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# DX31, DX34 REPAIR MANUAL COMPLETE CONTENTS

SECTION 00 - GENERAL INFORMATION .....	2
SECTION 10 - ENGINE .....	3
SECTION 18 - CLUTCH .....	10
SECTION 21 - GEAR TRANSMISSION .....	11
SECTION 25 - FWD AXLE .....	14
SECTION 27 - DIFFERENTIAL, REAR AXLE .....	17
SECTION 29 - HYDROSTATIC TRANSMISSION .....	18
SECTION 31 - POWER TAKE-OFF SYSTEMS .....	22
SECTION 33 - BRAKES .....	24
SECTION 35 - HYDRAULIC SYSTEM .....	24
SECTION 41 - STEERING SYSTEMS .....	27
SECTION 44 - WHEELS AND TIRES .....	29
SECTION 55 - ELECTRICAL SYSTEM .....	30
SECTION 90 - PLATFORM .....	36

The following pages are the collation of the contents pages from each section and chapter of the DX31, DX34 Repair manual. Complete Repair part # 87535061.

The sections used through out all Case IH product Repair manuals may not be used for each product. Each Repair manual will be made up of one or several books. Each book will be labeled as to which sections are in the overall Repair manual and which sections are in each book.

The sections listed above are the sections utilized for the DX31, DX34 Tractors.

## SECTION 00 - GENERAL INFORMATION

### Chapter 1 - General Information

#### CONTENTS

Section	Description	Page
	Precautionary Statements .....	2
	Personal Safety .....	2
	Machine Safety .....	2
	Information .....	2
	Safety .....	3
	Precautionary Statements .....	3
	The Tractor .....	3
	Servicing the Tractor .....	3
	Operating the Tractor .....	4
	Driving the Tractor .....	4
	Operating the PTO .....	5
	Diesel Fuel .....	5
	Safety Frame (ROPS) .....	5
	Decals .....	6
	Safety Decals .....	6
	Instruction Decals .....	8
	Ecology and the Environment .....	12
	Helpful Hints .....	12
	International Symbols .....	13
	Specifications .....	14
	General Dimensions .....	20
	Minimum Hardware Tightening Torques .....	23
00 400	Lubrication and Maintenance .....	25
	Lubrication .....	25
	Liquid Ballast (Optional) .....	27
	Tire Pressure .....	27
	Rear Tire Liquid .....	27

# SAFETY

## PRECAUTIONARY STATEMENTS

A careful operator is the best operator. Most accidents can be avoided by observing certain precautions. To help prevent accidents, read the following precautions before operating this equipment. Equipment should be operated only by those who are responsible and instructed to do so.

Carefully review the procedures given in this manual with all operators. It is important that all operators be familiar with and follow safety precautions.

### THE TRACTOR

1. Read the Operator's Manual carefully before using the tractor. Lack of operating knowledge can lead to accidents.
2. Use an approved roll bar and seat belt for safe operation. Overturning a tractor without a roll bar can result in death or injury. If your tractor is not equipped with a roll bar and seat belt, see your Case IH Dealer.
3. Always use the seat belt. The only instance when the seat belt should not be used is if the roll bar has been removed from the tractor.
4. If a front end loader is to be installed, always use a FOPS (Falling Object Protective Structure) canopy to avoid injury from falling objects.
5. Use the handholds and step plates when getting on and off the tractor to prevent falls. Keep steps and platform cleared of mud and debris.
6. Do not permit anyone but the operator to ride on the tractor. There is no safe place for extra riders.
7. Keep all safety decals clean of dirt and grime, and replace all missing, illegible, or damaged safety decals. See the list of decals in the Decal section of this manual.

### SERVICING THE TRACTOR

1. The cooling system operates under pressure which is controlled by the radiator cap. It is dangerous to remove the cap while the system is hot. Always turn the cap slowly to the first stop and allow pressure to escape before removing the cap entirely.
2. Keep any type of open flame away from the tractor and do not smoke while refueling. Wait for the engine to cool before refueling.

3. Keep the tractor and equipment, particularly brakes and steering, maintained in a reliable and satisfactory condition to ensure your safety and comply with legal requirements.
4. Keep open flame or cold weather starting aids away from the battery to prevent fires or explosions. Use jumper cables according to instructions to prevent sparks which could cause explosion.
5. Stop the engine before performing any service on the tractor.
6. Escaping hydraulic/diesel fluid under pressure can penetrate the skin causing serious injury. If fluid is injected into the skin, obtain medical attention immediately or gangrene may result.
  - DO NOT use your hand to check for leaks. Use a piece of cardboard or paper to search for leaks.
  - Stop the engine and relieve pressure before connecting or disconnecting lines.
  - Tighten all connections before starting the engine or pressurizing lines.
7. Do not modify or permit anyone else to modify or alter this tractor or any of its components or functions without first consulting a Case IH Dealer.
8. The fuel oil in the injection system is under high pressure and can penetrate the skin. Unqualified persons should not remove or attempt to adjust a pump, injector, nozzle, or any other part of the fuel injection system. Failure to follow these instructions can result in serious injury.
9. Continuous long-term contact with used engine oil may cause skin cancer. Avoid prolonged contact with used engine oil. Wash skin promptly with soap and water.

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10. Some components of your tractor, such as gaskets and friction surfaces (brake linings, clutch linings, etc.) may contain asbestos. Breathing asbestos dust is dangerous to your health. You are advised to have any maintenance or repair on such components carried out by an authorized Case IH Dealer. However, if service operations are to be undertaken on parts that contain asbestos, the essential precautions listed below must be observed:
  - Work out of doors or in a well ventilated area.
  - Dust found on the tractor or produced during work on the tractor should be removed by extraction, not by blowing.
  - Dust waste should be dampened, placed in a sealed container, and marked to ensure safe disposal.
  - If any cutting, drilling, etc. is attempted on materials containing asbestos, the item should be dampened and only hand tools or low speed power tools used.
9. Pull only from the drawbar or the lower link drawbar in the down position. Use only a drawbar pin that locks in place. Pulling from the tractor rear axle or any point above the axle may cause the tractor to upset.
10. If the front end of the tractor tends to rise when heavy implements are attached to the three-point hitch, install front end or front wheel weights. Do not operate the tractor with a light front end.
11. Always set the hydraulic selector lever in position control when attaching or transporting equipment. Ensure hydraulic couplers are properly mounted and will disconnect safely in case of accidental detachment of implement.
12. Do not leave equipment in the raised position.
13. Use the flasher/turn signal lights and SMV signs when traveling on public roads both day and night (unless prohibited by law).
14. When operating at night, adjust lights to prevent blinding oncoming drivers.

## **OPERATING THE TRACTOR**

1. Before starting the tractor, apply the parking brake, place the PTO lever in the "OFF" position, the lift control lever in the down position, the remote control valve levers in the neutral position, and the transmission in neutral.
2. Always sit in the tractor seat when starting the engine or operating controls. Do not start the engine or operate controls while standing beside the tractor.
3. Do not bypass the neutral start switches. Consult your Case IH Dealer if your neutral start controls malfunction. Use jumper cables only in the recommended manner. Improper use can result in tractor runaway.
4. Avoid accidental contact with the gear shift lever while the engine is running, as this can cause unexpected tractor movement.
5. Before getting off the tractor, disengage the PTO, turn the engine off, and apply the parking brake. Never get off the tractor while it is in motion.
6. Do not park the tractor on a steep incline.
7. Do not operate the tractor engine in an enclosed building without adequate ventilation. Exhaust fumes can cause death or illness.
8. If the power steering or engine ceases operating, stop the tractor immediately.

## **DRIVING THE TRACTOR**

1. Watch where you are going, especially at row ends, on roads, around trees and low hanging obstacles.
2. To avoid upsets, drive the tractor with care and at a safe speed. Use extra caution when operating over rough ground, when crossing ditches or slopes, and when turning corners.
3. To provide two-wheel braking, lock tractor brake pedals together when transporting on roads.
4. Do not coast or free wheel down hills. Use the same gear when going downhill as is used when going uphill.
5. Any towed vehicle with a total weight exceeding that of the towing tractor should be equipped with brakes for safe operation.
6. If the tractor becomes stuck or the tires become frozen to the ground, back up the tractor to prevent upset.
7. Always check overhead clearance, especially when transporting the tractor.
8. When operating at night, adjust lights to prevent blinding oncoming drivers.

## OPERATING THE PTO

1. When operating PTO driven equipment, shut off the engine and wait until the PTO stops before getting off the tractor and disconnecting the equipment.
2. Do not wear loose clothing when operating the power take-off or when near rotating equipment.
3. When operating stationary PTO driven equipment, always place both gear shift levers in neutral, apply the tractor parking brake, and block the rear wheels front and back.
4. To avoid injury, do not clean, adjust, unclog, or service PTO driven equipment when the tractor engine is running.
5. Ensure the PTO master shield is installed at all times. Always replace the PTO shield cap when the PTO is not in use.

## DIESEL FUEL

1. UNDER NO CIRCUMSTANCES should gasoline, alcohol, or blended fuels be added to diesel fuel. These combinations can create an increased fire or explosive hazard. Such blends are more explosive than pure gasoline in a closed container such as a fuel tank. DO NOT USE THESE BLENDS.
2. Never remove the fuel cap or refuel with the engine running or hot.
3. Do not smoke while refueling or when standing near fuel.
4. Maintain control of the fuel filler pipe nozzle when filling the tank.
5. Do not fill the fuel tank to capacity. Allow room for expansion.

