300.000 var.700.111	666.202.000 var.700.111	667.202.000 var.700.111	–
Engine:				
– make	FIAT			
– codes(1)	8035.06.208	8035.05.206	8045.06.206	8045.05.206
	(with BOSCH pump)			
	8035.06.309	8035.05.307	8045.06.307	8045.05.307
	(with C.A.V. pump)			

(1) The 60–75 Vineyard version is equipped with FIAT 8035.05.208 (BOSCH pump) or 8035.05.309 (C.A.V. pump) engines.



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Tractor wiring diagram mods. 60–75 except for 60–75 Vineyard, 70–75 and 80–75

1. Headlamps, high/low beams – 2. Fuel level gauge sender – 3. Air dry cleaner restriction indicator – 4. Engine low oil pressure sender – 5. Engine cut–off solenoid – 6. Battery – 7. Alternator – 8. Overvoltage circuit breaker – 9. Water temperature gauge sender – 10. Thermostarter – 11. System common earth – 12. Parking brake flasher – 13. Turn signal flasher – 14. One–contact, micro–relay switch – 15. Multi–function gauge cluster: **a.** Battery charge indicator – **b.** Engine low pressure indicator – **c.** Air dry cleaner restriction indicator – **d.** Position lights indicator – **e.** High beam indicator – **f.** Parking brake indicator – **g.** Tractor turn signal indicator – **h**. Water temperature gauge – **i.** Fuel gauge – 16. Starter – 17. Engine starting inhibitor switch – 18. Engine starting switch – 19. Turn signal switch – 20. Lighting switch – 21. Thermostarter button switch – 22. Front position and turn signal lights – 23. Fuse box – 24. Tail lights: position, turn signal and stop – 25 License plate light – 26. Parking brake indicator sender – 27. Seven–pole connection – 28. Rear work light – 29. Stop lights switch.

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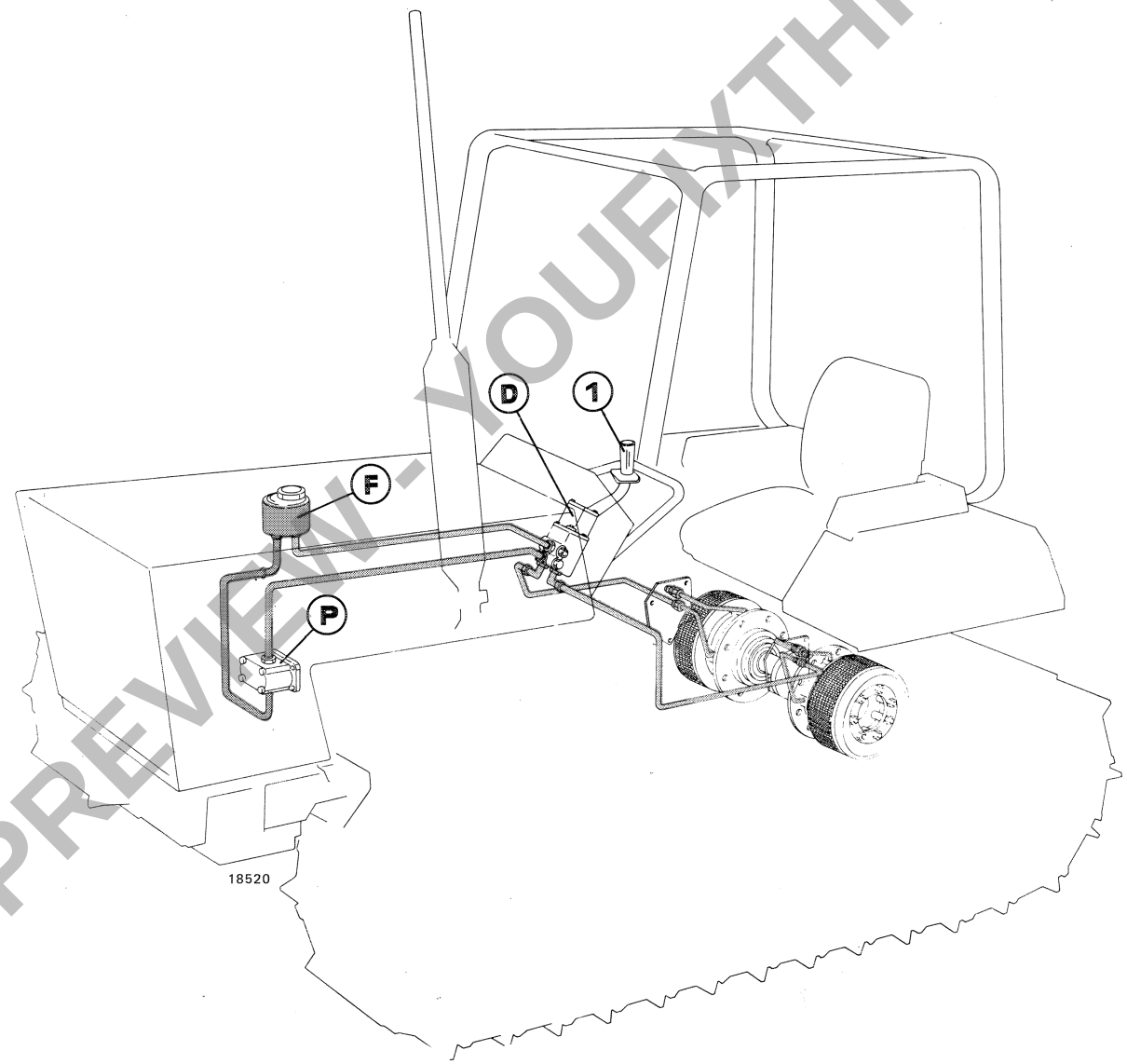
Oil in suction

