
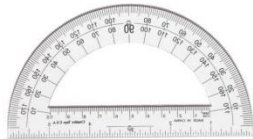






## WHAT YOU WILL NEED...

Apart from the typical tools you will need (appropriate wrenches, sockets, hammers, screw drivers, gasket scrapers, feeler gauges, and the like...), there are some specialized tools you will also require:

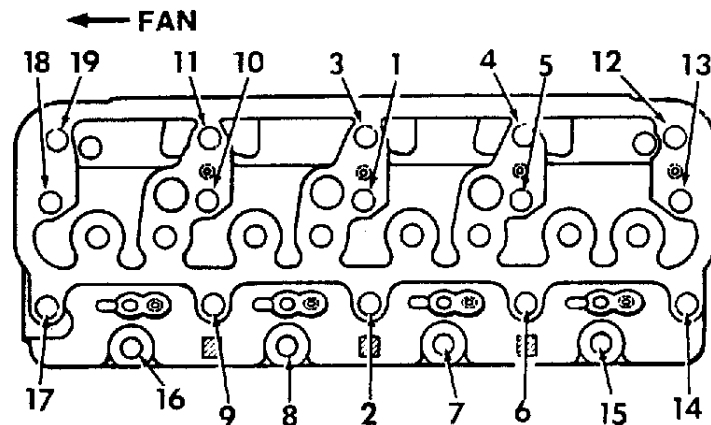
<p><b>Micrometer</b></p> 	<p><b>Protractor</b></p> 
<p><b>Dial Indicator or Depth Micrometer</b></p> 	<p><b>Torque Wrench</b></p> 
<p><b>Bore Gauge or Telescoping Gauge</b></p> 	<p><b>Calipers</b> <i>Vernier, Dial, or Digital</i></p> 

Also, it is a good idea to have some type of cleaning and/or degreasing solution on hand as well as lint-free rags. Remember, one of the most important rules of engine assembly is, **KEEP IT CLEAN!**

## ENGINE BUILD SPECIFICATIONS – CASE® D207

<b>MAIN CAP BOLTS:</b>	90-100 ft/lbs
<b>CONNECTING ROD BOLTS:</b>	45-55 ft/lbs
<b>INTAKE MANIFOLD BOLTS:</b>	25-30 ft/lbs
<b>EXHAUST MANIFOLD BOLTS:</b>	25-30 ft/lbs
<b>FLYWHEEL BOLTS:</b>	70 ft/lbs
<b>VIBRATION DAMPER:</b>	135 ft/lbs
<b>CYLINDER LINER PROTRUSION/RECESSION:</b>	Protrusion: .002" - .006"
<b>PISTON PROTRUSION:</b>	.027" - .037" Above
<b>CRANKSHAFT (TRUST) END PLAY:</b>	.0010" - .0150"
<b>ROCKER ARM CAP SCREWS:</b>	25-30 ft/lbs
<b>VALVE CLEARANCE (Set Cold):</b>	Intake: .014"   Exhaust: .014"
<b>CYLINDER HEAD NUTS &amp; BOLTS:</b>	Nuts: 95-100 ft/lbs Bolts: 110-115 ft/lbs
<b>FIRING ORDER:</b>	1 – 3 – 4 – 2

### CYLINDER HEAD TORQUE SEQUENCE:



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