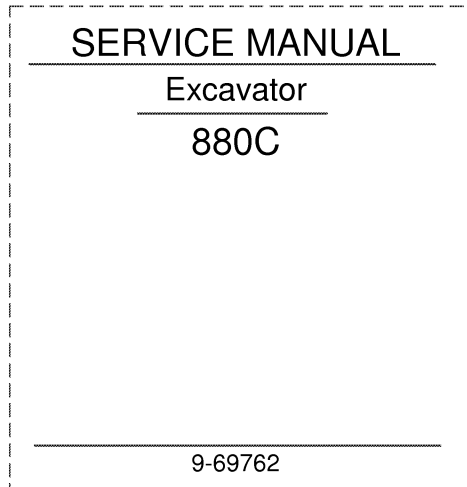


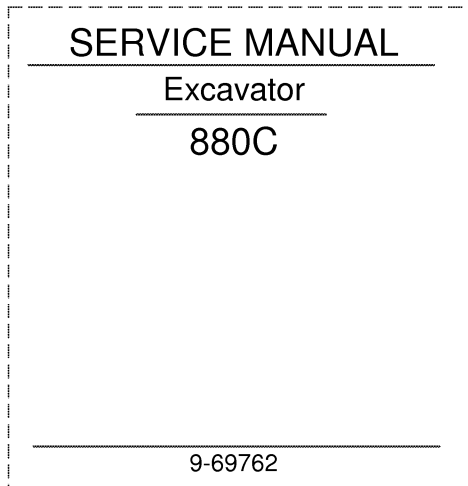
1. Trim along dashed line.
2. Slide into pocket on Binder Spine.

TYPE 1-4



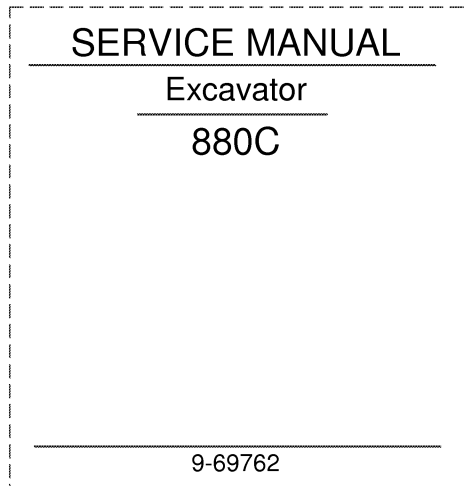
1. Trim along dashed line.
2. Slide into pocket on Binder Spine.

TYPE 1-4



1. Trim along dashed line.
2. Slide into pocket on Binder Spine.

TYPE 1-4



1. Trim along dashed line.
2. Slide into pocket on Binder Spine.

TYPE 1-4

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Section 1055

GENERAL CLEANING INSTRUCTIONS

GENERAL CLEANING INSTRUCTIONS

Complete Assemblies

Completely assembled components may be steam cleaned on the outside only, to make for easier removal and disassembly. All openings and breathers must be closed or plugged to prevent possibility of water entering the component.



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

Rough Parts

Rough parts such as housings, castings, etc., may be cleaned in hot solution tanks with mild alkali solutions, providing these parts do not have ground or polished surfaces. The parts should remain in the tank long enough to be thoroughly cleaned and heated. This will aid the evaporation of rinse water. The parts should be thoroughly rinsed after cleaning to remove all traces of alkali.

Finished or Machined Parts

Parts having ground or polished surfaces such as gears, bearings, shafts and collars, should be cleaned in non-flammable solvent.

IMPORTANT: DO NOT clean machined parts in hot solution tanks with water and alkaline solutions such as sodium hydroxide, orthosilicates or phosphates.

Rubber Parts

Clean rubber parts by washing in clean denatured alcohol. DO NOT use mineral base cleaning solvents such as acetone or paint thinner on any rubber parts. If a mineral base solvent is used, the rubber will start to deteriorate and continue to deteriorate after the part is put back into service. The continued deterioration of the rubber could cause the part to fail.

Drying

All parts cleaned must be thoroughly dried immediately. Use moisture-free compressed air or soft lintless absorbent wiping rags. The rags should be free of abrasive materials such as metal filings, contaminated oil or lapping compound. Bearings may be dried using compressed air, provided the air is directed across the bearings to avoid spinning. Do not spin bearings when drying. Bearings may be rotated slowly by hand to speed the drying process.



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

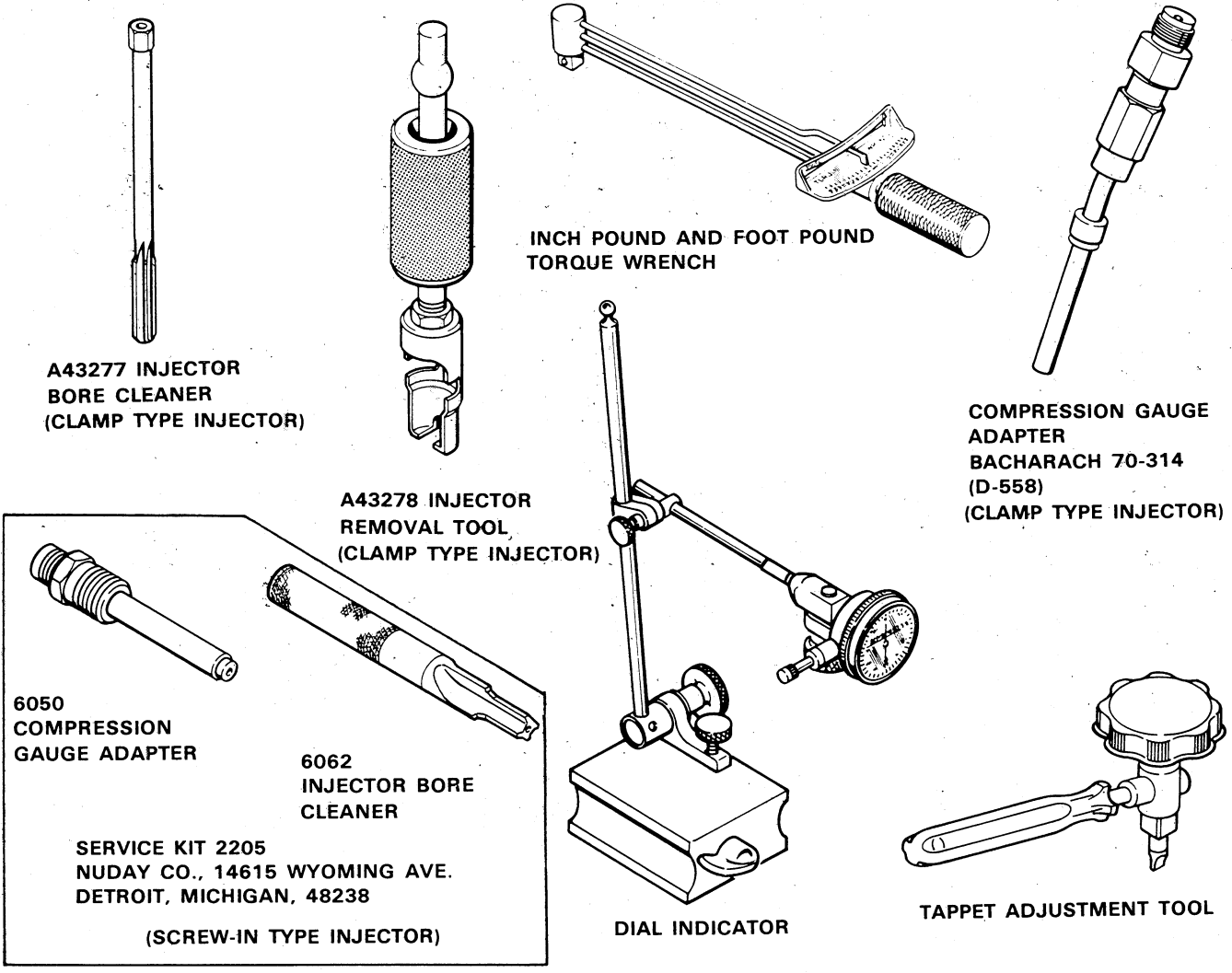
Corrosion Prevention

Parts that have been cleaned, dried, inspected and are to be immediately reassembled should be coated with a light oil to prevent corrosion. If these parts are to be stored for any length of time, they should be treated with a good RUST PREVENTIVE and wrapped in special paper or other material to prevent corrosion.

Section 2002

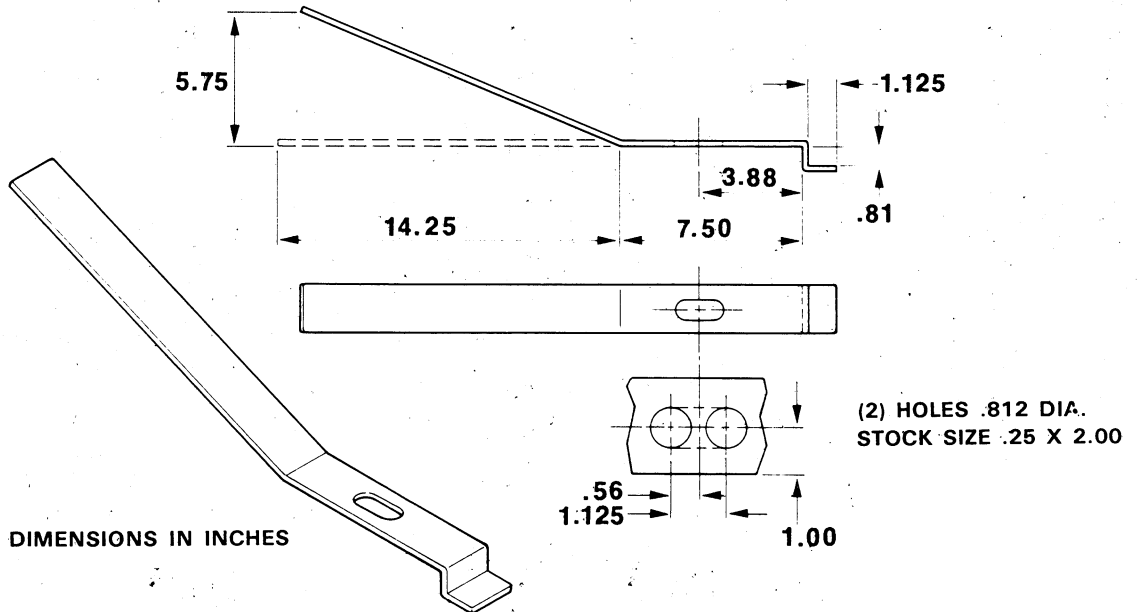
ENGINE TUNE-UP

SPECIAL TOOLS



SPECIFICATIONS FOR TOOLS WHICH MUST BE MADE

Valve Spring Compressor Tool



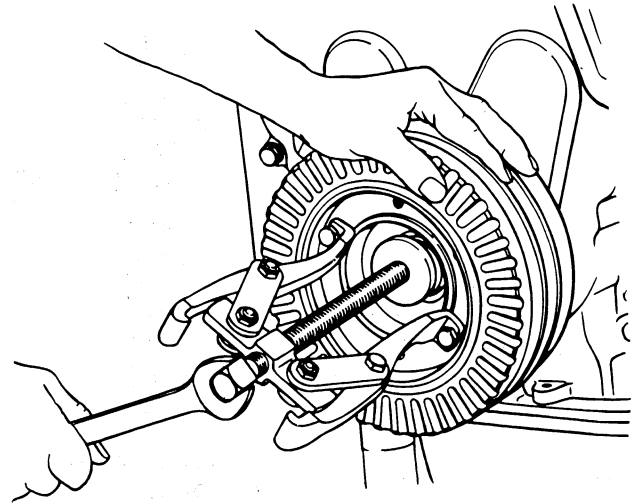
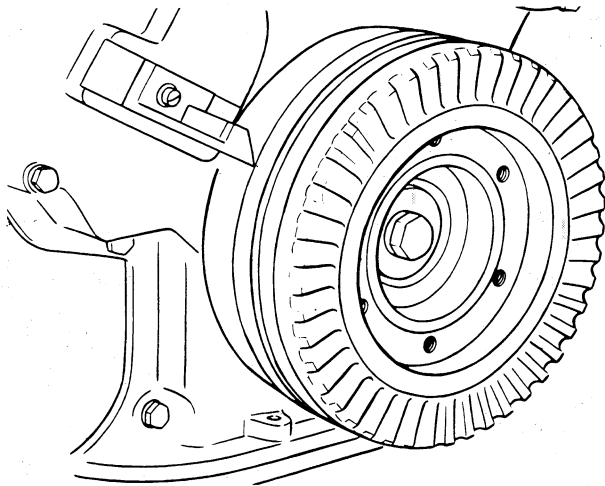
ENGINE TUNEUP PROCEDURE

