742B 743B

Service Manual

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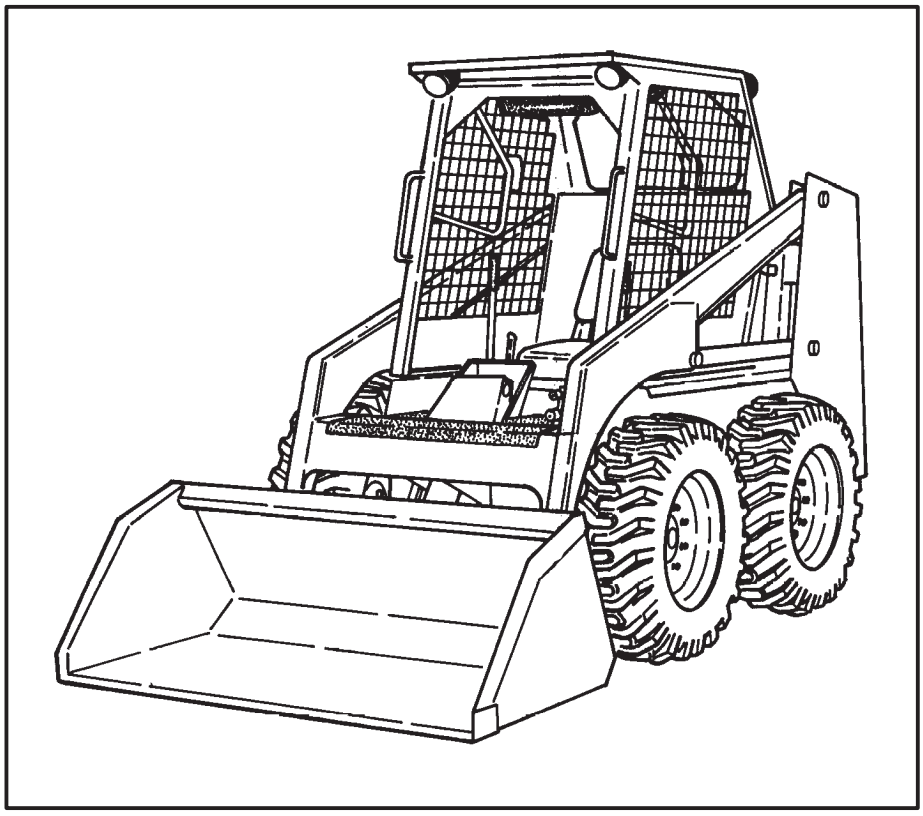


Dealer Copy -- Not for Resale

MELROE
INGERSOLL-RAND

bobcat®

6720772 (6-12) Printed in U.S.A.

SERIAL NUMBER LOCATIONS

Always use the serial number of the loader when requesting service information or when ordering parts. Early or later models (identification made by serial number) may use different parts, or it may be necessary to use a different procedure in doing a specific service operation.

LOADER SERIAL NUMBER

The loader serial number plate is located on the inside of the left upright, above the grill **[A]**.

Explanation of loader Serial Number:

XXXX XXXXX

- XXXXX – Module 2. – Production Sequence (Series)
- XXXX – Module 1. – Model/Engine Version

The four digit Model/Engine Combination module number identifies the model number and engine combination. This number (in parenthesis beside the model number) is used in the Service Manual to more easily identify the standard, optional and field accessory equipment included or available for each specific model.

The five digit Production Sequence Number identifies the order which the loader is produced.

ENGINE SERIAL NUMBER (743B)

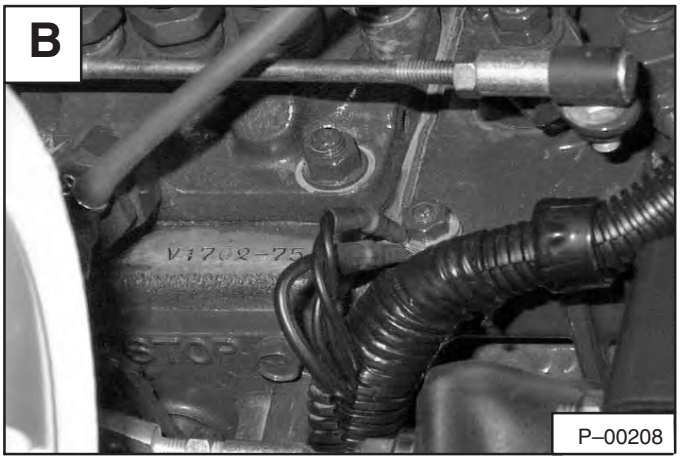
The serial number is located at the fuel injection pump side on the engine block **[B]**.

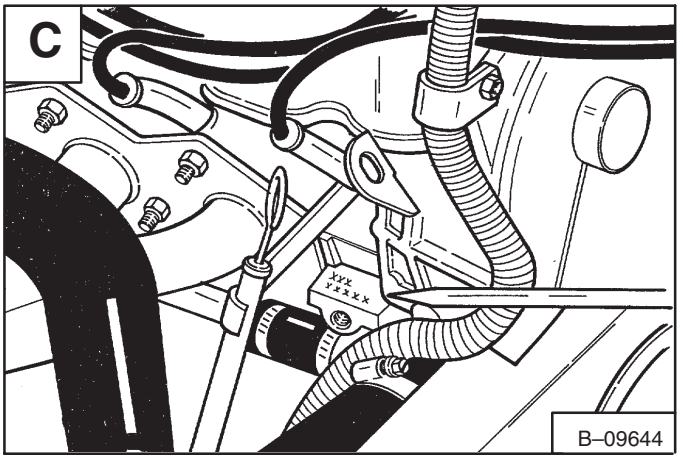
ENGINE SERIAL NUMBER (742B)

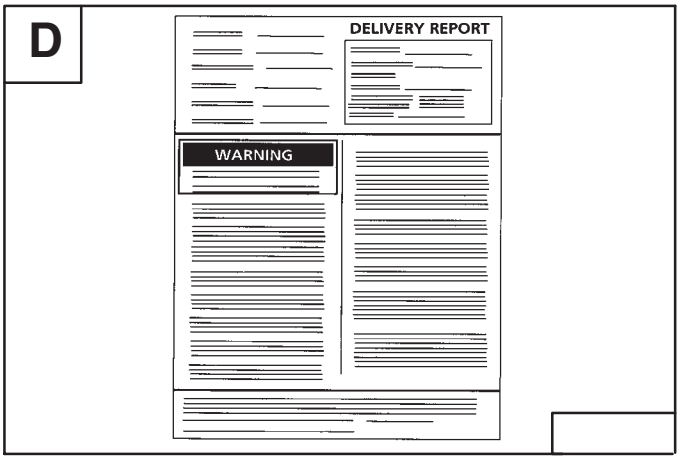
The serial number is located at top left surface of the engine block **[C]**.

DELIVERY REPORT

The Delivery Report must be filled out by the dealer and signed by the owner or operator when the Bobcat loader is delivered. An explanation of the form must be given to the owner. Make sure it is filled out completely **[D]**.







AIR CLEANER SERVICE (743B)

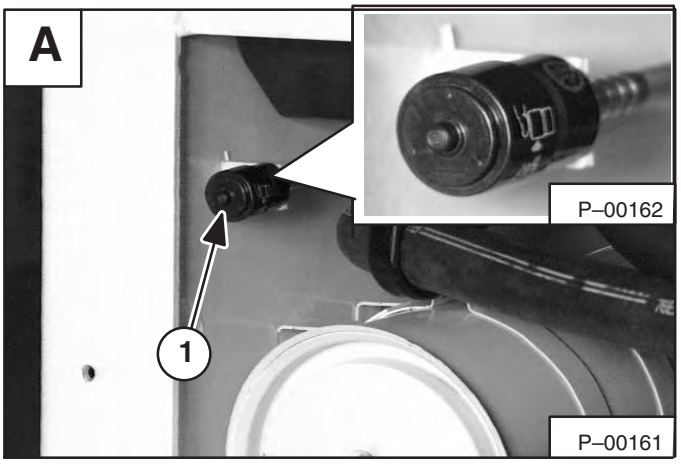
Replacement Of The Filter Element

See the *SERVICE SCHEDULE* Page 1–1 for the interval to service the air cleaner system.

Check the air intake hose for damage. Check the air cleaner housing for damage. Check to make sure all connections are tight.

Replace the large (outer) filter element only when the red ring shows in the window of the condition indicator (Item 1) **[A]**.

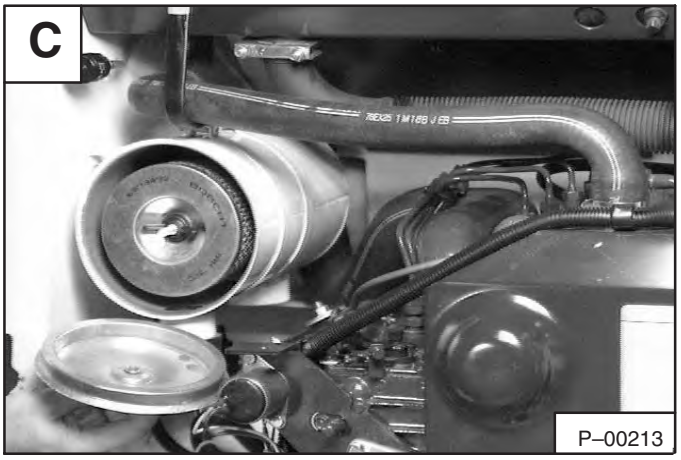
NOTE: Push the button on the condition indicator (see Inset) and start the engine. If the red ring does not show, do not replace the filter element [A].



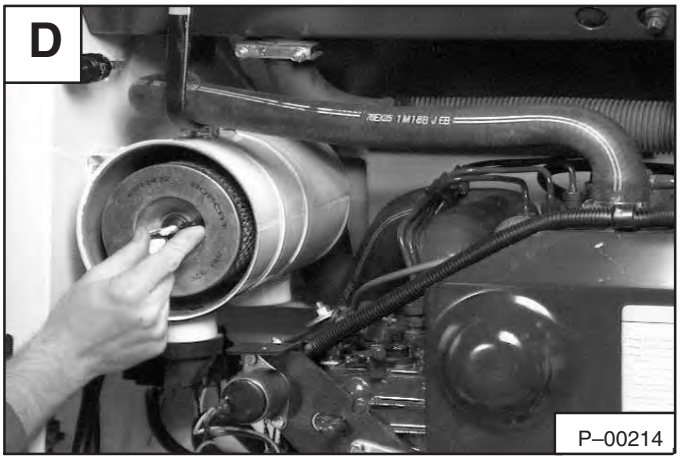
Service the air cleaner as follows:

Remove the dust cover wing nut **[B]**.

Remove the dust cover **[C]**.



Remove the wing nut at the large air filter element **[D]**.

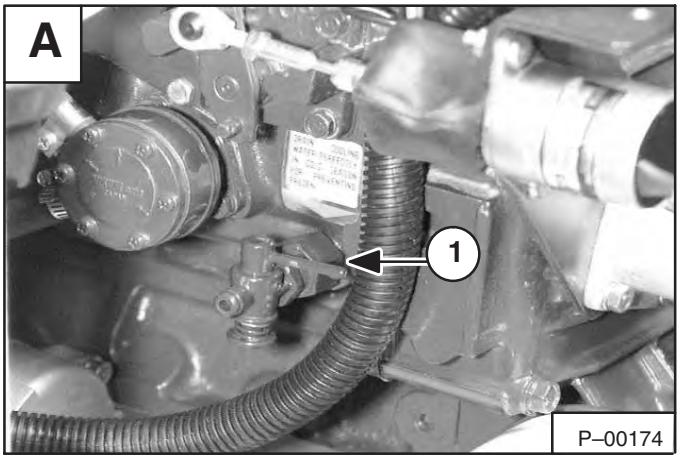


Removing Coolant From The Cooling System (Cont'd)

Connect a hose to the coolant drain valve (Item 1) **[A]** or use a funnel to keep coolant from getting into the engine compartment. Open the valve and drain coolant into a container.

When all the coolant is removed close the valve.