6. Wipe up spilled fuel immediately.
7. Always tighten the fuel tank cap securely.
8. If the original fuel tank cap is lost, replace it with a Case IH approved cap. A non-approved, proprietary cap may not be safe.
9. Keep equipment clean and properly maintained.
10. Do not drive equipment near open fires.
11. Never use fuel for cleaning purposes.
12. Arrange fuel purchases so that winter grade fuels are not held over and used in the spring.

## SAFETY FRAME (ROPS)

Your Case IH tractor is equipped with a safety frame. It must be maintained in a serviceable condition. Be careful when driving through doorways or working in confined spaces with low headroom.

UNDER NO CIRCUMSTANCES should you:

- modify, drill, or alter the safety frame in any way. Doing so may render you liable to legal prosecution.
- attempt to straighten or weld any part of the main frame or retaining brackets which have suffered damage. Doing so may weaken the structure and endanger your safety.
- secure any parts on the main frame or attach your safety frame with anything other than the special high tensile bolts and nuts specified.
- attach chains or ropes to the main frame for pulling purposes.
- take unnecessary risks even though your safety frame affords you the maximum protection possible.



**WHEN YOU SEE THIS SYMBOL**

**IT MEANS:**

**ATTENTION!**

**BECOME ALERT!**

**YOUR SAFETY IS INVOLVED!**

SECTION 00 - GENERAL INFORMATION - CHAPTER 1

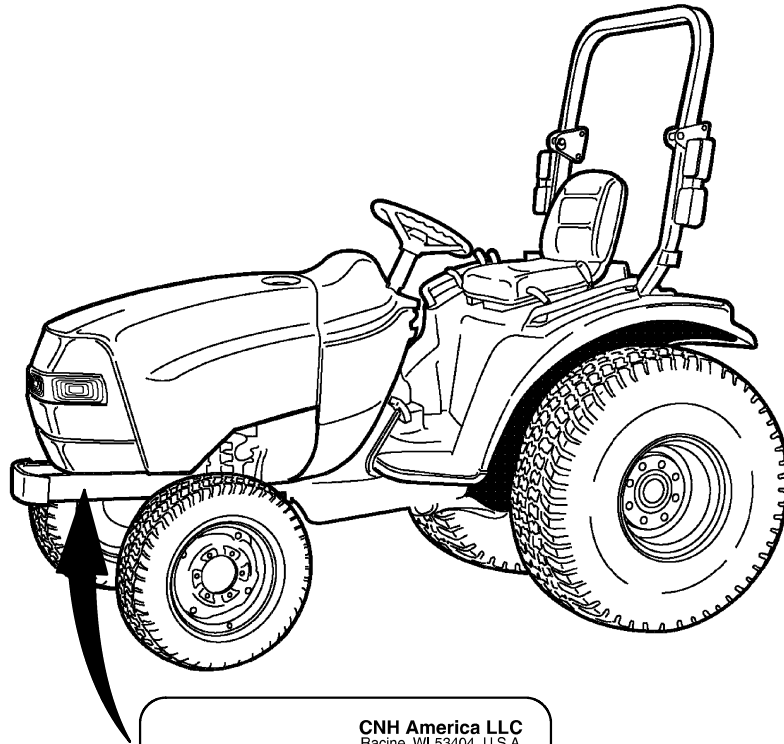
**PLEASE READ CAREFULLY:**

For a complete list of the pre-delivery service checks performed by your dealer, refer to the PRE-DELIVERY SERVICE checklist found at the back of this manual. Keep one copy as your record of the service performed. The other copy should be removed from the manual and kept by your dealer. **MAKE SURE THAT BOTH COPIES ARE COMPLETED AND THAT YOU AND THE DEALER SIGN BOTH COPIES.**

A PRODUCT IDENTIFICATION PLATE is located on the *left-hand side of the front frame*. The numbers on the plate are important in the event your tractor should require future service. For your convenience, have your dealer record these numbers in the appropriate spaces below.

CNH America LLC is continually striving to improve its products. We reserve the right to change prices, specification, or equipment at any time without notice.

All data given in this book is subject to production variations. Dimensions and weights are approximate only, and the illustrations do not necessarily depict tractors in standard condition. For exact information about any particular tractor, please consult your Case IH dealer.



50054375

<b>CNH America LLC</b> Racine, WI 53404 U.S.A.	
<b>CASE <i>III</i></b>	
Made In Japan	
Product Identification Number	
<input type="text"/>	
Engine	Unit
<input type="text"/>	<input type="text"/>
Transmission	Model
<input type="text"/>	<input type="text"/>

## ECOLOGY AND THE ENVIRONMENT

Soil, air, and water are vital factors of agriculture and life in general. When legislation does not yet rule the treatment of some of the substances which are required by advanced technology, common sense should govern the use and disposal of products of a chemical and petrochemical nature.

The following are recommendations which may be of assistance:

- Become acquainted with and ensure that you understand the relative legislation applicable to your country.
- Where no legislation exists, obtain information from suppliers of oils, filters, batteries, fuels, antifreeze, cleaning agents, etc., with regard to their effect on man and nature and how to safely store, use and dispose of these substances. Agricultural consultants will, in many cases, be able to help you as well.

### HELPFUL HINTS

1. Avoid filling tanks using cans or inappropriate pressurized fuel delivery systems which may cause considerable spillage.
2. In general, avoid skin contact with all fuels, oils, acids, solvents, etc. Most of them contain substances which may be harmful to your health.
3. Modern oils contain additives. Do not burn contaminated fuels and or waste oils in ordinary heating systems.
4. Avoid spillage when draining off used engine coolant mixtures, engine, gearbox and hydraulic oils, brake fluids, etc. Do not mix drained brake fluids or fuels with lubricants. Store them safely until they can be disposed of in a proper way to comply with local legislation and available resources.
5. Modern coolant mixtures, i.e. antifreeze and other additives, should be replaced every two years. They should not be allowed to get into the soil but should be collected and disposed of safely.
6. Do not open the air-conditioning system yourself. It contains gases which should not be released into the atmosphere. Your dealer or air conditioning specialist has a special extractor for this purpose and will have to recharge the system properly.
7. Repair any leaks or defects in the engine cooling or hydraulic system immediately.
8. Do not increase the pressure in a pressurized circuit as this may lead to a component failure.
9. Protect hoses during welding as penetrating weld splatter may burn a hole or weaken them, allowing the loss of oils, coolant, etc.

## SECTION 10 - ENGINE

## Chapter 1 - Engine Systems

## CONTENTS

Section	Description	Page
	Specifications .....	6
	Engine Bolt Torque Specifications .....	14
	Engine Fuel System Bolt Torque Specifications .....	14
	Metric Bolt Torque Specifications .....	15
	Special Tools .....	16
	Compression Test and Tools .....	16
	Description of Operation - General Information .....	17
	Cylinder Head and Valve Train Components .....	18
	Cylinder Block Assembly .....	18
	Troubleshooting .....	20
	Overhaul - Engine .....	24
	Engine .....	24
	Preparation .....	24
	Fuel Injector and Glow Plug .....	25
	Removal .....	25
	Oil Pressure Switch .....	26
	Removal .....	26
	Temperature Sending Switch and Alternator .....	26
	Removal .....	26
	Fan, Water Pump and External Oil Tube .....	26
	Removal .....	26
	Head Cover .....	27
	Removal .....	27
	Rocker Arm Shaft and Support Bracket .....	27
	Removal .....	27
10 101	Cylinder Head .....	28
	Removal .....	28
	Valve Tappet .....	28
	Removal .....	28
	Fuel Shutoff Solenoid .....	28
	Removal .....	28
	Timing Gear Cover .....	29
	Removal .....	29

*SECTION 10 - ENGINE - CHAPTER 1*

---

<b>Section</b>	<b>Description</b>	<b>Page</b>
10 106	Timing Gears and Camshaft .....	30
	Removal .....	30
10 102	Oil Sump .....	30
	Removal .....	30
	Oil Suction Pipe and Strainer .....	31
	Removal .....	31
	Connecting Rods, Bearings, Pistons and Rings .....	31
	Removal .....	31
10 103	Flywheel .....	32
	Removal .....	32
	Backplate and Oil Seal .....	32
	Removal .....	32
	Front Crankshaft Gear .....	32
	Removal .....	32
	Crankshaft and Main Bearings .....	33
	Removal .....	33
10 101	Cylinder Head .....	34
	Disassembly .....	34
	Inspection and Repair .....	34
	Valve Seats .....	35
	Inspection and Repair .....	35
	Valves .....	36
	Inspection and Replacement .....	36
	Valve Guides .....	37
	Inspection and Replacement .....	37
	Valve Springs .....	38
	Inspection and Replacement .....	38
	Rocker Arms .....	38
	Inspection and Replacement .....	38
	Push Rods .....	39
	Inspection and Replacement .....	39
	Cylinder Block .....	40
	Inspection .....	40

