
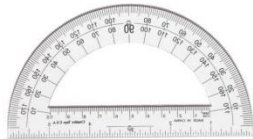






WHAT YOU WILL NEED...

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:

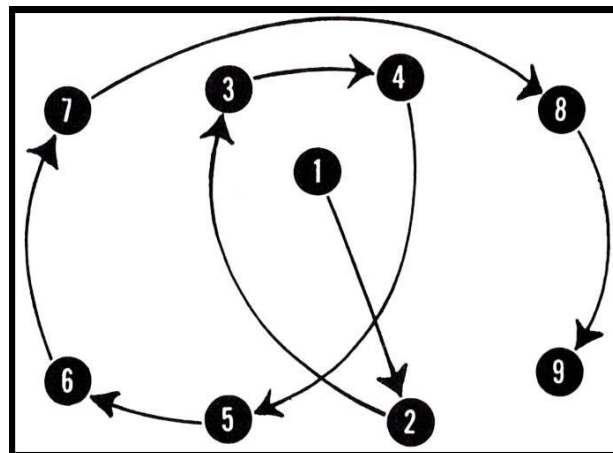
<p>Micrometer</p> 	<p>Protractor</p> 
<p>Dial Indicator or Depth Micrometer</p> 	<p>Torque Wrench</p> 
<p>Bore Gauge or Telescoping Gauge</p> 	<p>Calipers <i>Vernier, Dial, or Digital</i></p> 

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® A267

MAIN CAP BOLTS:	145-155 ft/lbs
CONNECTING ROD BOLTS:	95-105 ft/lbs
INTAKE MANIFOLD BOLTS:	25 ft/lbs
EXHAUST MANIFOLD BOLTS:	25 ft/lbs
FLYWHEEL BOLTS:	180-190 ft/lbs
VIBRATION DAMPER:	100 ft/lbs
CYLINDER LINER PROTRUSION/RECESSION:	Protrusion: .0015" - .0055"
PISTON PROTRUSION:	.010"-.022"
CRANKSHAFT (TRUST) END PLAY:	.004" - .012"
CAMSHAFT GEAR BOLT:	95-105 ft/lbs
VALVE CLEARANCE (Set Cold):	Intake: .025" Exhaust: .025"
CYLINDER HEAD BOLTS:	Stud Nuts: 100 ft/lbs Bolts: 145-150 ft/lbs
FIRING ORDER:	1 – 3 – 4 – 2

CYLINDER HEAD TORQUE SEQUENCE:



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