## 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 reboring 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.

run-in and may result in time sculling. When cylinders are too rough, rapid ring wear will remit. A rigid type wet hone to

a soring hone of the glass-breaking type

ton bluode invomer abole has senote time

he dipard into 24.8, 10 or 30 lubricating of before beginging the operation. Dall or

s diw and galand tulog plants boon a or sharp tool and bore all cylinders the same

> 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.

#### dil produce approximately the **Checking Clearance**

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

### TIMING GEAR TRAIN AND FRONT COVER oss dity broatune of bloods second watered

## bluede aged to serve ain's at 200.0 bears 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 rate of 60 cycles per minute or za necessurv to provide a 30 degree (relative to the numbran ernant lite ater . allew rebuil Removal streament

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

# ne life and minimum dil consumption

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

2. Remove the cooling fan assembly (3).

3. Remove the distributor and distributor drive.