*SECTION 10 - ENGINE - CHAPTER 1*

---

<b>Section</b>	<b>Description</b>	<b>Page</b>
10 105	Pistons .....	41
	Disassembly and Inspection .....	41
	Piston Rings .....	43
	Disassembly and Inspection .....	43
	Connecting Rods .....	43
	Disassembly and Inspection .....	43
	Connecting Rod Bearing Oil Clearance Check .....	45
	Pistons, Rings and Connecting Rod .....	46
	Assembly .....	46
10 103	Main Bearing and Thrust Washer .....	47
	Removal and Inspection .....	47
	Crankshaft .....	47
	Inspection .....	47
	Crankshaft Bearing (Bushing) .....	48
	Inspection .....	48
	Replacement .....	49
	Crankshaft Front Gear, Main Bearings and Thrust Washers .....	49
	Assembly .....	49
	Port Block .....	51
	Removal .....	51
	Installation .....	51
10 106	Timing Gear .....	51
	Inspection .....	51
	Camshaft .....	52
	Disassembly .....	52
	Inspection .....	52
	Assembly .....	52
10 103	Flywheel .....	53
	Inspection and Repair .....	53
10 102	Timing Gear Housing .....	53
	Front Oil Seal and Steering Pump Seal .....	53
	Replacement .....	53
10 103	Crankshaft and Bearing Holder .....	54
	Installation .....	54
	Rear Oil Seal and Backplate .....	54
	Installation .....	54
	Flywheel .....	55
	Installation .....	55

*SECTION 10 - ENGINE - CHAPTER 1*

---

<b>Section</b>	<b>Description</b>	<b>Page</b>
10 105	Pistons and Connecting Rods .....	55
	Installation .....	55
	Oil Suction Pipe and Suction Strainer .....	56
	Installation .....	56
	Oil Sump .....	56
	Installation .....	56
10 106	Camshaft and Camshaft Gear .....	57
	Installation .....	57
10 106	Idler Gear, Oil Pump and Injection Timing .....	57
	Installation .....	57
	Timing Gear Cover .....	57
	Installation .....	57
	Crankshaft Pulley .....	58
	Installation .....	58
	Fuel Injection Pump .....	58
	Installation .....	58
	Power Steering Pump .....	58
	Installation .....	58
10 101	Head Gasket Selection .....	59
	Cylinder Head .....	59
	Assembly .....	59
10 106	Valve Clearance Adjustment .....	60
	Head Cover .....	60
	Installation .....	60
	Water Pump and Cooling Fan .....	60
	Installation .....	60
	External Oil Tube .....	61
	Installation .....	61
	Glow Plug and Connector .....	61
	Installation .....	61
	Fuel Injector .....	61
	Installation .....	61
10 218	Fuel Piping .....	62
	Installation .....	62
	Alternator and Temperature Sender Switch .....	62
	Installation .....	62
	Exhaust Manifold .....	62
	Installation .....	62

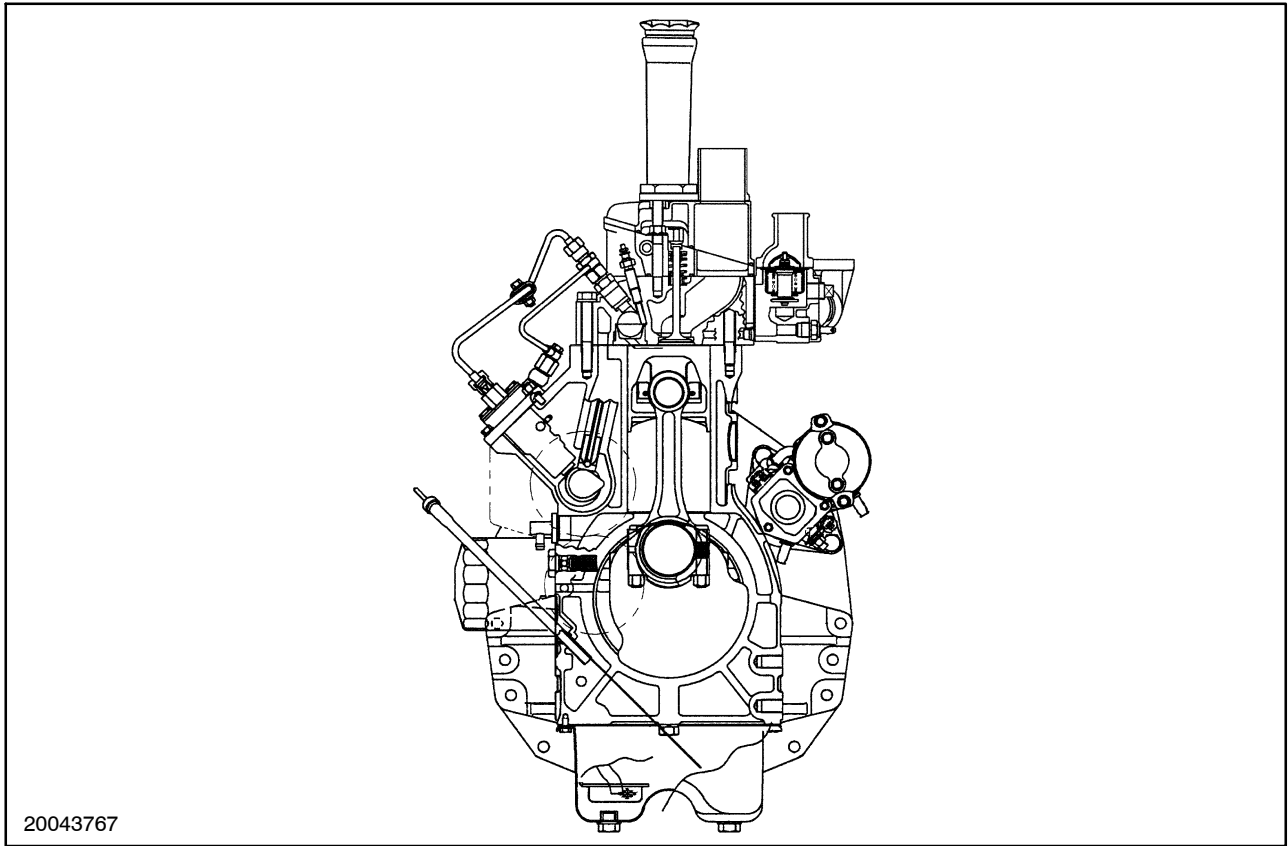
*SECTION 10 - ENGINE - CHAPTER 1*

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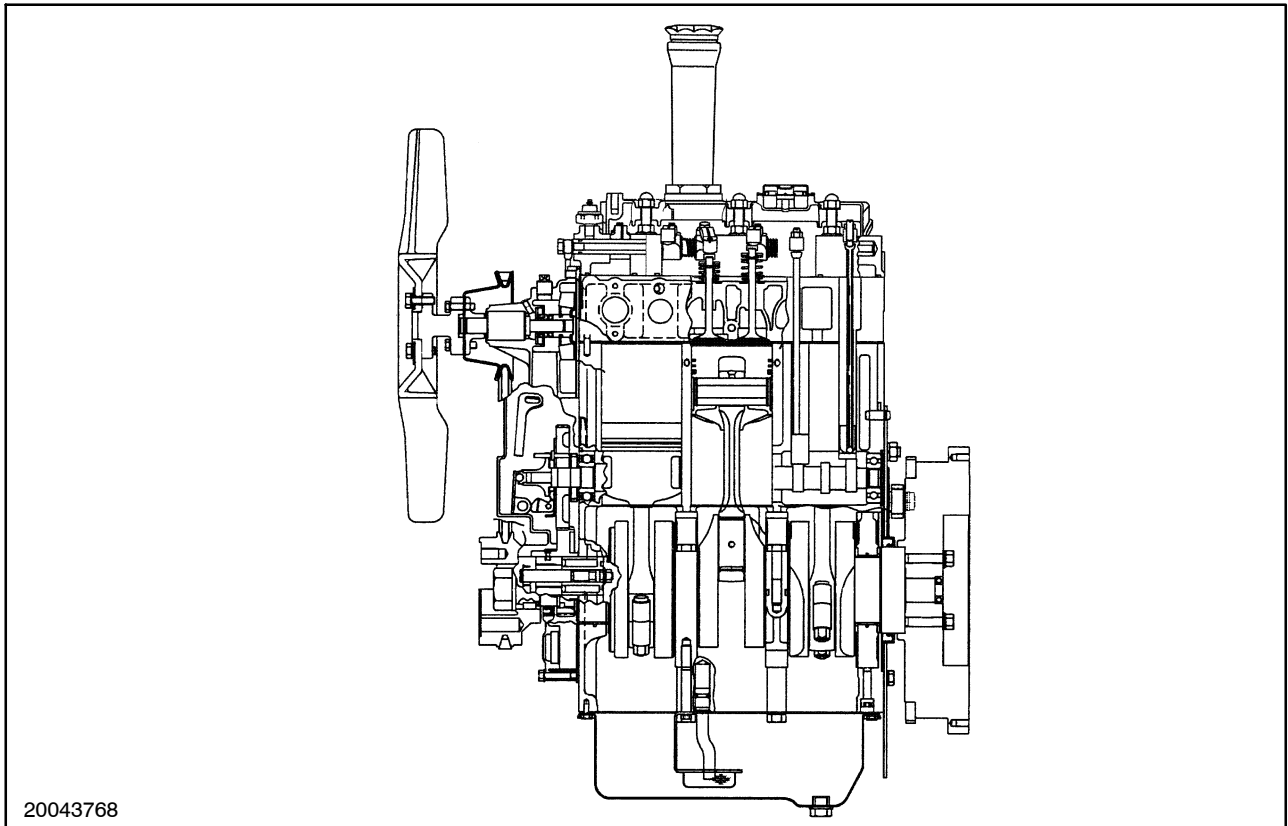
<b>Section</b>	<b>Description</b>	<b>Page</b>
10 304	Description of Operation - Engine Lubrication System .....	63
10 206	Oil Filter .....	66
	Construction and Function .....	66
	Maintenance .....	66
10 304	Oil Pump .....	66
	Removal .....	66
	Inspection .....	66
	Installation and Adjustment .....	67
	Engine Oil Pressure Check .....	68
	Oil Pressure Relief Valve .....	68
	Removal .....	68
	Installation .....	68
	Oil Consumption .....	69
10 400	Description of Operation - Cooling System .....	70
	Maintenance .....	72
	Coolant .....	72
	Radiator Cap .....	72
10 402	Thermostat .....	73
10 402	Water Pump .....	73
10 414	Cooling Fan .....	73
	Overhaul - Cooling System .....	74
10 406	Radiator .....	74
	Removal .....	74
	Inspection and Repair .....	76
	Installation .....	76
10 402	Water Pump .....	78
	Removal .....	78
	Inspection and Repair .....	79
	Installation .....	79
10 402	Thermostat .....	80
	Removal .....	80
	Inspection and Repair .....	81
	Installation .....	81

