## Ag Farmall Antique Red (to 1981)

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Numbers</th>
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<tbody>
<tr>
<td>1968</td>
<td>991012R3 (Aerosol)</td>
</tr>
<tr>
<td>1969</td>
<td>991010R2 (Quart)</td>
</tr>
<tr>
<td>1970</td>
<td>B90882 (Gallon)</td>
</tr>
<tr>
<td>1971</td>
<td>991010R2 (Quart)</td>
</tr>
<tr>
<td>1972</td>
<td>B90882 (Gallon)</td>
</tr>
<tr>
<td>1973</td>
<td>991010R2 (Quart)</td>
</tr>
<tr>
<td>1974</td>
<td>B90882 (Gallon)</td>
</tr>
</tbody>
</table>

## Silver (for Wheel rims)

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1975</td>
<td>b17567 (Aerosol)</td>
</tr>
<tr>
<td>1976</td>
<td>b17565 (Quart)</td>
</tr>
<tr>
<td>1977</td>
<td>b17563 (Gallon)</td>
</tr>
</tbody>
</table>

## Cub 154 Lo-Boy

### Starting Serial Numbers

- **1968**: 3505
- **1969**: 3773
- **1970**: 15502
- **1971**: 20332
- **1972**: 23343
- **1973**: 27538
- **1974**: 31766

## Cub 184 Lo-Boy

### Starting Serial Numbers

- **1977**: 43802
- **1978**: 46163
- **1979**: 48030
- **1980**: 49973

## Cub 185 Lo-Boy

### Starting Serial Numbers

- **1974**: 37001
- **1975**: 37316
- **1976**: 41241
- **1977**: 37001
- **1978**: 37316
- **1979**: 41241

## Paint Codes

### Yellow (for Cub Cadet and Industrial Tractors)

- **IH**: 1131923R1 (Aerosol)
- **IH**: 1131924R1 (Quart)
- **IH**: B980889 (Gallon)

### Ag White, Antique White (to 1981)

- **IH**: 991115R2 (Aerosol)
- **IH**: 991116R1 (Quart)
- **IH**: B90888 (Gallon)

### Ag Farmall Antique Red (to 1981)

- **IH**: 991012R3 (Aerosol)
- **IH**: 991010R2 (Quart)
- **IH**: B90882 (Gallon)

### Silver (for Wheel rims)

- **IH**: b17567 (Aerosol)
- **IH**: b17565 (Quart)
- **IH**: b17563 (Gallon)
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### Valve Tappets

<table>
<thead>
<tr>
<th>Diameter - inch</th>
<th>Length - inches</th>
<th>Clearance in crankcase - inch</th>
<th>Valve lash (engine cold) - inch</th>
</tr>
</thead>
<tbody>
<tr>
<td>.591 - .592</td>
<td>2.370 - 2.380</td>
<td>.0007 - .0032</td>
<td>.015</td>
</tr>
</tbody>
</table>

### Valve Timing

<table>
<thead>
<tr>
<th>Intake opens - degrees</th>
<th>Intake closes - degrees</th>
<th>Exhaust opens - degrees</th>
<th>Exhaust closes - degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10 before TDC</td>
<td>45 after BDC</td>
<td>45 before BDC</td>
</tr>
</tbody>
</table>

### Cylinder Head

<table>
<thead>
<tr>
<th>Bolt diameter - inch</th>
<th>Torque - ft. lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/8</td>
<td>45</td>
</tr>
</tbody>
</table>

### Timing Gears

| Crankshaft pinion | 18 teeth |
| Camshaft gear     | 36 teeth   |
| Idler gear        | 36 teeth   |
| Governor-ignition gear | 18 teeth |
| Type of teeth     | Helical    |
| Backlash - inch   | .003 - .006  |
| Idler shaft retainer bolt tension | 90 ft. lbs. |