Checking Crankshaft Damper Pulley

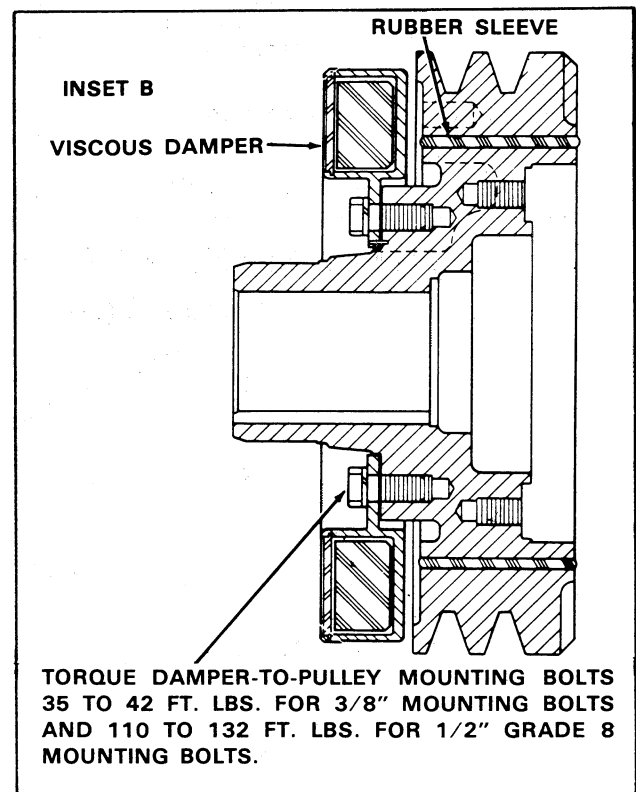
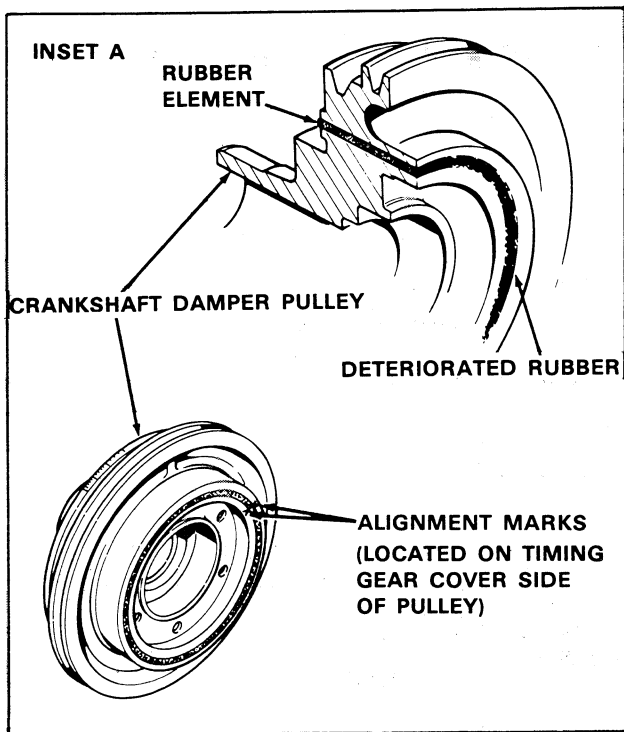
STEP 1

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.

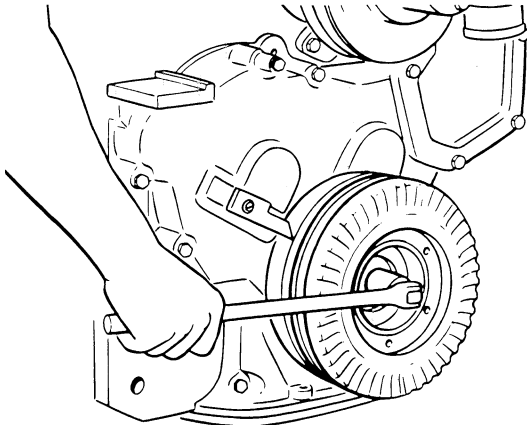


USE BOLT ON TYPE PULLER TO REMOVE PULLEY. REMOVE VISCOUS DAMPER FROM PULLEY (IF SO EQUIPPED). DO NOT PULL OR HAMMER ON OUTSIDE OF PULLEY OR VISCOUS DAMPER; SERIOUS DAMAGE TO PULLEY, DAMPER, AND RUBBER SLEEVE COULD RESULT.



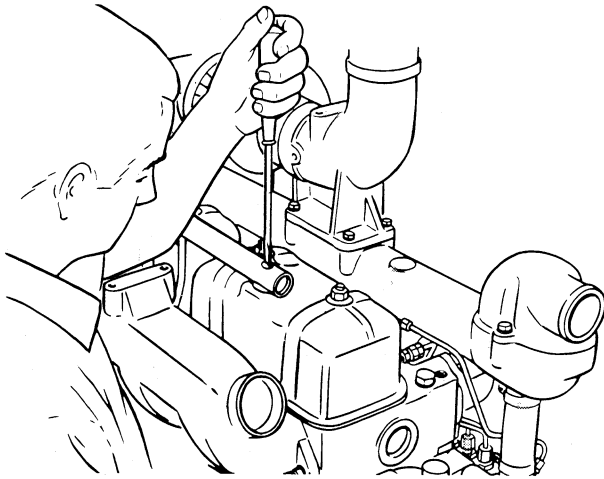
Checking Top Dead Center

STEP 2



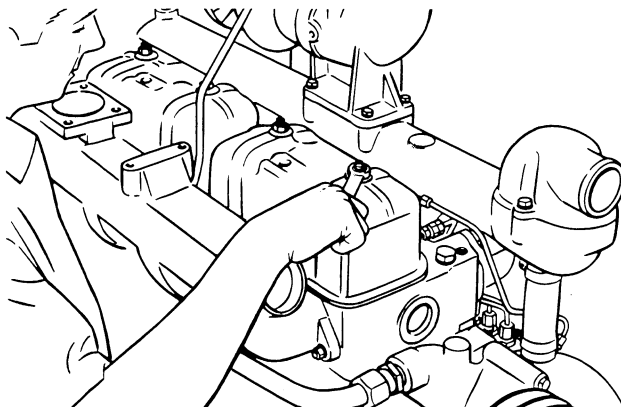
CRANK ENGINE UNTIL 10° BTDC MARK ON CRANK-SHAFT PULLEY IS ALIGNED WITH TIMING POINTER.

STEP 3



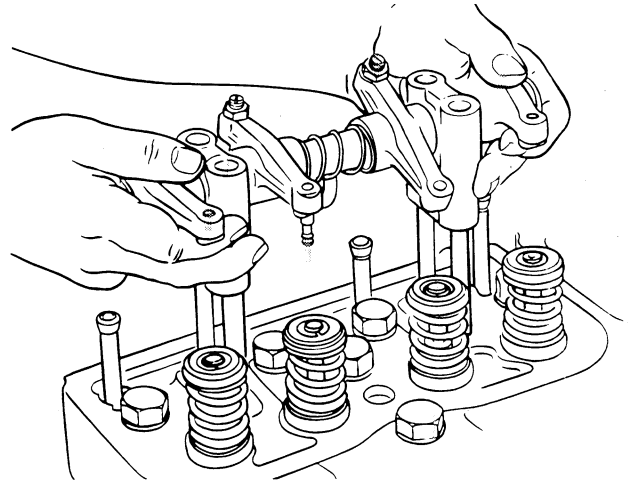
REMOVE BREATHER TUBE.

STEP 4



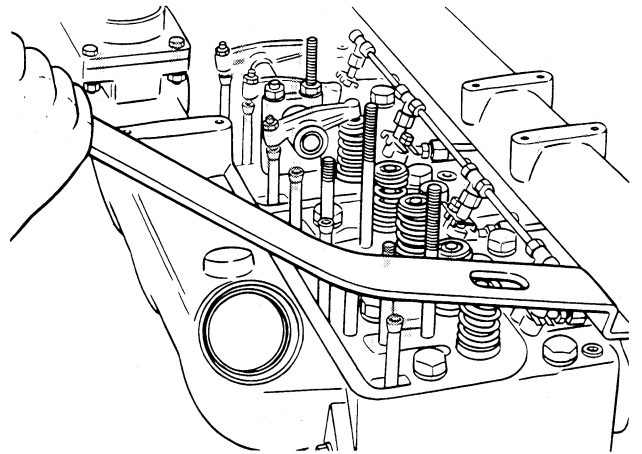
REMOVE VALVE COVER AND GASKET FROM NO. 1 AND NO. 2 CYLINDERS.

STEP 5



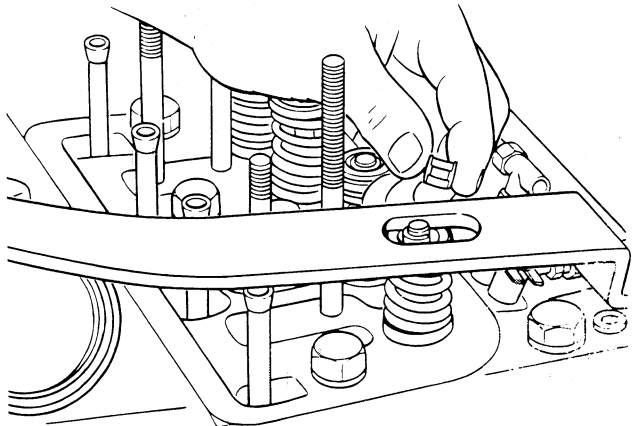
REMOVE ROCKER ARM ASSEMBLY.

