



**J.I. Case**

**Operator's Manual**

**480 & 580**

**Construction King**

**Gas & Diesel**

**Operator's Manual**

**JENSALES.COM**

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**CA-O-480,580CK**

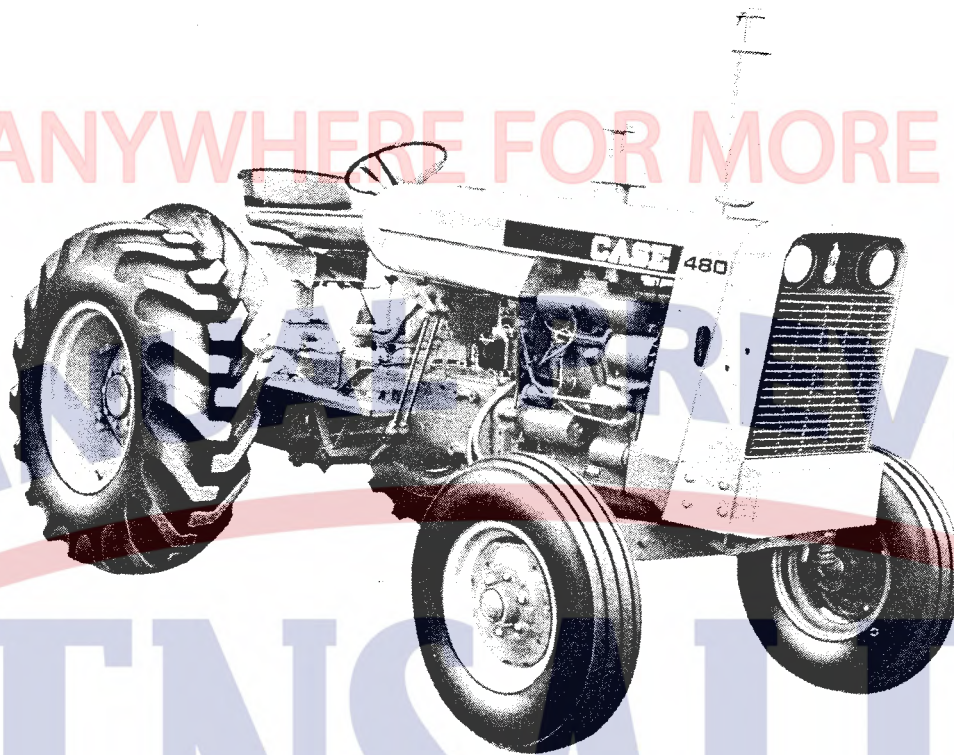


Figure 1. 480 Construction King Tractor



Figure 2. 580 Construction King Tractor  
With Power Shuttle



# 148 gasoline engine

## SPECIFICATIONS

### General

Type ----- 4 Cylinder, 4 Cycle,  
Valve in Head.  
Firing Order ----- 1-3-4-2  
Cylinder Bore ----- 3-3/8 Inches  
Stroke ----- 4-1/8 Inches  
Piston Displacement ----- 148 Cubic Inches  
Compression Ratio ----- 7 to 1  
Exhaust Valve Rotators ----- Positive Type  
\*Valve Clearance (Intake and Exhaust) ----- .014" (Hot)  
Cylinder Sleeves ----- Wet Replaceable Type  
Engine Idle Speed ----- 600 RPM  
Full Load Speed ----- 1750 RPM  
No Load Speed ----- 1960 RPM  
Air Cleaner ----- Oil Bath Type

\*Hot Setting Are Made At Low Idle After the Engine Has Operated  
At Thermostat Control Temperature For At Least Fifteen Minutes.

### Piston and Connecting Rods

Compression Rings ----- 3  
Oil Rings ----- 1  
Piston Pins ----- Full Floating Type  
Connecting Rod Bearings ----- Replaceable Precision Steel Back,  
Aluminum Liners.

### Main Bearings

Number of Bearings ----- 3  
Type of Bearings ----- Replaceable Pre-  
cision Steel Back, Intermediate Copper-  
Lead Liners.

### Engine Lubricating System

Oil Pressure ----- 24 to 32 Lbs. (at 1750  
Engine RPM).  
Oil Pump ----- Gear Type With Float-  
ing Intake Screen.

## POWER STEERING SYSTEM

Capacity (Reservoir Only) -----1 U.S. Quart  
Type Fluid ----- Case TCH

### Filter Element

Change Interval ----- 1000 Hours

A replaceable filter element is provided in the reservoir body, Figure 11. Replace the element every 1000 hours of operation (more often in severe dust conditions).

**NOTE** On gasoline tractors it requires removal of the distributor. Refer to Page 83, for installing and timing of the distributor.

**IMPORTANT** Before removing steering reservoir shell, mark both shell and pump body, Figure 11 - When re-installing shell, make sure marks are aligned. This is to insure a good seal and correct oil level reading on dipstick.

To replace filter element, remove the acorn nut, seal, reservoir shell, special hex. nut, spring and retainer. Remove contaminated filter element. Install new element, retainer, spring and special hex. nut.

