

6076 Engines

Serial Number (—499999)

**Deere Power Systems Group
CTM6 (17MAR97)**

LITHO IN U.S.A.
ENGLISH

Introduction

FOREWORD

This manual is written for an experienced technician. Essential tools required in performing certain service work are identified in this manual and are recommended for use.

Live with safety: Read the safety messages in the introduction of this manual and the cautions presented throughout the text of the manual.



This is the safety-alert symbol. When you see this symbol on the machine or in this manual, be alert to the potential for personal injury.

Use this component technical manual in conjunction with the machine technical manual. An application listing identifies product-model/component type-model relationship. See the machine technical manual for information on component removal and installation, and gaining access to the components.

This manual is divided in two parts: repair and diagnostics. Repair sections contain necessary instructions to repair the component. Diagnostic sections help you identify the majority of routine failures quickly.

Information is organized in groups for the various components requiring service instruction. At the beginning of each group are summary listings of all applicable essential tools, service equipment and tools, other materials needed to do the job, service parts kits, specifications, wear tolerances, and torques.

Binders, binder labels, and tab sets can be ordered by John Deere dealers direct from the John Deere Distribution Service Center.

This manual is part of a total product support program.

FOS MANUALS—REFERENCE

TECHNICAL MANUALS—MACHINE SERVICE

COMPONENT MANUALS—COMPONENT SERVICE

Fundamentals of Service (FOS) Manuals cover basic theory of operation, fundamentals of troubleshooting, general maintenance, and basic type of failures and their causes. FOS Manuals are for training new personnel and for reference by experienced technicians.

Technical Manuals are concise guides for specific machines. Technical manuals are on-the-job guides containing only the vital information needed for diagnosis, analysis, testing, and repair.

Component Technical Manuals are concise service guides for specific components. Component technical manuals are written as stand-alone manuals covering multiple machine applications.

MANUAL ORGANIZATION

Group 00—Introduction and Safety Information

Group 01—General Information

Group 02—Fuels, Lubricants and Coolant

Group 03—Engine Mounting

Group 04—Engine Rebuild Guide

Group 05—Cylinder Head and Valves

Group 10—Cylinder Block, Liners, Pistons and Rods

Group 15—Crankshaft, Main Bearings, and Flywheel

Group 16—Camshaft and Timing Gear Train

Group 20—Lubrication System

Group 25—Cooling System

Group 30—Air Intake and Exhaust System

Group 35—Fuel System

Group 100—Tune-Up

Group 105—Engine System Operation and Test

Group 110—Air Intake System Operation and Test

Group 115—Fuel System Operation and Tests

Group 199—Dealer Fabricated Tools

Contents

Page	Page
Group 00—Introduction and Safety Information	
About This Manual	00-1
Safety	00-1
Group 01—General Information	
Inch Series Torque Chart	01-1
Metric Series Torque Chart	01-2
Bolt Identification Chart	01-3
Engine Model Designation	01-4
Engine Nameplate Information	01-6
Option Code Label	01-8
Engine Application Chart	
Industrial Equipment	01-8
OEM	01-9
Agricultural Equipment	01-9
Basic 6076 Engine Specifications	01-10
General Engine Description	01-11
Engine-Sectional View	01-12
Group 02—Fuels, Lubricants, and Coolant	
Diesel Fuel	02-1
Diesel Engine Oil	02-2
General Purpose Grease	02-3
Engine Coolant Recommendations	02-4
Engine Coolant Requirements	02-5
Group 03—Engine Mounting	
Engine Repair Stand	03-1
Safety Precautions	03-2
Install 400 Series Adapters on Repair Stand	03-2
Engine Lifting Procedure	03-3
Clean Engine	03-4
Disconnect Turbocharger Oil Inlet Line	03-4
Mount Engine On Repair Stand	03-5
Group 04—Engine Rebuild Guide	
6076 Engine Disassembly Sequence	04-1
Sealant Application Guidelines	04-2
6076 Engine Assembly Sequence	04-3
Group 05—Cylinder Head and Valves	
Essential Tools	05-1
Service Equipment and Tools	05-3
Other Materials	05-3
Cyl. Head and Valve Specifications	05-4
Diagnosing Malfunctions	05-7
Check and Adjust Valve Clearance	05-8
Check Valve Lift	05-10
Disconnect Turbocharger Oil Inlet Line	05-11
Remove Cylinder Head	05-12
Disassemble and Inspect Rocker Arm Shaft Assembly	05-14
Measure Valve Recess	05-15
Remove Valve Assembly	05-16
Inspect and Measure valve Springs	05-17
Inspect Valve Rotators and Wear Caps	05-17
Clean Valves	05-18
Inspect and Measure Valves	05-18
Grind Valves	05-19
Inspect and Clean Cylinder Head	05-19
Check Cylinder Head Flatness	05-20
Measure Cylinder Head Thickness	05-21
Clean Valve Guides	05-21
Measure Valve Guides	05-22
Knurl Guides	05-22
Clean Valve Seats	05-23
Measure Valve Seats	05-23
Grind Valve Seats	05-24
Replace Valve Inserts	05-25
Install Valves	05-26
Inspect and Clean Cylinder Head Nozzle Bore	05-27
Clean and Inspect Push Rods	05-28
Clean and Inspect Cylinder Head Cap Screws	05-28
Inspect and Clean Ventilator Outlet Hose	05-28
Clean and Inspect Top Deck of Cylinder Block	05-29
Measure Cylinder Liner Standout	05-30
Protect Cylinder Block Top Deck	05-30