STEP 6



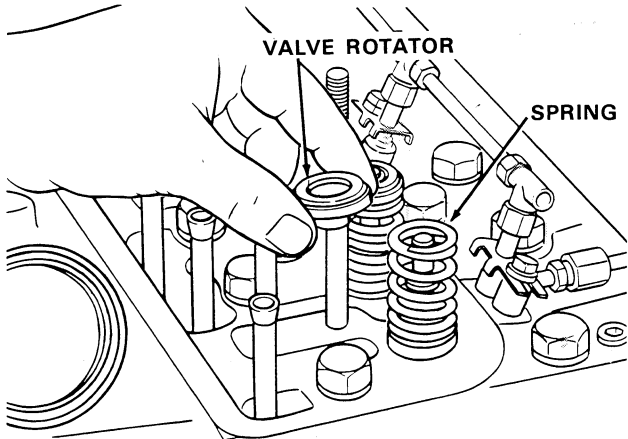
COMPRESS EXHAUST VALVE SPRING ON NO. 1 CYLINDER USING FABRICATED TOOL (SEE PAGE 3).

STEP 7



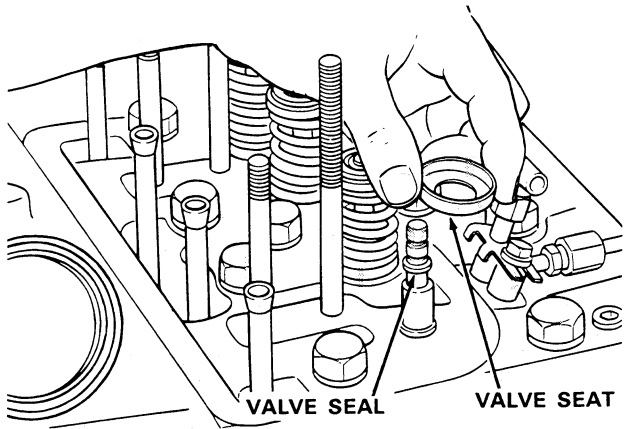
REMOVE VALVE KEEPERS

STEP 8



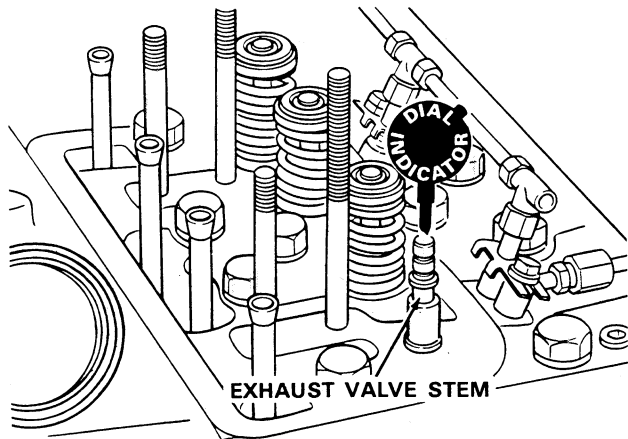
REMOVE VALVE ROTATOR, SPRING AND SEAT.

STEP 9

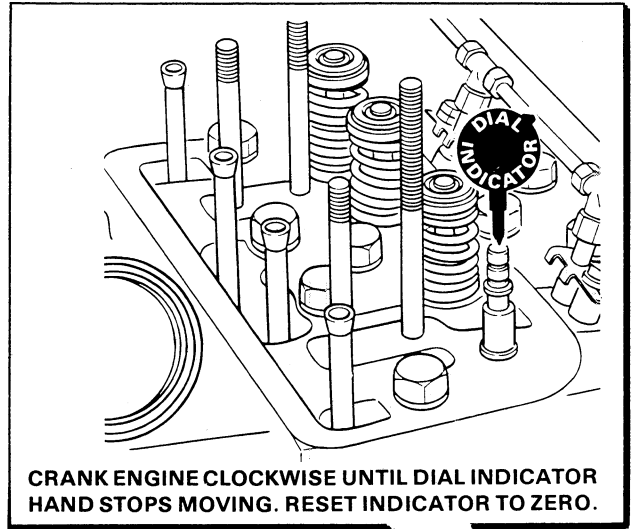


KEEP VALVE SEAL IN PLACE TO PREVENT VALVE FROM FALLING THROUGH VALVE GUIDE IF PISTON IS MOVED TOO FAR

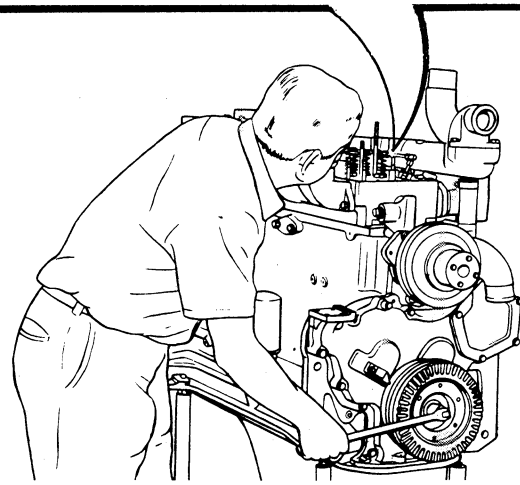
STEP 10



INSTALL DIAL INDICATOR ON END OF VALVE STEM WITH VALVE RESTING ON TOP OF PISTON.

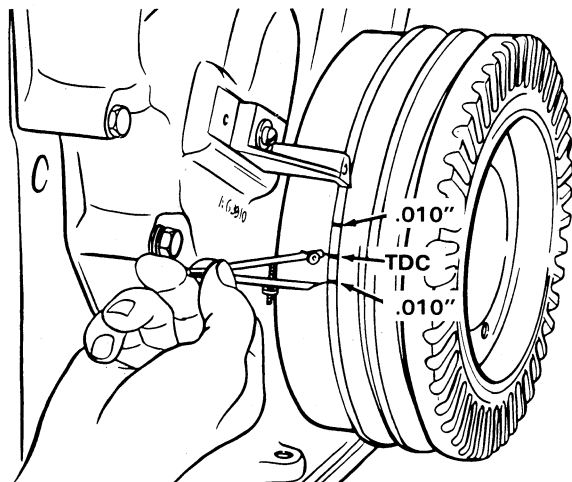


CRANK ENGINE CLOCKWISE UNTIL DIAL INDICATOR HAND STOPS MOVING. RESET INDICATOR TO ZERO.

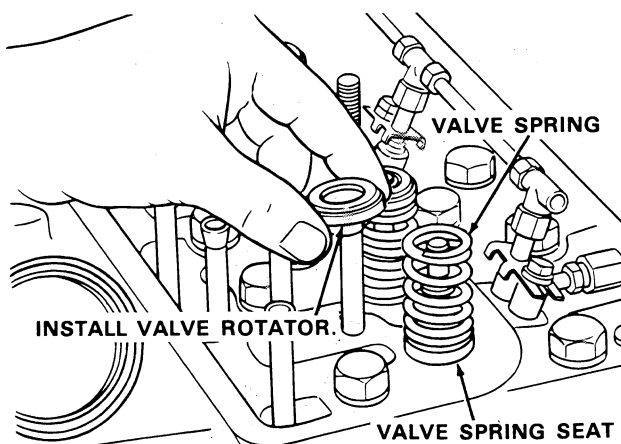
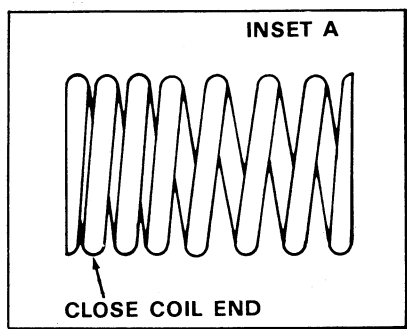


CRANK ENGINE CLOCKWISE UNTIL .010" SHOWS ON DIAL. SCRIBE A MARK ON CRANKSHAFT PULLEY IN LINE WITH TIMING POINTER.

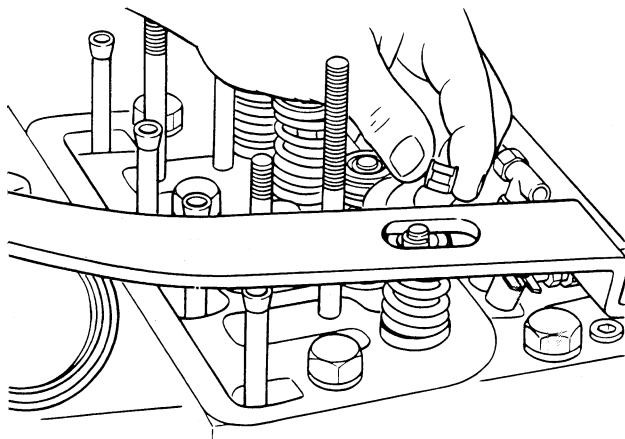
CRANK ENGINE COUNTERCLOCKWISE PAST ZERO MARK ON INDICATOR UNTIL .010" SHOWS ON DIAL. AGAIN, SCRIBE MARK ON CRANKSHAFT PULLEY.

STEP 11

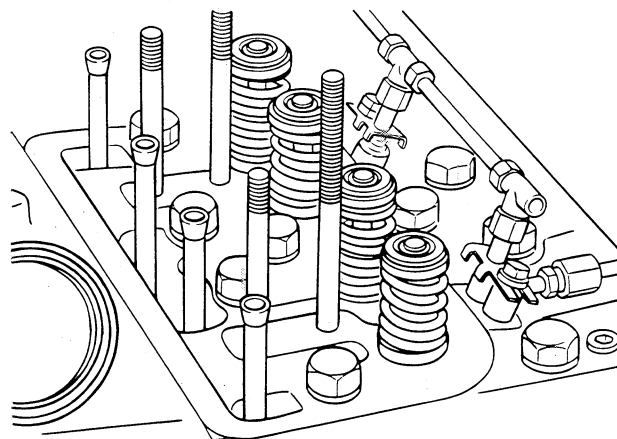
HALF THE DISTANCE BETWEEN THESE TWO SCRIBE MARKS ON CRANKSHAFT PULLEY WILL BE THE TOP DEAD CENTER (TDC) MARK. IF THE SCRIBE MARKS ARE NOT THE SAME AS ORIGINAL MARKS ON PULLEY CHECK DAMPER.

STEP 12

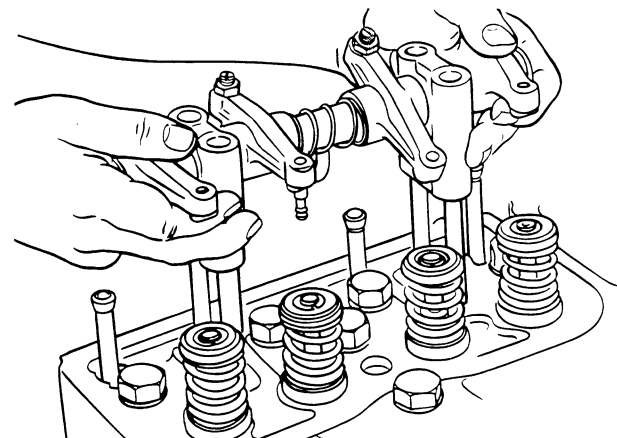
INSTALL SPRING SEAT AND VALVE SPRING. **NOTE:** IF EQUIPPED WITH VALVE SPRING HAVING ONLY ONE CLOSE COIL END, PLACE THIS END TOWARD CYLINDER HEAD, SEE INSET A.