## SPECIFICATIONS

<b>GENERAL</b>	<b>DX31</b>	<b>DX34</b>
Net Engine SAE 816B in Kw(Hp)	21.9 (29.4)	24.9 (33.4)
Gross Engine in Kw(Hp)	23.1 (31)	26.1 (35)
PTO in Kw(Hp) w/9 x 3 w/HST	19.8 (26.5) 18.6 (24.9)	— 21.6 (28.9)
Engine Model	N843	N843L
Number of Cylinders	3	3
Bore x Stroke in mm (in.)	84 x 90 (3.31 x 3.54)	84 x 100 (3.31 x 3.94)
Displacement in L(In <sup>3</sup> )	1.50 (91.3)	1.67 (101.4)
Compression Ratio	22.2:1	23.3:1
Rated Speed in rpm	2600	2600
Muffler Location	Under Hood	Under Hood
Firing Order	1-2-3	1-2-3
Low Idle Speed in rpm	1000	1050
High Idle Speed in rpm	2840	2840
Cylinder Arrangement	In-line Vertical	In-line Vertical
Valve Arrangement	Overhead	Overhead
<b>CYLINDER BLOCK</b>	<b>DX31</b>	<b>DX34</b>
Bore Standard in mm (in.)	84 - 84.019 (3.307 - 3.308)	84 - 84.019 (3.307 - 3.308)
Bore Maximum in mm (in.)	84.2 (3.315)	85.2 (3.3543)
Head Surface Warp Standard in mm (in.)	0.05 (0.002)	0.05 (0.002)
Head Surface Warp Maximum in mm (in.)	0.12 (0.005)	0.12 (0.005)



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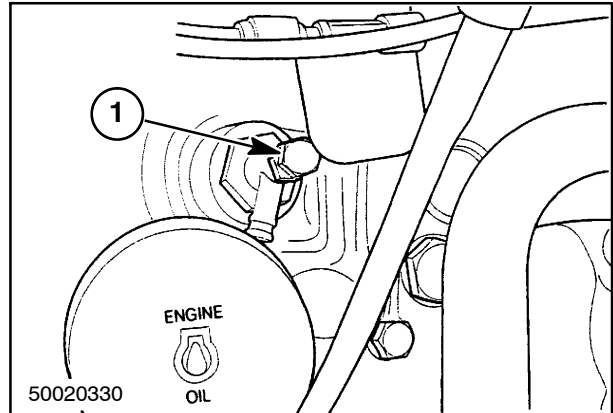
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OVERHAUL - ENGINE

ENGINE

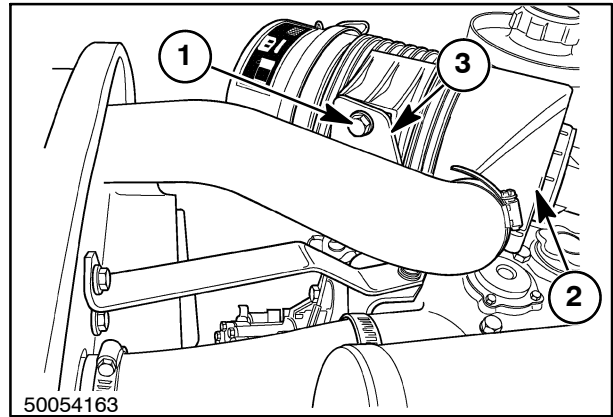
Preparation

1. Turn coolant tap bolt, 1, counterclockwise to drain fluid. Remove the radiator assembly. See "Radiator Removal", discussed later in this section.



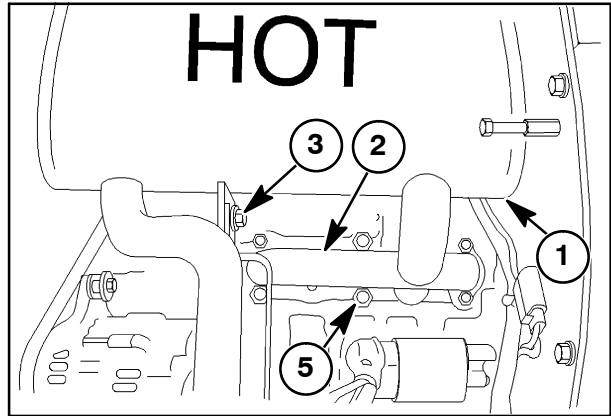
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2. Remove bolts, 1, fastening the air cleaner assembly, 2, to the tractor. Remove the mounting bracket, 3, from engine.

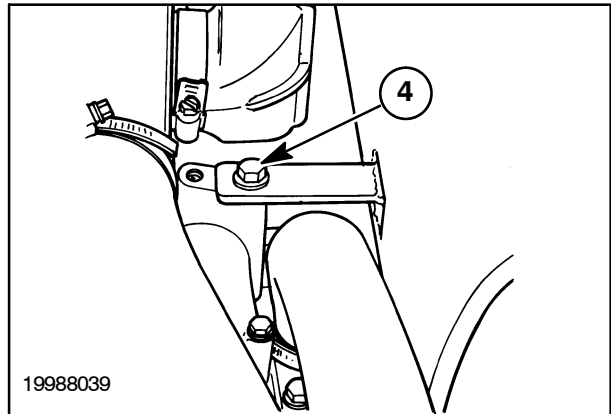


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- Remove the exhaust muffler, 1, and manifold assembly, 2. Loosen bolt, 3, and bolt, 4, Figure 9, to remove exhaust muffler. Loosen six bolts, 5, to remove exhaust manifold.



8

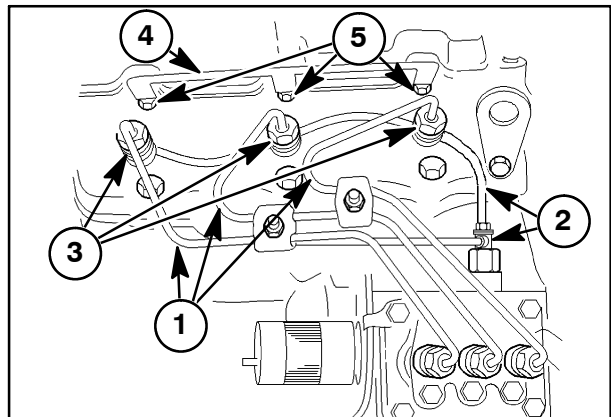


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## FUEL INJECTOR AND GLOW PLUG

### Removal

- Clean all dirt and oil from the injectors and surrounding areas.
- Disconnect the fuel lines, 1, from the injectors and cap all openings.
- Remove the injector fuel leak-off line, 2.
- Remove the injector assemblies, 3.
- Remove the glow plug bus connector, 4, and remove the glow plugs, 5.

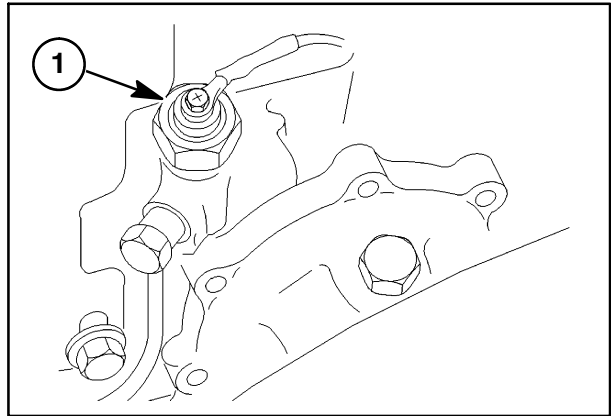


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### OIL PRESSURE SWITCH

#### Removal

Remove the oil pressure switch, 1.

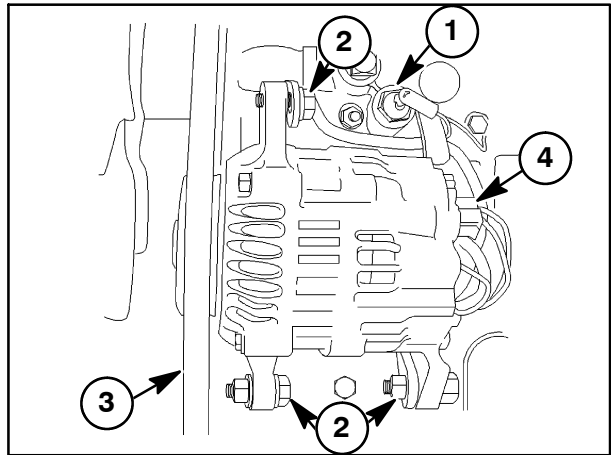


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### TEMPERATURE SENDING SWITCH AND ALTERNATOR

#### Removal

1. Remove the temperature sending switch, 1, from the front of the cylinder head.
2. Loosen the alternator mounting bolts, 2, and remove the V-belt, 3, from the drive pulley.
3. Disconnect the alternator wires from the back of alternator, 4.
4. Remove the alternator mounting bolts, 2, and remove the alternator.

