

The cylinder head gasket must not show any damage.

- (4) An oil- and water-tight packing is inserted between crankcase and oil pan. It must never be omitted when assembling the crankcase, otherwise lubricant losses will become inevitable.
- (5) Before the cylinder head of water-cooled engines is unscrewed and removed, the cooling water must be drained.
- (6) Before an engine is removed from the vehicle, the cables must be disconnected from the storage battery. Then all electrical connections are disconnected and the fuel pipe removed from the engine. Sensitive units, e.g. carburetter, dynamo, fuel pump, and injection pump, must be removed and any port or other aperture thus opened must be sealed by means of clean rags to prevent foreign particles from creeping into the interior of the engine. All screws must be loosened with great care and undue force must not be employed.

Since tractors normally are equipped with heavy engines, a suitable hoisting equipment should be available (Fig. 49).

- (7) Any unit of construction or assembly removed from the engine must thoroughly be cleaned and kept at a suitable place. Nuts removed in dismantling should immediately be screwed on their bolts so that they cannot be lost.
- (8) If a considerable loss of engine power and increased fuel and lubricant consumption are observed, the cylinders must be rebored and new pistons installed.

This repair work can only be done in a special workshop equipped with the required machinery (Fig. 50).

- (9) The fillister-head screws must be tightened crosswise in the sequence shown in Fig. 51, and uniformly.

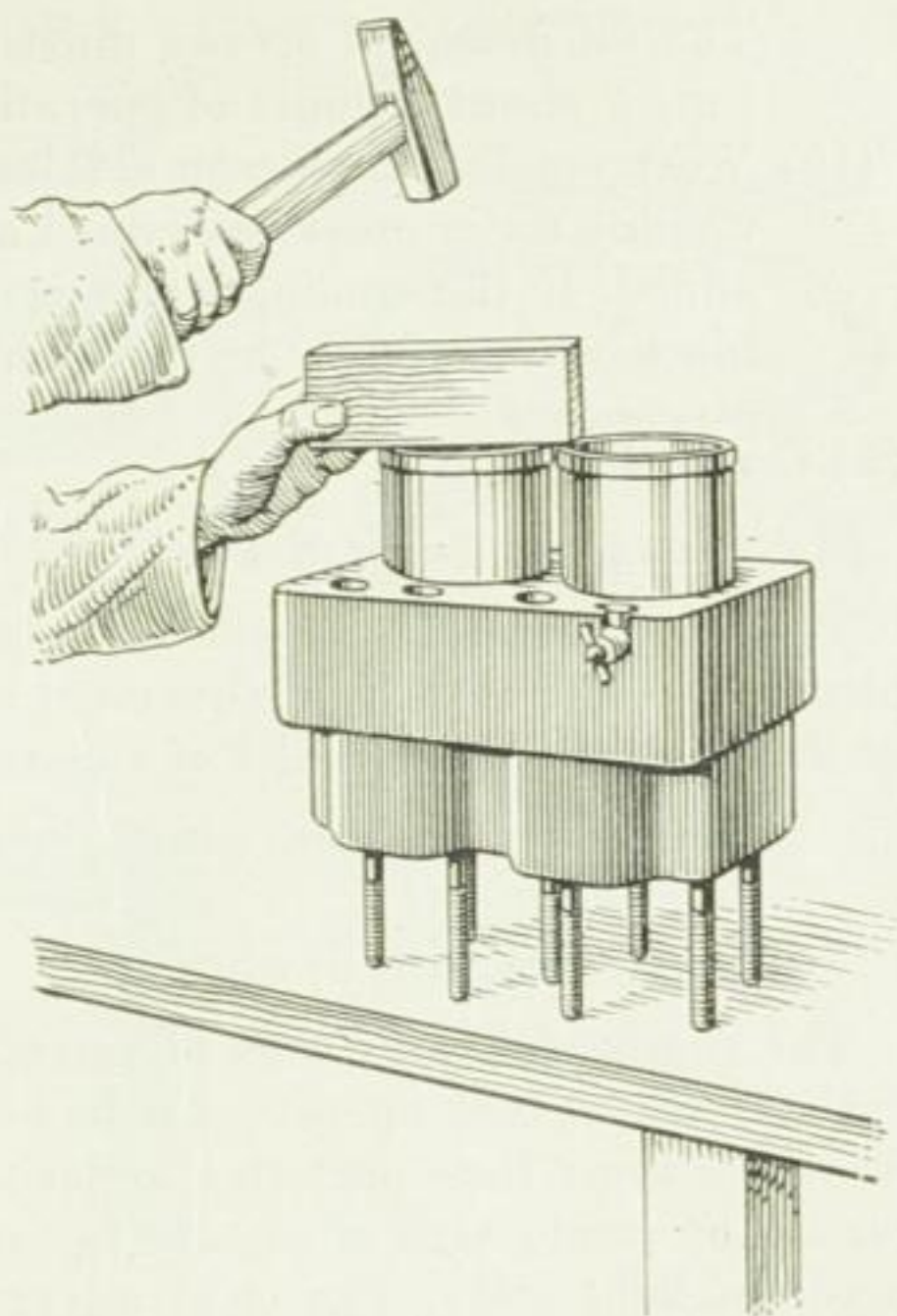


Fig. 50. Driving out the cylinder liners

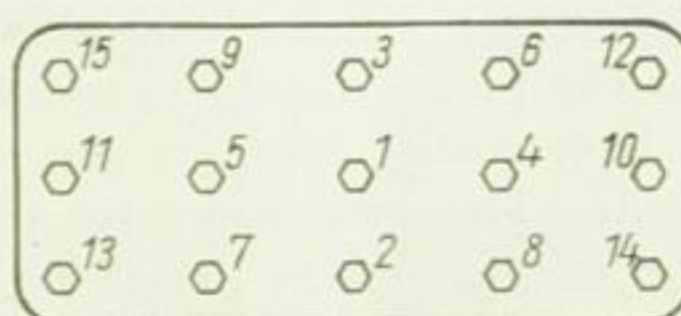


Fig. 51. The cylinder-head screws must be tightened in the specified sequence