Continued on next page

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	Page		Page
		Install Cylinder Liner O-Rings and Packings	10-39
00		Assemble Valve Assembly	05-31
		Install Cylinder Liners	10-40
01		Install Cylinder Head	05-32
		Install Pistons and Connecting Rods	10-43
		Use TORQUE-TURN Method For Proper Torque	10-45
		Check Engine Rotation for Excessive Tightness	10-45
02		Tighten Cylinder Head Cap Screws (Grade 180 or 12.9)	05-34
		Complete Final Assembly	10-46
		Tighten Flanged-Head Cylinder Head Cap Screws	05-35
		TORQUE-TURN Flanged-Head Cap Screws	05-36
		Install Rocker Arm Assembly	05-37
03		Complete Final Assembly Of Injection Pump Side	05-38
		Complete Final Assembly On Exhaust Manifold Side	05-38
04		Perform Engine Break-In	05-40
05		Group 10—Cylinder Block, Liners, Pistons and Rods	
		Essential Tools	10-1
		Service Equipment and Tools	10-3
10		Specifications	10-4
		Other Materials	10-6
		Diagnosing Malfunctions	10-7
15		Disconnect Turbocharger Oil Inlet Line	10-8
		Remove Pistons and Connecting Rods	10-9
		Measure Cylinder Liner Standout	10-12
		Remove Cylinder Liners	10-13
16		Inspect Pistons and Liners	10-14
		Measure Oil Control Ring Groove	10-21
		Measure Cylinder Liners	10-22
20		Deglazing Cylinder Liners	10-23
		Inspect and Measure Connecting Rod Bearings	10-24
		Inspect Rod and Cap	10-25
25		Inspect Piston Pins and Bushings	10-27
		Remove Piston Pin Bushing	10-28
		Clean and Inspect Rod Pin Bushing Bore	10-29
30		Install Rod Pin Bushing	10-30
		Complete Disassembly of Cylinder Block (If Required)	10-31
		Remove and Clean Piston Cooling Orifices	10-31
35		Inspect and Clean Cylinder Block	10-32
		Clean O-Ring Bore	10-34
100		Measure Cylinder Block	10-34
		Install Piston Cooling Orifices and Gallery Plugs	10-36
		Recheck Cylinder Liner Standout	10-37
105		Measure Liner Flange Thickness	10-38
		Install Liner Shims—If Required	10-38
		Group 15—Crankshaft, Main Bearings and Flywheel	
		Essential Tools	15-1
		Service Equipment and Tools	15-2
		Other Materials	15-2
		Specifications	15-3
		Diagnosing Malfunctions	15-5
		General Information	15-5
		Disconnect Turbocharger Oil Inlet Line	15-6
		Remove Crankshaft Rear Oil Seal and Wear Sleeve	15-6
		/(Without Removing Oil Seal Housing)	
		Install Crankshaft Rear Oil Seal and Wear Sleeve	15-8
		/(Without Engine Disassembly)	
		Inspect Vibration Damper	15-9
		Remove Water Pump and Damper Pulley	15-10
		Remove Timing Gear Cover—Non-Auxiliary Engines	15-11
		Remove Auxiliary Drive Gear and Timing Gear Cover	15-11
		/—Auxiliary Drive Engines	
		Remove Front Oil Seal From Timing Gear Cover	15-13
		Install Front Oil Seal In Timing Gear Cover	15-13
		Check Crankshaft End Play	15-14
		Remove Front Wear Sleeve	15-14
		Remove and Inspect Crankshaft Gear	15-15
		Inspect, Measure and Repair Flywheel	15-15
		Check Flywheel Housing Face Run-Out	15-16
		Check Flywheel Face Flatness	15-16
		Check Pilot Bearing Bore Concentricity	15-17
		Remove Flywheel	15-17
		Remove SAE 1 And SAE 2 Flywheel Housing	15-18
		Remove SAE 3 Flywheel Housing	15-18
		Replace Flywheel Ring Gear	15-19
		Service Clutch Shaft Pilot Bushing-Quad Range Transmissions	15-20

Continued on next page

	Page		Page
Remove Rear Oil Seal Housing And Wear Sleeve	15-21	Remove Damper Pulley and Timing Gear Cover—Non-Auxiliary Drive Engines	16-8
/(With Engine Disassembled)		Remove Damper Pulley, Auxiliary Drive Gear and Timing Gear Cover	16-10
Remove Crankshaft Main Bearings	15-22	/—Auxiliary Drive Engines	
Check Main Bearing Clearance	15-23	Remove Front Oil Seal From Timing Gear Cover	16-12
Remove Crankshaft	15-24	Install Front Oil Seal In Timing Gear Cover	16-13
Inspect Crankshaft	15-25	Check Camshaft End Play	16-14
Measure Assembled ID of Bearings And OD Of Crankshaft Journals	15-26	Measure Camshaft Drive Gear-To-Crankshaft Gear Minimum Backlash	16-14
Main Bearing Cap Line Bore Specifications	15-27	Remove Camshaft	16-15
Thrust Bearing New Part Specifications	15-27	Remove Camshaft Gear, Spacer, and Thrust Plate	16-16
Crankshaft Grinding Guidelines	15-28	Measure Thrust Plate and Spacer	16-17
Crankshaft Grinding Specifications	15-30	Inspect And Measure Camshaft Followers	16-17
Replace Crankshaft Oil Pump Drive Gear	15-31	Visually Inspect Camshaft	16-17
Inspect Thrust Bearings	15-32	Measure Camshaft Journal OD and Bushing ID	16-18
Remove and Clean Piston Cooling Orifices	15-32	Measure Camshaft Lobe Lift	16-18
Install Main Bearings and Crankshaft	15-33	Assemble Camshaft	16-19
Install Oil Pump And Check Drive Gear-To-Crankshaft Clearance	15-35	Service Camshaft Bushings Using JDG602 Adapter Set	16-20
Install Rear Crankshaft Oil Seal Housing	15-36	Service Camshaft Bushings Using JDG606 Adapter Set	16-22
Check Oil Seal Housing Runout	15-37	Install Camshaft	16-23
Crankshaft Rear Oil Seal And Wear Sleeve Handling Precautions	15-38	Replace Auxiliary Drive Gear Bearings	16-25
Install Crankshaft Rear Oil Seal And Wear Sleeve (With Engine Disassem	15-39	Replace Auxiliary Drive Idler Gear Bearings	16-26
Install Crankshaft Gear	15-40	Install Timing Gear Cover—Non Auxiliary Drive Engines	16-27
Install Front Wear Sleeve	15-40	Install Timing Gear Cover and Auxiliary Drive Gear	16-28
Install SAE 3 Flywheel Housing	15-41	/—Auxiliary Drive Engines	
Install Flywheel	15-41	Install Rear Auxiliary Drive Gear	16-31
Install SAE 1 And SAE 2 Flywheel Housing	15-42	Complete Final Assembly	16-32
Install Timing Gear Cover—Non-Auxiliary Drive Engines	15-42		
Install Timing Gear Cover And Auxiliary Drive Idler Gear—Auxiliary Dri	15-43		
Install Rear Auxiliary Drive Gear	15-46		
Install Damper Pulley Assembly	15-46		
Complete Final Assembly	15-47		
		Group 20—Lubrication System	
Group 16—Camshaft and Timing Gear Train		Specifications	20-1
Essential Tools	16-1	Engine Crankcase Oil Fill Quantities	20-2
Service Equipment and Tools	16-2	Other Material	20-4
Other Material	16-3	How The Lubrication System Works	20-5
Specifications	16-4	Diagnosing Malfunctions	20-6
General Information	16-5	Disconnect Turbocharger Oil Inlet Line	20-7
Check Valve Lift	16-6	Drain Engine Oil and Remove Oil Pan	20-7
Disconnect Turbocharger Oil Inlet Line	16-7	Horizontal Oil Filter and Housing Assembly	20-8
Prepare Engine For Camshaft Removal	16-8		