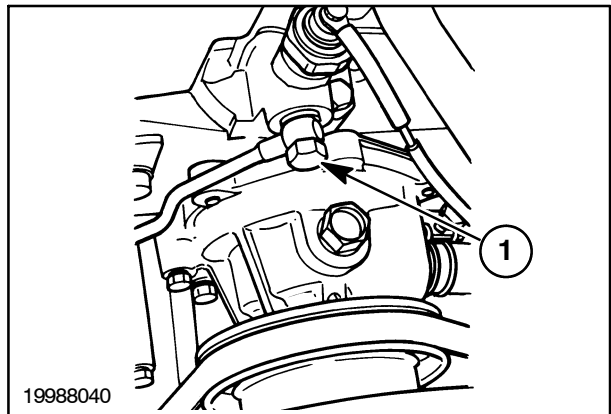


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### FAN, WATER PUMP AND EXTERNAL OIL TUBE

#### Removal

1. Remove the fan and water pump assembly. See "Fan Removal" and "Water Pump Removal" discussed later in this section.
2. Remove the external oil transfer tube banjo bolt, 1, from the front of the cylinder head.



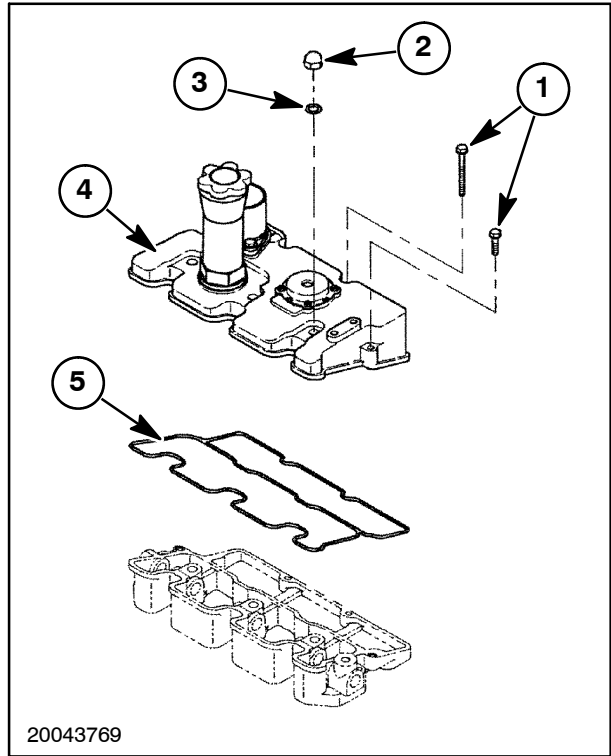
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## HEAD COVER

### Removal

Remove the retaining bolts, 1, cap nuts, 2, and seal washers, 3. Remove the head cover, 4, with gasket, 5.



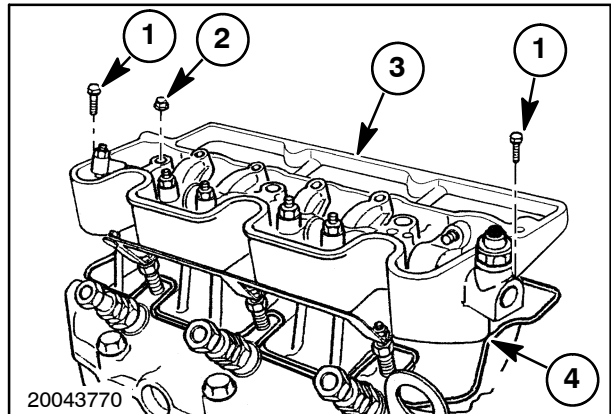
14

## ROCKER ARM SHAFT AND SUPPORT BRACKET

### Removal

Remove the bolts, 1, and nuts, 2. Remove the rocker arm shaft and support bracket as an assembly, 3, and gasket, 4.

**NOTE:** Alternately loosen the rocker support bolts a turn at a time to prevent distorting the rocker shaft.



15

Op. 10 101

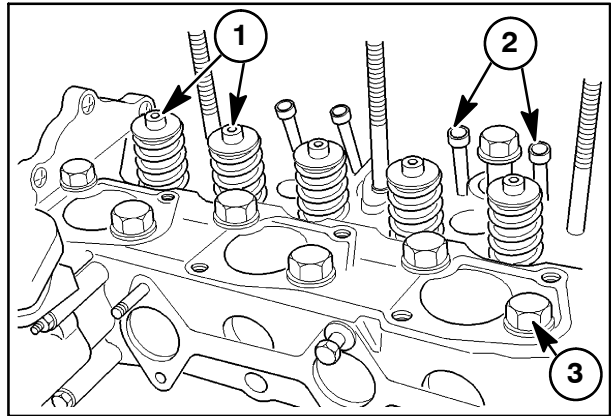
**CYLINDER HEAD**

**Removal**

1. Remove the valve stem caps, 1, and push rods, 2.

**NOTE:** Keep all valve components in separately marked containers for re-assembly in their original location.

2. To remove the cylinder head, remove the cylinder head bolts, 3, by alternately loosening a half turn at a time to prevent warping the head.

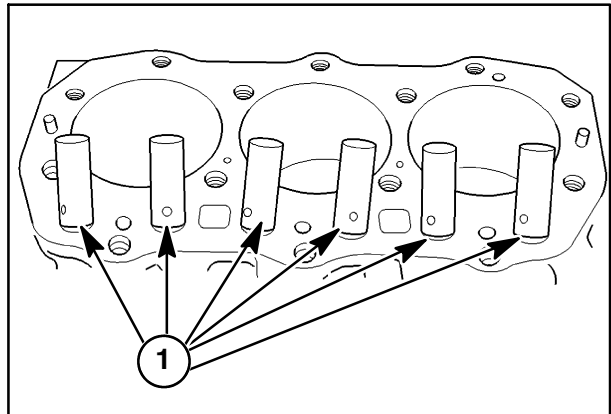


16

**VALVE TAPPET**

**Removal**

Remove the valve tappets, 1, from the machined bore in the cylinder block.

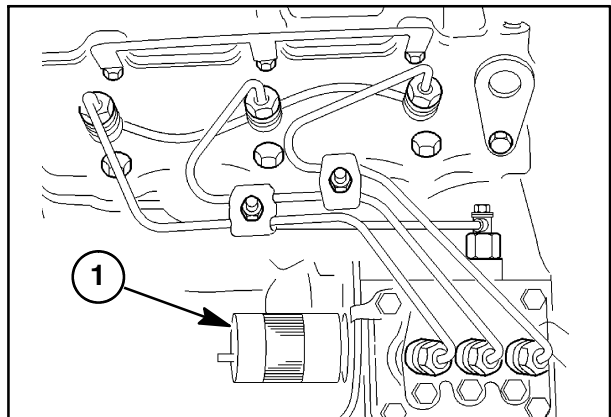


17

**FUEL SHUTOFF SOLENOID**

**Removal**

Remove the wire connector and unscrew the fuel shutoff solenoid, 1.

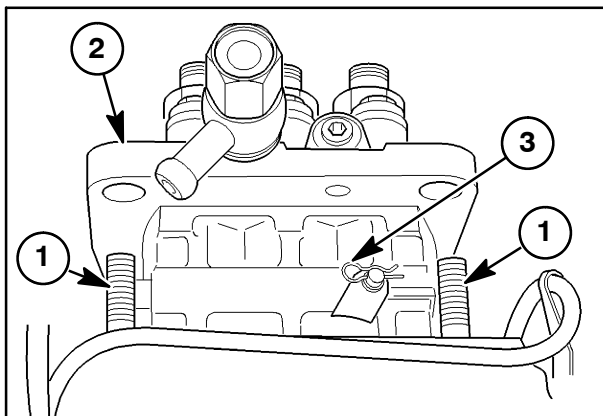


18

**TIMING GEAR COVER**

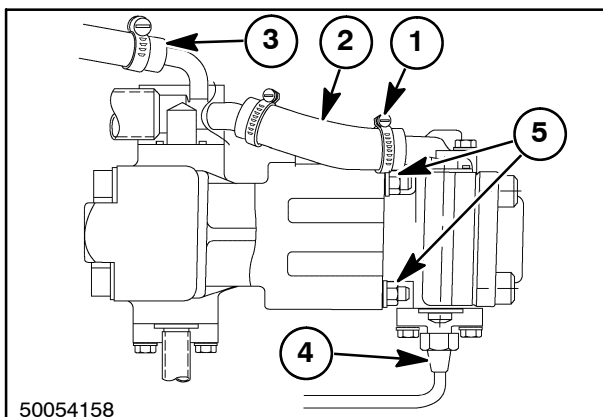
**Removal**

1. Drain the engine crankcase oil.
2. Remove the crankshaft pulley.
3. Remove fuel shut off solenoid from engine block.
4. Loosen the four injection pump mounting bolts, 1, and raise the injection pump, 2, enough to remove the spring pin, 3, and separate the governor link from the control rack. Remove the injection pump.



