



[Caterpillar-bolt-torque-chart](#)

CATERPILLAR DIESEL ENGINES

3. Remove hydraulic oil pump O-ring.
4. Reverse procedure to install.

FUEL FILTER

REPLACE

1. Remove fuel filter using suitable strap wrench.
2. Disconnect breather hose.
3. Disconnect fuel filter base tubes. Cap or plug tubes and openings.
4. Remove mounting bolts, washers, fuel filter base and gasket.
5. Reverse procedure to install.

INJECTION TIMING

TOP CENTER (TC) POSITION

Depending on engine application, timing hole is located at either left or righthand front face of flywheel housing.

1. Remove plug from timing hole on front of flywheel housing and install bolt tool No. 8T-0292, or equivalent.
2. Turn engine flywheel counterclockwise until timing bolt engages flywheel threaded hole, noting the following:
 - a. Turn engine using four large bolts on front of crankshaft. **Do not turn engine using eight small crankshaft pulley bolts.**
 - b. If flywheel is turned beyond threaded hole, flywheel must be turned clockwise approximately 30°.
 - c. Turned flywheel counterclockwise until timing bolt engages with threaded hole to eliminate gear play.
 - d. Ensure cylinder No. 1 is on compression stroke with intake and exhaust valves for No. 1 cylinder fully closed and rocker arms can be moved by hand
 - e. If rocker arms cannot be moved and valves are slightly open, No. 1 piston is on exhaust stroke.
 - f. If piston No. 1 is at exhaust stroke TC on, remove timing bolt, turn flywheel 360° and install timing bolt.

ADJUSTING

The Hydraulic Electronic Unit Injector (HEUI) fuel system is completely free of adjustment. Adjustments to the components that are mechanical can not be made. Changes in performance are made by installing different Engine Control Module (ECM) software. Refer to "Computerize En-

gine Controls" in MOTOR's "Heavy Truck Engine Performance & Wiring Manual" for diagnosis and testing.

FUEL INJECTOR

REPLACE

1. Disconnect breather.
2. Remove mounting bolts, valve cover and gasket.
3. Disconnect connector and injector wiring harness connectors.
4. Remove mounting bolts and valve mechanism cover base.
5. Remove cylinder head oil galley plugs and Injector Actuation Pressure (IAP) sensor.
6. Position suitable containers to catch engine oil.
7. Remove engine oil from cylinder head oil galleys using not more than 5 psi air pressure.
8. Remove injector hold down brackets' mounting bolts.
9. Remove injectors by hand, using twisting and pulling motions. If injector is difficult to remove, pry on hold down bracket using six-inch pry bar tool No. 1U-7587, or equivalent.
10. Reverse procedure to install, noting the following:
 - a. Protect injector using seal protector tool No. 149-2955, or equivalent.
 - b. Lubricate new fuel injectors' O-rings and back-up rings with suitable engine oil.
 - c. Connect wiring harness connector to injector.

- d. Remove rocker arm mounting bolt and install injector installer tool No. 152-1057, or equivalent.
- e. Install injector by pushing. Ensure fuel injectors are seated properly in bore.
- f. Remove tool and tighten rocker arm bolt.
- g. Cut seals to length and install in valve mechanism cover and base.
- h. Coat both sides of seal joint with silicone sealant No. 4C-9612, or equivalent.
- i. **Torque** valve mechanism base mounting bolts to 80 inch lbs. in sequence, **Fig. 3**.
- j. **Torque** valve cover mounting bolt to 80 inch lbs. sequence, **Fig. 3**.

AIR COMPRESSOR

REPLACE

1. Release air system pressure.
2. Disconnect air compressor water, air and oil hoses.
3. Remove mounting bolt and oil hose assembly.
4. Remove air compressor to bracket mounting bolts.
5. Remove mounting bolt, then spacer between compressor and bracket.
6. Remove compressor bracket.
7. Support compressor, then remove mounting bolts and compressor.
8. Reverse procedure to install. Install new gasket between compressor and timing gear housing.

Belt Tension Chart			
Belt Size	Belt Width	Gauge Reading	
		Belt Tension "Initial" ⁽¹⁾	Belt Tension "Used" ⁽²⁾
3/8	10.72 mm (0.422 inch)	445 ± 22 N (100 ± 5 lb)	400 ± 22 N (90 ± 5 lb)
1/2	13.89 mm (0.547 inch)	534 ± 22 N (120 ± 5 lb)	400 ± 44 N (90 ± 10 lb)
5V	15.88 mm (0.626 inch)	534 ± 22 N (120 ± 5 lb)	400 ± 44 N (90 ± 10 lb)
11/16	17.48 mm (0.688 inch)	534 ± 22 N (120 ± 5 lb)	400 ± 44 N (90 ± 10 lb)
3/4	19.05 mm (0.750 inch)	534 ± 22 N (120 ± 5 lb)	400 ± 44 N (90 ± 10 lb)
15/16	23.83 mm (0.943 inch)	534 ± 22 N (120 ± 5 lb)	400 ± 44 N (90 ± 10 lb)
8K	27.92 mm (1.099 inch)	800 ± 22 N (180 ± 5 lb)	489 ± 44 N (110 ± 10 lb)
6PK	20.94 mm (0.824 inch)	667 ± 22 N (150 ± 5 lb)	467 ± 44 N (105 ± 10 lb)

⁽¹⁾ Belt Tension "Initial" is for a new belt.

⁽²⁾ Belt Tension "Used" is for a belt with over 30 minutes of operation at the rated speed.

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Fig. 5 Drive belt tensioning data

Measure the tension of the belt that is farthest from the engine.

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