Fill the radiator with premixed coolant and install the radiator cap.



Fill the coolant recover tank 1/3 full with pre–mixed coolant **[B]**.

Check the radiator cap for correct pressure rating or overheating can result.

Check for leaks in the cooling system. Check for worn or damaged hoses, clamps or radiator. Check for loose or worn water pump belt.

Replace damaged parts immediately to prevent leaks and overheating.

Install the rear grill.

FINAL DRIVE TRANSMISSION (CHAINCASE)

Checking And Adding Oil

The chaincase contains the final drive sprockets and chains and uses the same type of oil as the hydraulic/hydrostatic system. (See *SPECIFICATIONS* Section 8.)

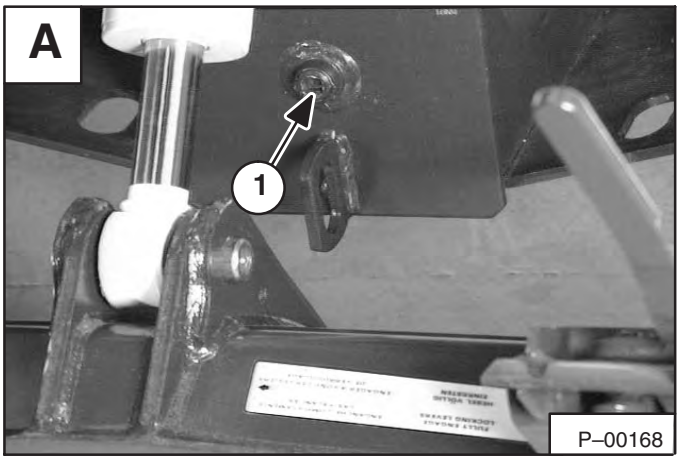
To check the chaincase oil level, use the following procedure:

Drive the loader onto a level surface. Stop the engine.

Remove the plug (Item 1)**[A]** at the front of the chaincase housing.

If oil can be reached with the tip of the your finger through the hole the oil level is correct.

If the level is low, add oil through the check plug hole until the oil flows from the hole. Install and tighten the plug.



is for forward travel and one for reverse travel. When the loader is driven with the bucket, into a pile of material, there is resistance causing high pressure in the drive loop.

There is a relief valve built into the high pressure relief/replenishing valves (9) (for forward travel). This relief valve (9) opens, the extra fluid goes from the drive loop to the charge loop to be used again.

The hydrostatic motors (4) are a "roller-geroler type". The case drain fluid from the motors (4) is controlled by the case drain relief valve (14) in the port block (12) .

The filter has a by-pass valve (31) to allow fluid flow when the fluid will not go through the filter element (29) (plugged).

The cooler by-pass valve (11) will open when the lift arms are lowered quickly with a heavy load in the bucket. This happens because a large amount of fluid is pushed out of the lift cylinders (17) through the control valve (27) and into the port block (12) . The oil cooler by-pass valve (11) will also open when the fluid is cold and is too thick for fluid flow to go through the oil cooler (32) and filter (29) .

OPTIONAL BUCKET POSITIONING SYSTEM OPERATION

The lift section and tilt section of the control valve (28) work together to position the bucket as the lift arms, of the loader, are being raised. When the lift spool of the control valve (27) is engaged to raise the lift arms, the fluid from the rod end of the lift cylinders (17) is directed through the bucket position valve (21) . The bucket position valve (21) has a flow divider spool (22) which directs 20% of the returning fluid directly back to the lift section of the control valve (27) . The remaining 80% of the fluid goes through a check poppet valve (20) and to the base end of the tilt cylinder (16) . This forces the tilt cylinder (16) rod out and adjusts the position of the bucket as the lift arms are raised. Since the fluid is trapped in the base end of the tilt cylinder (16) (tilt pedal in neutral), the pressure will increase and push the flow return spool (18) open and allow fluid from the rod end of the tilt cylinder (16) to return to the lift section of the control valve (27) along with the 20% of the returning fluid from the rod end of the lift cylinders (17) . When the tilt cylinder is fully extended and the lift arms are still raising, fluid goes over the relief valve (19) and back to the lift section of the control valve (27) .

HYDRAULIC CONTROL VALVE (Cont'd)

Main Relief Valve Removal And Installation

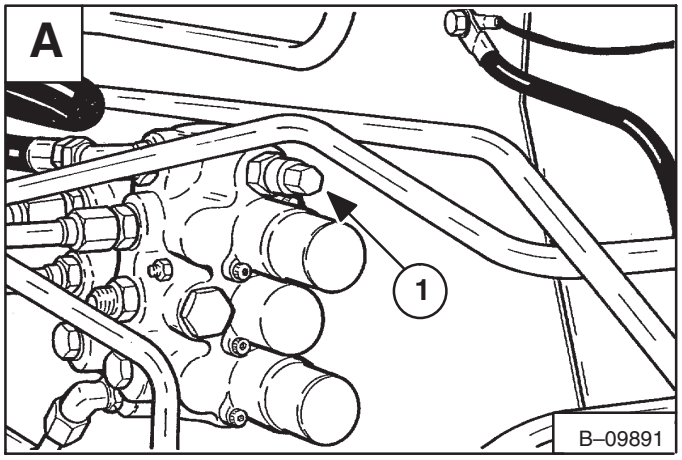
Stop the engine. Activate the hydraulic controls to release the hydraulic pressure.

Open the rear door . Raise the operator cab. (See *PREVENTIVE MAINTENANCE* Section 1.)

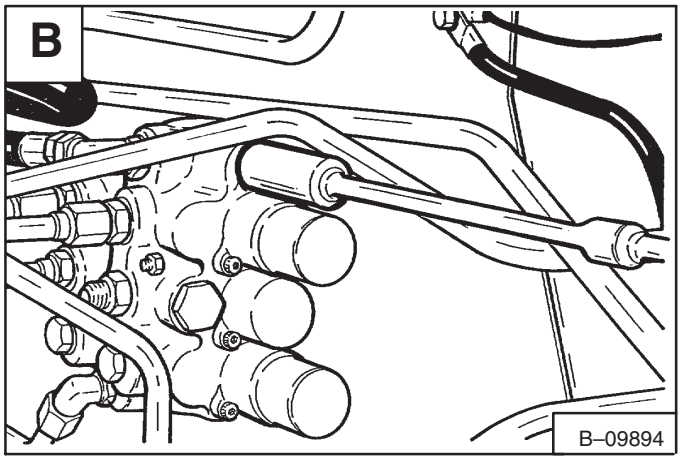
Clean the area around the control valve.

The main relief valve (Item 1) **[A]** is located at the rear of the control valve.

NOTE: It may be necessary to disconnect some tubelines for better clearance to the main relief valve.



Use a deep socket and extension, remove the main relief valve **[B]**.

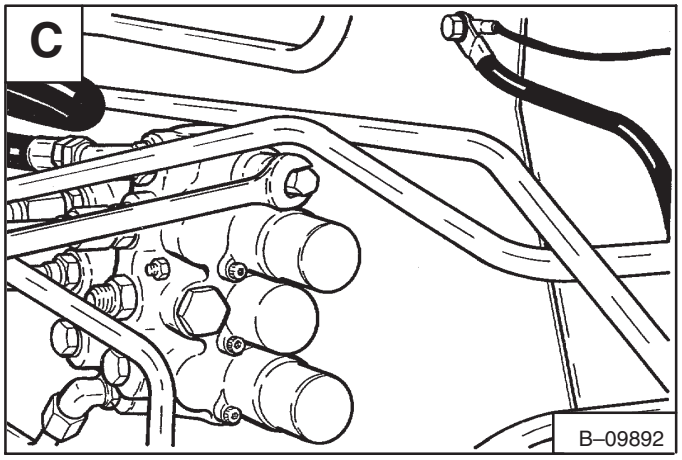


Installation: Always us NEW O–rings, when installing the main relief valve. Clean and inspect the relief valve and replace as needed.

Adjusting The Main Relief Valve

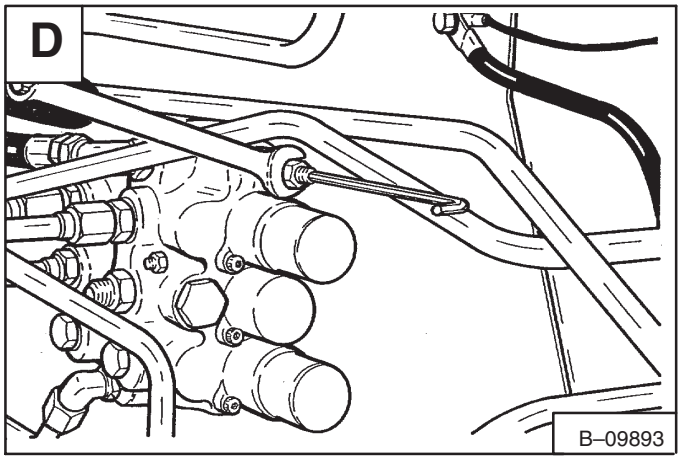
Clean the area around the main relief valve.

Remove the cap from the main relief valve **[C]**.



Loosen the lock nut. Use an allen wrench and adjust the main relief valve **[D]**.

Check the main relief valve with the hydraulic tester again, until the pressure setting is correct. (See Page 2–7 or 2–8.)



PEDAL INTERLOCK LINKAGE

Installation

If the pedal interlock linkage was removed, use the following procedure to install the linkage **[A]**.

Install the bolts (Item 1) **[A]** from the outside the fender.

Install the plastic washer (Item 2) **[A]**.

Install the interlock (Item 3) **[A]**.

Install the plastic washer (Item 4) **[A]**.

Put LOCTITE #242 on the threads of the bolts.

Install the special nuts (Item 5) **[A]**. make sure the special nut goes tight against the fender and that the plastic washer (Item 2 & 4) **[A]** go over the shoulder of the the special nut.

Tighten the special nut to 25 ft.–lbs. (34 Nm) torque.

⚠ WARNING

AVOID INJURY OR DEATH

Adjust locking tabs on pedal control linkage so that lift and tilt control pedals are locked in neutral when the seat bar is up.

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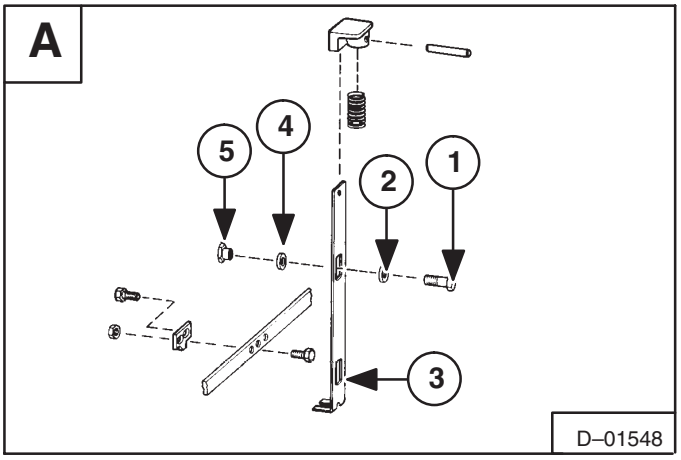

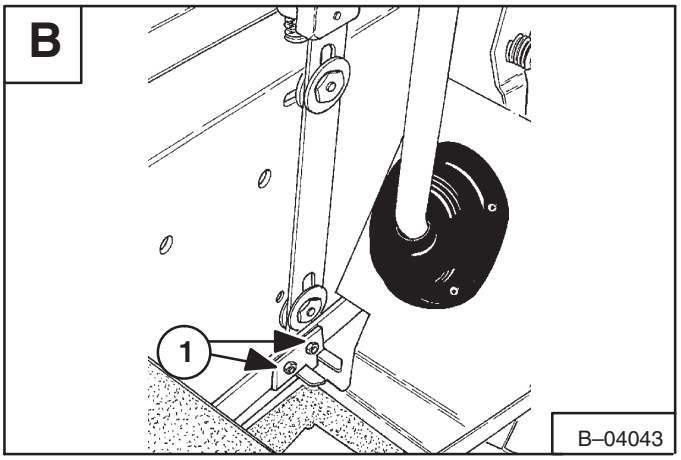

Adjustment

Check that the pedal interlock linkage is free and locks the pedals when returned to neutral position.