STEP 13

COMPRESS VALVE SPRING USING FABRICATED TOOL. INSTALL SEAL IN LOWER VALVE STEM GROOVE. INSTALL VALVE KEEPERS IN OUTER VALVE STEM GROOVE.

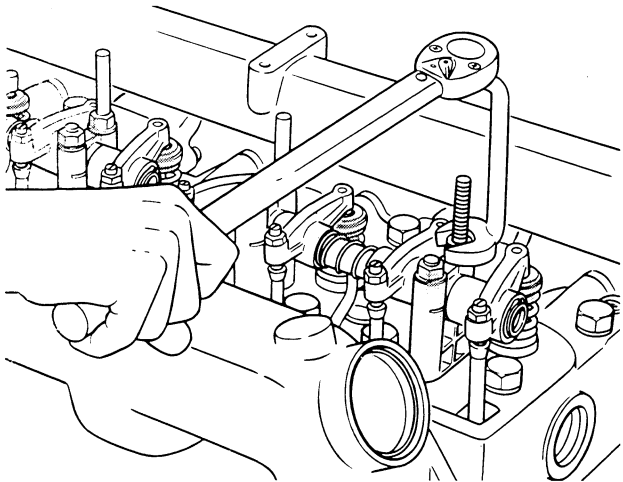
STEP 14

REMOVE SPRING COMPRESSING TOOL. TAP END OF VALVE STEM TO SEAT KEEPERS.

STEP 15

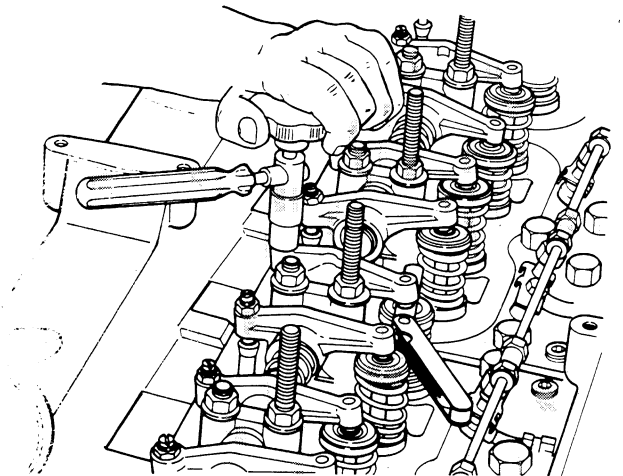
INSTALL ROCKER ARM ASSEMBLY ONTO CYLINDER HEAD.

STEP 16



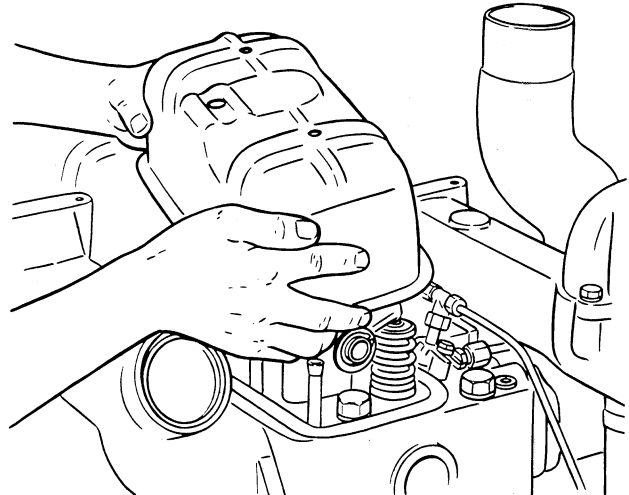
**TORQUE ROCKER ARM ASSEMBLY RETAINING NUTS
40 TO 45 FT. LBS.**

STEP 17



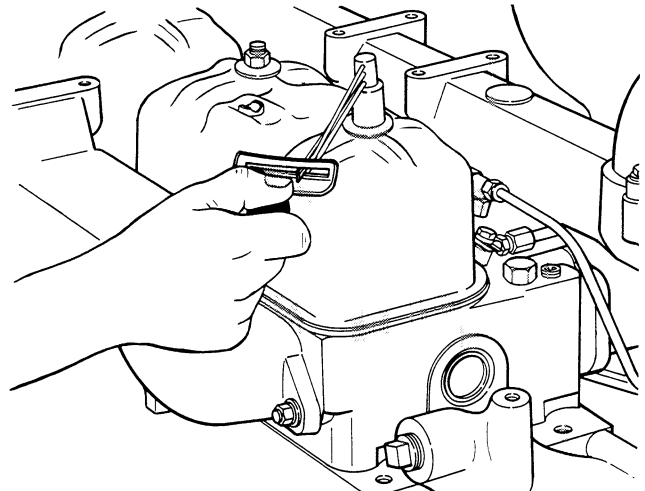
**ADJUST VALVE TAPPETS. REFER TO STEP 26
FOR COLD SETTING OR TO STEP 33 FOR HOT
SETTING.**

STEP 18



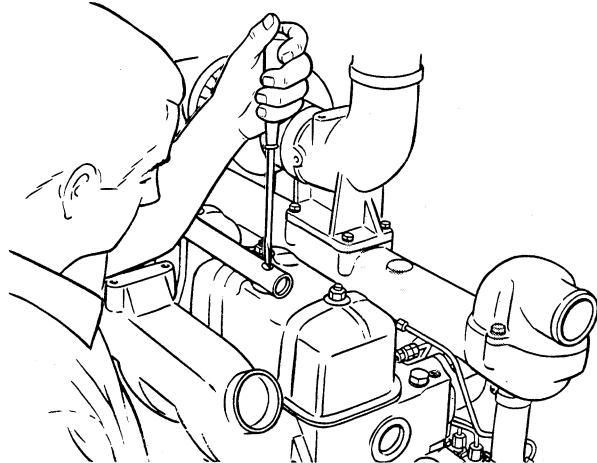
INSTALL VALVE COVERS AND GASKETS.

STEP 19



TORQUE VALVE COVER NUTS 60 TO 70 IN. LBS.

STEP 20

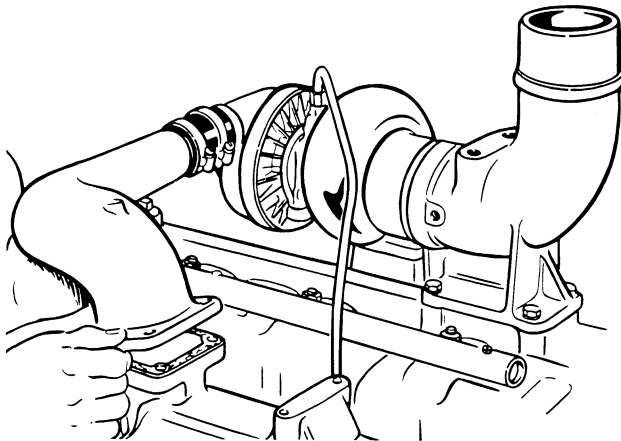


INSTALL BREATHER TUBE AND GASKETS.

Adjusting Tappets

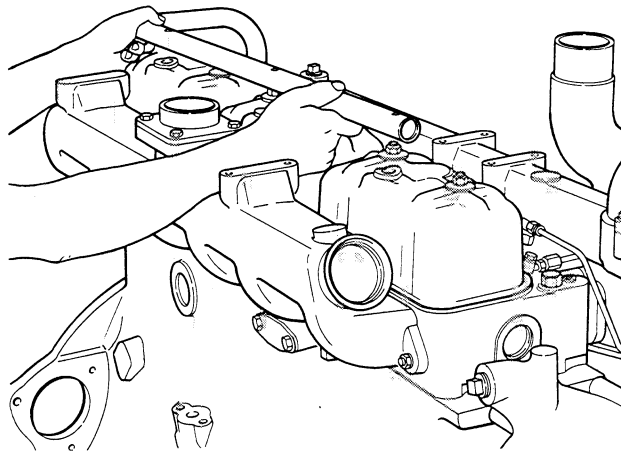
Cold Setting

STEP 21



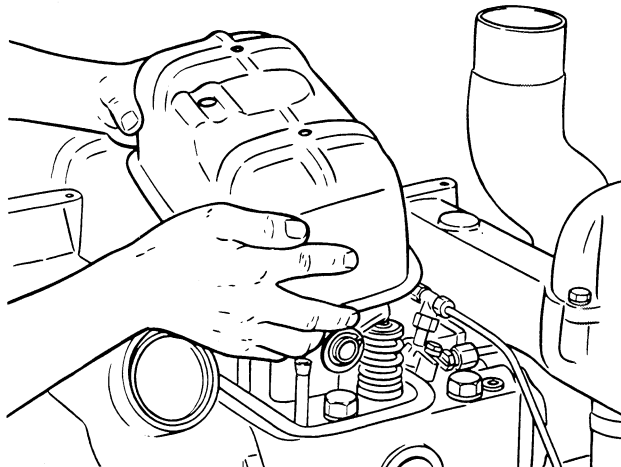
REMOVE TURBOCHARGER INTAKE ELBOW (IF SO EQUIPPED).

STEP 22



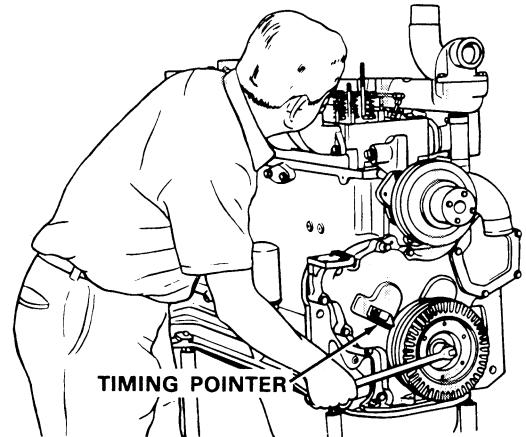
REMOVE BREATHER TUBE.

STEP 23



REMOVE VALVE COVERS AND GASKETS FROM ALL CYLINDERS.

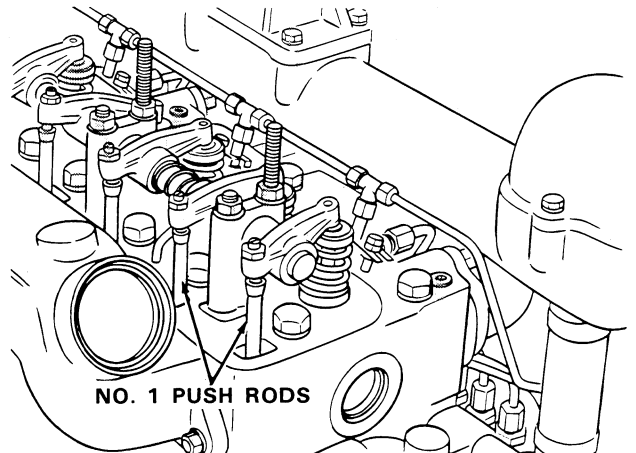
STEP 24



TIMING POINTER

CRANK ENGINE UNTIL TIMING POINTER IS ALIGNED WITH TDC TIMING MARK ON CRANKSHAFT PULLEY.

