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2. Connecting rod small end bush replacing

When pulling and press-fitting the small end bush, use a bushing tool and a press.

<table>
<thead>
<tr>
<th>Small end bush and piston pin</th>
<th>Standard clearance</th>
<th>Clearance limit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.0004 ~ 0.0012 in.</td>
<td>0.006 in.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>0.010 ~ 0.030 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(0.010 ~ 0.030 mm)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Connecting rod deflection</th>
<th>less than 0.002 in. per 3.94 in.</th>
<th>less than 0.004 mm per 100 mm</th>
</tr>
</thead>
</table>

| Distance between the large end and small end | 4.84 ± 0.002 in. | (123 ± 0.06 mm) |

3. Connecting rod large end play

Measure the connecting rod large end play with a special tool (No. N026 STANDARD FEELER GAUGE), and it is good if the measured value is in the range of 0.004 ~ 0.008 in. (0.110 ~ 0.214 mm).

4. Connecting rod deflection

Check the connecting rod deflection with a con-rod aligner, and if the measured value is not satisfactory, correct the connecting rod with a press or replace it.

5. Connecting rod bearing metal

Check the connecting rod bearing metal for scrape and damage, and if it is defective, replace it.

Note: When press-fitting the small end bush to the connecting rod, align the oil aperture of the small end bush with that of the connecting rod.

Note: Connecting rod bearing metals are available in three kinds of the undersize metal, 0.01 in., 0.02 in. and 0.03 in. (0.25 mm, 0.50 mm and 0.75 mm).
2-6. Ignition Timing Inspection and Adjustment

To inspect and adjust the ignition timing, use No. 1 cylinder together with the timing light and tachometer.

1. Connect the timing light secondary coil to No. 1 spark plug, and each primary coil to the battery terminals (+) and (−).

2. Connect the tachometer.

3. Start the engine to reach the ordinary idling revolution of 700 ~ 800 rpm.

4. See the timing mark with the timing light. It is good if the T (timing) mark notch shown in Fig. 198 is aligned to the indicator pin end.

5. To adjust the ignition timing, loosen the distributor lock nut and move the distributor properly.

6. Retighten the lock nut and again inspect the ignition timing with the timing light.

2-7. Distributor Specifications

Type: TVD-4MR
Point gap: 0.016 ~ 0.020 in. (0.4 to 0.5 mm)
Point pressure: 1.1 ~ 1.4 lb. (500 to 650 g)
Condenser capacity: 0.22 ± 10%
Ignition clearance: 90° ± 15°
Dowel angle: 58.5° ± 3° (distributor axle)
Ignition order: 1-3-4-2

2-8. Adjusting the point gap
a. Set the contact arm heel to the high part of the cam so that the clearance between points becomes widest.

b. Insert a special tool (No. NO26 STANDARD FEELER GAUGE) into the point gap and measure the point gap.

To adjust the point gap, loosen two screws and adjust the point gap and retighten the screws.

Point gap 0.016 ~ 0.020 in. (0.4 ~ 0.5 mm)

2-4. Assembling the Distributor

Follow the reverse procedure of “Disassembling”.

2-5. Mounting the distributor

Follow the reverse procedure of “Removing”.

Note: After installing the distributor, adjust ignition timing with a timing light.
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8. Specifications.
This hydraulic mechanism is developed by SATOH, and equipped with a height control (position control), flow control and lift control. The hydraulic pump is of the gear type (Kayaba-Dowty, GP1), and driven directly by the engine crankshaft main pulley. Accordingly, while the engine runs, the oil is constantly delivered.

The oil pressure is regulated by the control lever. When the control lever is moved, the spool valve operates, and then the spool valve causes the unload valve to move, thereby moving the ram piston located in the ram cylinder.

While in farming operations, the lock valve opening can be freely adjusted by the lever. This makes it possible to regulate the implement lowering speed ranging from "slow down" (while seeding) to "quick down" (while plowing).

Accordingly, the heavier the weight of the implement, the greater the pressure against the lock valve.

The oil lock valve is of the in-line check valve design. When the oil enters the cylinder, it pushes the lock valve to open. Once the oil enters the cylinder, it forces the lock valve against the seat by means of the pressure generated by the weight of the implement and spring pressure.

Accordingly, the heavier the weight of the implement, the greater the pressure against the lock valve.
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