Check that the tab goes into the slot at the interlock **[B]**.

If not, loosen the bolts (Item 1) **[B]** and adjust the tab for engagement.

Installation: Tighten the bolts to 25 ft.–lbs. (34Nm) torque.

STEERING LINKAGE

Steering Linkage Adjustment

Lift and block the loader . (See *PREVENTIVE MAINTENANCE* Section 1.)

⚠ WARNING

Put jackstands under the front axles and rear corners of the frame before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

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Raise the operator cab. (See *PREVENTIVE MAINTENANCE* Section 1.)

Connect a remote start switch. (See *PREVENTIVE MAINTENANCE* Section 1.)

Loosen the nuts and bolts at both steering levers **[A]**.

Loosen the nuts and bolts at the front and rear pintle levers **[B]**.

Start the engine and run at idle RPM.

Loosen the bolts that connect the front and rear pintle levers to the pintle lever bars **[C]**.

Move the steering lever for the rear pintle arm, until the tires do not mover (neutral).

Push the top (slotted hole) of the pintle bar (Item 1) **[D]** against the lobe on the pintle lever with the transmission still in neutral.

Tighten the rear pintle bar bolts to 28 ft.–lbs. (38 Nm) torque.

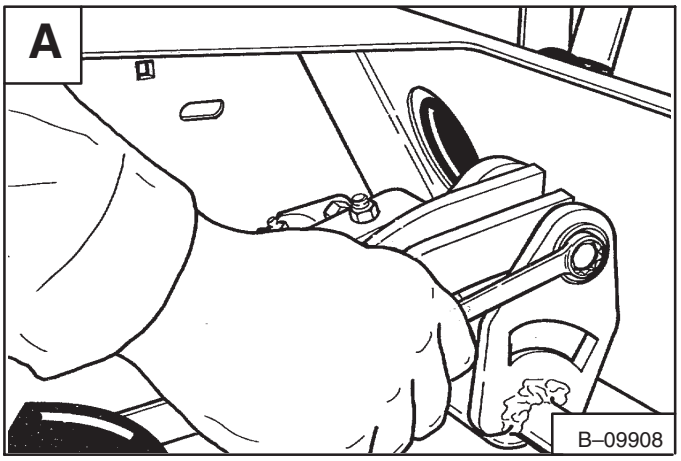
Move the steering lever, fro the front pintle lever, until the tires do not run (neutral).

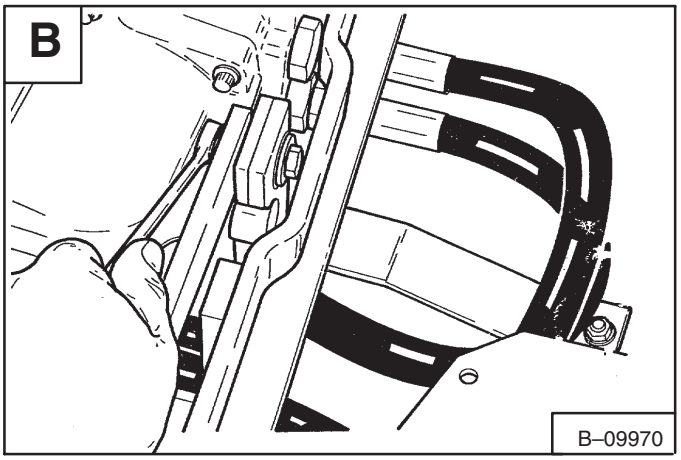
Push the pintle bar (Item 2) **[D]** against both lobes of the pintle lever with the transmission still in neutral.

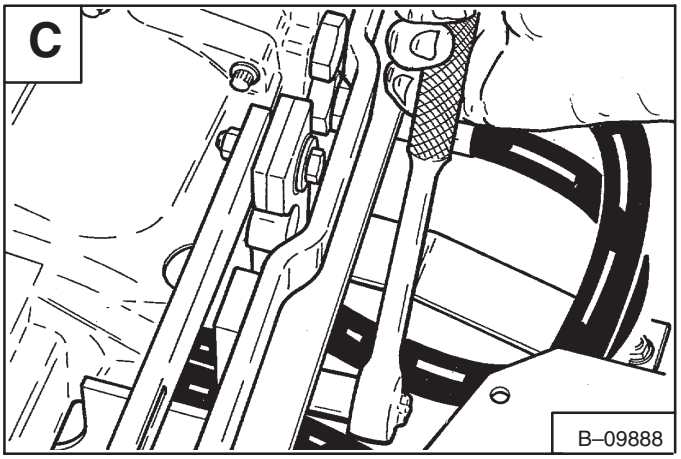
Tighten the front pintle bar bolts to 28 ft.–lbs. (38 Nm) toque.

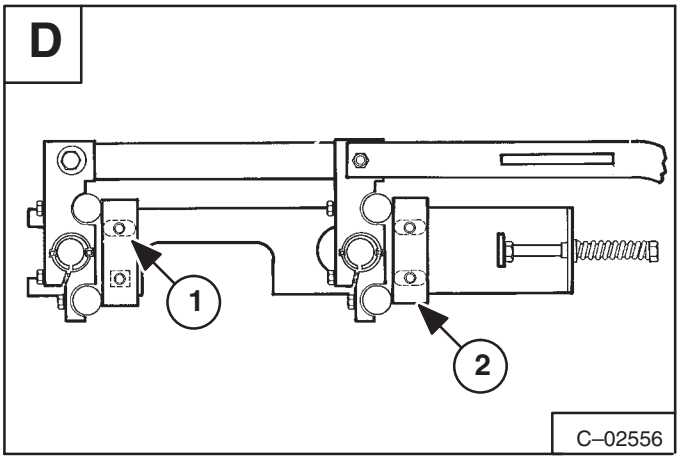
Move both steering levers backward and forward and let the transmission return to neutral. If the transmission does not return to neutral, repeat the adjustment again.

Install new lock nuts at the steering linkage and tighten to 23 ft.–lbs. (31 Nm) torque.





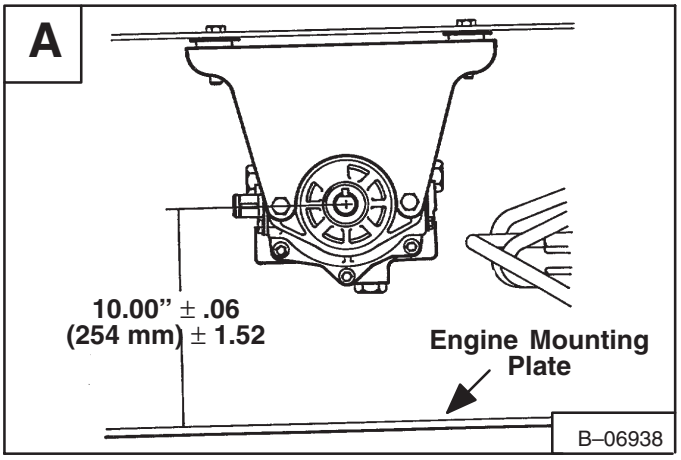




Hydrostatic Pump Rear Mount

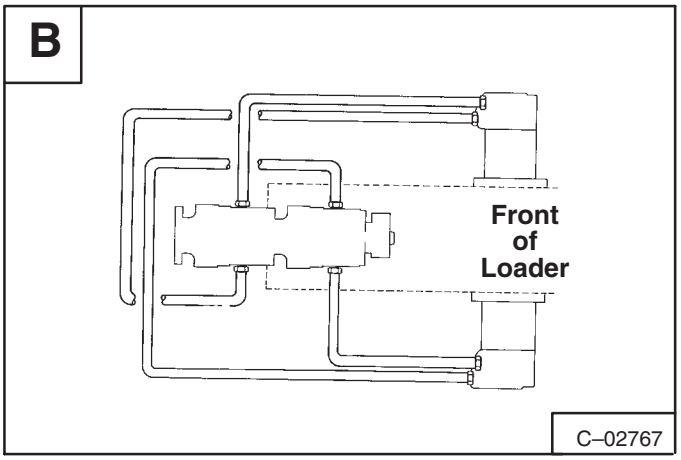
If the rear pump mount is removed, make sure to not the location of the washer(s) between the mount and the frame.

These washers (Item 1) **[A]** must be installed at the correct location to give the pump and engine the correct alignment.



High Pressure Hose Routing

Make sure to connect the high pressure hoses to the correct ports of the hydrostatic pumps and motors **[B]**.



Tow Valves

IMPORTANT

When repairing hydrostatic and hydraulic systems, clean the work area before disassembly and keep all parts clean. Always use caps and plugs on hoses, tubelines and ports to keep dirt out. Dirt can quickly damage the system.

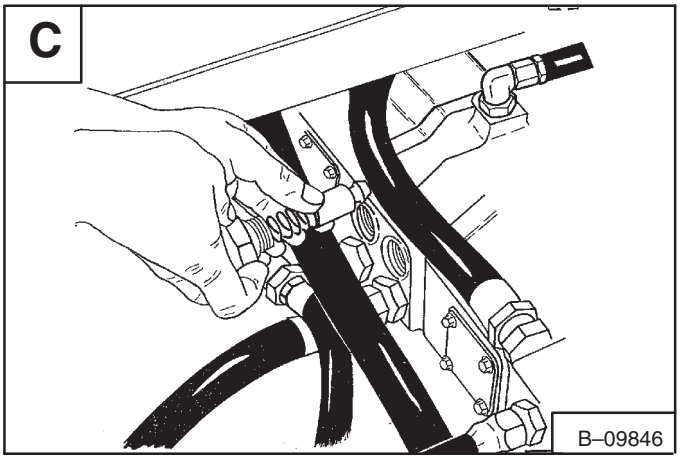
I–2003–0888

The tool listed will be needed to do the following procedure:

MEL1179–2 – Towing Tool

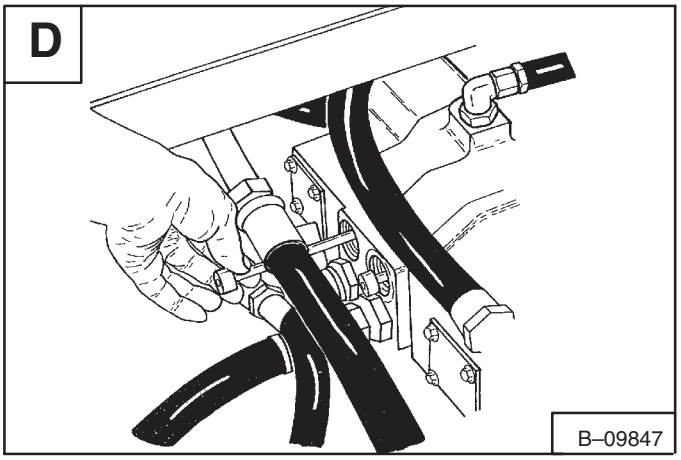
Clean the area around the two high-pressure relief valves on the pumps.

Remove the plug, spring and high pressure relief from the front and rear pump **[C]**.



Install the towing tools (Item 1 & 2) and then only install the plugs **[D]**.

Now the loader can be moved (towed) at a slow speed (2 MPH) for a short distance such as 75 to 100 feet (23 to 30 m).



NOTE: Make sure to remove the tow tools before trying to operate the loader.