Oil in drain

Oil in low pressure delivery

Oil of steering clutch control for ride correction

Oil of steering clutch control for steering

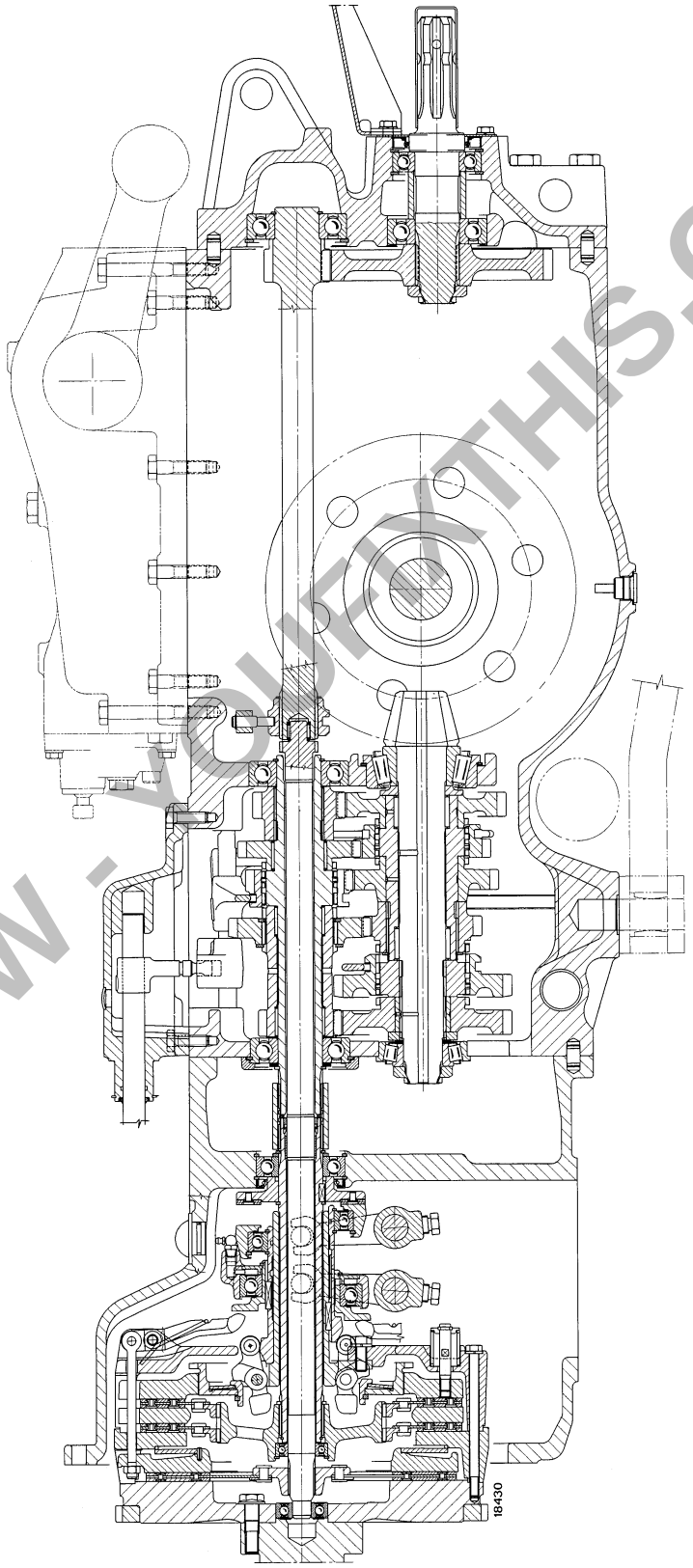


General schematics of the steering clutch control circuit placed on the tractor

D. Steering clutch control hydraulic control valve – F. Oil tank with enclosed filter – P. Hydraulic pump – 1. Steering clutch control lever.

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Power train cross section

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TORQUE DATA

DESCRIPTION	Thread size	Torque		
		Nm	kgm	ft lb
Clutch – Section 22				
Screw, clutch to flywheel (C_1, page 3)	M8 x 1.25	25	2.6	19
Screw, clutch housing to engine (C_2)	M12 x 1.25	98	10	72
Screw, release lever (C_3)	M16 x 1.5	157	16	116
Nut, pressure plate (C_4)	M8 x 1.25	25	2.6	19
Screw, clutch housing bottom cover (C_5)	M10 x 1.25	59	6	43
Screw, control sleeve support (C_6)	M8 x 1.25	25	2,6	19
Transmission and splitter – Section 23				
Nut, driven gear shaft (C_1, page 2)	M32 x 1.5	294	30	217
Screw, clutch housing–to–transmission housing (C_2)	M12 x 1.25	98	10	72
Screw, clutch housing upper cover (C_3)	M10 x 1.25	59	6	43
Creeper – Reverser – Section 24 (see Workshop Manual model 55–65, 60–65, 70–65 and 80–65).				
Bevel drive – Section 25				
Screw, ring gear (C_1, page 4)	M14 x 1.5	216	22	159
Screw, self–locking, ring gear support (C_2)	M10 x 1.25	61	6.2	44
Steering clutches – Section 26				
Lock nut, inner drum (C_1, page 1)	M24 x 1.5	343	35	254
Lock nut, outer drum (C_2)	M24 x 1.5	343	35	254
Nut, steering clutch studs (C_3)	M12 x 1.5	66	6.7	48
Brakes – Section 27				
Screw, hand lever (C_1, page 1)	M16 x 1.5	157	16	115
Screw, lever ratchet (C_2, page 2)	M10 x 1.25	44	4.5	32
Screw, hand brake lever articulation pin	M16 x 1.5	103	10.5	76
Screw, brake band actuating lever (C_3, page 1)	M16 x 1.5	157	16	116
Final drives – Section 28 (see Workshop Manual model 55–65, 60–65, 70–65 and 80–65).				
Power take–off – Section 29 (see Workshop Manual model 55–65, 60–65, 70–65 and 80–65).				

