Service Manual
D4 Crawler
S/n 24A, 39A, 40A, 54A, 55A & 69A

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for
CATERPILLAR
D4 TRACTOR
SERIAL NUMBERS 39A1-UP AND 40A1-UP
Section
Engine
Starting Engine
Power Transmission Units
Track Roller Frame
Seat, Fuel Tank and Miscellaneous
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200
PRINTED IN U.S.A.
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ENGINE
SPECIFICATIONS

Crankshaft
- Main journal diameter: 3.499 - 3.500 in.
- Permissible main journal wear: .008 in.
- Main bearing clearance (Earlier): .0050 - .0082 in.
- Permissible bearing clearance (Earlier): .007 in.
- Main bearing clearance (Later): .0030 - .0059 in.
- Permissible bearing clearance (Later): .010 in.
- End clearance: .0110 - .0180 in.
- Permissible end clearance: .035 in.
- Main bearing nut torque: 155 lb. ft.
- Connecting rod journal diameter: 2.999 - 3.000 in.
- Permissible journal wear: .007 in.
- Permissible out-of-round: .004 in.

Cylinder Block
- Main bearing original bore dimension: 3.8155 - 3.8165 in.

Cylinder Head
- Tighten bolts in sequence shown in illustration.
- Initial: 85 lb. ft.
- Final: 120 - 130 lb. ft.

Cylinder Liner (Use 5F7362 Adapter Plate for Removal)
- Permissible liner wear (increase in diameter at top of ring travel): .015 in.
- Counterbore dimension in block: .400 - .402 in.
- Flange thickness: .403 - .405 in.

Flywheel
- Retaining bolt torque: 118 - 142 lb. ft.

Flywheel Housing
- Retaining bolt torque: 60 - 70 lb. ft.

Fuel Injection Equipment
- Fuel injection pump timing: 9° BTC
- Fuel pump plunger length: 2.5935 - 2.5937 in.
- Fuel injection pump timing dimension setting (on engine with pistons at top center using 2M5219 Gauge): 4.2340 - 4.2380 in.
The precombustion chamber gasket is supplied in two different thicknesses. With the proper thickness gasket and the recommended torque to tighten the chambers into the head, the glow plugs and electrical connections will be positioned in the "go" range. The "go" range is the position in which the glow plugs will be clear of fuel lines and other points of interference, when installed in the precombustion chamber.

The diagram can be used to position the precombustion chambers if new gasket are installed.

Rocker Arm
  Bearing bore ........................................... .7260 - .7266 in.
  Clearance between shaft and bearing ................... .0015 - .0026 in.
  Permissible clearance .................................. .0010 - .0026 in.
  Retaining bolt torque .................................. 120 lb. ft.

Starting Motor 24 V (Delco-Remy 1113818)
  Brush spring tension (minimum) ......................... 35 oz.
  Rotation (viewing drive end) .......................... Clockwise
  No load test:
    Volts ................................................. 23.0
    Maximum amps ....................................... 100
  Load test:
    Volts ................................................. 23.0
    Maximum amps ....................................... 8.0
    Minimum torque ...................................... 28 lb. ft.

Timing Gear Housing
  Retaining bolt torque .................................. 24 - 30 lb. ft.

Valves
  Exhaust:
    Clearance (hot) ...................................... .020 in.
    Clearance (cold) ..................................... .026 in.
    Stem clearance in bushing ............................ .003 - .005 in.
    Permissible clearance with new valve ............... .009 in.
5. After the bearing and shaft have been removed, the bearing (13) can be pressed off the shaft.

NOTE

To avoid damaging the carbon-faced, self-adjusting seal, it should be installed after the shaft and bearings are assembled in the housing.

6. When pressing the bearing onto the shaft, place the shielded side of the bearing so it will be toward the outside of the water pump housing.

7. Install the seal (12) into the housing. Install the seal so the lip will be toward the impeller.

8. Pack the rear bearing with ball and roller bearing lubricant and install the shaft and bearing assembly into the water pump housing.

9. Pack the bearing compartment with ball and roller bearing lubricant.

10. Install the seal (16) with the wiping edge toward the inside.

11. Prior to installing the pulley make certain the key is in the shaft. Also make certain the mounting bolts are in place in the water pump housing.

12. See the topic, SPECIFICATIONS, for the proper pulley retaining nut torque.

13. Press the impeller onto the shaft. See the topic, SPECIFICATIONS, for the correct impeller to housing clearance.

14. Prior to installing the pulley make certain the key is in the shaft. Also make certain the mounting bolts are in place in the water pump housing.

15. See the topic, SPECIFICATIONS, for the proper pulley retaining nut torque.

16. Press the impeller onto the shaft. See the topic, SPECIFICATIONS, for the correct impeller to housing clearance.

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WATER PUMP SEAL REPLACEMENT

Water leaking from the drain opening on the bottom of the pump housing indicates that the water seal assembly should be replaced.

Inspect the ceramic bearing surface on the impeller which contacts the carbon thrust washer. The contact surface must be smooth and free of roughness or nicks.

The seal assembly consists of a carbon thrust washer (1), a flexible seal (2), and a seal spring (4) all retained in a seal cup (5) by the seal retainer (3). The carbon thrust washer (1) is cemented to the flexible seal (2). The entire assembly must be replaced as a unit and is pressed in the water pump housing.
Oil Filter

FLOW OF OIL THROUGH THE OIL FILTER

Unfiltered oil is delivered by the oil pump through an external line (3) to the oil filter. The oil flows up around the filter element (1) and is filtered as it passes through the element. The filtered oil flows down the center of the element, through passage (2) and into the oil distribution manifold.

FLOW OF OIL THROUGH OIL FILTER (SCHEMATIC)
1-Filter element, 2-Passage, 3-Line, 4-By-pass valve.

If the oil filter should become restricted, excessive pressure will unseat the oil filter by-pass valve (4) permitting the oil to by-pass the filter and flow directly into the engine manifold.

REMOVAL AND INSTALLATION

Removing the oil filter inlet line (1) drains the oil from the filter.

Prior to installation, replace any damaged gaskets or O-ring seals.

PREPARING TO REMOVE OIL FILTER GROUP

Remove
1-Oil filter inlet line, 2-Oil filter group.

DISASSEMBLY
Unscrew the cover assembly (4) and remove the filter element (3) and case (2), after removing the retaining bolts, from the base (1).

OIL FILTER DISASSEMBLY
1-Filter base, 2-Filter case, 3-Filter element, 4-Cover assembly, 5-By-pass valve plunger, 6-Spring, 7-Plug.

If damaged, inspect and replace the O-ring seal.
## Starting Engine

### Adjustments:
- Carburetor
- Clutch
- Control Mechanism
- Governor
- Valve Clearance

### Bearings:
- Connecting Rod
- Main
- Piston Pin
- Brake, Starter Pinion
- Camshaft
- Camshaft End Clearance
- Carburetor
- Chain, Timing

### Clearances and Tolerances
- Cleaning Valves
- Clutch

### Housing:
- Starter Pinion
- Timing Chain

### Bearings:
- Connecting Rod
- Main
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FLYWHEEL CLUTCH (OIL TYPE)
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**or Call 800-443-0625**