Continued on next page

110

115

199

INDX

110

115

199

INDX

	Page		Page
Remove Horizontal Oil Filter and Housing Assembly	20-9	Disassemble Water Pump	25-12
Vertical Oil Filter and Housing Assembly	20-10	Inspect Water Pump Parts	25-14
Remove Vertical Oil Filter and Housing Assemblies	20-11	Assemble Water Pump	25-15
Inspect Oil Pressure Regulating Valve	20-12	Install Water Pump	25-17
Inspect Oil Filter Bypass Valve	20-13	Remove and Test Thermostats	25-17
Install Horizontal Oil Filter and Housing	20-14	Install Thermostats	25-18
Install Vertical Oil Filter and Housing Assemblies	20-15	Remove Water Manifold	25-19
Remove Engine Oil Cooler	20-15	Inspect and Clean Water Manifold	25-19
Clean Inspect, and Install Engine Oil Cooler	20-17	Install Water Manifold	25-20
Remove Oil Cooler Bypass Housing	20-18	Remove Coolant Heater—If Equipped	25-20
Remove and Inspect Oil Cooler Bypass Valve	20-18	Install Coolant Heater—If Equipped	25-21
Engine Oil Pump Assembly—Deep Sump	20-19	Complete Final Assembly	25-22
Engine Oil Pump Assembly—Standard Sump	20-20	Inspect and Tension Fan and Alternator V-Belts	25-23
Check Crankshaft Gear-To-Oil Pump Drive Gear Backlash	20-21		
Remove Engine Oil Pump	20-21	Group 30—Air Intake And Exhaust System	
Inspect and Clean Oil Pump	20-22	Essential Tools	30-1
Check Drive Shaft End Play	20-22	Other Material	30-2
Check Drive Shaft Side Movement	20-23	Specifications	30-2
Check Pumping Gear Backlash	20-23	How The Air Intake and Exhaust System Works	30-3
Remove And Inspect Oil Pump Drive Gear	20-24	How The Turbocharger Works	30-3
Install Oil Cooler Bypass Valve And Housing	20-25	How The Turbocharger is Lubricated	30-4
Adjust Set Screw	20-26	Extending Turbocharger Life	30-4
Install Engine Oil Pump	20-27	Diagnosing Turbocharger Malfunctions	30-7
Install Oil Pan	20-29	Remove Turbocharger	30-10
		Turbocharger Seven-Step Inspection	30-11
Group 25—Cooling System		Perform Axial End Play Bearing Test (Schwitzer 3LM)	30-17
Essential Tools	25-1	Perform Radial Bearing Clearance Test (Schwitzer)	30-17
Other Materials	25-2	Perform Raidal Bearing Test—(AiResearch/Garrett T04E)	30-18
Specifications	25-3	Disassemble Turbocharger	30-19
How The Cooling System Works	25-5	Clean and Inspect Turbine and Compressor Housings	30-21
Diagnosing Malfunctions	25-6	Replace Center Housing and Rotating Assembly	30-22
Medium Duty, Adjustable Fan Drive Assembly		Prelube Turbocharger	30-23
Remove and Install	25-6	Install Turbocharger	30-24
Replace Bearings	25-7	Remove and Inspect Intake Manifold (6076T and 6076H Engines)	30-26
Heavy Duty, Adjustable Fan Drive Assembly		Install Intake Manifold (6076T and 6076H Engines)	30-27
Remove and Install	25-8	How The Aftercooler Works—6076A Engines	30-28
Replace Bearings	25-8	Single-Pass Aftercooler Assembly	30-29
Replace Bearings In Water Manifold Mounted, Fixed Fan Drive Assembly	25-10	Two-Pass Aftercooler Assembly	30-30
Remove Water Pump	25-11		

Continued on next page

Page	Page		
Remove Aftercooler and Intake Manifold (6076A Engines)	30-31	Test Fuel Injection Nozzles	35-38
Inspect and Repair Aftercooler (6076A Engines)	30-32	Make Opening Pressure Test	35-39
Inspect and Repair Intake Manifold (6076A Engines)	30-33	Perform Leakage Test	35-41
Install Intake Manifold and Single-Pass Aftercooler (6076A Engines)	30-34	Make Chatter and Spray Pattern Test	35-42
Install Intake Manifold and Two-Pass Aftercooler (6076A Engines)	30-37	Disassemble Fuel Injection Nozzle	35-43
Remove, Inspect, Install Exhaust Manifold Assembly	30-39	Clean and Inspect Fuel Injection Nozzle Assembly	35-45
Group 35—Fuel System		Perform Nozzle Slide Test	35-46
Essential Tools	35-1	Clean Spray Orifices	35-46
Other Material	35-3	Inspect Nozzle Holder	35-47
Specifications	35-4	Inspect Gland Nut	35-49
Relieve System Pressure	35-5	Assemble Fuel Injection Nozzle	35-50
Replace Dual Fuel Filters	35-5	Inspect and Clean Cylinder Head Nozzle Bore	35-52
Replace Single Fuel Filter	35-6	Inspect and Clean Nozzle Seating Surface	35-53
Remove and Inspect Fuel Check Valve Assembly—Dual Fuel Filter Systems	35-7	Install Fuel Injection Nozzles	35-53
Inspect and Clean Dual Fuel Filter Base	35-8	Group 100—Tune-Up	
Install Fuel Check Valve Assembly—Dual Filter Fuel Systems	35-9	Preliminary Engine Testing	100-1
Replace Fuel Check Valve Assembly—Single Filter Fuel Systems	35-10	General Tune-Up Recommendations	100-2
Inspect and Clean Single Fuel Filter Base	35-11	Check Crankcase Ventilation System	100-3
Bleed the Fuel System	35-12	Check Air Intake System	100-3
Diagnosing Fuel Supply Pump Malfunctions	35-14	Check Exhaust System	100-3
Remove Fuel Supply Pump	35-15	Check and Service Entire Cooling System	100-4
Test Fuel Supply Pump For Leaks	35-16	Inspect and Adjust V-Belts	100-5
Disassemble Fuel Supply Pump	35-17	Check Electrical System	100-6
Inspect and Repair Fuel Supply Pump	35-19	Group 105—Engine System Operation and Test	
Assemble Fuel Supply Pump	35-20	Essential Tools	105-1
Install Fuel Supply Pump	35-22	Specifications	105-3
General Information For Aneroid—If Equipped	35-22	Diagnose Malfunctions	105-4
Repair Aneroid	35-23	Dynamometer Test	105-6
Remove Hydraulic Aneroid Activator	35-23	Engine Break-In Instructions	105-7
Disassemble And Clean Hydraulic Aneroid Activator Parts	35-24	Test Engine Compression Pressure	105-8
Assemble and Install Hydraulic Aneroid Activator	35-24	Check and Adjust Valve Clearance	105-9
Service Overflow Valve	35-25	Check Valve Lift	105-11
Remove Fuel Shutoff Solenoid	35-26	Inspect Vibration Damper	105-12
Install Fuel Shutoff Solenoid	35-27	Check Crankshaft End Play	105-13
Remove Fuel Injection Pump	35-28	How the Lubrication System Works	105-14
Install Fuel Injection Pump	35-31	Check Engine Oil Pressure	105-15
Remove Fuel Injection Nozzles	35-35	How The Cooling System Works	105-16
		Pressure Test Cooling System and Radiator Cap	105-17
		Inspect Thermostat and Test Opening Temperature	105-18
		Group 110—Air Intake System Operation and Test	
		Essential Tools	110-1