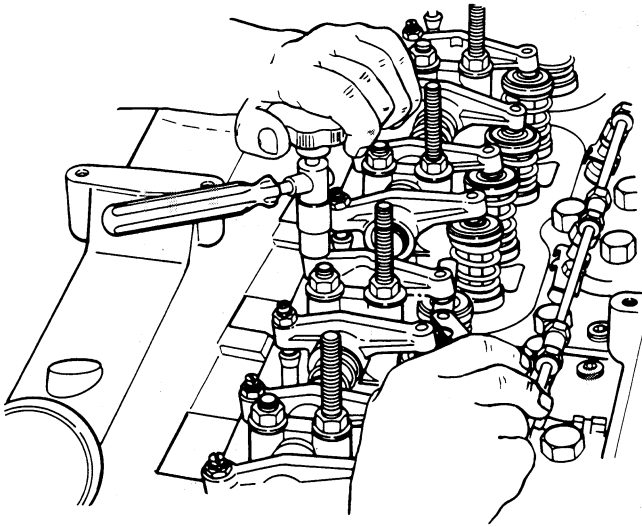
STEP 25



NO. 1 PUSH RODS

CHECK PUSH RODS ON NO. 1 CYLINDER FOR LOOSENESS. IF PUSH RODS ARE LOOSE, NO. 1 CYLINDER IS AT TDC ON THE COMPRESSION STROKE. IF PUSH RODS ARE TIGHT, CRANK ENGINE ONE COMPLETE REVOLUTION AND ALIGN TIMING POINTER WITH TDC MARK ON PULLEY.

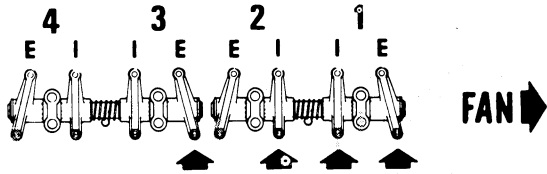
STEP 26



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

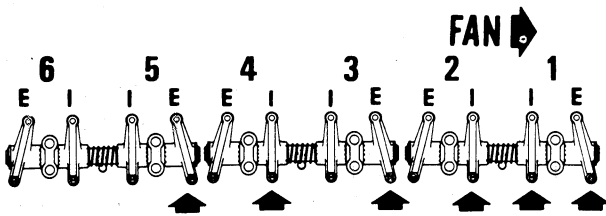
**TAPPET CLEARANCE COLD - INTAKE VALVES .015"
EXHAUST VALVES - .025"**

FOUR CYLINDER ENGINES



NO. 1 TDC COMPRESSION STROKE

SIX CYLINDER ENGINES



NO. 1 TDC COMPRESSION STROKE

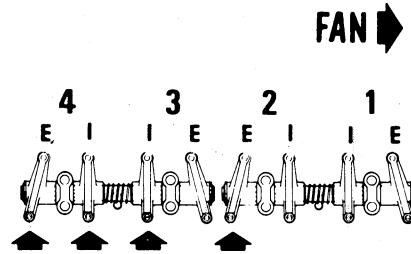
STEP 27

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.

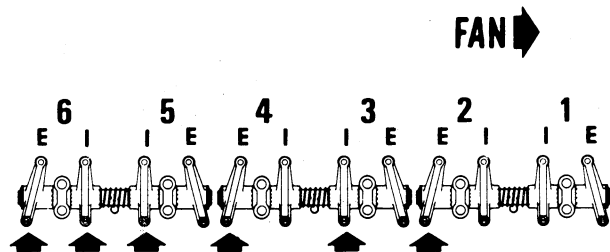
**TAPPET CLEARANCE COLD - INTAKE VALVES .015"
EXHAUST VALVES .025"**

FOUR CYLINDER ENGINES



NO. 4 TDC COMPRESSION STROKE

SIX CYLINDER ENGINES



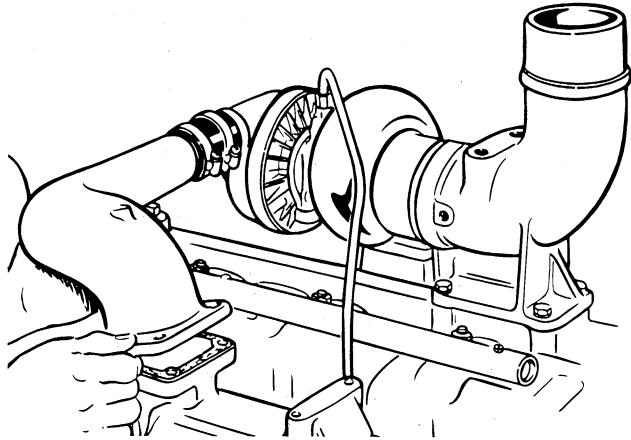
NO. 6 TDC COMPRESSION STROKE

NOTE: AFTER COMPLETING COLD SETTING VALVE TAPPET ADJUSTMENT PROCEED TO STEP 35.

Adjusting Tappets

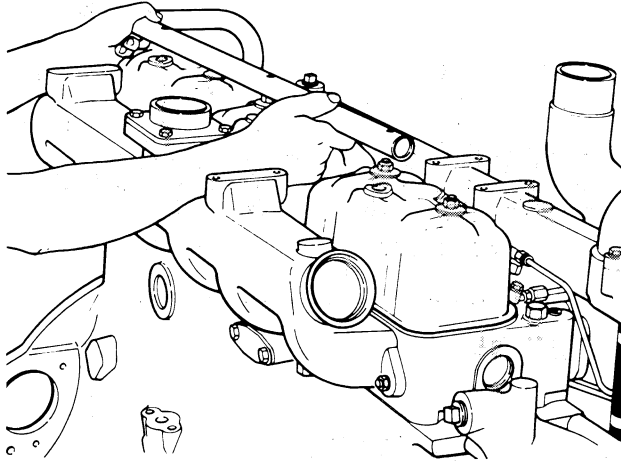
Hot Setting with Engine Stopped

STEP 28



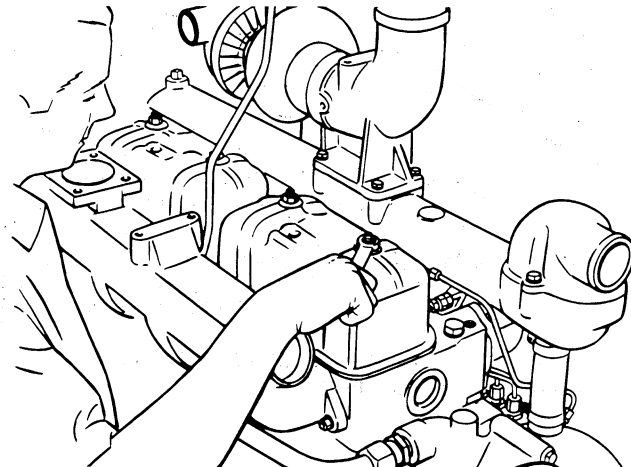
REMOVE TURBOCHARGER INTAKE ELBOW (IF SO EQUIPPED).

STEP 29



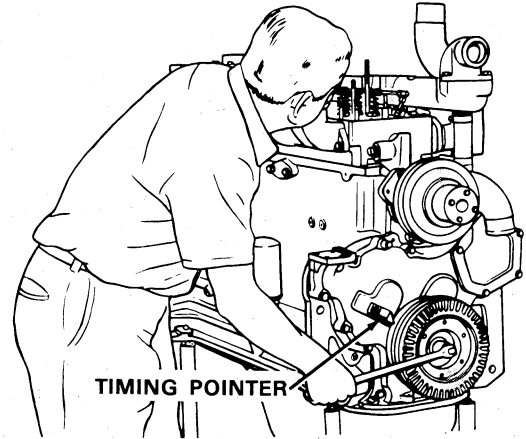
REMOVE BREATHER TUBE

STEP 30



REMOVE VALVE COVERS AND GASKETS FROM ALL CYLINDERS.

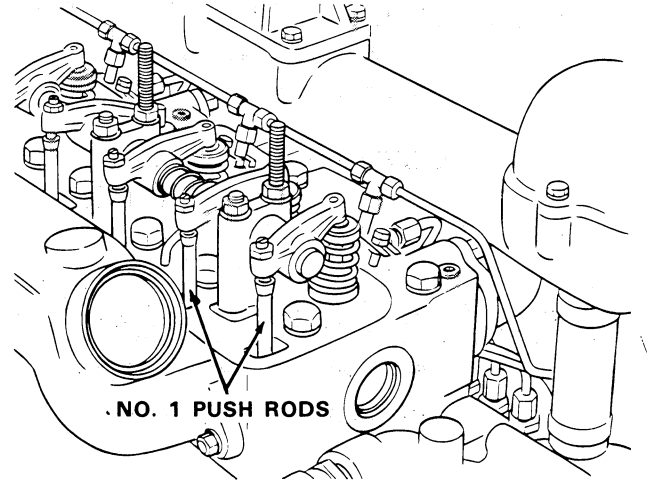
STEP 31



TIMING POINTER

CRANK ENGINE UNTIL TIMING POINTER IS ALIGNED WITH TDC TIMING MARK ON CRANKSHAFT PULLEY.

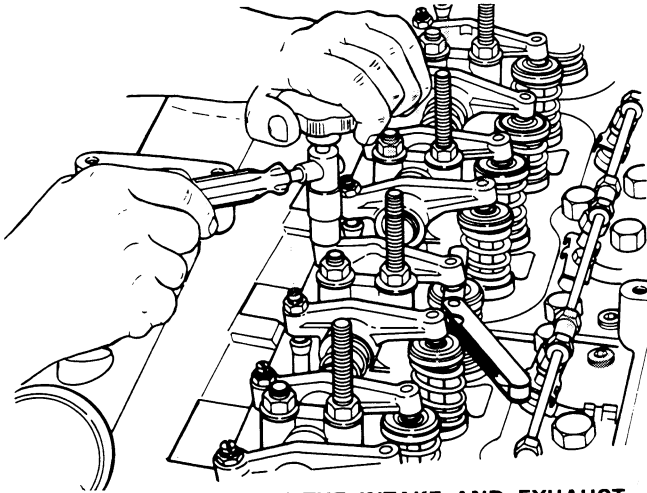
STEP 32



NO. 1 PUSH RODS

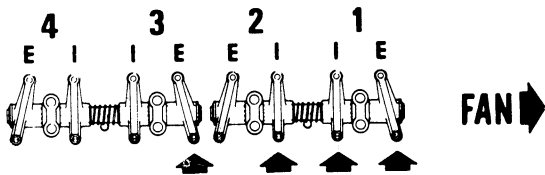
CHECK PUSH RODS ON NO. 1 CYLINDER FOR LOOSENESS. IF PUSH RODS ARE LOOSE, NO. 1 CYLINDER IS AT TDC ON THE COMPRESSION STROKE. IF PUSH RODS ARE TIGHT, CRANK ENGINE ONE COMPLETE REVOLUTION AND ALIGN TIMING POINTER WITH TDC MARK ON PULLEY.