MOTOR CARRIER

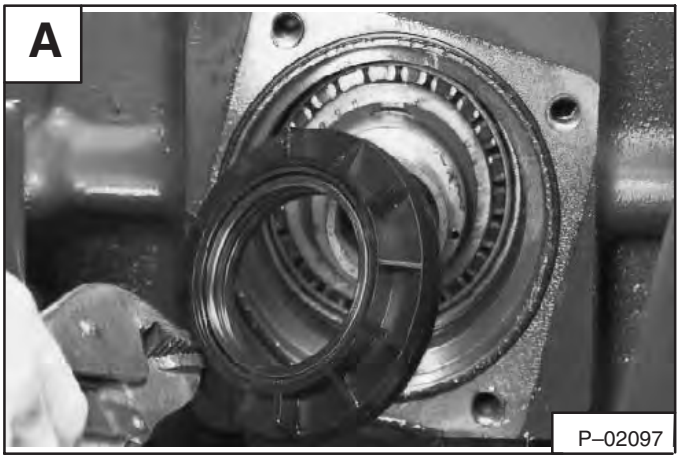
Shaft Seal Replacement

The tools listed will be needed to do the following procedure:

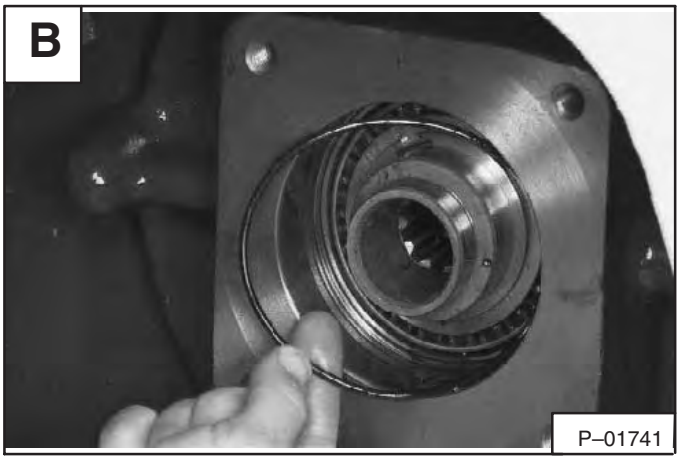
MEL1399 – Axle Seal Tool
MEL1402 – Carrier Seal Tool

Remove the hydrostatic motor. (See *HYDROSTATIC SYSTEM* Section 3.)

Use a plier and pull the seal carrier from the motor carrier **[A]**.



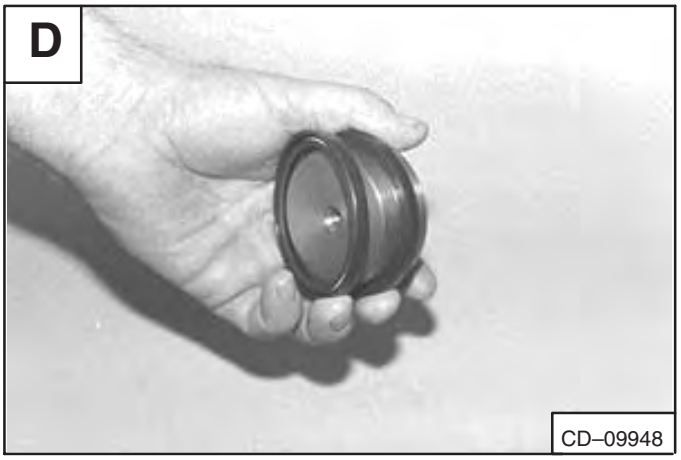
Remove the old O–ring and replace with a new O–ring **[B]**.



Remove the old seals from the seal carrier.

Install the seal carrier on the axle seal tool (MEL1399) **[C]**.

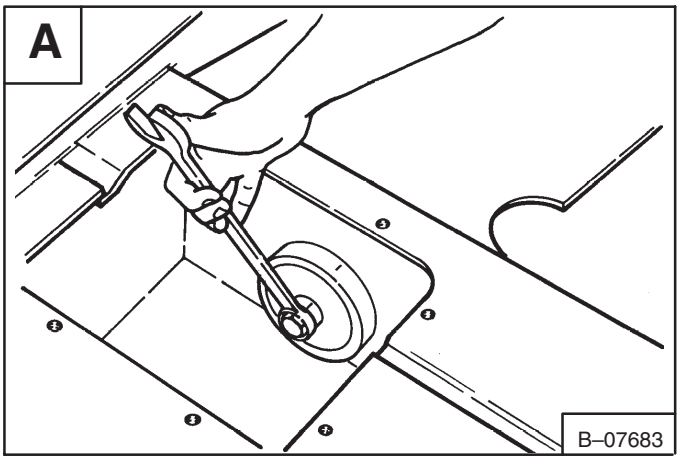
Install the two seals on the shaft of the motor carrier seal tool (face the seal lips with one inward and one outward) **[D]**.



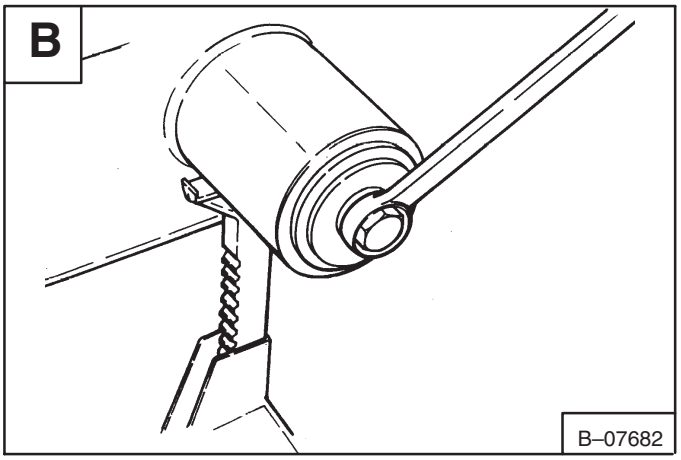
AXLE, SPROCKET AND BEARINGS (Cont'd)

Removal And Installation (Cont'd)

Hold the nut inside the chaincase **[A]**.

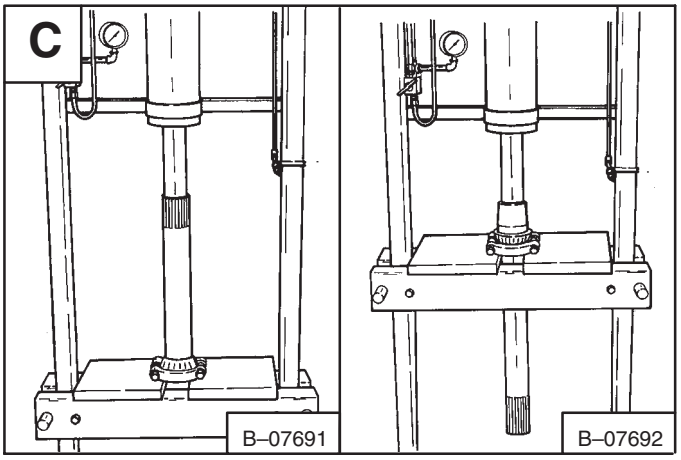


Turn the nut on the outside of the axle tube until the inner bearing cup is on its seat **[B]**.



Use a press to remove the bearing from the axle **[C]**.

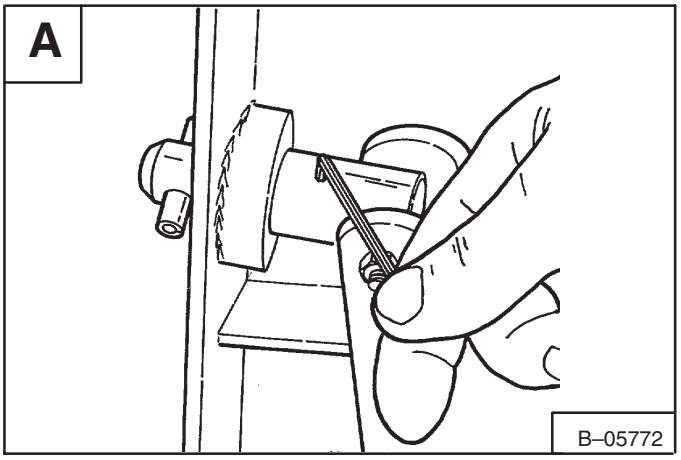
Turn the axle around and press the new bearing into position on the axle **[C]**.



REAR DOOR

Door Latch Adjustment

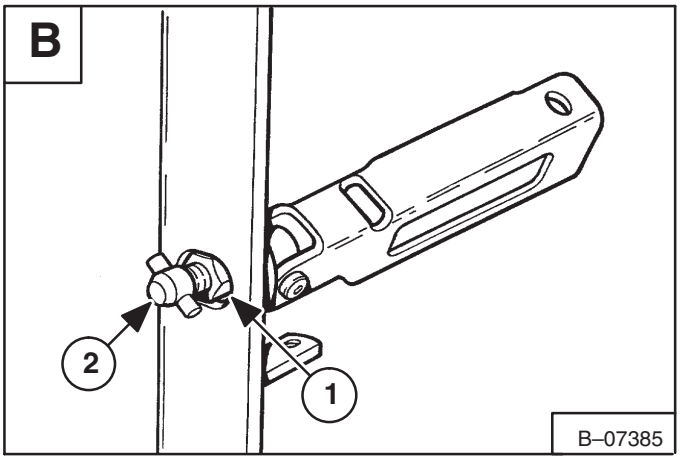
Loosen the set screw **[A]**.



Loosen the nut (Item 1) **[B]**.

Turn the bolt (Item 2) **[B]** in or out, until the door contacts both the top and bottom of the loader frame (Item 1) **[C]** with the lever in the latched position.

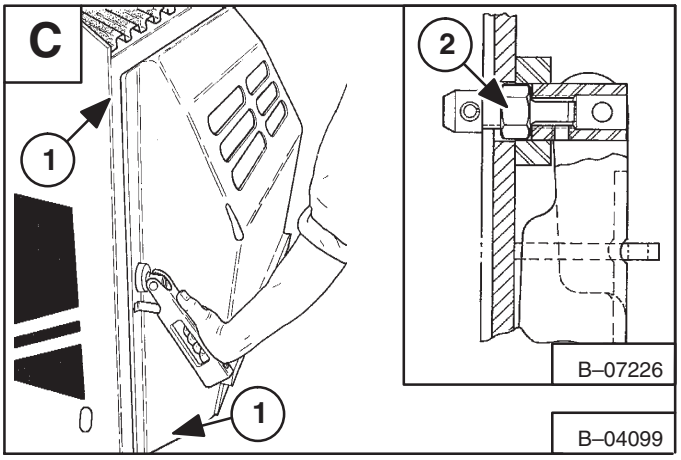
NOTE: It takes approximately 50 lbs. of force to push the lever down when the latch is adjusted correctly.



With the set screw up, the flanges at the bolt (Item 2)**[C]** must be to the sides so that the set screw aligns with the flat surface at the end of the bolt **[C]**.

Tighten the set screw **[A]**.

Tighten the nut (Item 1) **[B]** to 65–70 ft.–lbs. (88–95 Nm) torque.



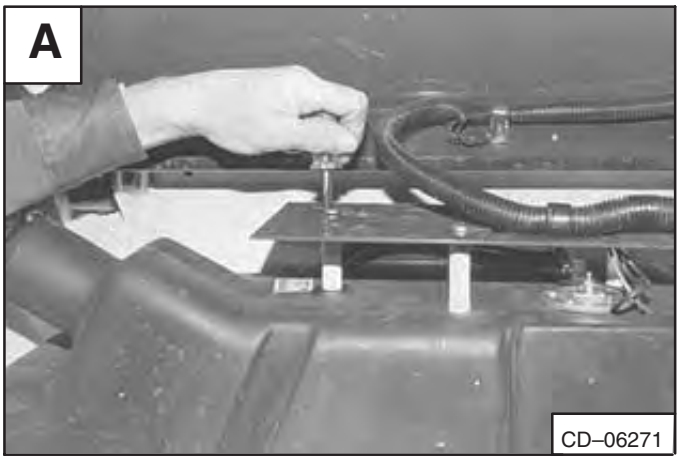
FUEL TANK

Removal And Installation

Raise the operator cab. (See *PREVENTIVE MAINTENANCE* Section 1.)

Use a transfer pump to remove the fuel from the fuel tank.

Remove the harness plate over and above the hydraulic reservoir.



Disconnect the wires at the fuel sender **[B]**.

Remove the fuel hoses from the tank fittings **[C]**.

Remove the fuel hoses at the shut–off valve **[D]**.