Continued on next page

	Page		Page
Specifications	110-2	Group 199—Dealer Fabricated Tools	
How the Air Intake and Exhaust System Works	110-2	Fabricated Tools—Cylinder Liner Holding Fixture	199-1
Air Cleaner Operation	110-3	Index	
Diagnosing Malfunctions	110-4		
How The Turbocharger Works	110-5		
How The Turbocharger is Lubricated	110-5		
Diagnosing Turbocharger Malfunctions	110-6		
How The Aftercooler Works—6076A Engines	110-7		
Check Intake Manifold Pressure At Aneroid	110-8		
Check Intake Manifold Pressure At Intake Manifold	110-9		
Air Filter Restriction Indicator Switch Test . .	110-10		
Group 115—Fuel System Operation and Tests			
Essential Tools	115-1		
Specifications	115-1		
Fuel System Operation	115-2		
Diagnose Fuel System Malfunctions	115-3		
Supply Pump Operation	115-7		
Diagnose Supply Pump Malfunction	115-9		
Check Supply Pump Operation	115-10		
Service Supply Pump	115-12		
Bleed the Fuel System	115-13		
Diagnose In-Line Type Injection Pump Malfunctions	115-15		
In-Line Type Fuel Injection Pump Operation	115-16		
Check and Adjust Injection Pump Timing . .	115-16		
Check Engine Fast Idle Speed	115-19		
Check and Adjust Engine Slow Idle Speed	115-20		
How The Aneroid Works (If Equipped)	115-22		
Diagnose Aneroid Malfunctions	115-23		
How The Hydraulic Aneroid Activator Works	115-24		
Diagnose Malfunctions—Hydraulic Aneroid Activator	115-25		
Fuel Injection Nozzle—General Information	115-26		
Fuel Injection Nozzle Operation	115-27		
Diagnose Malfunctions—Fuel Injection Nozzle	115-28		
Test Fuel Injection Nozzles (Engine Running)	115-29		
Fuel Drain Back Test Procedure	115-29		

CHECK AND ADJUST VALVE CLEARANCE

Too little valve clearance throws valves out of time. Valves open too early and close too late. This causes the valves to overheat due to hot combustion gases rushing past valves when out of time. Overheating lengthens valve stems which prevents proper seating of valves. The valves seat so briefly or poorly that normal heat transfer into the cooling system does not have time to take place, causing burned valves and low power.

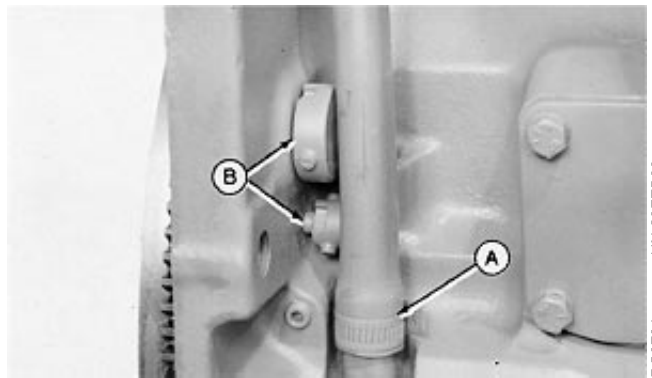
Too much valve clearance causes a lag in valve timing causing engine valve train imbalance. The fuel-air mixture enters the cylinders late during intake stroke. The exhaust valve closes early and prevents waste gases from being completely removed from cylinders. Also, the valves close with a great deal of impact, which may crack or break the valves and scuff the camshaft and followers.

CAUTION: To prevent accidental starting of engine while performing valve adjustments, always disconnect (-) negative battery terminal.

NOTE: Valve clearance can be checked with engine cold or warm.

1. Remove rocker arm cover with ventilator tube (A).
2. Remove plastic plugs (B).

IMPORTANT: Visually inspect contact surfaces of valve tips or wear caps and rocker arm wear pads. Check all parts for excessive wear, breakage, or cracks. Replace parts that show visible damage.

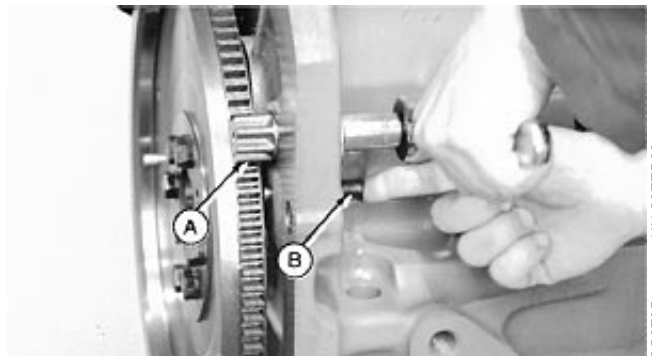


RG3794 -JUN-23FEB89

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3. Rotate engine with the JDE81-1 Flywheel Turning Tool (A) until JDE81-4 Timing Pin (B) engages timing hole in flywheel.