STEP 33



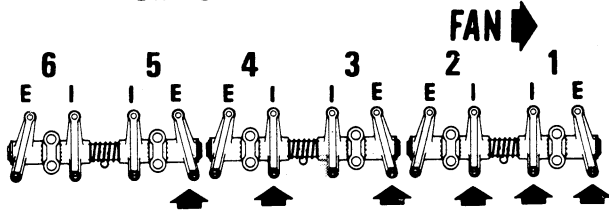
CHECK AND ADJUST THE INTAKE AND EXHAUST VALVES AS POINTED OUT BY THE ARROWS BELOW.
TAPPET CLEARANCE HOT - INTAKE VALVES .015"
EXHAUST VALVES .020"

FOUR CYLINDER ENGINES



NO. 1 TDC COMPRESSION STROKE

SIX CYLINDER ENGINES



NO. 1 TDC COMPRESSION STROKE

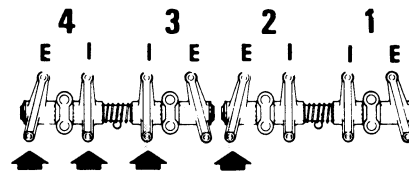
STEP 34

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.

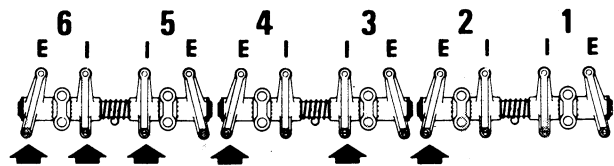
TAPPET CLEARANCE HOT - INTAKE VALVES .015"
EXHAUST VALVES .020"

FOUR CYLINDER ENGINES



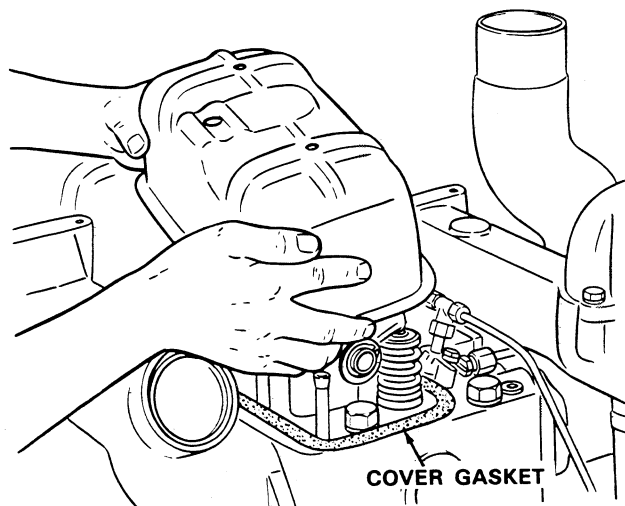
NO. 4 TDC COMPRESSION STROKE

SIX CYLINDER ENGINES



NO. 6 TDC COMPRESSION STROKE

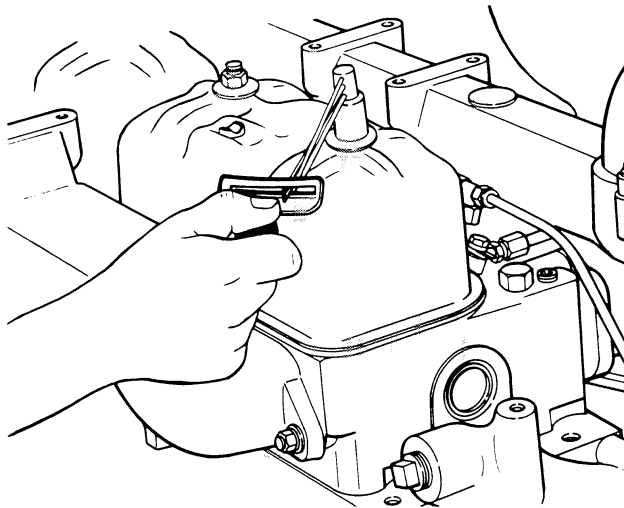
STEP 35



COVER GASKET

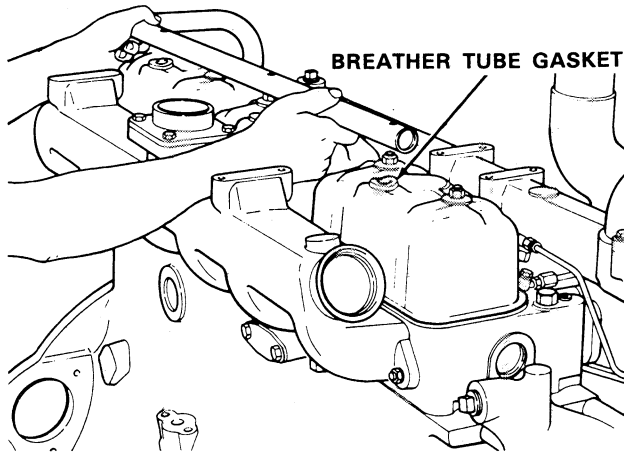
AFTER TAPPET ADJUSTMENT, INSTALL VALVE COVERS AND GASKETS.

STEP 36



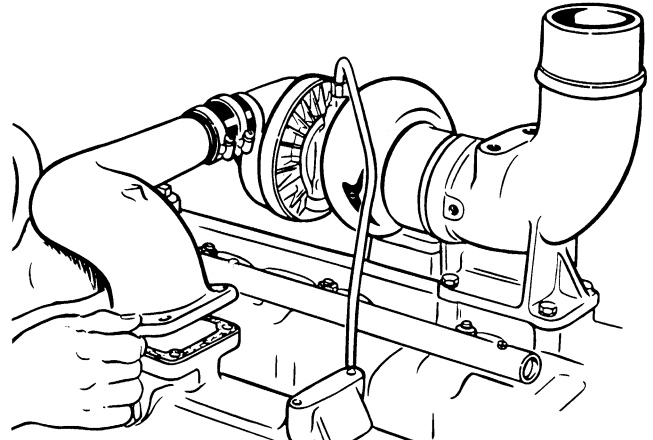
TORQUE VALVE COVER NUTS 60 TO 70 IN. LBS.

STEP 37



INSTALL BREATHER TUBE AND GASKETS.

STEP 38



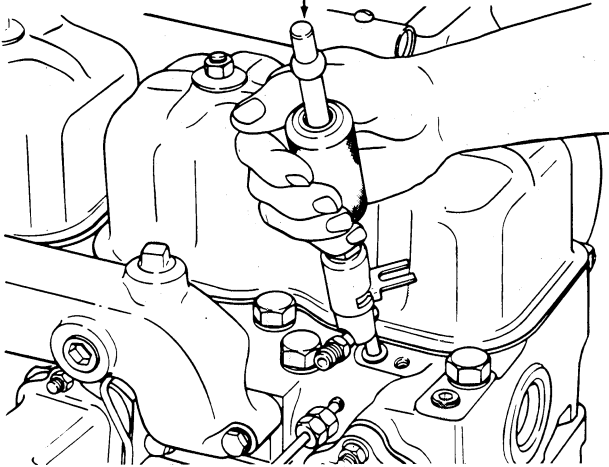
INSTALL TURBOCHARGER INTAKE ELBOW

Checking Nozzle Spray Pattern and Engine Compression

Nozzle Removal

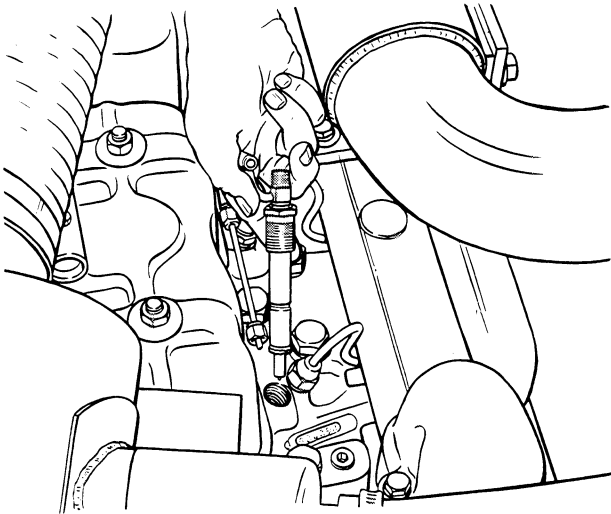
STEP 39 (CLAMP TYPE INJECTOR)

NOZZLE PULLER A43278



REMOVE AND TEST EACH FUEL INJECTOR. REFER TO SECTION 3013. PERFORM A COMPRESSION TEST ON EACH CYLINDER BEFORE INSTALLING FUEL INJECTOR

STEP 40 (SCREW-IN TYPE INJECTOR)



REMOVE AND TEST EACH FUEL INJECTOR. REFER TO SECTION 3113. PERFORM A COMPRESSION TEST ON EACH CYLINDER BEFORE INSTALLING FUEL INJECTOR.

Compression Check

STEP 41

THERE ARE TWO METHODS OF CHECKING COMPRESSION PRESSURE - THE CRANKING METHOD AND THE ENGINE RUNNING METHOD. THE ENGINE MUST BE AT OPERATING TEMPERATURE FOR EITHER METHOD USED.

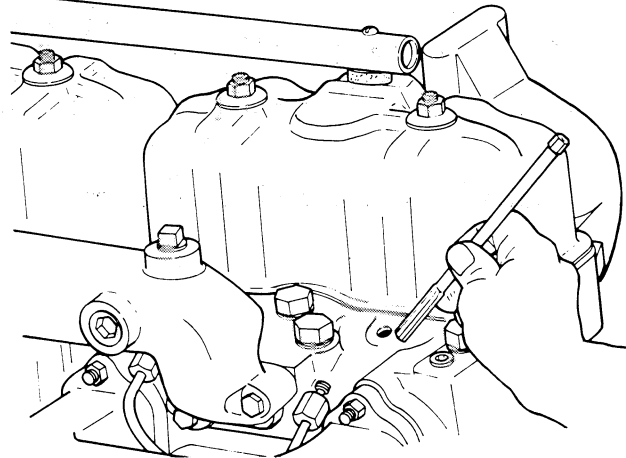
A. CRANKING METHOD - REMOVE ALL INJECTORS.

B. RUNNING METHOD - DISCONNECT HIGH PRESSURE FUEL LINE AND LEAKOFF LINE FROM NO. 1 INJECTOR. ROUTE FUEL FROM THESE LINES BACK TO FUEL TANK OR CLEAN CONTAINER. REPEAT FOR EACH CYLINDER.



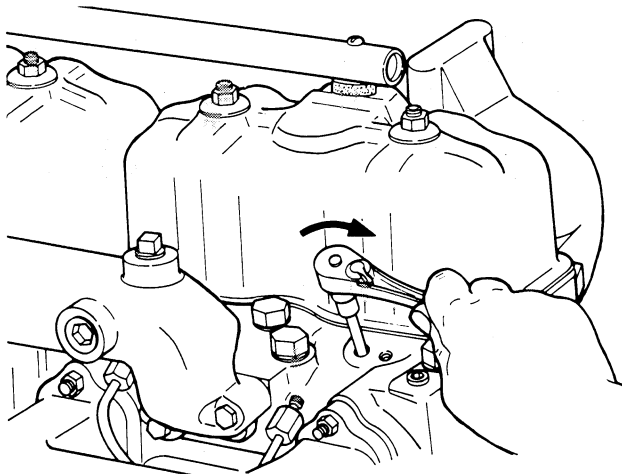
CAUTION Before cranking engine make sure all operating controls are in neutral, brakes are set and wheels are securely blocked.