WIRE LEGEND

NO.'s	COLOR	GAUGE
1	Red	8
1B	Red	10
1C	Red	10
1CA	Red	12
1D	Red	12
1T	Red	14
10	Black	12
10A	Black	16
10B	Black	16
12C	Orange	16
14F	Lt. Green	16
14R	Lt. Green/White	16
19C	Red/White	16
20	Black	14
21R	White	16
21S	White/Lt. Green	12
23F	White/Black	16
23FA	Red/Blue	16
28	Lt. Blue/Black	16
28B	Lt. Blue/Orange	10
31P	Yellow/Lt. Green	16
32F	Yellow/Dk. Blue	16
32PT	Yellow	16
32T	Yellow/Black	16
35H	Yellow/Brown	16
36T	Purple/White	16
60B	Black	16
66	Orange/Green	16

PARTS LEGEND

1. Harness Connectors
2. Fused & Live Accessories
3. Fuse & Switched Accessories
4. Diode
5. Back-Up Alarm Switch (Opt.)
6. Transmission Fluid Temperature Switch
7. Transmission Charge Pressure Switch
8. Hydraulic Fluid Filter Pressure Switch
9. Starter Solenoid
10. Timer Module
11. Engine Shut-Off Solenoid
12. Not Used
13. Engine Oil Pressure Switch
14. Engine Glow Plugs
15. Engine Coolant Temperature Switch
16. Alternator
17. Battery
18. Pre-Heat Relay
19. Start Relay

ALTERNATOR (Cont'd)

Disassembly And Assembly (Old Style)

Disassemble the alternator as shown in figure **[A]**.

Remove the three bolts (Item 4) **[A]** holding halves together.

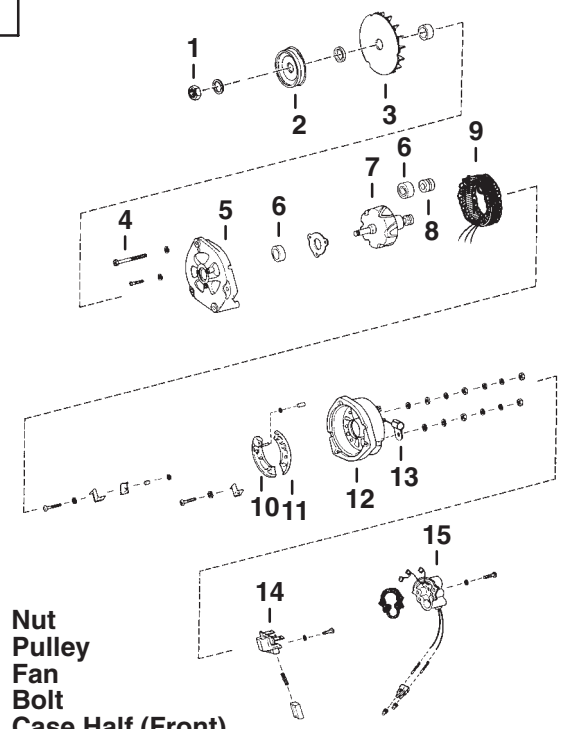
Pry the halves apart.

Use a soft jaw vise to hold the rotor while removing the pulley nut (Item 1) **[A]**.

Remove the front case half (Item 5) **[A]** from the rotor using a plastic hammer or press.

Unsolder the stator wires from the rectifier to test the stator and rectifier. Use a needle nose plier to remove the wires.

A



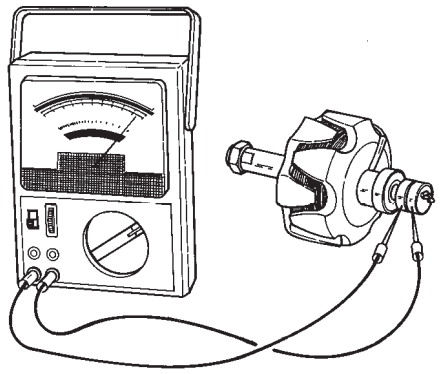
1. Nut
2. Pulley
3. Fan
4. Bolt
5. Case Half (Front)
6. Bearing
7. Rotor
8. Slip Ring
9. Stator
10. Heat Sink (+)
11. Heat Sing (–)
12. Case Half (Rear)
13. Condenser Assy.
14. Brush Holder
15. Regulator

D–01760

Use the following procedures with an ohmmeter to test the rotor:

Touch both probes on the slip rings. There must be a 3 to 5 ohm reading **[B]**.

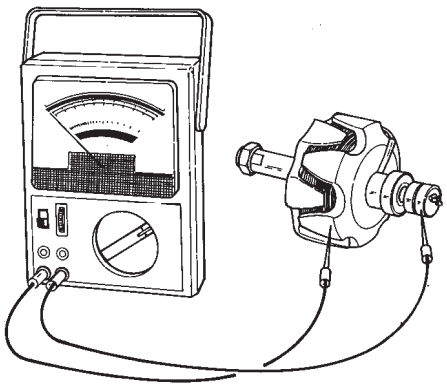
B



B–09375

Touch one probe to the shaft and one probe to a slip ring, then touch the other slip ring. There must be maximum resistance **[C]**.

C



B–09376

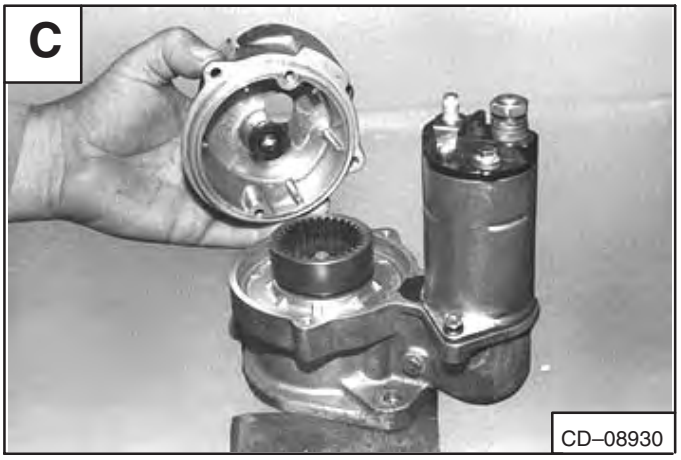
STARTER (Cont'd)

Disassembly And Assembly (Cont'd)

Remove the armature and brushes from the starter housing **[A]**.

Remove the bolts from the reduction gear housing **[B]**.

Remove the reduction gear housing **[C]**.



Replacing The Brushes

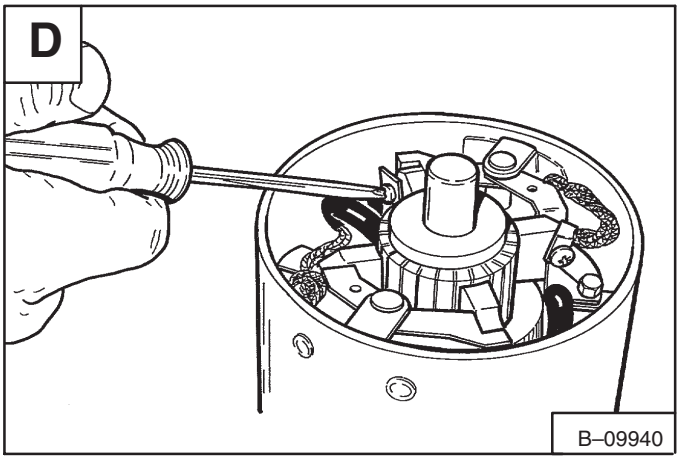
Remove the screws at the brushes **[D]**.

Remove the screws at the brush leads.

Remove the old brushes.

Install the new brushes and make sure to tighten the screws.

Assembly of the starter: Reverse the order of disassembly. Put a small amount of grease on the splines of the armature and the bushings. Add or remove shims at the drive end of the armature to adjust the end play.



FUEL INJECTION PUMP (Cont'd)

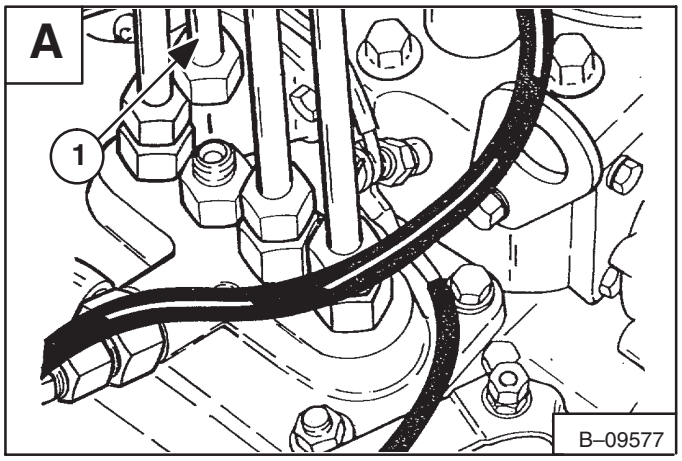
Checking The Injection Pump

The tools listed will be needed to do the following procedure:

MEL1237 – Adapter Fuel Line
MEL1173–1 – Pressure Gauge

To check the discharge pressure at the fuel injection pump, use the following procedure:

Disconnect a high pressure fuel line (Item 1) **[A]** at the pump. Loosen the other end of the same high pressure line so it can be turned away from the fitting.



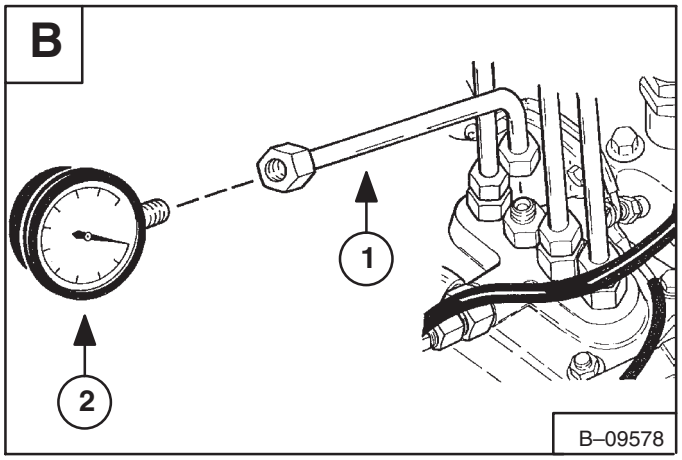
Connect the adapter fuel line (Item 1) **[B]** to the fitting.

Connect the pressure gauge (Item 2) **[B]**.

Rotate the engine, with the starter , until the pressure raises. Then turn the engine by hand until the pressure gauge reads 1400 PSI (9653 kPa).

Align F1 on crankshaft pulley.

The injection pump must hold the 1400 PSI (9653 kPa) for at least 5 seconds. If not, replace or repair the injection pump.



CYLINDER HEAD (Cont'd)

Disassembly

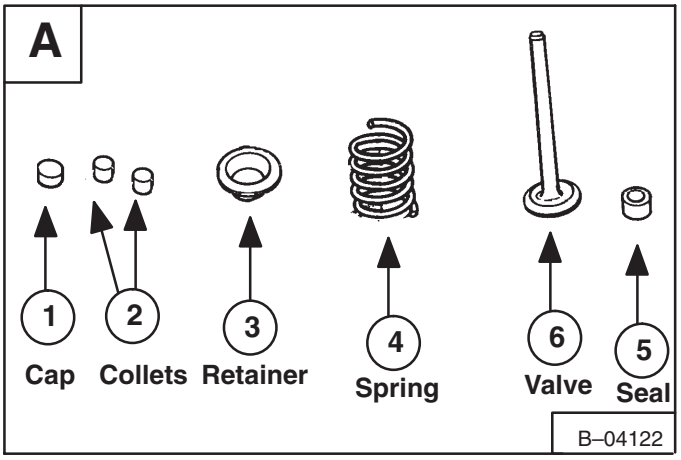
NOTE: There may be a shim under the head gasket. Use the shim over again or replace it with the same size shim.

Remove the valve cap (Item 1) **[A]** and the valve spring collet (Item 2) **[A]**.