19

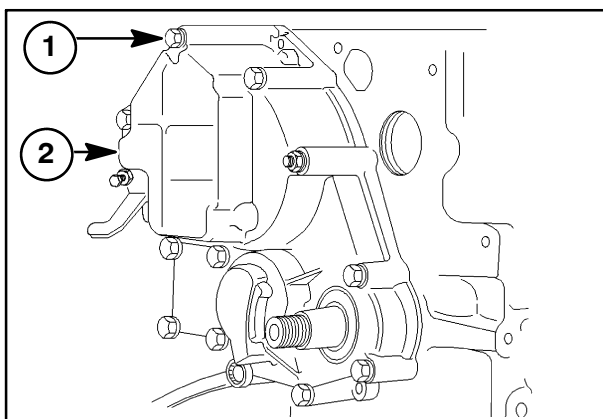
5. Loosen the hose clamp, 1, on the suction hose, 2, and remove the return hose from the power steering unit, 3.
6. Remove the pressure tube, 4, from the bottom of the steering pump.
7. Remove the through bolts, 5, and remove the steering pump from the front cover. Cap the lines and pump openings.



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20

8. Remove the retaining bolts, 1, and lift the cover, 2, off the locating dowels.



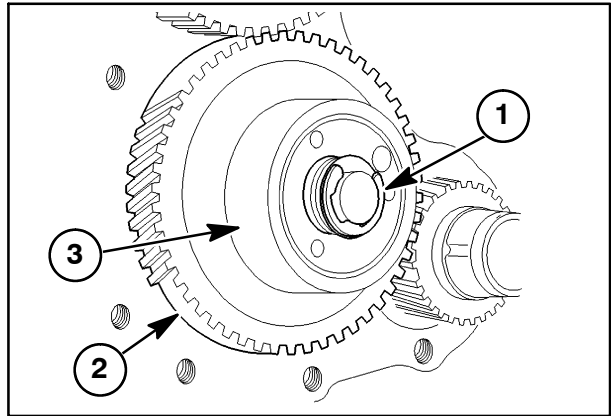
21

**Op. 10 106**

**TIMING GEARS AND CAMSHAFT**

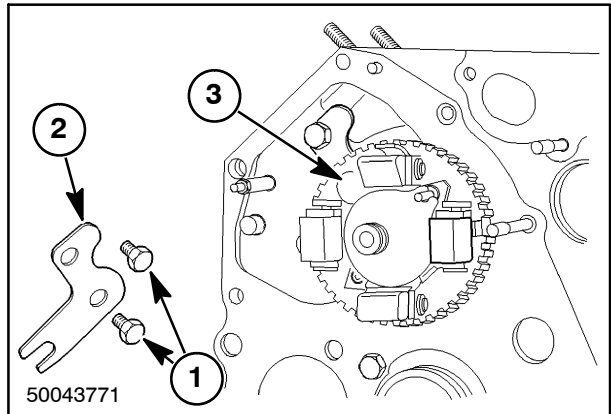
**Removal**

1. Remove retaining ring, 1, and remove the idler gear, 2, and oil pump assembly, 3.



22

2. Remove the two bolts, 1, securing the keeper plate, 2. One must be accessed using the access hole, 3, in the cam gear.
3. Slide the camshaft and gear out of the camshaft bore.



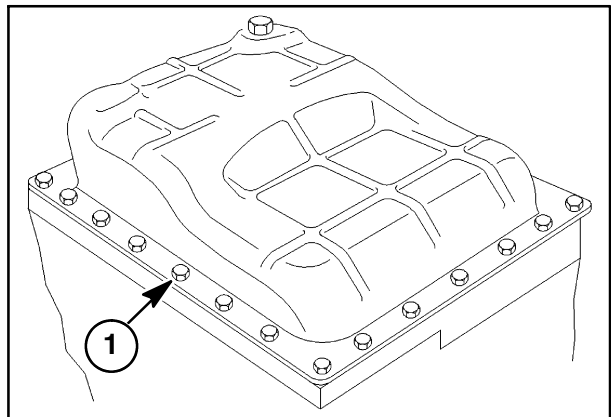
23

**Op. 10 102**

**OIL SUMP**

**Removal**

1. Remove the oil sump retainer bolts, 1.
2. Remove the oil sump and discard gasket.

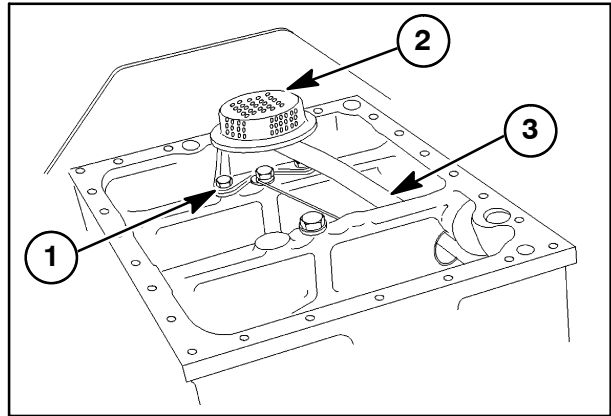


24

**OIL SUCTION PIPE AND STRAINER**

**Removal**

1. Remove the two retaining bolts, 1.
2. Remove the oil strainer, 2, and rotate the oil suction pipe, 3, out of its bore. Remove from the front side of the block.

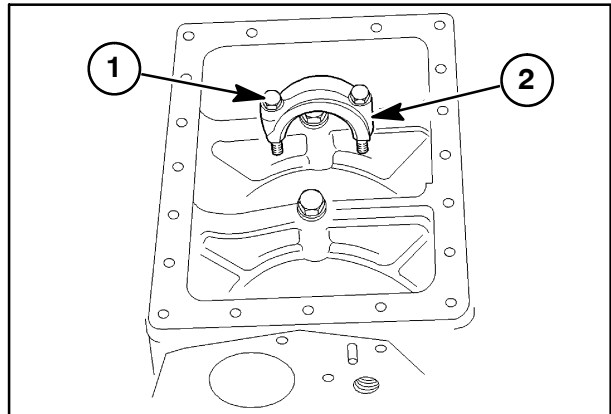


25

**CONNECTING RODS, BEARINGS, PISTONS AND RINGS**

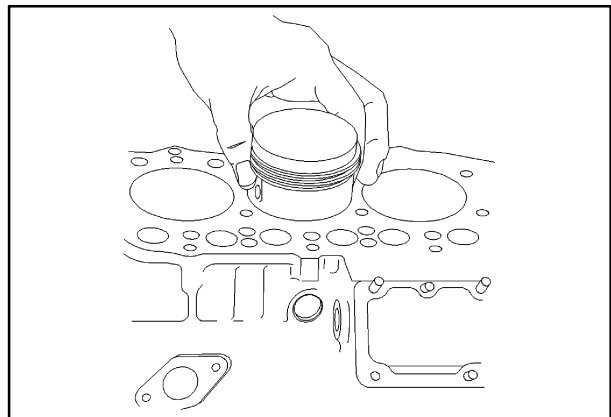
**Removal**

1. Remove the two bolts, 1, retaining the connecting rod caps, 2.
2. Remove the connecting rod caps and lower half of connecting rod bearing.
3. If necessary, remove any ridge from the top of the cylinder bores using a suitable ridge reamer.



26

4. Push the piston and connecting rod out of the cylinder block.
5. Replace the connecting rod cap to the piston assembly it was removed from. Keep together in cylinder sequence.



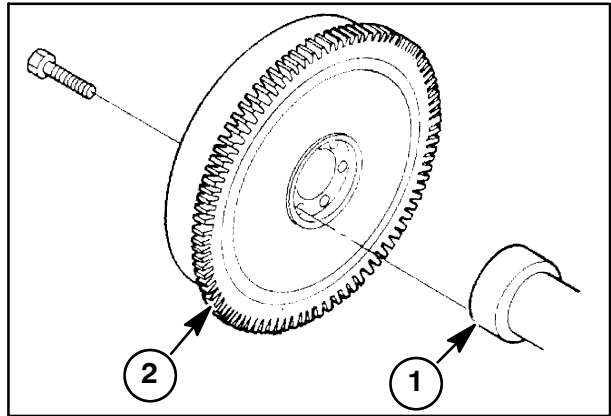
27

**Op. 10 103**

**FLYWHEEL**

**Removal**

1. Loosen the flywheel retaining bolts.
2. Using a brass drift and hammer, tap the end of the crankshaft, 1, to loosen the flywheel, 2, from the shaft.

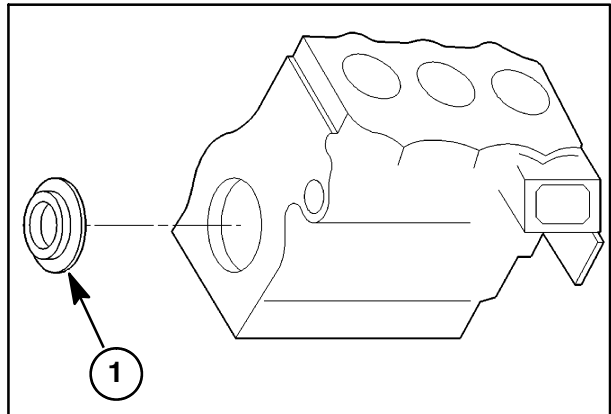


28

**BACKPLATE AND OIL SEAL**

**Removal**

1. Remove the backplate retaining bolts and remove the backplate.
2. Remove the rear oil seal, 1.



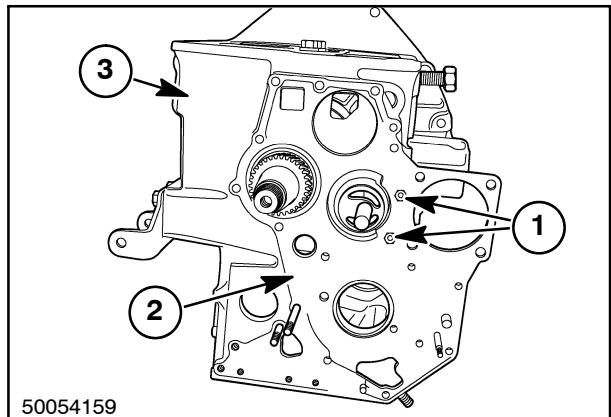
29

**FRONT CRANKSHAFT GEAR**

**NOTE:** The crankshaft gear does not need to be removed to pull crankshaft from engine block. Only remove the gear if there are signs of wear or damage. Replace if any defects are found.