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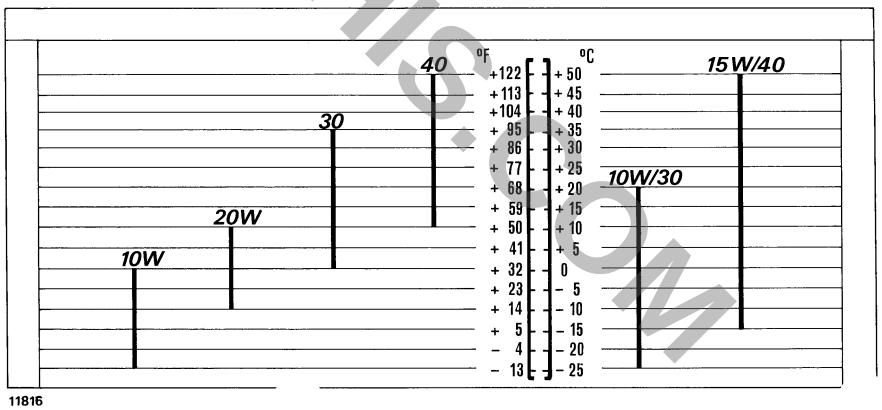
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CAPACITIES

DESCRIPTION	FIAT RECCOMENDED PRODUCT	CAPACITIES												INTERNATIONAL DESIGNATION
		55–75			60–75			70–75			80–75			
		dm³ litres	Imp gall.	USA gall.	dm³ litres	Imp gall.	USA gall.	dm³ litres	Imp gall.	USA gall.	dm³ litres	Imp gall.	USA gall.	
Sump and filter oil	**Oliofiat AMBRA SUPER(2)**	7.3	1 1/3	1.9	7.3	1 1/3	1.9	11.2	2 1/2	3	11.2	2 1/2	3	Diesel engine oil to MIL – L – 2104 D and Service API CD.
Sump oil		6.7	1 1/2	1.8	6.7	1 1/2	1.8	10.5	2 1/3	2.8	10.5	2 1/3	2.8	
Air cleaner oil (1)		0.95(°)	1 2/3 pts	0.25	–	–	–	–	–	–	–	–	–	
Power train (transmission, bevel drive) and lift	**Oliofiat TUTELA MULTI F**	33.3	7 1/3	8.8	33.3	7 1/3	8.8	33.3	7 1/3	8.8	33.3	7 1/3	8.8	Transmission, oil bath brakes and lift oil to Massey Ferguson MF 1135 and Ford M 2 C 86 A. Specification API: to Service GL4. Viscosity grade: SAE 20W/30.
Track idlers, carrier rollers, track rollers, track frames		–	–	–	–	–	–	–	–	–	–	–	–	
Final drives (each)	**TUTELA W90/M – DA**	2.0(°)	3 1/2 pts	0.5	3.5(*)	6 1/2 pts	0.9	3.5	6 1/2 pts	0.9	3.5	6 1/2 pts	0.9	Mechanical transmission oil to MIL – L – 2105C and Service API GL5. Viscosity grade: SAE 80W/90.
Steering clutch	**Oliofiat AMBRA SUPER 10 W**	–	–	–	1.4(*)	2 1/2 pts	0.37	1.4	2 1/2 pts	0.37	1.4	2 1/2 pts	0.37	MIL – L 2104D and API CD – SAE 10 W oil.
Pressure lubricators	**Grassofiat TUTELA G 9**	–	–	–	–	–	–	–	–	–	–	–	–	Lithium–calcium grease to NL GI 2.
Coolant	Water and FIAT "**PARAFLU 11**" (3)	10.5	2 1/3	2.8	10.5	2 1/3	2.8	13	2 3/4	3.4	13	2 3/4	3.4	–
Fuel tanks	Decanted and filtered diesel fuel	50(°)	11	13.2	80(*)	17 1/2 pint	21.1	80	17 1/2 pint	21.1	80	17 1/2 pint	21.1	

(°) Figures valid also for model 60–75 Vineyard.
(*) Excluded model 60–75 Vineyard.
(1) Renew air cleaner oil when accumulated sludge in bowl exceeds 1 cm (4 in) thickness.
(2) Use SAE viscosity grades according to prevailing outdoor temperature (see table).
(3) This fluid features oxidation, corrosion, foaming and tection down to: –8°C, –15°C, –25°C and –35°C with "**PARAFLU 11**" concentration of 20%, 30%, 40% and 50% respectively. This solution is used as a permanent anti–freeze in the system for **2 years** or **1600 working hours** whichever occurs first.



11816

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MASTER CLUTCH REMOVAL AND INSTALLATION

For access to clutch it is necessary to first separate engine complete with front suspension mount from drive housing, proceeding as follows:

⚠ CAUTION ⚠

Lift and handle all heavy components using a suitable hoist.
Ensure that units or parts are supported by suitable sling hooks. Take care that no one is in the vicinity of the load to be lifted.

Disconnect wiring to headlamps and then remove the front hood.

Disconnect the battery negative lead and wiring to signal lights at fenders.

Drain oil from drive housing.

Disconnect and remove front fenders.

Disconnect and remove the steering clutch release drive lines.

Remove the protection on the transmission and splitter drive lever fasteners.

Remove the split pins and pull out the pins (2), and lastly retrieve the splitter drive lever (1).

Rotate upwards the bracket (4) fastening the splitter drive lever (1) (see illustrations).

Repeat the above operation for the transmission drive lever.

Separate control board from the clutch housing and rest on engine, thus making all engine–to–clutch housing screws accessible.

Shut the fuel cock and disconnect the fuel supply line.

Disconnect lift, oil delivery and suction lines from the hydraulic pump and oil filters respectively.

Pull out the PTO clutch outer lever to rod linkage pin and release its spring.

Warning – Before proceeding with the operations below make sure that the master clutch is engaged (lever forward).