Compress the spring from the outside of the special hex. nut to the shell flange on the pump body to 4-15/16". See inset, Figure 12. Install "O" ring, shell, seal and acorn nut. Refer to reservoir oil level as described on Page 28.

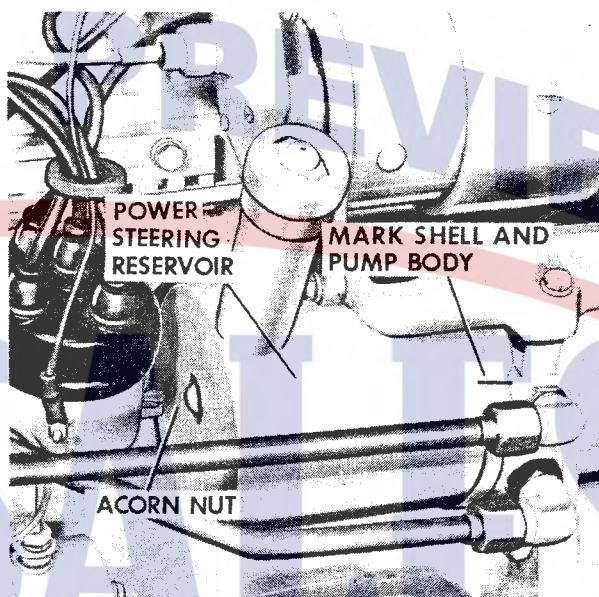


Figure 11

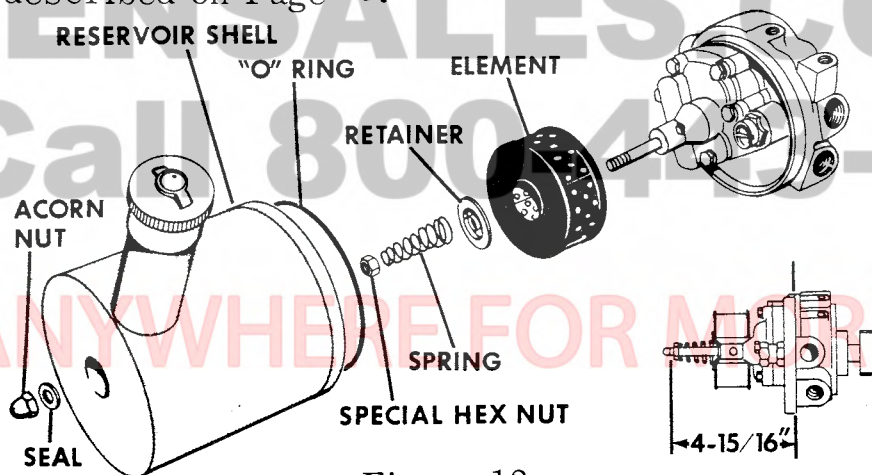


Figure 12

## OPERATING CONTROLS AND INSTRUMENTS

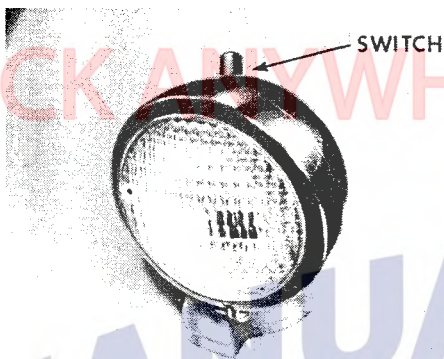


Figure 23

### Rear Light

The rear light is a combination white flood light for night work and a red tail light for night road travel. The switch on the light controls both. The light switch on the instrument panel must be in an ON position in order to use the rear light.

### Diesel Fuel Tank and Water Trap

Turn valve fully in to shut-off fuel from tank. Valve must be turned out for operation.

The water trap should be opened to allow any water or sediment to drain out at the start of each day of operation.

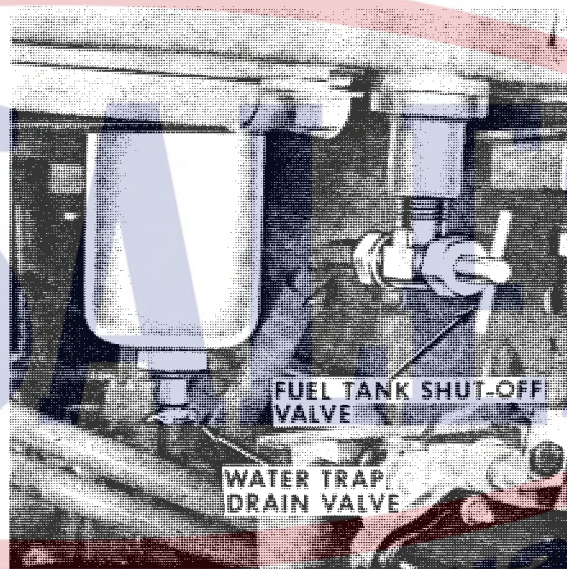


Figure 24

### Gasoline Fuel Tank and Water Trap



Figure 25

Located under full tank. Turn valve fully in to shut-off fuel from tank. Valve must be turned out before operation. The fuel strainer and glass bowl should be cleaned when a visual inspection shows water or sediment accumulation in the bowl.

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