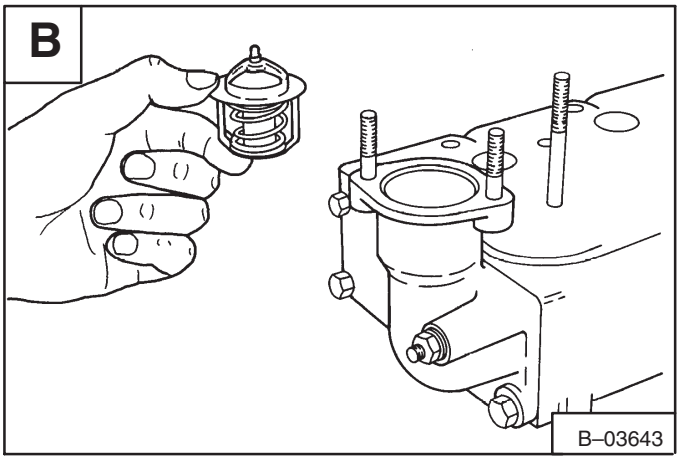
Remove the valve spring retainer (Item 3) **[A]**.

Remove the spring (Item 4) **[A]**.

Remove the seal (Item 5) **[A]** and the valve (Item 6) **[A]**.



Remove the thermostat **[B]**.



Servicing

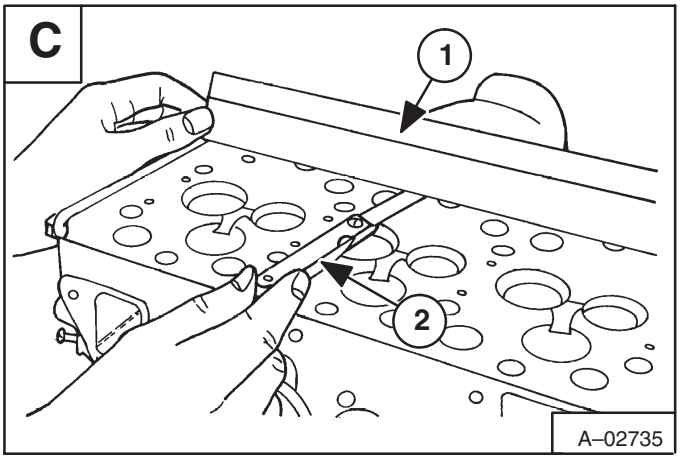
Use the tool listed for the following procedure:

MEL1098 – Valve Lapper

Clean the surface of the cylinder head.

Put a straight edge (Item 1) **[C]** on the cylinder head.

NOTE: Do not put the straight edge across the combustion chamber.



Put a feeler gauge (Item 2)**[C]** between the straight edge and the surface of the cylinder head.

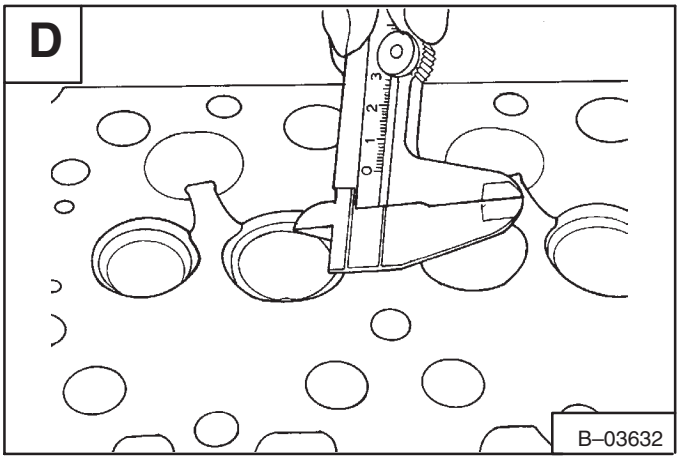
The maximum distortion of the cylinder headsurface is ± 0.002 inch (± 0,005 mm).

If the measurement is more than the specifications, the cylinder head must be planed.

NOTE: Place a soft brass rod through the injector hole and tap the combustion chamber out before planing the head. Plane the same amount from the bottom side of the combustion chamber before installing it back in the head.

Clean the valve surface.

Measure the width of the valve seat **[D]**.

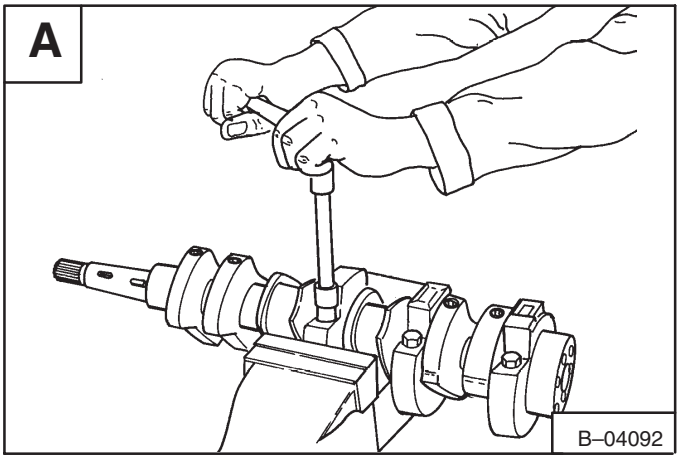


Piston And Crankshaft Removal (Cont'd)

Remove the bolts from the bearing cap halves **[A]**.

Remove the halves of the main bearings.

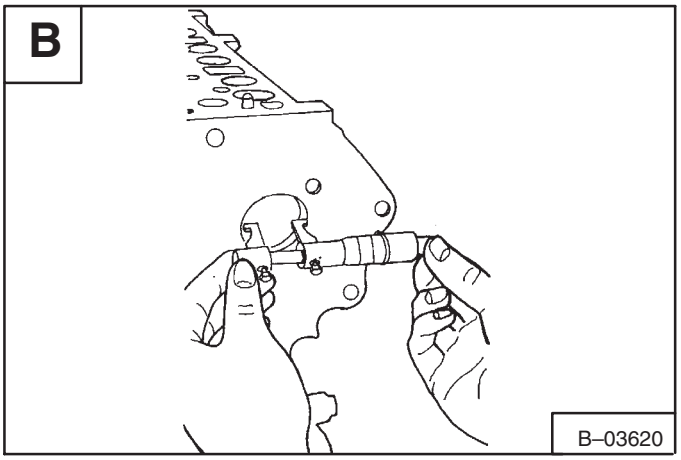
NOTE: When installing the bearing cap halves, make sure to position the markings on the bearing caps toward the flywheel. Thrust washers must be installed with oil grooves facing outward.



Timing Gear And Camshaft Service

Measure the camshaft bearing in the engine block **[B]**.

The specification is 1.5748–1.5758 inch (40–40,03 mm). The wear limit is 0.002–0.0036 (0,05–0,09 mm).



Measure the camshaft journal **[C]**.

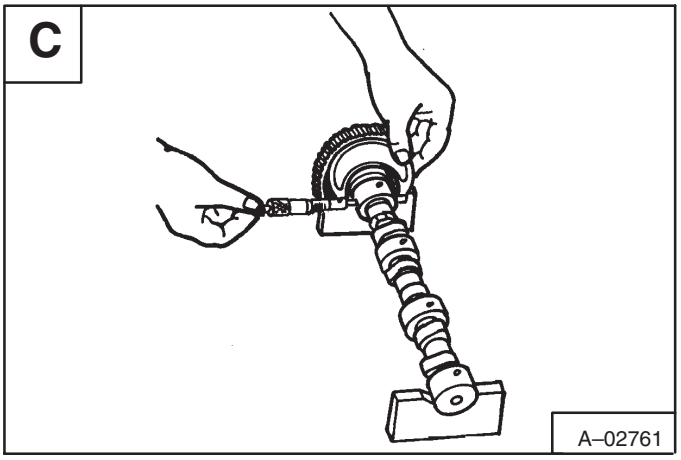
The specification is 1.5722–1.5728 inches (39,934–39,950 mm). The wear limit is 0.002–0.0036 inch (0,05–0,09 mm).

If the measurements are not within the specifications replace the needed parts.

Put the camshaft on V–blocks.

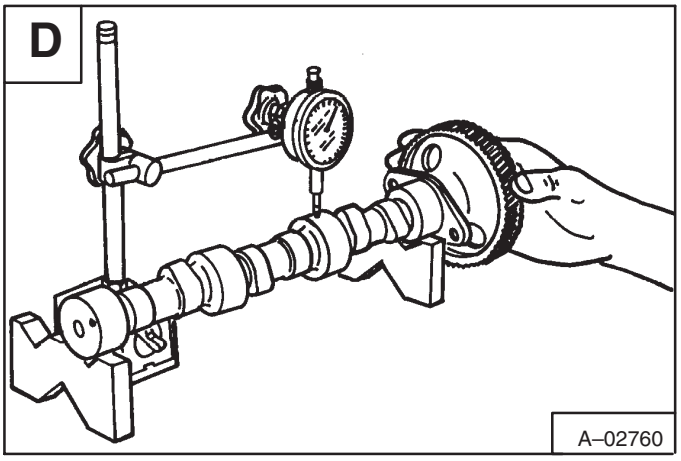
Put a dial indicator on the journals.

Turn the camshaft at a slow rate.



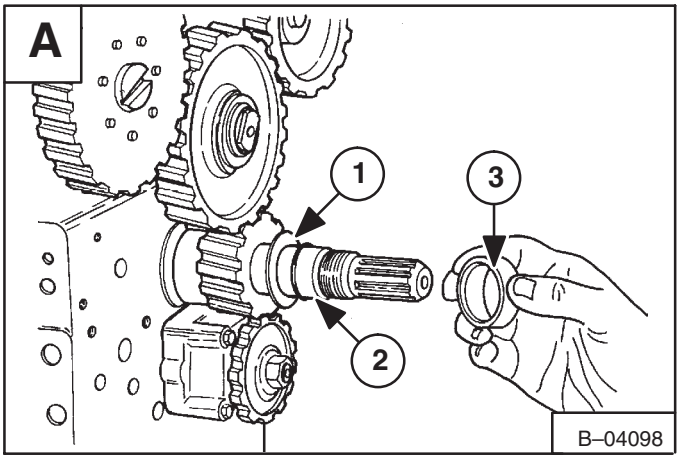
The wear limit is 0.0008 inch (0,02 mm) **[D]**.

If the camshaft measurements are not within the specification replace the needed parts.



Installing The Camshaft And Timing Gears (Cont'd)

Install the oil slinger (Item 1) **[A]**. Put oil on the O–ring and install the O–ring (Item 2) **[A]** and the collar (Item 3) **[A]**.



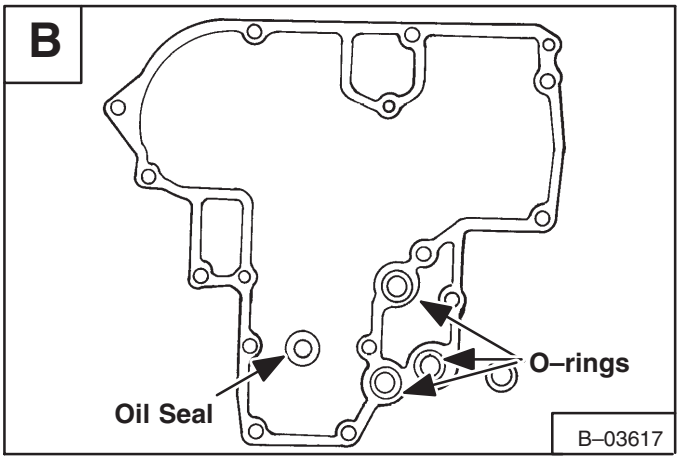
Gearcase Installation

Install the O–ring and the oil seal in the gearcase cover **[B]**.

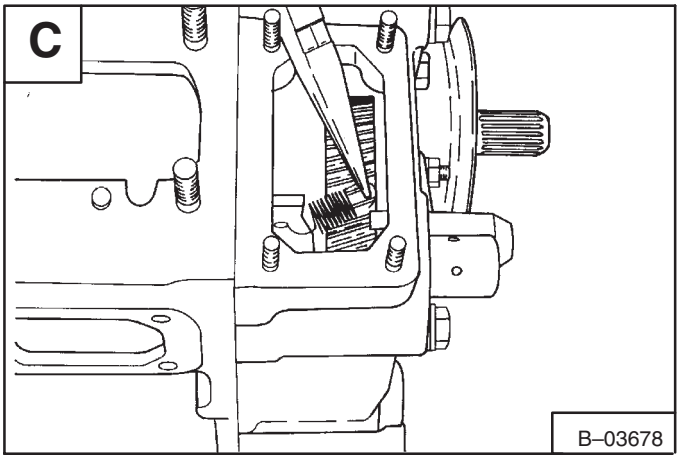
NOTE: Put oil on the oil seal.