STEP 42 (CLAMP TYPE INJECTOR)



CLEAN CYLINDER HEAD INJECTOR BORE USING BORE CLEANING TOOL A43277.

STEP 43 (CLAMP TYPE INJECTOR)

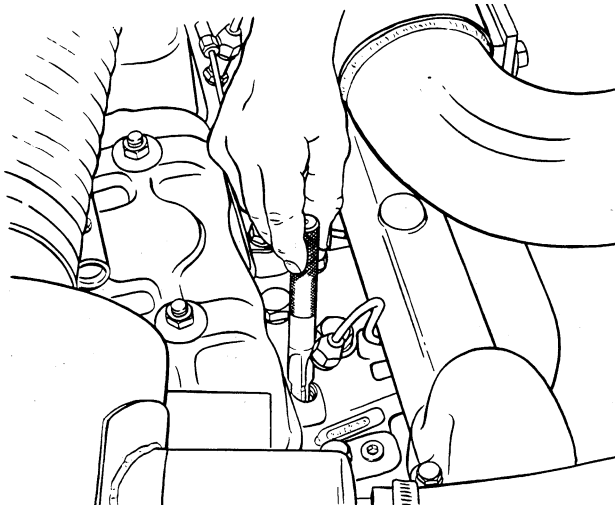


ALWAYS TURN TOOL CLOCKWISE. COUNTER-CLOCKWISE ROTATION DULLS TOOL. BLOW OUT WITH COMPRESSED AIR.

STEP 44 (SCREW-IN TYPE INJECTOR)

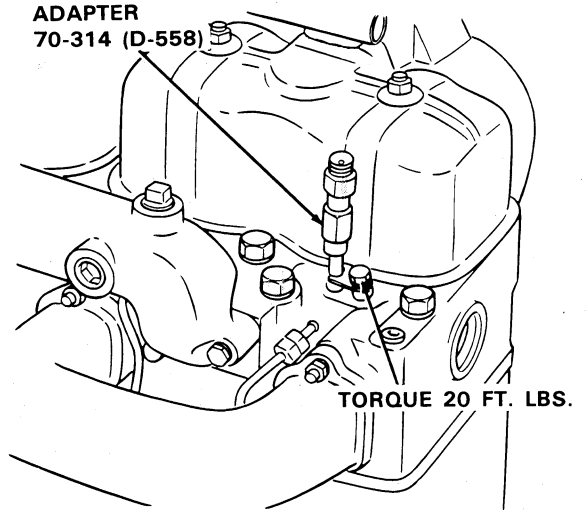
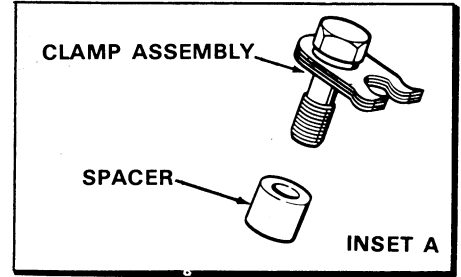


BORE CLEANING TOOL
 NUDAY CO. P/N 6062
 14615 WYOMING AVE.
 DETROIT, MICHIGAN 48238
 (PART OF KIT 2205)



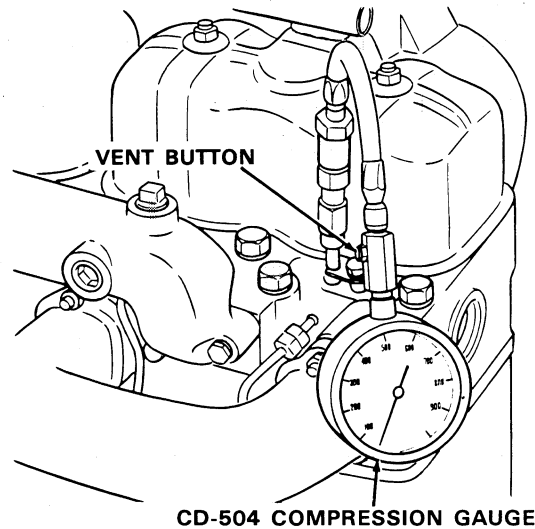
CLEAN CYLINDER HEAD INJECTOR BORE USING BORE CLEANING TOOL 6062.

STEP 45 (CLAMP TYPE INJECTOR)



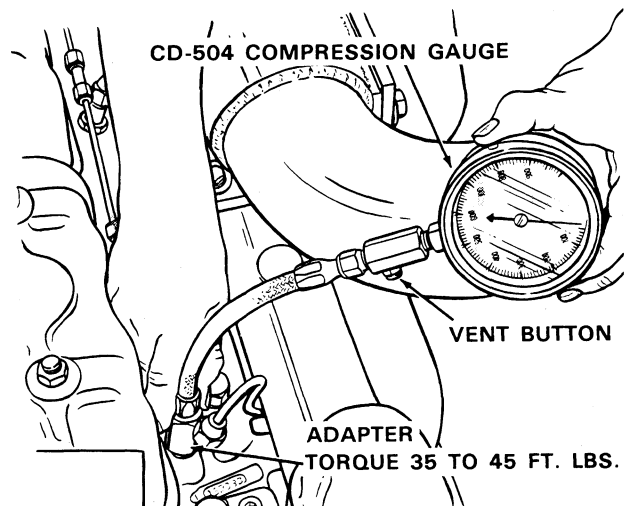
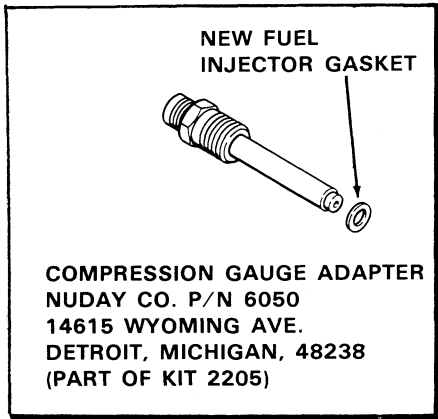
INSTALL BACHARACH 70-314 (D-558) COMPRESSION GAUGE ADAPTER. SECURE WITH AN ORIGINAL INJECTOR CLAMP ASSEMBLY AND SPACER.

STEP 46 (CLAMP TYPE INJECTOR)



CONNECT CASE NO. CD-504 COMPRESSION GAUGE TO ADAPTER.
 NOTE: TAKE SEVERAL COMPRESSION READINGS ON EACH CYLINDER USING VENT VALVE BUTTON TO RELIEVE GAUGE PRESSURE.
 SEE CHART ON NEXT PAGE.

STEP 47 (SCREW-IN TYPE INJECTOR)



INSTALL GAUGE ADAPTER WITH A NEW FUEL INJECTOR GASKET, IN CYLINDER HEAD. TORQUE ADAPTER 35 TO 45 FT. LBS.

CONNECT CASE NO. CD-504 COMPRESSION GAUGE TO ADAPTER.

NOTE: TAKE SEVERAL COMPRESSION READINGS ON EACH CYLINDER USING VENT VALVE BUTTON TO RELIEVE GAUGE PRESSURE.

STEP 48

NOTE: WHEN CHECKING COMPRESSION USING THE CRANKING METHOD, START AT NO. 1 CYLINDER AND CONTINUE DOWN THE LINE (NO. 2, 3, 4 ETC). THEN, RECHECK NO. 1 CYLINDER AFTER COMPLETING THE LAST CYLINDER SINCE COMPRESSION MAY VARY DUE TO BATTERY RUN-DOWN.

STEP 49

IT IS VERY IMPORTANT THAT ALL CYLINDER PRESSURES BE APPROXIMATELY THE SAME. SEE CHART FOR ALLOWABLE COMPRESSION PRESSURE VARIATION.

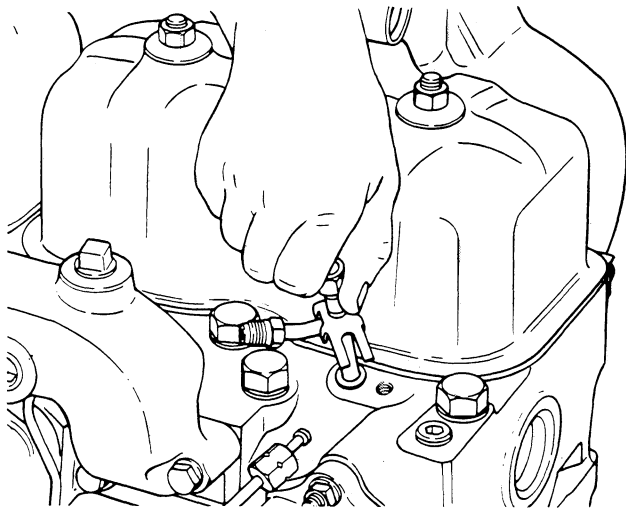
IF COMPRESSION IS GREATER THAN NORMAL, CARBON DEPOSITS ARE INDICATED. IF READING IS BELOW NORMAL, LEAKING VALVES OR EXCESSIVE RING CLEARANCE IS INDICATED.

	ENGINE SPEED	NORMAL COMPRESSION PRESSURE	ALLOWABLE VARIATION BETWEEN CYLINDERS
CRANKING	APPROXIMATELY 200 RPM UNTIL COMPRESSION GAUGE STABILIZES	400 PSI*	25 PSI
RUNNING	800 RPM	480 PSI*	20 PSI

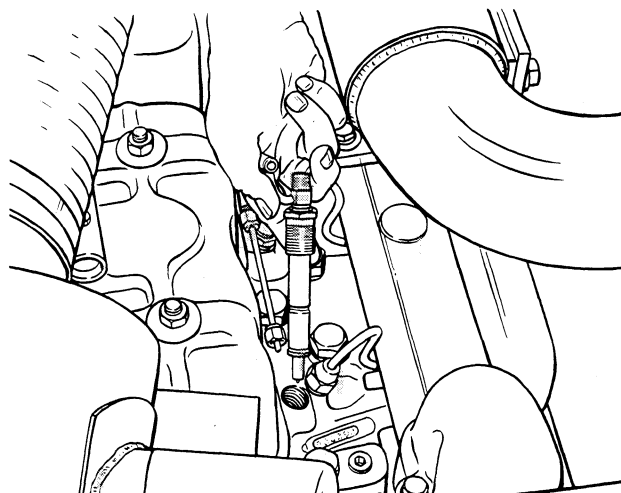
*NOTE: A 4% REDUCTION IN PSI MUST BE ALLOWED FOR EVERY 1000 FT. ABOVE SEA LEVEL.

STEP 50

NOTE: TO MAKE A SIMPLE TEST WHEN A COMPRESSION LEAK IS INDICATED, SQUIRT A TEASPOON OF OIL INTO CYLINDER AND RECHECK COMPRESSION. IF PRESSURE RISES TO NEAR NORMAL, COMPRESSION LOSS IS PAST THE RINGS. VERY LITTLE CHANGE IN COMPRESSION INDICATES LEAKAGE PAST THE VALVES.

