

Cleaning

The success of any re-boring job depends on the accuracy and smoothness of the finished bores, the amount of piston clearance, and the thoroughness with which you clean the block and crankcase of all cuttings and abrasive materials resulting from boring and honing. The best re-boring job will be a total loss unless the crankcase is thoroughly cleaned. Foreign material which remains causes rapid wear of pistons, rings, and cylinder walls, and will seriously damage engine bearings.

For thorough cleaning of the crankcase, washing in a tank of hot, agitated cleaning solution is the recommended procedure. If this cannot be done, use a good cleaning solution and air pressure blast followed by careful wiping with clean cloths and light lubricating oil. Surfaces should be wiped until a clean cloth shows no discoloration. Wash and blow out oil passages.

Checking Clearance

Refer to "Piston Fit in Bore", page 1-31.

TIMING GEAR TRAIN AND FRONT COVER

General

The crankcase front cover encloses the timing gear train. It is of one piece construction. It also provides mounting for the governor and ignition drive. The

gear train is comprised of the crankshaft gear, camshaft gear, idler gear and the ignition unit and governor drive gear.

Removal

1. Support the engine and remove the radiator, steering gear housing assembly and front axle from the tractor.

3. Remove the distributor and distributor drive.

2. Remove the cooling fan assembly
(3).