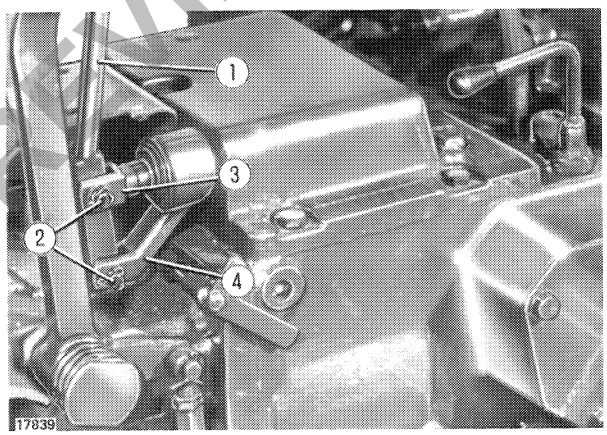
Place a supporting stand under the rear end of the drive housing and with nylon ropes **293769** sling up the engine/suspension mount assembly.

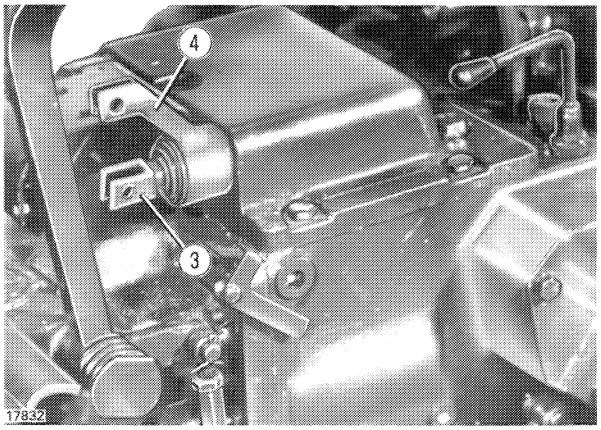
If balancing of the masses is needed, wedge the slack rope as required.

Disconnect the track frame bridge plates and take off the corresponding track shoes.

Place in symmetrically opposite position two guide pins **292888** in lieu of two clutch housing–to–drive housing screws, then take out the remaining screws.

Separate the engine/from suspension assembly from the drive housing, taking care not to damage any parts.





Splitter drive lever removal

1. Splitter drive lever. – 2. Fastening pins. – 3. Splitter drive inner rod. – 4. Lever (1) fastening revolving bracket.

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FOREWORD

This Appendix is provided in completion of Workshop Manual for Series 65 track models, including new models 55–75, 60– 75, 70–75 and 80–75.
This updating includes all the technical information required for the tractor repair.
For any unchanged part not dealt with herein, refer to the basic Workshop Manual for models 55–65, 60–65, 70–65 and 80– 65 (as specified in the index and the text).
To this end, remember that:
– mod. 55–65 was replaced by mod. 55–75;
– mod. 60–65 was replaced by mod. 60–75;
– mod. 70–65 was replaced by mod. 70–75;
– mod. 80–65 was replaced by mod. 80–75.

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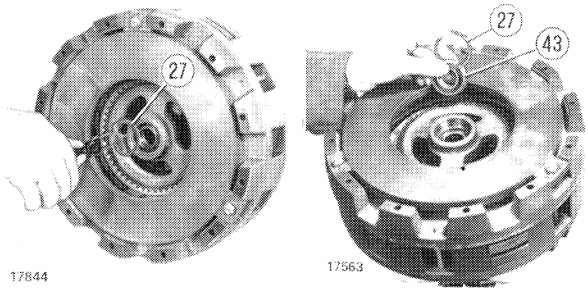
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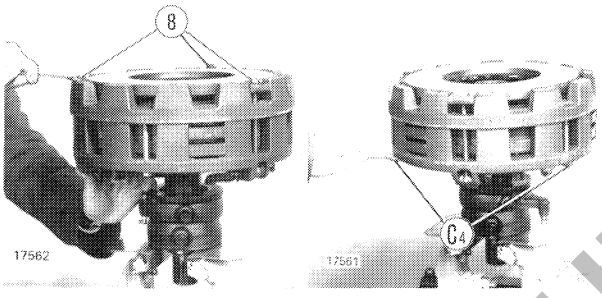
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Removal of the bearing (43) and of the associated reaction ring (27)



Separation of clutch housing from the fixed pressure plate

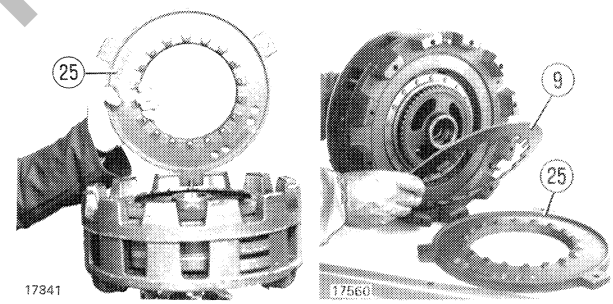
C_4. Fixed pressure plate to clutch housing screws – 8. PTO pressure plate screws.

CLUTCH SERVICING

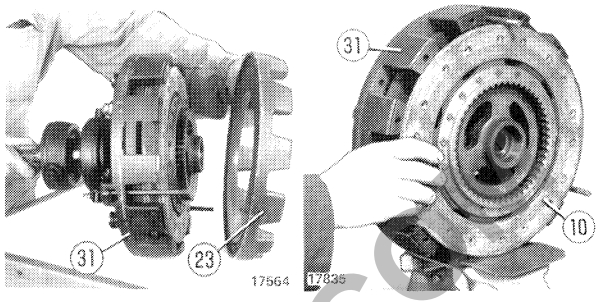
The removal and the installation may be carried out indifferently on bench or on vise. Proceed as follows:

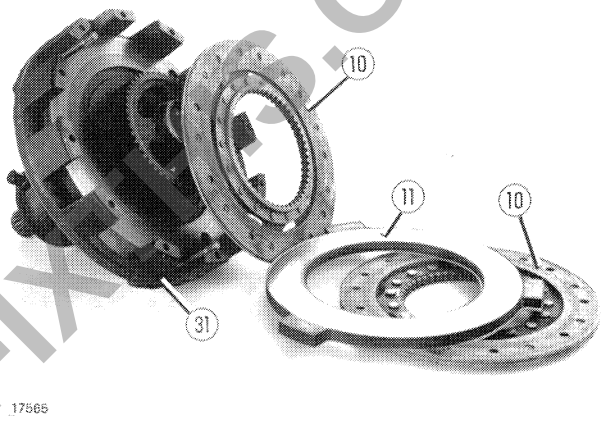
CAUTION

Use suitable tools to align holes. DO NOT USE FINGERS OR HANDS.