### Lubrication System

| Oil pressure at 2200 rpm - psi | 30 |
| Oil pump type                  | Gear |
| Drive                          | Direct from camshaft |
| Gear backlash - inch           | .093 - .006 |
| Number of teeth                | 13 |
| Idler gear                     | 13 |
| Drive gear                     | 13 |
| Oil pressure valve regulating spring Free length - inches | 2-31/32 |
| Test length - inches           | 2-15/32 |
| Test load - pounds             | 9-1/2  |
| Pressure regulating valve      |               |
| Valve diameter - inch          | .6205 - .6215 |
| Location                       | In crankcase |

### Special Torques (foot pounds)

| Cylinder head | 45 |
| Main bearing  | 16 |
| Connecting rod | 16 |
| Flywheel      | 45 |
| Idler gear retainer bolt | 90 |
| Manifold      | 20 |
| Crankshaft pulley | 80 |
| Spark plugs   | 30 |

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To insure smooth, surgeless, and prompt response of the governor, all of its moving parts and linkage must move freely to follow slight changes in engine load-speed. Should binding occur at any point, a greater change in speed will take place before sufficient centrifugal force or spring tension is built up to overcome the friction and move the throttle valve. Friction increases and binding often occurs because of wear and misalignment of the carburetor throttle shaft. Sludge deposits in the governor housings can cause sluggish or rough action of governor parts and linkage. Wear of governor weights, pins, sleeve, rockshafts, or rockshaft lever also result in surging and erratic governor action.

REMOVAL, INSPECTION AND REPAIR

The governor drive gear also serves as the ignition unit drive. The governor drive gears are marked for proper mesh with mating gears at top dead center of number one cylinder compression stroke. Some reassembly time may be saved if the engine is turned to this position before removal of the governor assembly.

Before removing any of the governor assemblies for inspection or repair, clean the surrounding area and the various connecting points to prevent entry of dirt into those parts which remain with the engine.
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ENGINE CLUTCH ASSEMBLY

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NOTE: For Drive Belt Replacement, Refer to Section 8.

SPECIFICATIONS

(154 & 185 TRACTORS)
Clutch Springs

<table>
<thead>
<tr>
<th>Number</th>
<th>Free length - inches</th>
<th>Test length - inches</th>
<th>Test load - ft. lbs.</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>1.210</td>
<td>1.210</td>
<td>85.95</td>
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(184 TRACTOR)
Clutch Springs

<table>
<thead>
<tr>
<th>Number</th>
<th>Free length - inches</th>
<th>Test length - inches</th>
<th>Test load - ft. lbs.</th>
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<tbody>
<tr>
<td></td>
<td>1.440</td>
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<td>108.119</td>
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### TRANSMISSION AND DIFFERENTIAL

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<tr>
<td>Reassembly and Installation</td>
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</tr>
<tr>
<td>Transmission and Differential</td>
<td>6-14</td>
</tr>
<tr>
<td>Creeper Drive (154 &amp; 185 Tractors)</td>
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<tr>
<td>Creeper Drive (184 Tractors)</td>
<td>6-18</td>
</tr>
</tbody>
</table>

### Specifications

**Transmission**

- **Type**
  - Selective, sliding spur gears

- **Gears**
  - **Gears forward**
    - 3rd speed gear
  - **Gears reverse**
    - 1st speed gear

- **Countershaft gears (no. teeth)**
  - Bevel pinion
  - Reverse speed gear
  - 1st speed gear
  - 2nd speed gear
  - 3rd speed gear
  - Countershaft spacer lengths
    - Between front bearing and 3rd speed driven gear - inch
    - Between 3rd speed driven gear and 2nd speed driven gear - inches
    - Between 2nd speed driven gear and 1st speed driven gear - inch
    - Between 1st speed driven gear and reverse driven gear - inch
    - Between reverse driven gear and rear bearing - inch

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NOTE: Tractors equipped with the Hydraulic Selector Control Valve, refer to Page 4-14, Section 4 for proper location.

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Complete Overhaul and Testing information is covered in GSS-1052-C.