If the rocker arms for No. 1 cylinder are loose, the engine is at No. 1 "TDC-Compression." If the rocker arms for No. 6 cylinder are loose, the engine is at No. 6 "TDC-Compression." Rotate the engine one full revolution to No. 1 "TDC-Compression."



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4. With engine lock-pinned at "TDC" of No. 1 piston's compression stroke, check and adjust (as needed) valve clearance on Nos. 1, 3 and 5 exhaust valves and Nos. 1, 2 and 4 intake valves.

VALVE CLEARANCE SPECIFICATIONS

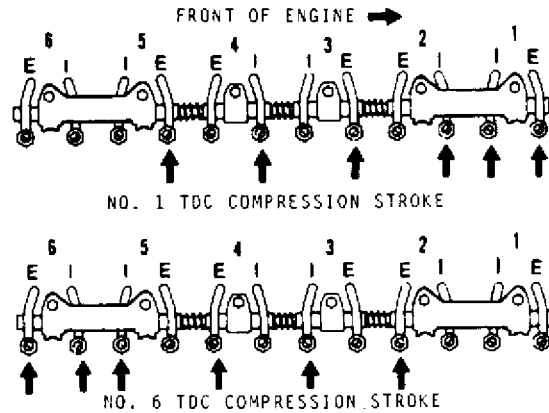
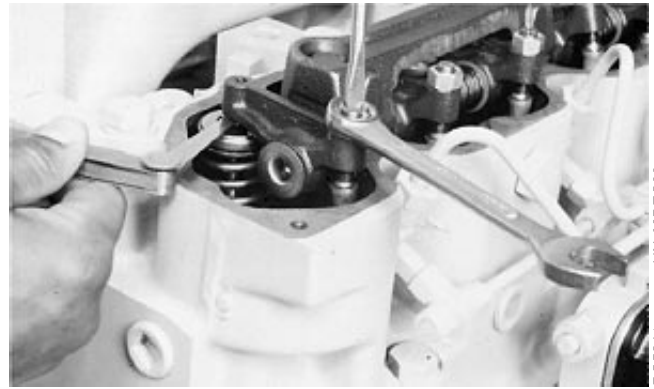
Intake Valves	0.38 mm (0.015 in.)
Exhaust Valves	0.51 mm (0.020 in.)

5. If valve clearance needs to be adjusted, loosen the locknut on rocker arm adjusting screw. Turn adjusting screw until feeler gauge slips with a slight drag. Hold the adjusting screw from turning with screwdriver and tighten locknut to 27 N·m (20 lb-ft). Recheck clearance again after tightening locknut. Readjust clearance as necessary.

6. Rotate flywheel 360° until No. 6 piston is at "TDC" of its compression stroke. Rocker arms for No. 6 piston should be loose.

7. Check and adjust (as needed) valve clearance to the same specifications on Nos. 2, 4 and 6 exhaust and Nos. 3, 5, and 6 intake valves. Tighten valve adjusting screw locknut to 27 N·m (20 lb-ft).

8. Recheck clearance on all valves again after locknut is tightened.



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S11,2005,NB -19-22AUG91

CHECK VALVE LIFT

NOTE: Measuring valve lift can give an indication of wear on camshaft lobes and cam followers or bent push rods.

1. Remove rocker arm cover and loosen locknut on rocker arm. Set valve clearance at 0.00 mm (in.). Tighten locknut.
2. Put dial indicator tip on valve rotator. Be sure that valve is fully closed.
3. Check pre-set on dial indicator. Set dial indicator pointer at zero.
4. Manually turn engine in running direction, using the engine rotation tools previously mentioned for checking valve clearance.
5. After rocker arm contacts valve wear cap, observe dial indicator reading as valve is moved to fully open position.



-JUN-06DEC88
RG5242

VALVE LIFT SPECIFICATION AT 0.00 MM (IN.) CLEARANCE

Engine Ser. No. (—121169)

Intake	14.05—14.48 mm (0.553—0.570 in.)
Minimum Acceptable	13.16 mm (0.518 in.)
Exhaust	15.88—16.31 mm (0.625—0.642 in.)
Minimum Acceptable	14.99 mm (0.590 in.)

Engine Ser. No. (121170—) and converted 644E Loaders

Intake	13.39—13.84 mm (0.527—0.545 in.)
Minimum Acceptable	12.50 mm (0.492 in.)
Exhaust	14.38—14.84 mm (0.566—0.584 in.)
Minimum Acceptable	13.49 mm (0.531 in.)

6. Adjust valve clearance to specification as outlined earlier in this group after measuring lift. (See CHECK AND ADJUST VALVE CLEARANCE.)

S11,2005,MN -19-18SEP91

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DISCONNECT TURBOCHARGER OIL INLET LINE

1. Drain all engine oil and coolant, if not previously done.

IMPORTANT: When servicing 6076 Engines on a rollover stand, disconnect turbocharger oil inlet line (A) from oil filter housing or turbocharger before rolling engine over. Failure to do so may cause a hydraulic lock upon starting engine. Hydraulic lock may cause possible engine failure.

Hydraulic lock occurs when trapped oil in the oil filter housing drains through the turbocharger, the exhaust and intake manifolds, and then into the cylinder head.

After starting the engine, the trapped oil in the manifold and head is released into the cylinder(s) filling them with oil causing hydraulic lock and possible engine failure.

2. Disconnect turbocharger oil inlet line at oil filter housing or turbocharger.



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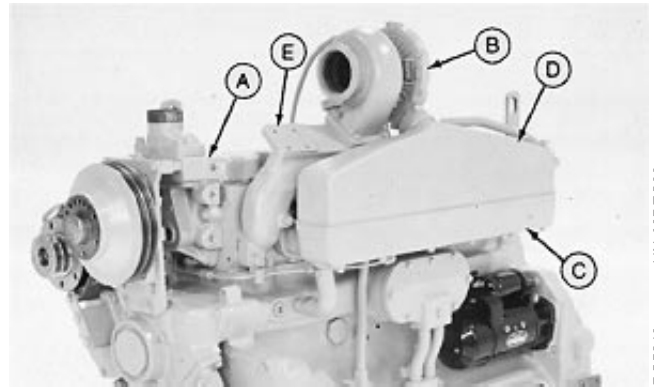
REMOVE CYLINDER HEAD

It is not necessary to remove engine from machine to service cylinder head on all applications. Refer to your Machine Technical Manual for engine removal procedure, if required.