Removal of the pressure plate (25) and of the associated dish spring (9).





Removal of the pressure plate (23) and retrieve of the clutch plates (10).

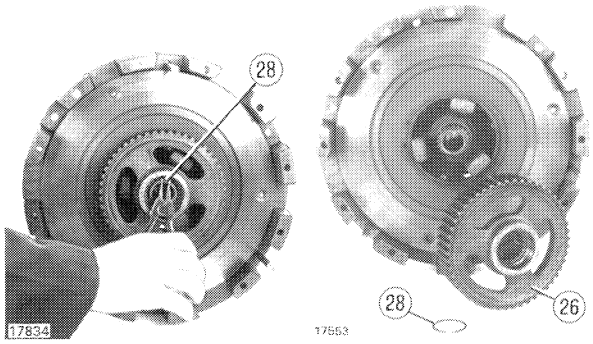
– Remove the reaction ring (27) and take out the bearing

– Slacken the PTO pressure plate screws (8) and the fixed pressure plate (23) screws (C_4) to the clutch housing (31).

– Remove the PTO pressure plate (25) and retrieve the dish spring (9).

– Remove the fixed pressure plate (23) and retrieve the two master clutch plates (10) together with the associated intermediate plate (11) (mod. 70–75 and 80–75) or the master clutch plate (10) (mod. 55–75 and 60–75).

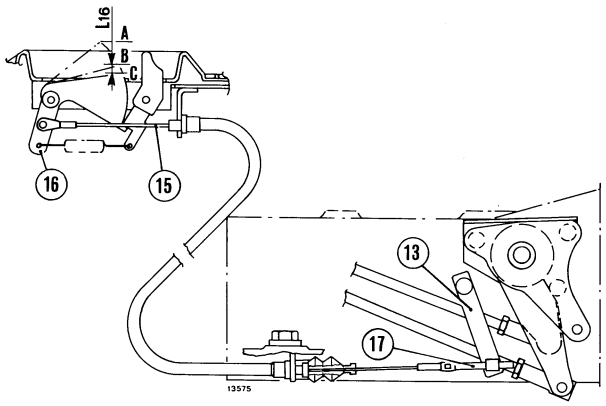
– Remove the reaction ring (28) and retrieve the gear (26).



Removal of the gear (26)

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"Lift–O–Matic" Adjustment

A = Push–button (16) rest position – B = Push–button (16) position at the beginning of control valve relief step – C = push–button (16) hooking position – L_{16} = 11 to 13 mm (0.43 to 0.51 in). Clearance between positions B and C of Push–button (16) – 13. Lift outer lever controlling "Lift–O–Matic" – 15. Control wire – 16. Push–button – 17. End rod.

6. "Lift–O–Matic" Adjustment

Note – Unlock external lever (13) locked before starting adjustments, in order to reactivate "Lift–O–Matic".

Proceed as follows:

– While the engine is off, set draft control and position levers (F and P) at front end of quadrant;

– Connect control wire (15) to push–button (16) and to outer lever (13), then fasten push–button unit to the box.

– Start engine and set medium speed.

– Adjust wire (15) by end rod (17), so that by operating push–button (16), relief (lowering) begins, with residual travel L_{16} = 11 to 13 mm (0.43 to 0.51 in), measured at push–button edge (see picture).

– Fasten end rod (17) on outer lever (13) by safety fastener.

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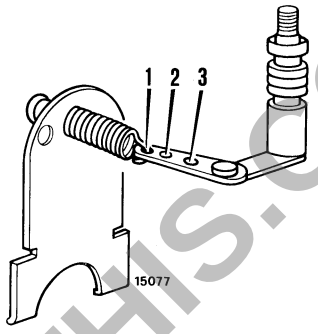
MODEL 70-65 - CALIBRATION DATA - C.A.V. INJECTION PUMP TYPE DPS 8520 A 100A - 4797416

ASSEMBLY DATA

Pump rotation (drive side) . . . . . .Anti-clockwise
Firing order 1-3-4-2
Governor control stud to metering valve lever pin . . . . . 41 to 42 mm (1.61 to 1.65 in)
Pump timing . . . . . .
0° ± 1° B.T.D.C., cylinder No. 1 in compression stroke
Flange guide dia . . . . . .50 mm (1.96 in)
Delivery connection of cylinder No. 1: Marked with letter **U.**

TEST CONDITIONS

Test bench complying with ISO 4008.
Injectors complying with ISO 4010.
Test fluid: ISO 4113 at 40° ± 2°C.
Fuel pressure: 0.1 bar (kg/cm²) or 1.4 psi.
Graduate drain time . . . . . .30''
Release pressure: 172 to 175 bar (175 to 178 kg/cm² or 2483 to 2492 psi).
Lines: 6 × 2 × 845 mm (ISO 4093.2).
Adjust maximum speed screw to protrude 9.5 mm (0.92 in) from surface of associated nut.



