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through vent hoses which enter the tank above the fluid level. An overflow hose in the neck of the surge tank expels excess vapors and coolant down the edge of the engine hood to be exhausted. The surge tank provides coolant de-aeration and is the reservoir for expansion and contraction of the coolant. Coolant from the engine is partially diverted through a dry chemical additive filter, filtering the coolant, and dissolving the anti-corrosive elements of the filter into the coolant. The treated coolant is returned by hose to the inlet side of the pump.

Coolant for cab heating purposes is taken from the left cylinder head and flows via hoses and metal lines to the heater core in the cab roof and is returned to the inlet side of the pump by return hoses and lines. A shutoff valve is located on the

cylinder head outlet (Ref. Figure 2-2) for isolating the heater system when it is not required. The temperature gauge in the cab has switch contacts which close if the coolant temperature reaches 205° F (96° C). When this occurs, the electrical circuit for the fuel shutoff valve solenoid is opened and the engine will stop. Refer to Section 6, ELECTRICAL.

2.5 AIR INTAKE/EXHAUST SYSTEM

Description

The engine air intake/exhaust system consists of two interrelated subsystems, their component parts, hoses, pipes and mounting brackets (Ref. Figure 2-5). The air cleaner is mounted on the left front fender. It consists of a weathercapped air



FIGURE 2-5: Air/Exhaust System Components

2. Remove four mounting screws from gauge.

3. Carefully withdraw entire gauge assembly vertically from tank. If tank contains much fuel, it may be necessary to incline the top of the assembly toward the tank filler neck to start the float arm out of tank.

4. To install gauge, clean the gasket contact area of the tank and put new gasket in place.

5. Orient the mounting flange so the float (3) is toward the filler neck and lower the assembly into tank.

6. Tighten the four mounting screws (1) evenly to give uniform pressure on gasket.

7. Connect the wire to the terminal in the center of the gauge.

8. Observe gauge dial for fuel quantity. Compare this reading with gauge inside cab when keyswitch is ON. They should indicate the same fuel level.

5.5 REMOVAL AND INSTALLATION OF SURGE TANK

To remove and install the cooling system surge tank, proceed as follows (Ref. Figure 2-14):

1. Raise left side of engine hood and put support rod into place.

2. Drain coolant from radiator draincock until surge tank empties.

3. Remove vent hoses, surge tank overflow hose and coolant make-up hose from surge tank, keeping ends high to avoid coolant loss.



FIGURE 2-14: Removal and Installation of Surge Tank

Assembly of the metering section requires timing the rotor, stator, manifold and drive link.

It is recommended that the Preferred Procedure be performed before the Alternative Procedure when attempting to correct a valve malfunction.

It is assumed the valve has been removed from the tractor, refer to para 4.5. The work area is to be clean and as dust-free as possible. The top of the workbench is to be clean. Clean wrapping paper may be used to cover the workbench top. Thoroughly clean all exterior surfaces of the valve before placing it on the workbench.

NOTE

Do not apply side force when removing the cover, input shaft and spool from the housing. This will cause binding of the spool and could damage it. Never use excessive force to remove spool.

IMPORTANT

The floating drive link must stay in position in the bottom of the unit engaged with the commutator to prevent disassembling and retiming.

Preferred Procedure

SPECIAL TOOLS AND EQUIPMENT

1. Source of compressed air and a duster gun
2. Vise
3. Clean petroleum base solvent
4. Pilot ring tool, VERSATILE® part no. TRA-36012
5. Worm drive hose clamp: four in. dia
6. Block of wood
7. Lubriplate
8. Torque wrench, 100 lbf ft (135 N·m)
9. Pin and center puncher
10. Kit, VERSATILE® part no. TRA-48522

DISASSEMBLY OF SPOOL (UPPER) END

1. Drain as much oil as possible out of the valve. Screw a plumbing fitting into one of the valve ports. Place the valve in a vise with the input shaft up. Close the vise on the fitting. Do not overtighten.
2. Using a center punch and hammer, punch mark the cover flange and put an adjacent mark on valve housing (Ref. Figure 5-21).

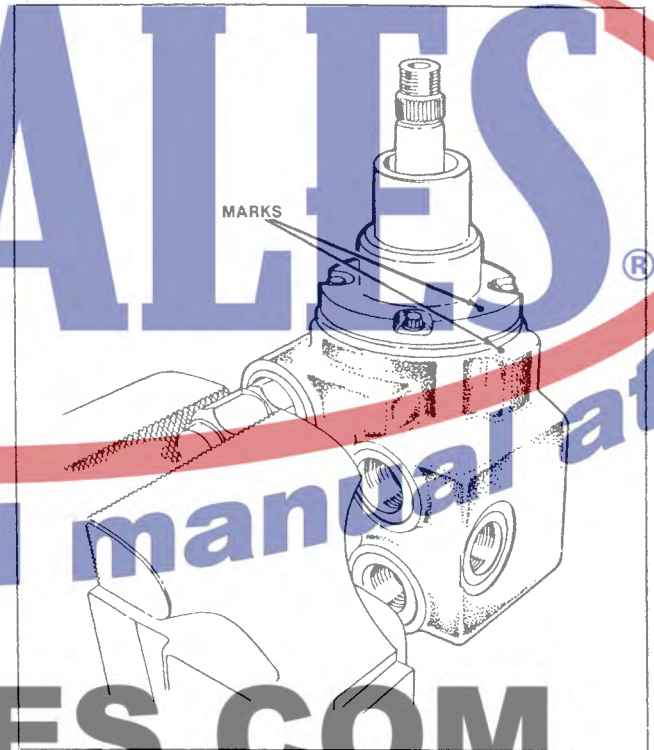


FIGURE 5-21: Punch Marks

3. Remove the four 12 point screws (6) and raise the cover approx 1/8 in. (Ref. Figure 5-22). Firmly grasp the input shaft (16) and pull it smoothly upward, removing input shaft, end plate (7) and spool (23) from housing. Rotate the assembly left and right to allow the driveline to remain in position.

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