**Removal**

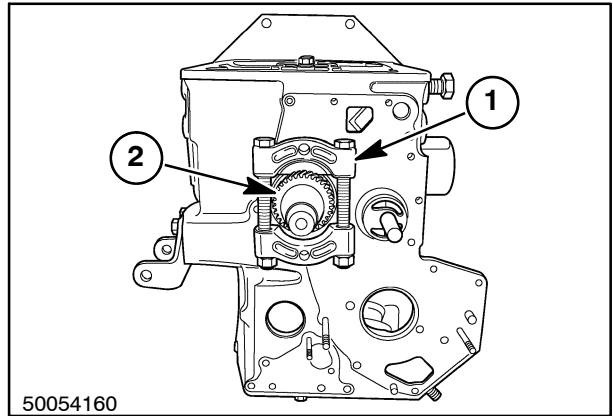
1. Remove two bolts, 1, front plate, 2, and gasket from the engine block, 3.



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30

2. Place suitable gear puller, 1, behind front crankshaft gear, 2, as shown.
3. Remove the front crankshaft gear, 2.

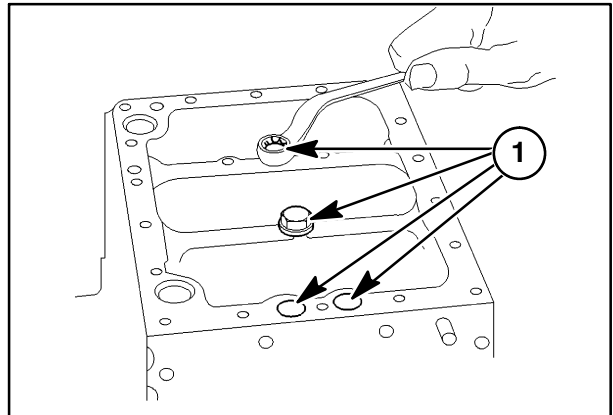


31

### CRANKSHAFT AND MAIN BEARINGS

#### Removal

1. Remove the crankshaft bearing holder retaining bolts, 1.
2. Slide the crankshaft and main bearing assembly through the rear of the engine.



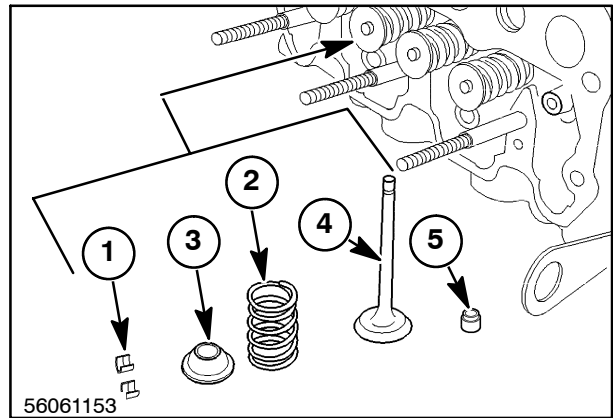
32

Op. 10 101

**CYLINDER HEAD**

**Disassembly**

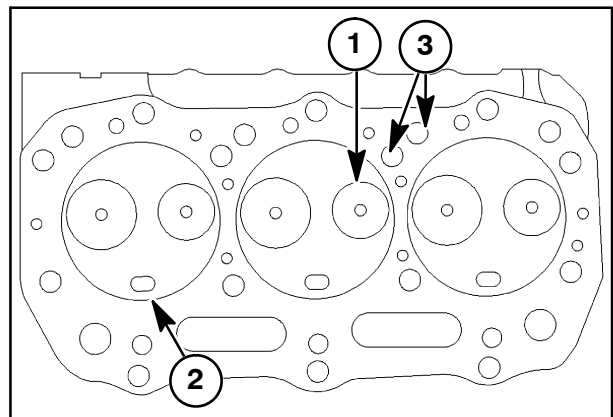
1. Clean the cylinder head and remove any carbon deposits from around the valve heads.
2. Use a valve spring compressor and remove the valve spring retainer locks, 1, spring, 2, and spring retainer, 3, from each valve, 4.
3. Remove the valve guide seal, 5, from the cylinder head.
4. Remove the valves and place the valve components together in separately marked containers for reassembly in their original position.



33

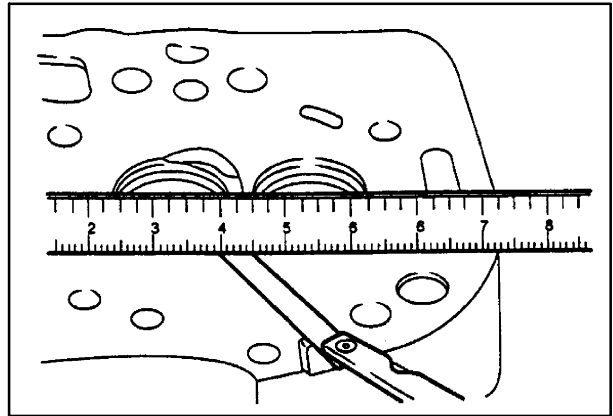
**Inspection and Repair**

1. Clean all carbon deposits from the combustion chamber and valve ports using a wire brush and scraper.
2. Clean all dirt and residue from the gasket surface using care not to scratch or nick the machined surface.
3. Clean the cylinder head in solvent and air dry.
4. Inspect the head for cracks or damage in the following areas:
  - Valve ports
  - Valve seats, 1
  - Prechamber, 2
  - External cracks in the water jackets, 3
5. Inspect the gasket surfaces for scratches or nicks, which could cause leakage.
6. Examine the core hole plugs for rust or signs of leakage. If a plug shows signs of damaging rust or leakage, replace all plugs in the head.
7. Inspect the prechamber for carbon deposits and looseness. Remove any carbon deposits found. If prechamber is found to be loose, cylinder head may be warped.



34

- Use a straight edge and a feeler gauge and check the cylinder head for warp lengthwise, crosswise, and diagonally.



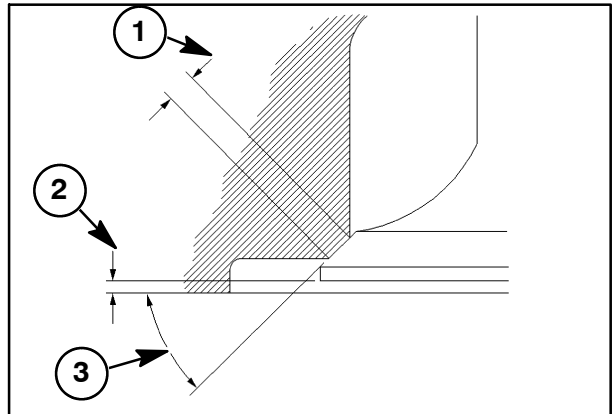
35

## VALVE SEATS

### Inspection and Repair

Examine the valve seats and surface the seat if damaged. Valve seat grinding requires that the seat be ground to the correct width and properly positioned. A valve that extends too deep into the combustion area will result in valve burning. If the valve is recessed too deep into the head it will cause a rapid build-up of carbon deposits.

- Check the seat for surface defects. Use a 45° stone if necessary to reface. Grind away only enough material to provide a smooth even seat.

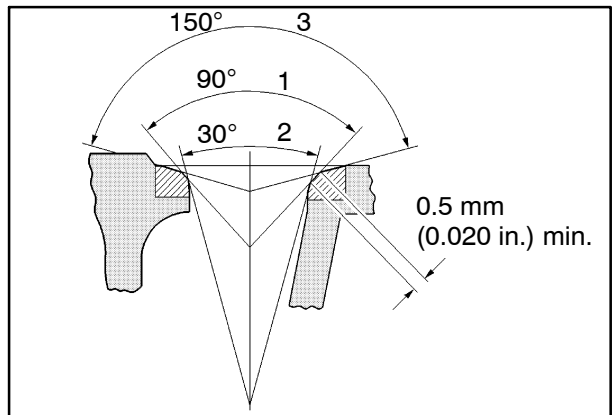


36

- Correct Valve Seat Width and Location
- Correct Valve Head Margin N843 0.7 - 1.0 mm (0.027 - 0.039")
- 45° Valve Seat Angle

- Check the seat width. If necessary, use a 15° stone to lower the seat contact point and use a 75° stone to raise the seat contact point.