Control spring in hole 2

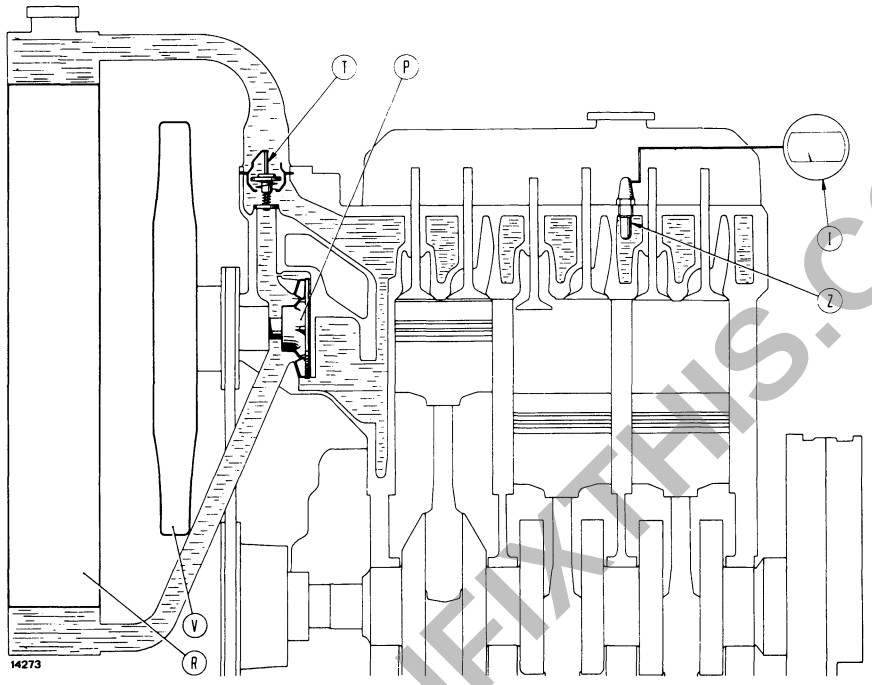
Fully slacken fuel pressure adjusting screw, then tighten through 3 1/2 turns. Position valve adjusting screw so that it is just beneath the surface of the associated nut. Fully slacken maximum speed, idle speed and antistall screw. A 3 mm (0.118 in) shim is installed on the advance device spring side plug; no other shims are required.

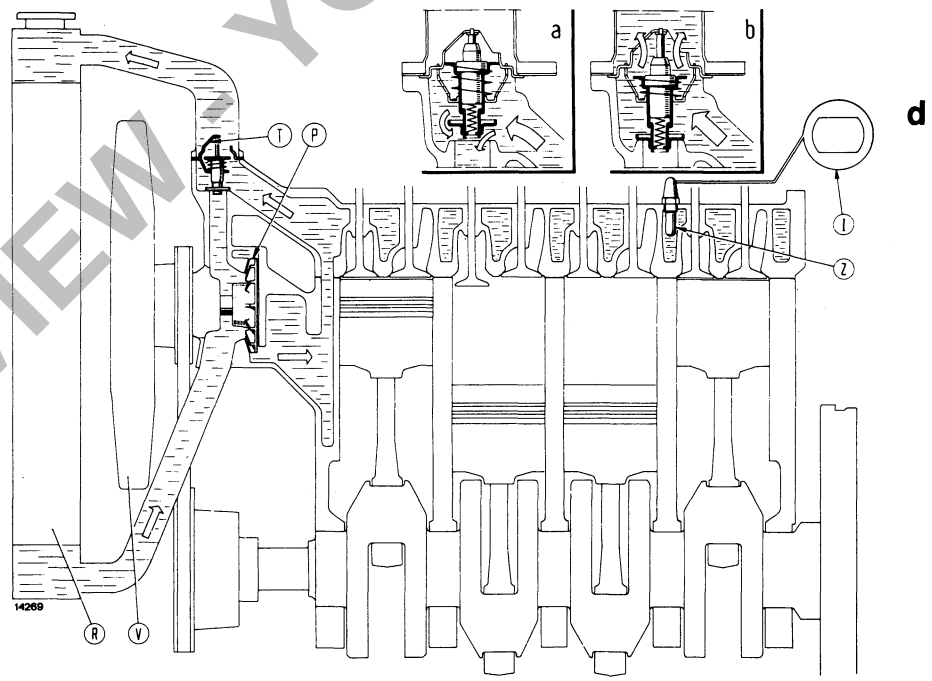
Test No.	Lever position	Speed rpm	Advance degrees	Transfer pressure bar (kg/cm²)	Injector delivery cm³/200 shots	Spread cm³/200 shots	Back leakage cm³100 shots
1 (1)	max	200	—	—	—	—	—
2 (2)		1000	—	—	—	—	—
3		100	—	⩾ 0,4	—	—	—
4 (3)-5		950	4.5	4.2 to 5.4	—	—	—
6 (4)		1250	6.8 to 7.8	—	—	—	—
7 - 8		750	—	—	9.1 to 9.3 (•)	⩽ 0.8	40 to 80 (°)
9 (5)		1250	—	—	—	—	—
10 (6)		1420	—	—	1.5 to 2	—	—
11 (7)		1250	—	—	—	—	—
12 (8)		300	1.8 to 2.8	—	—	—	—
13 (9)		250	0	—	⩾ 16	—	—
14 (10)	min	850	—	—	—	—	—
15 (11)		350	—	—	2 to 2.5	—	—
16 (12)		350	—	—	⩽ 0.8	—	—
17 (13)		350	—	—	⩽ 0.5	—	—
18 (14)		—	—	—	—	—	—

1) Delivery to all injectors.
2) Run pump for 3'
3) Set pressure adjusting screw for specified advance and check that pressure is as specified.
4) Stop test bench disconnect transfer pressuure gauge and install shut-off device. Activate shut-off device and start test bench.
5) Record average delivery.
6) Adjust max., speed screw and block in position.
7) Delivery shall not be less than in test 9 by more than 0.4 cm³/200 shots.
8) Prior to test, bring bench speed to 100 revs and stop bench. Fully tighten valve adjusting screw, start bench and slacken screw until reaching specified values.
9) Prior to test, bring bench speed to 100 revs, stop and restart bench.
10) Adjust anti-stall screw for a delivery of 2 to 3 cm³/2000 shots. Block screw in position.
11) Adjust idling speed screw.
12) Shut-off lever closed.
13) With shut-off device deactivated and shut-off lever open, wait 5'' before performing test.
14) Connect delivery fitting ''U'' to injector tester and maintain 54 bar (757 psi) pressure. Using timing tool, bring about hydraulic lockup, then position pump timing plate at +8.5°.
(•) Take reading after 15''. (°) Flow 300 to 600 cm³/minute.