CAUTION: After operating engine, allow exhaust system to cool before removal.

DO NOT drain coolant until the coolant temperature is below operating temperature. Always loosen drain valve slowly to relieve any excess pressure.

1. Drain engine coolant.
2. Remove water manifold (A) and all coolant piping. (See Cooling System, Group 25.)
3. Remove turbocharger (B) and exhaust elbow. (See Air Intake and Exhaust System, Group 30.)
4. On 6076A Engines, remove aftercooler assembly (D). (Group 30.)
5. Remove air intake manifold (C). (Group 30.)
6. Remove exhaust manifold (E). (Group 30.)



A—Water Manifold
B—Turbocharger
C—Intake Manifold
D—Aftercooler Assembly
E—Exhaust Manifold

-JUN-06DEC88
RG5243

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7. Remove fuel injection lines (A) and nozzles (B). (See Fuel System, Group 35.)

8. Remove rocker arm cover (C) and ventilator outlet hose assembly.

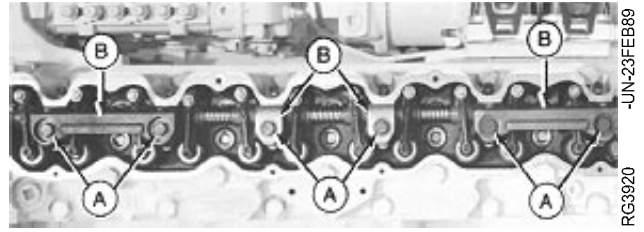


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9. Remove six cap screws (A) and remove all four clamps (B). Lift rocker arm assembly up and remove.



S11,2005,MR -19-09NOV87

10. Remove all 12 push rods and identify for reassembly.

NOTE: Clean and inspect push rods as explained later in this group.



S11,2005,MS -19-09NOV87

11. Remove all 26 cylinder head cap screws.

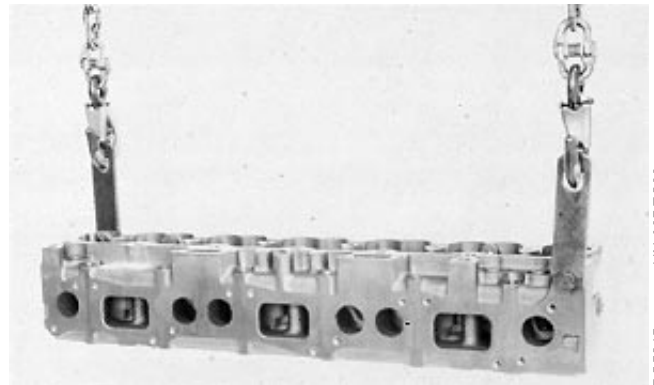
NOTE: If desired, check and record each cylinder head cap screw torque before removing.

IMPORTANT: DO NOT use screwdrivers or pry bars between cylinder block and cylinder head to loosen head-to-block gasket seal.

Lift cylinder head from block. If cylinder head sticks, use a soft hammer to tap the cylinder head.

12. Remove cylinder head gasket. Inspect possible oil, coolant, or combustion chamber leaks. Also, check for evidence of incorrect or defective head gasket being used.

NOTE: Do not rotate crankshaft with cylinder head removed unless all cylinder liners are secured with cap screws and large flat washers as described later in this group.



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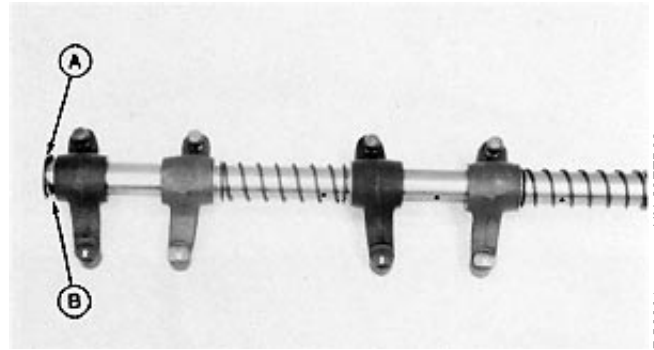
DISASSEMBLE AND INSPECT ROCKER ARM SHAFT ASSEMBLY

NOTE: Make preliminary inspection during disassembly.

Look for:

- Worn or scored rocker arms, shaft, and shaft support.
- Weak or broken springs
- Lube oil restriction

1. Remove plugs (A) and washers (B) from ends of rocker arm shaft.
2. Slide springs, rocker arms, and rocker arm supports off rocker arm shaft identifying their parts for reassembly in the same sequence they were in before disassembly.



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3. Inspect rocker arm shaft (A) for severe scratching, scoring, or excessive wear at points of rocker arm contact. Measure rocker arm and shaft. Compare with specifications given below.

NOTE: Wear could indicate weak valve springs, bent push rods, or loose rocker arm shaft clamps.

ROCKER ARM ASSEMBLY SPECIFICATIONS

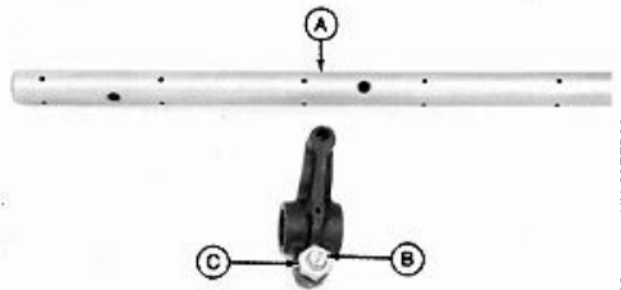
Rocker Arm I.D. 19.07—19.10 mm (0.7507—0.7520 in.)

Rocker Arm Shaft O.D 19.01—19.05 mm (0.7484—0.7500 in.)

4. Check rocker arm adjusting nut (C) and screw (B) for damage. Visually inspect rocker arm for hairline cracks. Replace if necessary.

NOTE: Be sure all oil holes in rocker arm shaft are clean and open.

5. Clean all rocker arm parts with clean solvent. Dry with compressed air.



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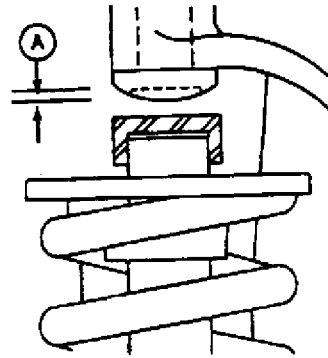
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6. Check for cups or concave wear (A) on ends of rocker arms where they contact wear caps.