Install the gearcase cover and bolts. Tighten the bolts to 13–15 ft.–lbs. (18–20 Nm) torque.

Install the crankshaft sheave and tighten the nut to 101–116 ft.–lbs. (137–157 Nm) torque.

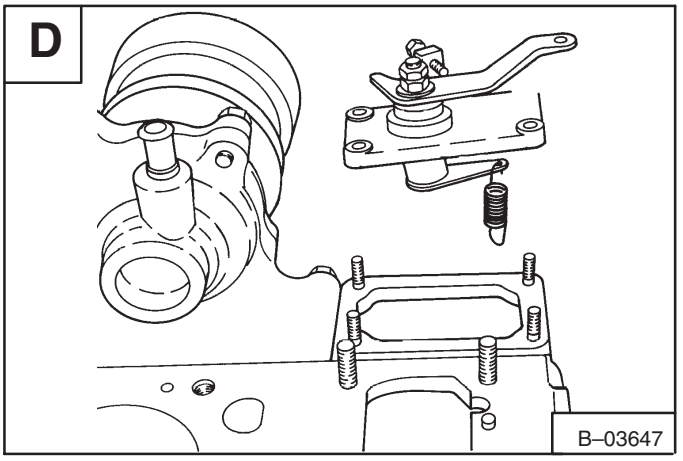


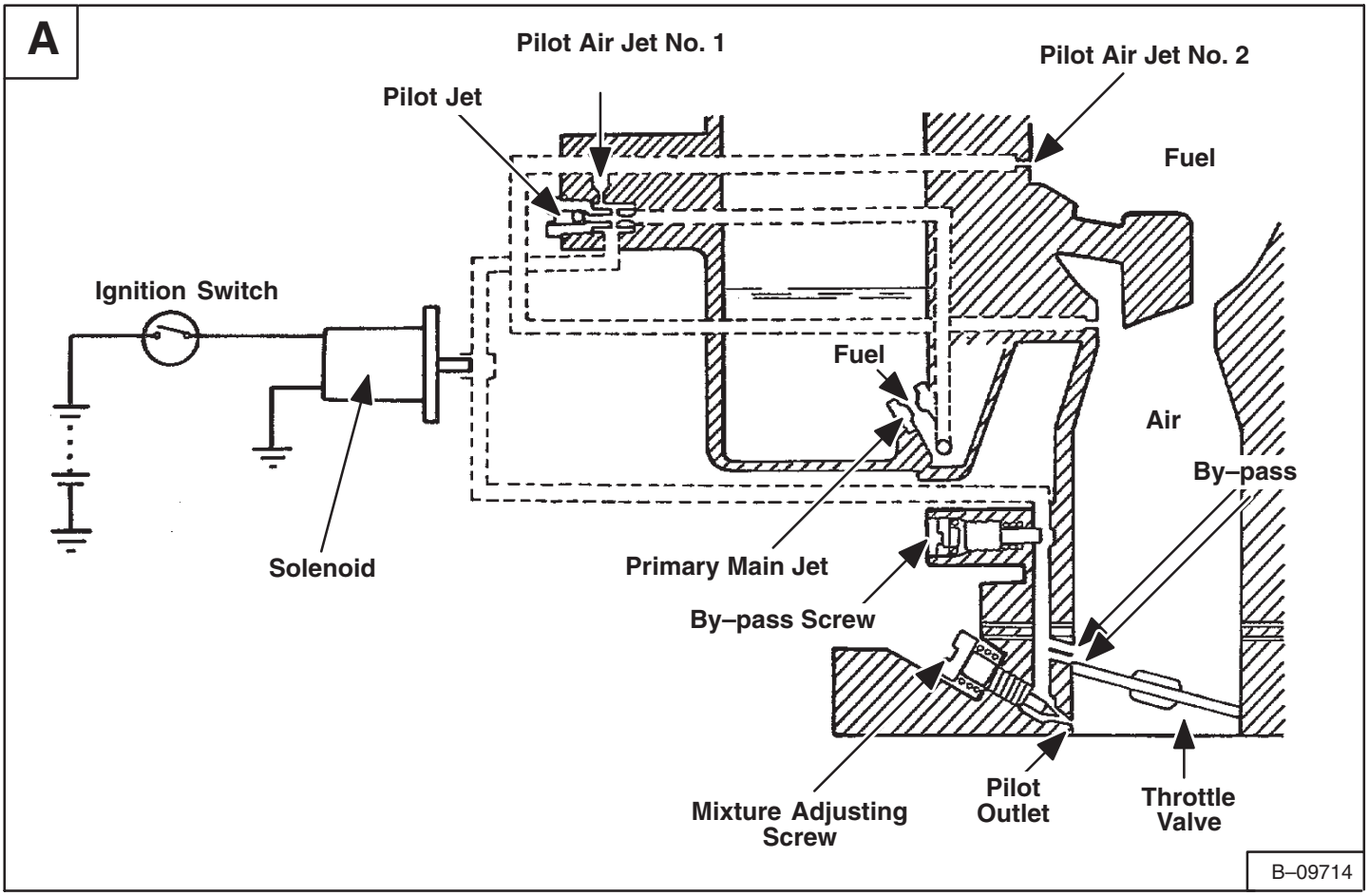
Install the start spring **[C]**.



Install the speed control plate and governor spring **[D]**.

NOTE: Do not drop the governor spring into the gearcase.





Description

The low–speed system provides air–fuel mixture for smooth low–speed engine operation for light–load performance **[A]**.

Fuel from the float chamber is sent through the main jet and fuel passage to the pilot jet where the fuel is metered.

At the same time, air is fed through the venturi air orifice and pilot air jet No. 2 to the pilot air jet No. 1 where the air is metered then, air is mixed with the fuel.

The flow of air–fuel mixture is adjusted by the by–pass screw and enters the air horn through the by–pass hole and pilot outlet. It mixes with a small amount of air that goes past the closed or slightly open throttle valve. The final mixture flows into the cylinders.

The mixture adjusting screw is provided for adjusting air–fuel mixture necessary for idle.

The by–pass screw is for adjusting the flow of fuel to the by–pass hole which provides mixture for engine operation from *off idle* to a medium load operation.

The fuel shutoff solenoid, in the low–speed system, functions as follows: When the key switch is ON it opens the valve to open the fuel line. When the key switch is OFF it closes the fuel feed line and prevents spontaneous running of the engine.

ENGINE (Cont'd)

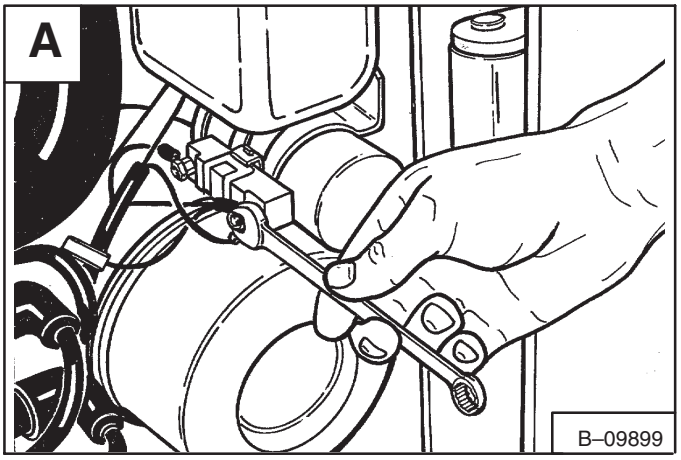
Removal And Installation (Cont'd)

Mark all the wires from the coil and resistor for correct installation.

Disconnect all the wires from the resistor and coil **[A]**.

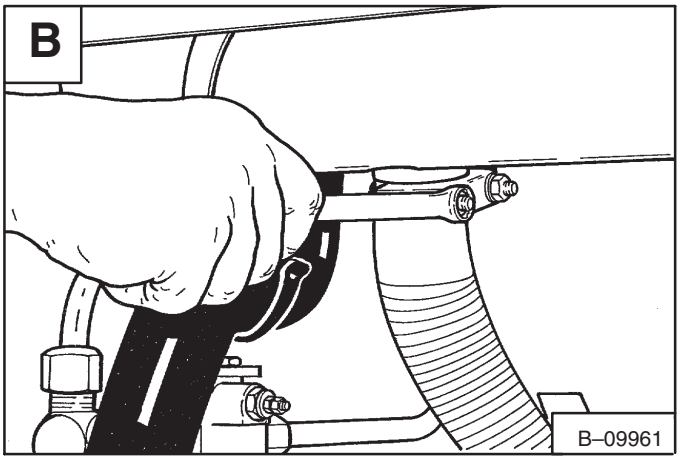
Disconnect the ground cable from the engine block behind the governor.

Disconnect the throttle rod from the governor.



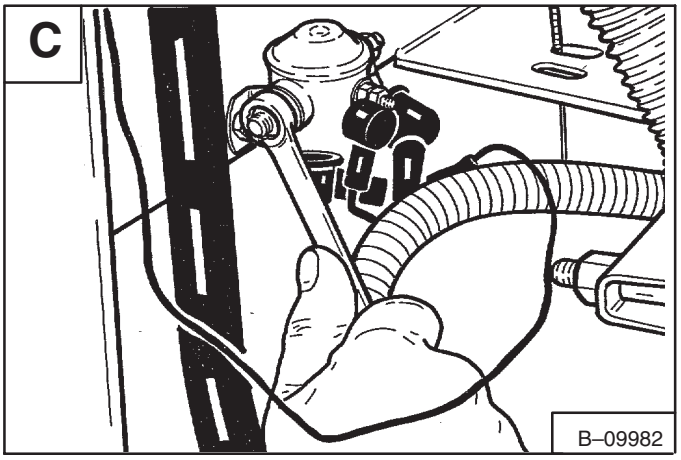
Remove the clamp from the exhaust pipe **[B]**.

Disconnect the exhaust pipe.

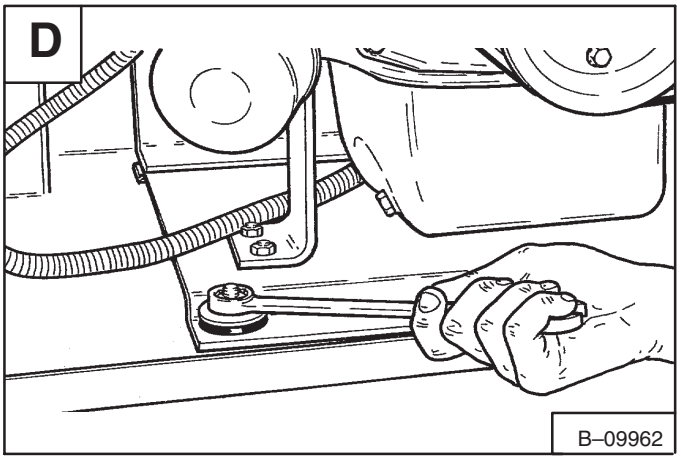


Disconnect the wires from the starter solenoid **[C]**.

Mark the wires at the starter solenoid for correct installation.



Remove the four bolts, washers and nuts from the engine mounting plate **[D]**.