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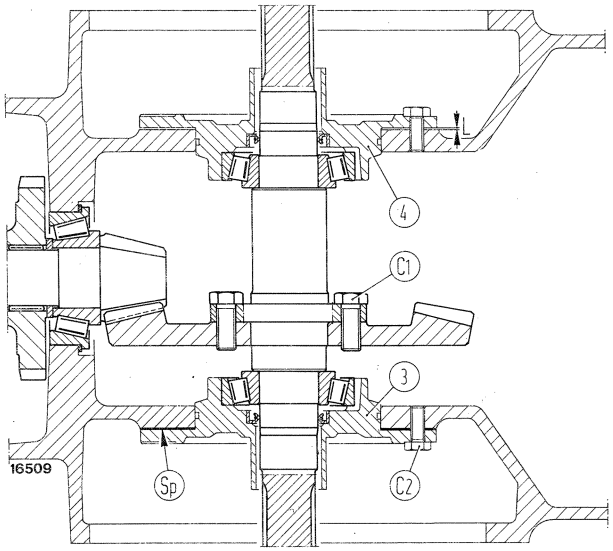


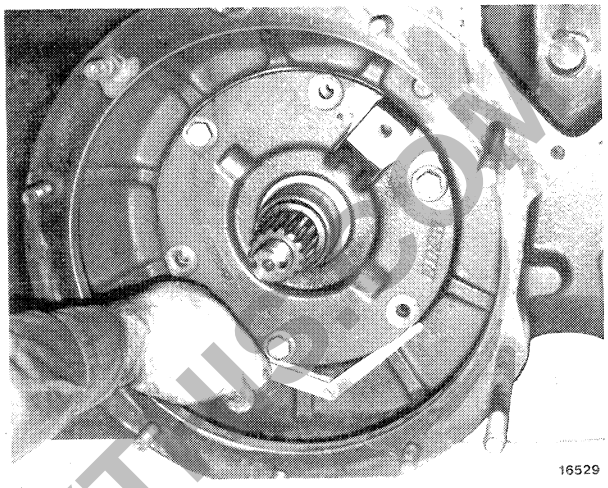
Cooling system diagram

a. Thermostat closed - b. Thermostat open - c. Models 55-65/60-65 - d. Models 70-65/80-65 - I. Water temperature gauge - P. Pump - R. Radiator - T. Thermostat - V. Fan - Z. Sending unit

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Measuring distance (L) for the determination of shims (S_3 - S_4) to be used in bevel ring gear bearing and backlash adjustment.

Proceeding in the same way (use of protector **290791** and guide pins **291525**) install RH carrier (4) less shims.

While turning ring gear (18) to bed in the bearings tighten the three screws (4) - evenly spaced and lubricated with oil - progressively, and in alternate sequence, until the specified 5.9 to 8.6 Nm (0.6 to 0.9 kgm or 43 to 65 ft lb) is obtained.

At this point, complete the tightening of the ring gear self-locking screws (C_1) to 216 Nm (22 kgm or 159 ft lb) as specified.

Using a feeler gauge, measure clearance (L, see illustration) between right hand carrier and drive housing boss, in three evenly spaced positions.

Calculate the arithmetic average Lm of the three measurements.

Total thickness (Sc) of carrier shims (S_3, S_4) will be given by:

$$Sc = Sp + Lm + 0.05 \text{ mm}$$

where:

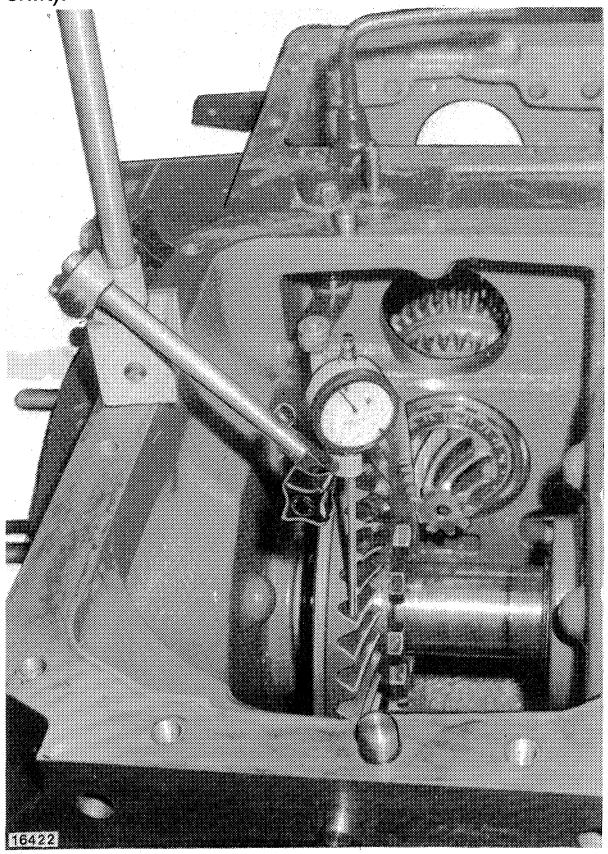
0.05 mm (.0002 in) shim oversize, added to reduce bearing preload.

If necessary, round up (Sc) to the nearest .05 mm or .002 in.

Using a dial gauge with stylus at right angles to a ring gear tooth flank as shown, measure bevel drive backlash (G). Take measurements at three equi-spaced locations and average readings.

From the measured average backlash (G) subtract the nominal backlash specified (0.18 mm or .0070 in): this will give the exact backlash that must be taken up.

To obtain the equivalent ring gear axial shift multiply the backlash to be taken up by coefficient 1.33 (fixed relationship between nominal lash and ring gear axial shift).



