



1. T.D.C. mark
2. 16° mark (B.T.D.C.)
3. Fan drive pulley
4. Timing pointer

10. Place the number one spark plug cable in a position so that the spark to ground will be audible when hand cranking the engine. Then advance or retard the ignition distributor until spark occurs as the T.D.C. mark (1) on the fan drive pulley (3) aligns with pointer while hand cranking engine. Never time the spark before top dead center.

NOTE: Final ignition timing must be made with a timing light. The specified ignition timing is 16 degrees (2) before T.D.C. at 2000 engine rpm.

11. Install the cooling fan assembly. (Refer to page 1-62.)

12. Install the radiator assembly, steering gear housing assembly and front axle on the tractor.

CAMSHAFT

General

The camshaft is a single piece, drop forged shaft, with three bearing journals. The journals are supported by the machined bores in the crankcase. A helical gear, keyed to the shaft at the forward end of the camshaft is driven by the crankshaft.

The camshaft operates at one-half the engine speed.

The camshaft extends through the rear bearing bore into the oil pump body. This extended portion of the shaft is smaller in diameter than the rear bearing journal and carries a Woodruff key to drive the oil pump drive gear.

The camshaft has the main function of operating the intake and exhaust valve mechanism, by action of the lobes upon the valve tappets during rotation.