7. Examine spacer springs on shaft between rocker arms. Be sure they are strong enough to exert a positive pressure on rocker arms.

NOTE: If the rocker arm has been damaged by a valve failure, replace it and the push rods when replacing valves.

8. Roll rocker arm shaft and push rods on a flat surface to check for bends or distortion. Replace parts as necessary.

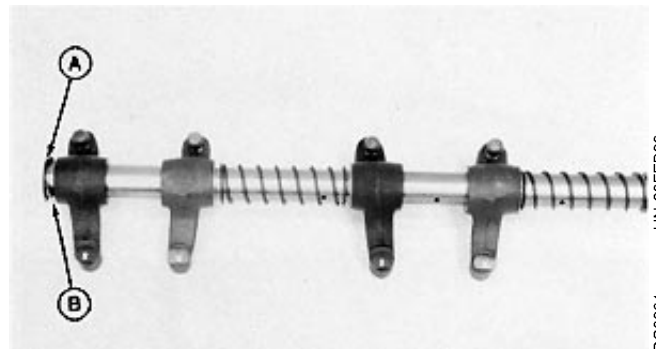


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9. Assemble parts on rocker arm shaft opposite removal procedure.

Make sure rocker arm shaft end plugs (A) are firmly seated against end of shaft, and washers (B) are installed on shaft.



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MEASURE VALVE RECESS

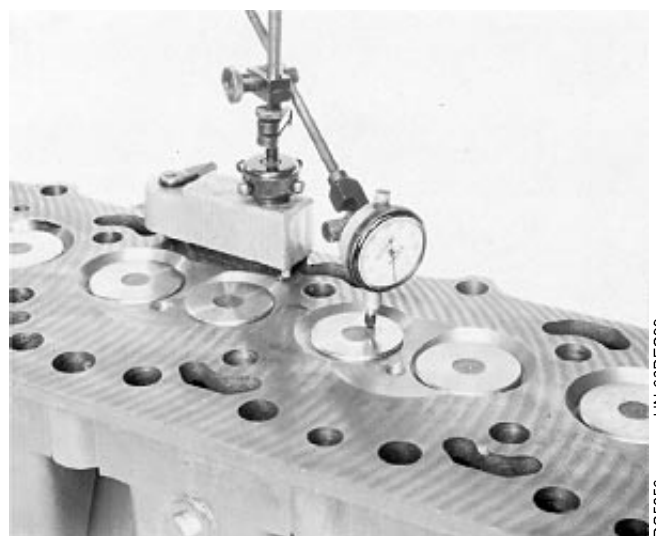
1. Measure and record valve recess dimensions for all valves using a magnetic base dial indicator.

VALVE RECESS SPECIFICATIONS

Valve Recess Below Cylinder Head:

Exhaust	1.19—1.70 mm (0.047—0.067 in.)
—Maximum Recess	2.46 mm (0.097 in.)
Intake	3.35—3.86 mm (0.132—0.152 in.)
—Maximum Recess	4.62 mm (0.182 in.)

NOTE: If measurement does not meet specifications, install either new valves or inserts, or both to obtain proper valve height. (See REPLACE VALVE SEAT INSERTS, later in this group.)



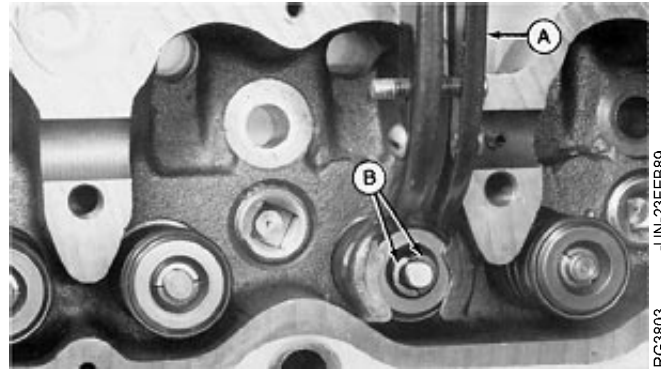
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REMOVE VALVE ASSEMBLY

NOTE: Refer to DIAGNOSING MALFUNCTIONS, earlier in this group.

1. Compress valve spring compressor (A) over valve.
2. Remove retaining locks (B).
3. Remove valve spring compressor.



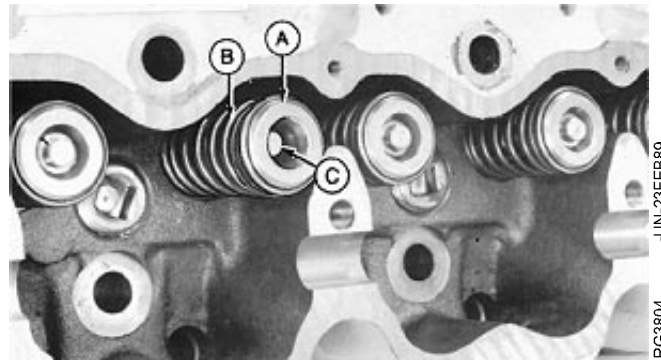
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IMPORTANT: Permanently mark top or bottom of valve springs to assure correct reassembly. Early valve springs have a top and bottom, and must be installed in correct manner. Valve springs after Engine Serial No. (129679—) may be installed either way. Do not mix valve spring within a given engine.

4. Remove valve rotators (A) and valve springs (B).
5. Remove exhaust valve stem shields, if equipped.
6. Remove valves (C) from cylinder head.

NOTE: Identify all parts for correct reassembly.



S11,2005,NR -19-23AUG91

RG3804 -JUN-23FEB89

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INSPECT AND MEASURE VALVE SPRINGS

1. Inspect valve springs for alignment, wear and damage.
2. Put springs on a flat surface to see that they are square and parallel.
3. Check valve spring tension using D01168AA Spring Compression Tester.

NOTE: Free spring length of 65 mm (2.56 in.) springs differ slightly, but compressed height must be within specification.