Checking the standard backlash of ring gear (specified value: 0.15 to 0.20 mm - .0059 to .0079 in).

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REMOTE CONTROL VALVES

(continued)

Valve plunger clearance in body	0.003 to 0.006 mm (0.0001 to 0.0002 in)
Relief valve spring length: — Free	 39.4 mm (1.551 in)
— Under 294 ± 53 N (30 ± 5.4 kg or 66.2 ± 11.9 lb) . . .	38.2 mm (1.504 in)
Valve plunger return spring length	42.8 mm (1.685 in)
Check valve spring length	15.9 mm (0.626 in)

LIFT TROUBLE SHOOTING

FAULT	CAUSE	REMEDY
1. Lift fails to operate.	**a.** Control valve stuck open.	Remove foreign particles from drain holes (T_1, T_2 and T_3, page 14, Sect. 51) and inspect filter.
	b. Inefficient pump.	Inspect pump.
2. Erratic lift movement during raise.	**a.** Clogged oil filter.	Inspect filter and replace cartridge as necessary.
	b. Admission of air in pump suction line.	Check for faulty connections and seals.
3. Lift fails to hold the load in raised position. Continuous pitching motion with the engine running. Upon stopping the engine, the load is lowered.	**a.** Oil leakage past spool seals (2, page 5, Sect. 51)	Replace seals.
	b. Leakage past spool.	Remove, check for leakage, clean and replace damaged parts. Inspect filter.
	c. Check valve leakage.	Remove, inspect and clean.
	d. Leakage past lift piston gland or lift cylinder seal (20, page 5, Sect. 51).	Replace the seals.
	e. Safety valve leakage or incorrect setting.	Replace valve.
4. Relief valve cracks off with lift arms in maximum raised position.	Lift arm travel out of adjustment.	Adjust travel.
5. Insufficient or inadequate lifting power.	**a.** Incorrect relief valve setting.	Replace or, if installed on remote control valves, adjust.
	b. Incorrect safety valve setting.	Replace valve.
	c. Poor pump performance (usually accompanied by increased raise time).	Check pump performance and overhaul or replace as necessary.

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LUCAS STARTER (models 55-65 and 60-65)

Type	2M113
Voltage rating	12 V
Rated output	2.5 kW
Rotation (seen from drive end)	Clockwise
Starter drive ratio	9/110
No. of poles	4
Field winding	Compound
Control	Sprag clutch
Operation	Pre-engagement
Bench Test Data	
Running torque at 20°C:	
— Current	600 A max
— Torque	22,5 Nm (2.3 kgm, 16.6 ft lb)
— Speed	1000 rpm min.
— Voltage	8.9 V
No load test at 20°C	
— Current	100 A max
— Voltage	12 V
— Speed	5000 to 7000 rpm
Overall internal resistance (at 20°C).	0.0078 Ohm
Mechanical Data	
Brush spring load (not worn)	14.7 to 19.6 N (1.5 to 2 kg, 3.3 to 4.4 lb)
Armature end play	0.025 to 1.420 mm (0.0009 to 0.0559 in)
Commutator dia.	41.150 to 41.400 mm (1.620 to 1.629 in)
— Wear limit	38.89 mm (1.53 in)
— Maximum ovality	0.076 mm (0.003 in)

(follows)

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CRANK GEAR

(continued)

	mm	in
Dynamic Balancer (665C and 765C)		
Idle gear jack shaft clearance in gear bushings (1) (see 19, page 5, Sect. 14, Mods. 70-65 and 80-65)	0.050 to 0.100	0.002 to 0.004
Flyweight gear shaft clearance in front bushing (see 11) (1)	0.050 to 0.100	(0.002 to 0.004
Drive pinion clearance in bushings (see 18) (1)	0.50 to 0.100	0.002 to 0.004
Drive take off gear (18) and flyweight gear (11)	0.038 to 0.106	0.0015 to 0.0042
Flyweight gear shaft clearance in rear bushing (see 11) (2)	0.013 to 0.061	0.0005 to 0.0024
Pivot clearance in flyweight bushings (see 26 and 27)	0.020 to 0.073	0.0008 to 0.0029
Flyweight bushing interference fit in housing	0.040 to 0.100	0.0016 to 0.0040
Idle gear jack shaft clearance in bushing (see 34) (2)	0.013 to 0.061	0.0005 to 0.0024
Gear backlash	0.080	0.0031
Flyweight balancer timing	See page 5, Sect. 14, Mods. 70-65 /80-65	

(1) Bushing interference fit in housing, 0.063 to 0.140 mm (0.0025 to 0.0055 in).
(2) Bushing interference fit in housing, 0.037 to 0.101 mm (0.0014 to 0.0040 in).

VALVE GEAR

	465C - 665C	565C - 765C
Valve Timing Gears		
Timing gear backlash	0.08 mm (0.00315 in)	
Idle gear jack shaft diameter	31.975 to 32.000 (1.2588 to 1.2598 in)	
Idle gear bushing fitted I.D. after reaming	32.050 to 32.075 (1.2618 to 1.2628 in)	
Jack shaft journal clearance in bushing	0.050 to 0.100 mm (0.0019 to 0.0039 in)	
— Maximum wear clearance	0.15 mm (0.0059 in)	
Bushing interference fit in idle gear	0.063 to 0.140 mm (0.0025 to 0.0055 in)	
Lift and power steering pump drive gear shaft diameter	36.975 to 37.000 mm (1.4557 to 1.4567 in)	
Bushing fitted I.D. after reaming	37.050 to 37.075 mm (1.4586 to 1.4596 in)	
Shaft clearance in bushing	0.050 to 0.100 mm (0.0019 to 0.0039 in)	
Bushing interference fit in housing	0.063 to 0.140 mm (0.0025 to 0.0055 in)	
Pump drive gear thrust washer thickness	1.45 to 1.50 mm (0.0571 to 0.0591 in)	

(follows)

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