
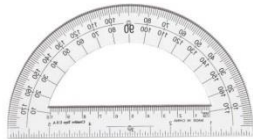





WHAT YOU WILL NEED...

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:

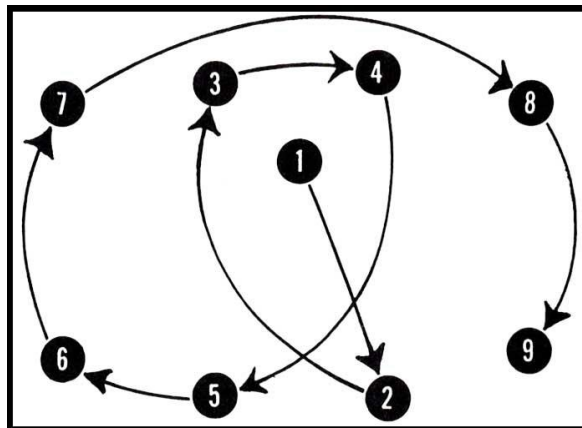
<p>Micrometer</p> 	<p>Protractor</p> 
<p>Dial Indicator or Depth Micrometer</p> 	<p>Torque Wrench</p> 
<p>Bore Gauge or Telescoping Gauge</p> 	<p>Calipers <i>Vernier, Dial, or Digital</i></p> 

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® 504BDT (Large Main)

MAIN CAP BOLTS:	Without Washers: 145-155 ft/lbs With Washers: 200-210 ft/lbs
CONNECTING ROD BOLTS:	95-105 ft/lbs
INTAKE MANIFOLD BOLTS:	35-42 ft/lbs
EXHAUST MANIFOLD BOLTS:	25-30 ft/lbs
FLYWHEEL BOLTS:	180-190 ft/lbs
VIBRATION DAMPER:	100-110 ft/lbs
CYLINDER LINER PROTRUSION/RECESSION:	Protrusion: .0015" - .0060"
PISTON PROTRUSION:	Plus or Minus .006"
CRANKSHAFT (TRUST) END PLAY:	.003" - .012"
CAMSHAFT GEAR BOLT:	Clip-Style Washer: 95-105 ft/lbs Hardened Washer: 195-205 ft/lbs
VALVE CLEARANCE (Set Cold):	Intake: .015" Exhaust: .025"
CYLINDER HEAD BOLTS:	70, 140, 210 ft/lbs
FIRING ORDER:	1 – 5 – 3 – 6 – 2 – 4

CYLINDER HEAD TORQUE SEQUENCE:



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