VALVE SPRING SPECIFICATIONS

Compression	Height
Engine Serial No. (—129678)	
Intake:	
Open: 719—789 N (162—177 lb-force)	38.1 mm (1.50 in.)
Closed: 353—407 N (79—91 lb-force)	52.5 mm (2.07 in.)
Exhaust:	
Open: 709—779 N (159—175 lb-force)	38.5 mm (1.52 in.)
Closed: 301—355 N (68—80 lb-force)	54.5 mm (2.15 in.)
Engine Serial No. (129679—)	
Intake:	
Open: 815—880 N (183—198 lb-force)	38.1 mm (1.50 in.)
Closed: 345—399 N (78—90 lb-force)	52.5 mm (2.07 in.)
Exhaust:	
Open: 797—867 N (179—195 lb-force)	38.5 mm (1.52 in.)
Closed: 284—338 N (64—76 lb-force)	54.5 mm (2.15 in.)

IMPORTANT: Do not mix early production springs with current production springs within a given engine.



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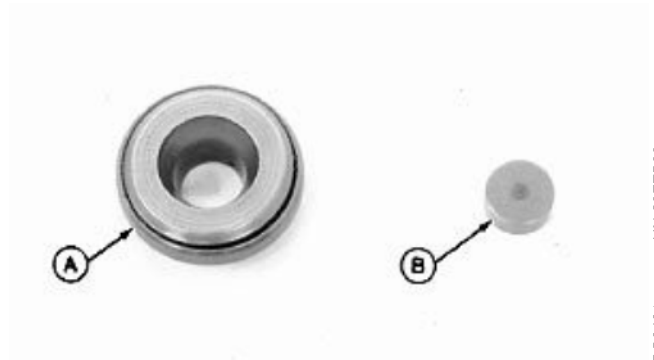
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INSPECT VALVE ROTATORS AND WEAR CAPS

1. Insure that valve rotators (A), if equipped, will turn freely. Replace if defective.
2. Replace valve wear caps (B) if pitted or worn.



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RG3491

S11,0401,T -19-25SEP91

CLEAN VALVES

1. Hold each valve firmly against a soft wire wheel on a bench grinder.
2. Make sure all carbon is removed from valve head, face and unplated portion of stem.

IMPORTANT: Any carbon left on the stem will affect alignment in valve refacer if valves need to be refaced. Do not use wire wheel on plated portion of valve stem.

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INSPECT AND MEASURE VALVES

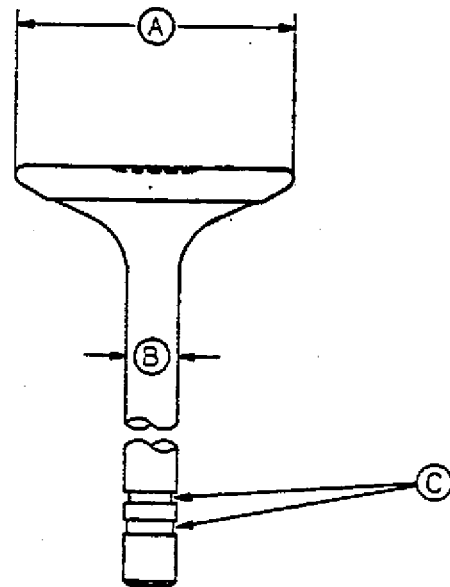
1. Thoroughly clean and inspect valves to help determine if they can be restored to a serviceable condition. Replace valves that are burned, cracked, eroded, or chipped.

NOTE: Early intake valve shown. All exhaust valves and intake valves after Engine Serial No. (106215—) have only one retainer lock groove (C).

2. Inspect valve retainer lock grooves on valve stem for damage. Also inspect stems for signs of scuffing, which may indicate insufficient valve guide-to-valve stem clearance. Replace if defects are evident.
3. Measure valve head OD (A). Compare valve stem OD (B) with guide ID to determine clearance as outlined later in this group.

A—Valve Head OD:
 Exhaust 46.87—47.13 mm (1.845—1.856 in.)
 Intake 50.87—51.13 mm (2.003—2.013 in.)

B—Valve Stem OD:
 Exhaust 9.44—9.46 mm (0.3717—0.3724 in.)
 Intake 9.46—9.49 mm (0.3724—0.3736 in.)

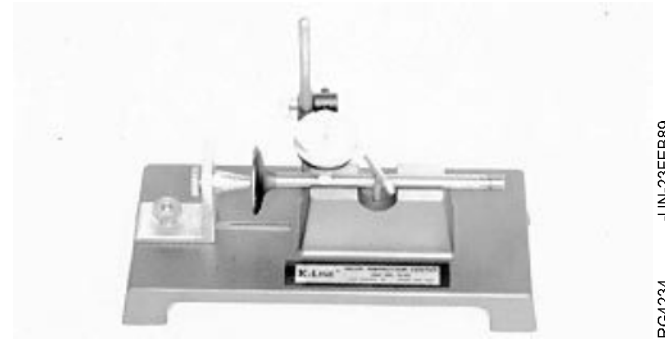


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S11,2005,MF -19-23AUG91

4. Use D05058ST Valve Inspection Center to determine if valve stem or face are out-of-round, bent, or warped.

Maximum permissible runout of
valve face 0.05 mm (0.002 in.)



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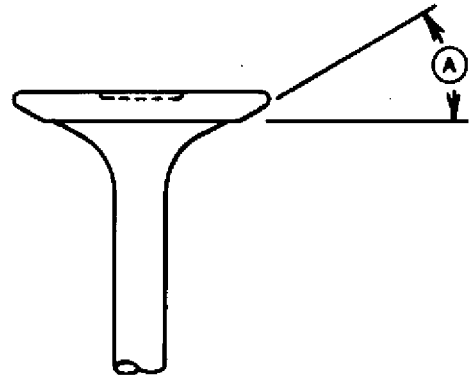
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GRIND VALVES

If necessary to resurface, grind valve face to a $29.25^\circ \pm 0.25^\circ$ angle (A).

IMPORTANT: When valve faces are ground, it is important not to nick valve head-to-stem radius with facing stone. A nick could cause the valve to break.

Break all sharp edges after grinding.



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S11,2005.MG -19-23AUG91

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INSPECT AND CLEAN CYLINDER HEAD

Inspect all cylinder head passages for restrictions. Heads with restricted or clogged passages can be cleaned by soaking them in a tank of hot caustic solution.

Scrape all old gasket material from head. Use a powered wire brush to clean sealing surfaces.

If cylinder head is not put in a chemical hot tank for cleaning, clean with solvent and a brush. Dry with compressed air and be sure to blow out all passages.

S11,2005.KW -19-07AUG91