**NOTE:** Refacing the seat should always be coordinated with refacing of the valve to ensure a compression tight fit.



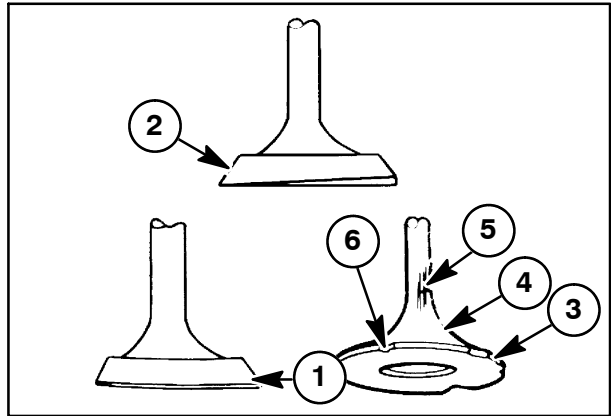
37

- Seat angle - 45° Stone
- Lower Seat Location - 15° Stone
- Raise Seat Location - 75° Stone

**VALVES**

**Inspection and Replacement**

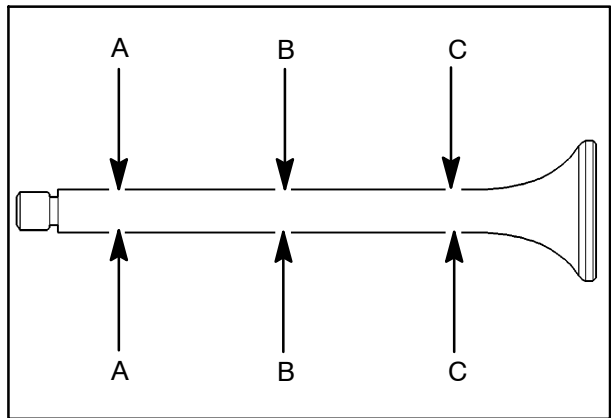
1. Clean all deposits from the valves using a soft wire brush. Inspect the condition of the valves and discard any that are badly burned, cracked, or bent.



38

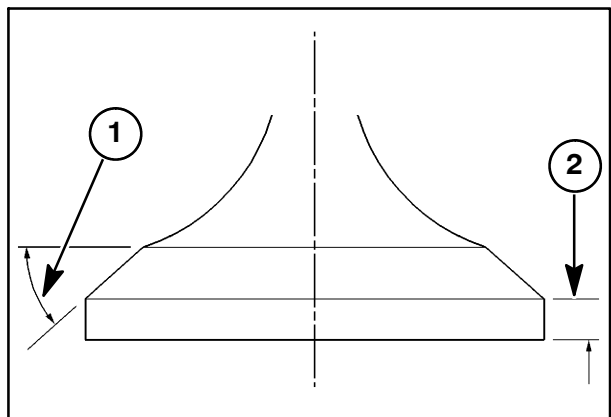
1. Margin Too Thin  
Min. 0.5 mm (0.02")
2. Bent Valve
3. Pitting
4. Indented
5. Wear or Nicking
6. Burned

2. Using a micrometer, measure the valve stem at points "A," "B" and "C."



39

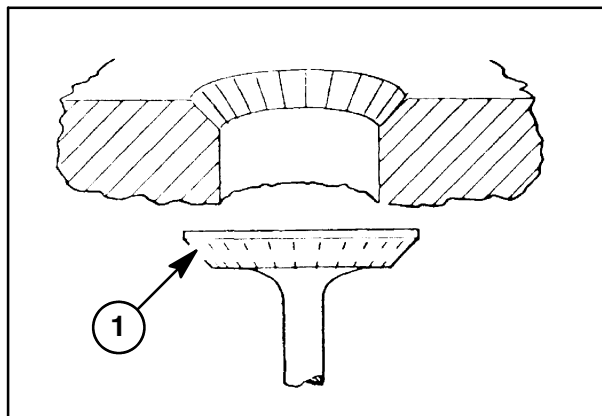
3. If inspection indicates that the valve may be reused, the valve should be ground.
4. After grinding the valve and seat, check to ensure the seat contacts the center of the valve face. Using Prussian Blue, lightly coat the valve seat, place the valve in position and rotate the valve slightly while holding a light pressure against the valve. If the blue is transferred to the center of the valve face, the contact is correct.



40

1. 45° Angle Seat
2. Minimum Valve Margin

5. If Prussian Blue is not available, mark the valve face or seat, 1, with a soft lead pencil. Rotate the valve slightly in the seat. The penciled lines will be broken at the seat contact area.



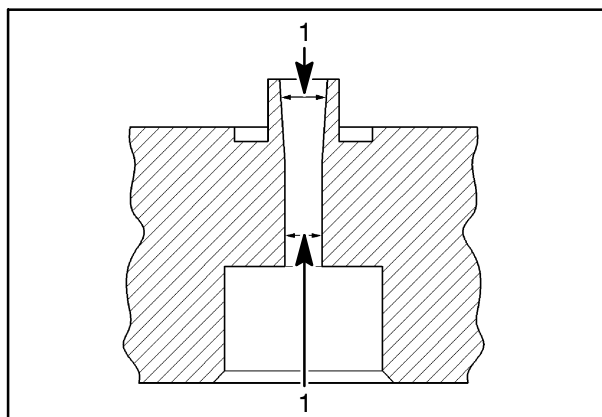
41

## VALVE GUIDES

### Inspection and Replacement

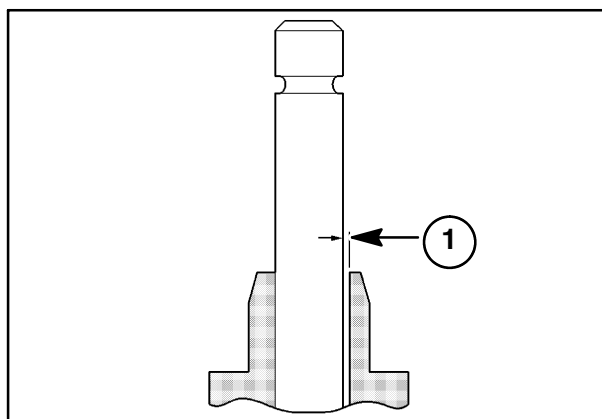
Thoroughly clean the valve guides before attempting to check internal wear.

1. Using a telescoping gauge and micrometer, measure the valve guide bore at the top and bottom wear points, 1.



42

2. Determine the valve stem to valve guide clearance, 1, by subtracting the valve stem diameter from the valve guide diameter. Replace valves if the clearance, 1, is more than 0.2 mm (0.008"), intake valves, or 0.25 mm (0.010"), exhaust valves.
3. Replace the cylinder head if excessive clearance is determined and the valves have met all specified measurement requirements. See "Specifications," discussed later in this section.



43



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## VALVE SPRINGS

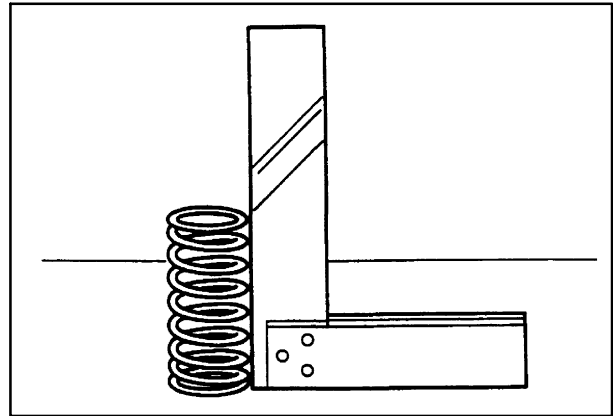
### Inspection and Replacement

- Place the valve springs on a flat surface. Measure the free length of the spring and squareness. Replace springs that do not meet the following specifications (all models):

Max. Out of Square	Min. Free-Length
2.0 mm (0.079")	33.5 mm (1.319")

- Place the springs in a suitable spring load tester and measure the spring load rating. Replace springs that do not meet the following specifications (all models):

Standard	Maximum
8.1 kg (17.86 lbs.) at 30.4 mm (1.197")	7 kg (15.43 lbs.) at 30.4 mm (1.197")



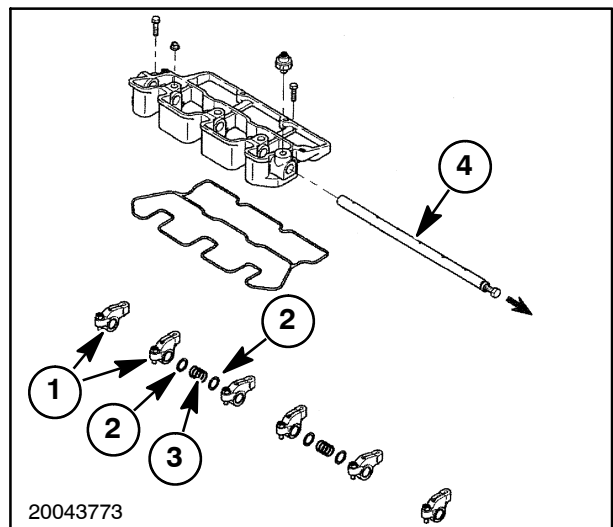
44

## ROCKER ARMS

### Inspection and Replacement

- Rocker Arm
- Shims
- Spring
- Rocker Arm Shaft

- Thread an 8 mm bolt into the front end of the rocker shaft and slowly withdraw the rocker shaft while at the same time removing the rocker arms and springs.
- Inspect the rocker arms and shaft for wear or damage. Check the adjusting screws for damaged threads or excessive wear.
- Check the valve stem contact area for pitting or excessive wear. Slight wear patterns may be removed using a fine grit oil stone.



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45

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