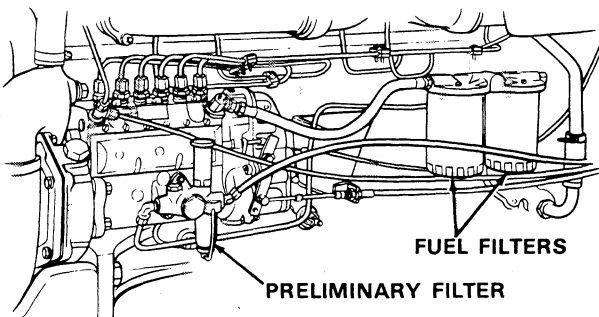
STEP 51 (CLAMP TYPE INJECTOR)

INSTALL FUEL INJECTORS. REFER TO SECTION 3013.

STEP 52 (SCREW-IN TYPE INJECTOR)

INSTALL FUEL INJECTORS. REFER TO SECTION 3113.

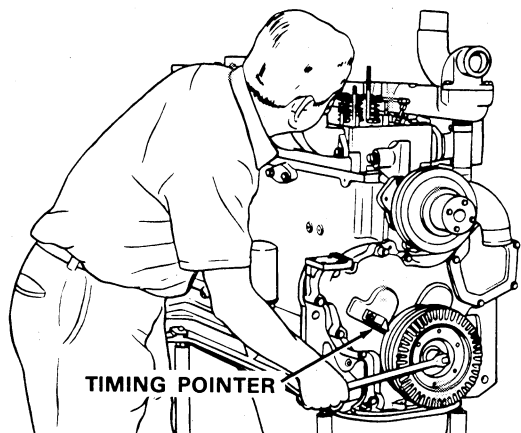
Cleaning Fuel Line Screen and Filters

STEP 53

REFER TO SECTION 3010 FOR CLEANING AND SERVICING THE FUEL FILTERS AND SYSTEM.

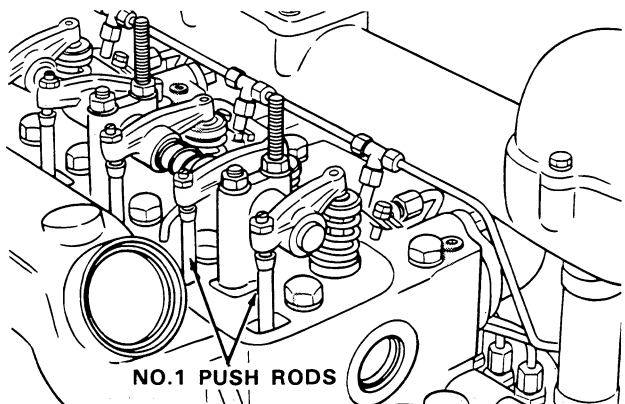
Retiming Injection Pump

STEP 54



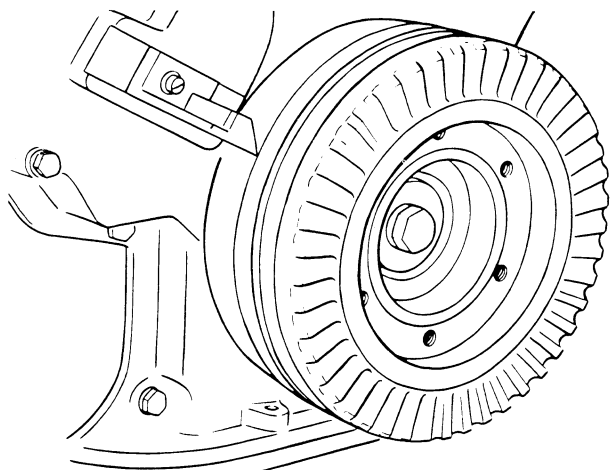
TIMING POINTER

CRANK ENGINE UNTIL TIMING POINTER IS ALIGNED WITH TDC TIMING MARK ON CRANK-SHAFT PULLEY.



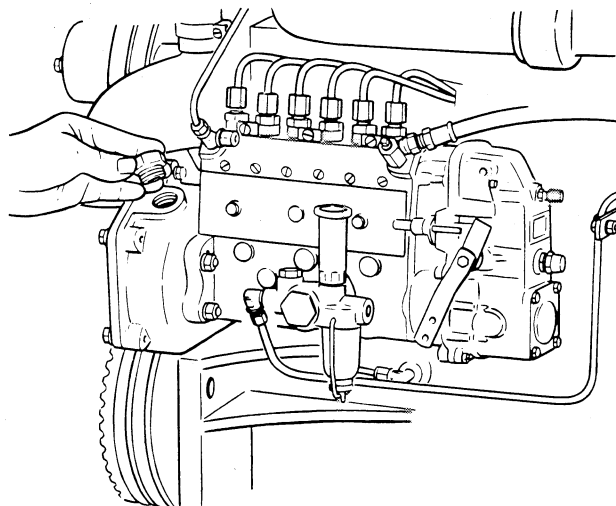
NO. 1 PUSH RODS

CHECK PUSH RODS ON NO. 1 CYLINDER FOR LOOSENESS. IF PUSH RODS ARE LOOSE, NO. 1 CYLINDER IS AT TDC ON THE COMPRESSION STROKE. IF PUSH RODS ARE TIGHT, CRANK ENGINE ONE COMPLETE REVOLUTION AND ALIGN TIMING POINTER WITH TDC MARK ON PULLEY.



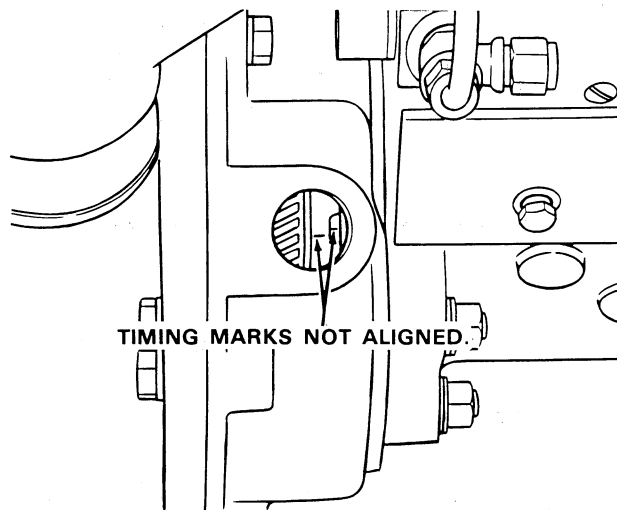
CRANK ENGINE CCW TO 35° MARK THEN, CRANK ENGINE CW TO SPECIFIED FUEL PUMP TIMING. NOTE: REFER TO ENGINE DATA DECAL ON ENGINE VALVE COVER FOR FUEL PUMP TIMING.

STEP 55



REMOVE PLUG FROM TIMING GEAR COVER.

STEP 56



TIMING MARKS NOT ALIGNED.

CHECK TIMING MARKS. IF MARKS ARE NOT ALIGNED, PROCEED TO NEXT STEP. IF MARKS ARE IN LINE PUMP IS IN TIME.



Suggest:

If the above button click is invalid.

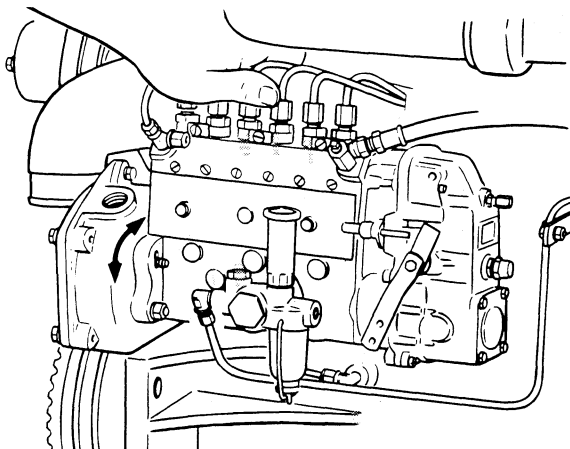
Please download this document

first, and then click the above link

to download the complete manual.

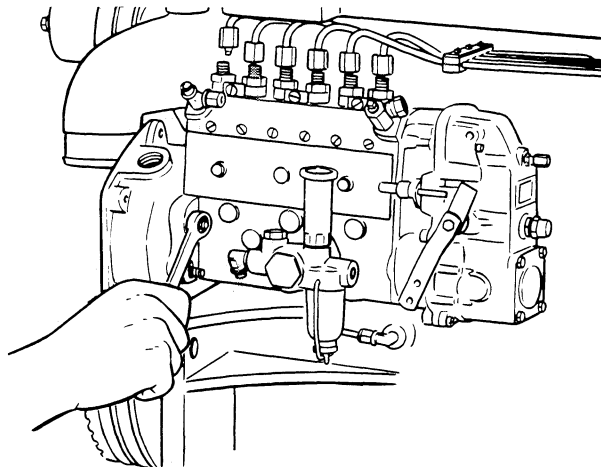
Thank you so much for reading

STEP 57



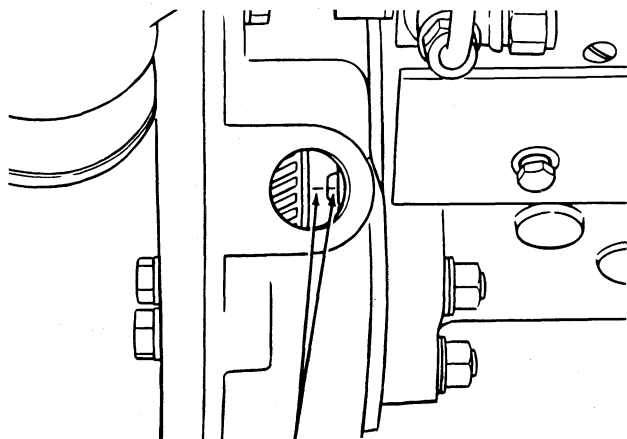
LOOSEN PUMP MOUNTING NUTS. MOVE PUMP TOWARD OR AWAY FROM ENGINE UNTIL TIMING MARKS ARE ALIGNED.

STEP 59



TORQUE PUMP MOUNTING NUTS 35 TO 42 FT. LBS. INSTALL PLUG IN TIMING GEAR COVER.

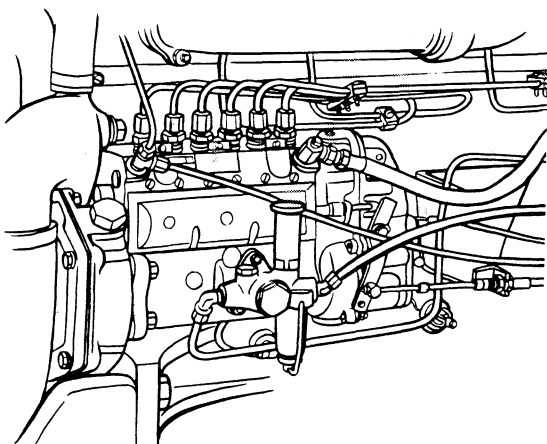
STEP 58



TIMING MARKS ALIGNED FOR PROPER TIMING.

Adjusting Governed Speed

STEP 60



CHECK AND ADJUST THE ENGINE GOVERNED SPEED AS OUTLINED IN SECTION 3012.

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