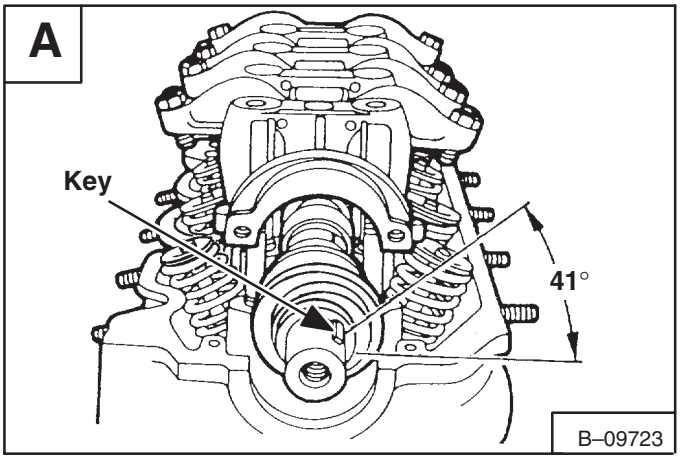
ROCKER ARMS (Cont'd)

Installation (Cont'd)

Install the assembled rocker arm shaft assembly into the cylinder head.

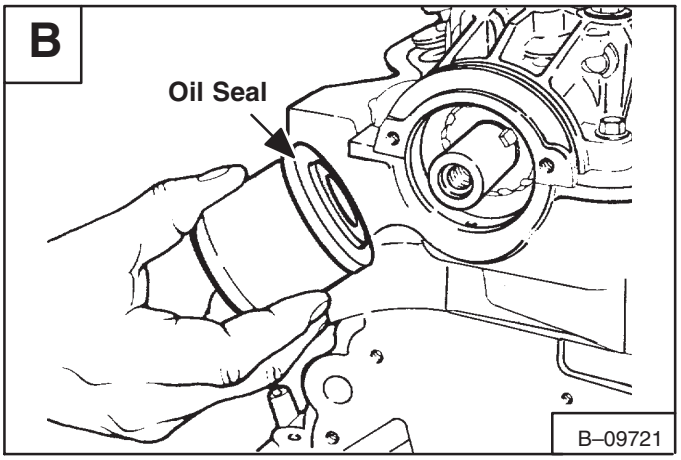
Position the camshaft key, at the front end, as shown **[A]**.

Install the bolts in the camshaft bearing caps. Tighten the bolts to 14–15 ft.–lbs. (19–20 Nm) torque.



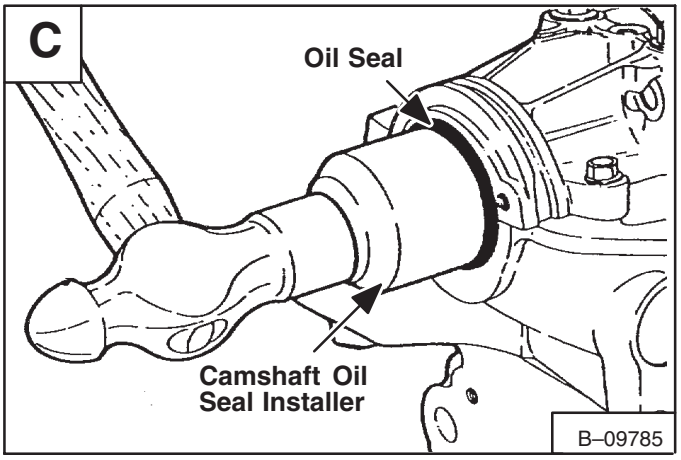
Use the camshaft seal installation tool and install the camshaft oil seal **[B]**.

Put engine oil on the seal lips before installing the seal.

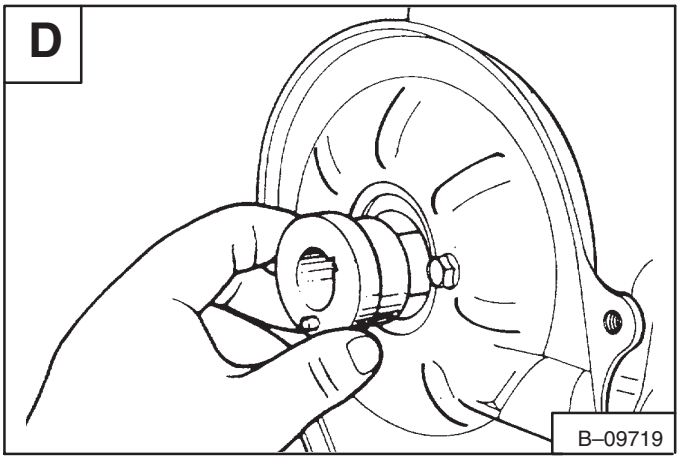


Use a hammer and install the seal **[C]**.

Install the back plate for the upper cover.



Put oil on the outer surface of the camshaft spacer and install the spacer **[D]**.



PISTON AND CONNECTING ROD (Cont'd)

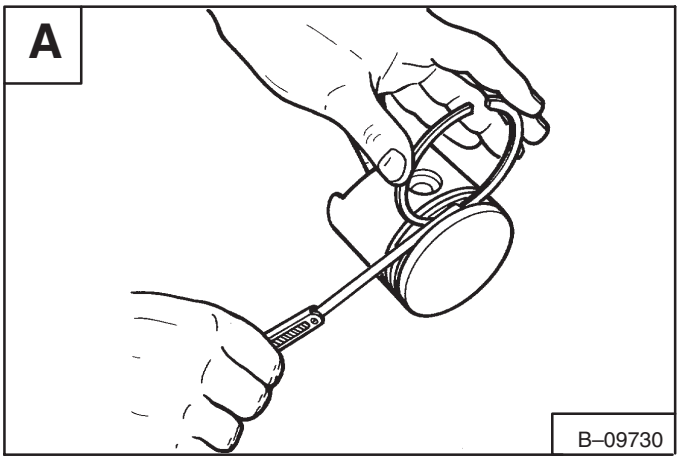
Inspection

Clean all the parts in clean solvent.

Check the clearance of the new rings in the piston grooves **[A]**.

No. 1 Ring
Standard . . . . . 0.0012–0.0028 inch (0,03–0,06 mm)
Service Limit . . . . . .0.004 inch (0,1 mm)

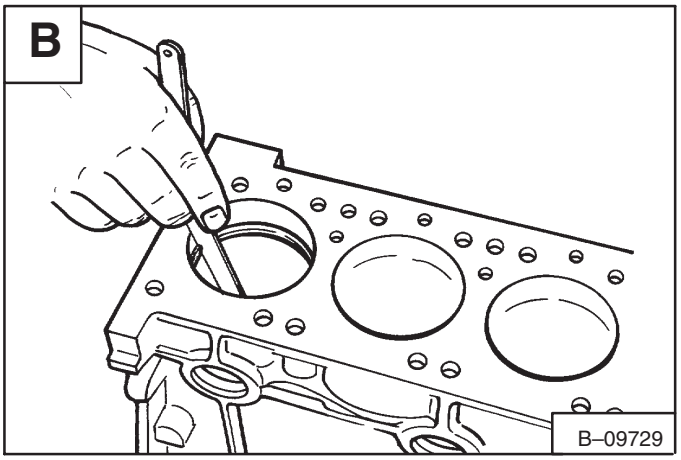
No. 2 Ring
Standard . . . . . 0.0008–0.0024 inch (0,02–0,06 mm)
Service Limit . . . . . .0.004 inch (0,1 mm)



Check the ring gap in the cylinder bore **[B]**.

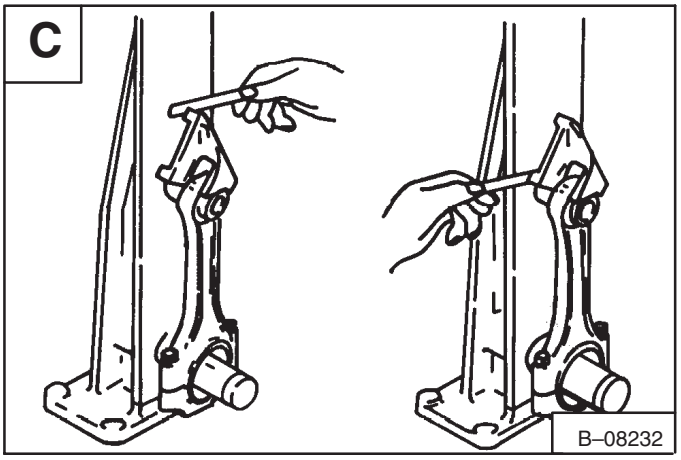
No. 1 & 2 Ring End Gap:
Standard . . . . . .0.008–0.016 inch (0,2–0,4 mm)
Service Limit . . . . . .0.039 inch (1,0 mm)

Oil Ring Side Rail:
Standard . . . . . .0.008–0.020 inch (0,2–0,5 mm)
Service Limit . . . . . .0.39 inch (1,0 mm)



Check the connecting rod alignment **[C]**.

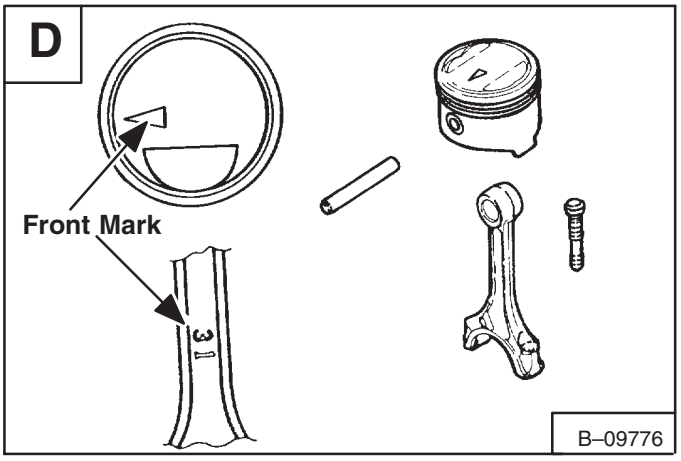
Connecting Rod Bend:
Standard . . 0.0020/3.937 inches or less (0,05/100 mm)



Assembly

When assembling the piston and connecting rod, make sure to align the marks on the piston and rod **[D]**.

See Page 7B–41 for the correct procedure to press the piston pin into the connecting rod.



TIMING BELT (Cont'd)

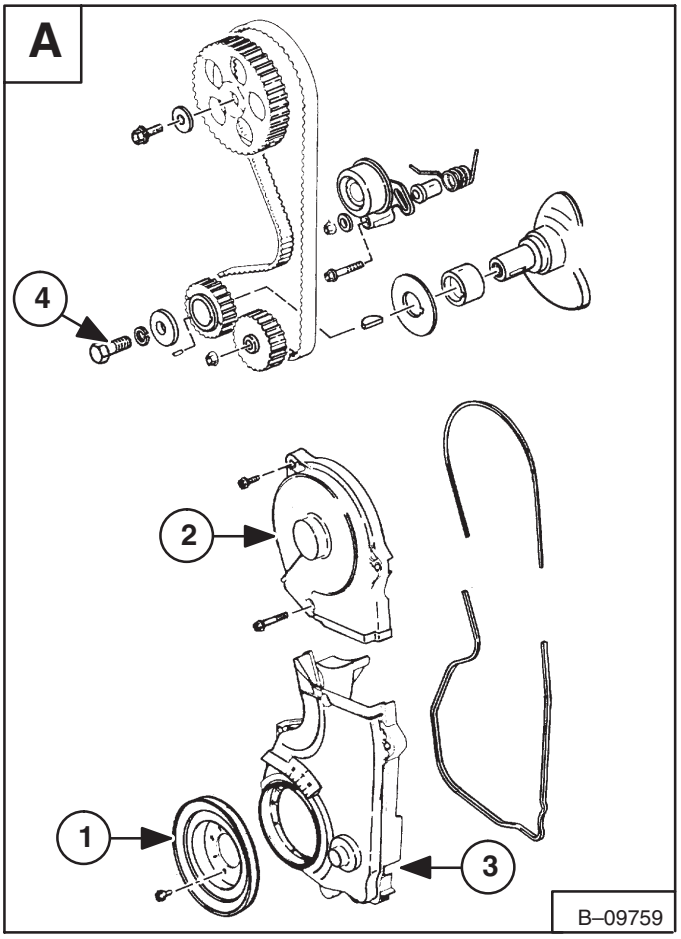
Removal

Remove the crankshaft pulley (Item 1) **[A]**.

Remove the upper timing belt cover (Item 2) **[A]**.

Remove the lower timing belt cover (Item 3) **[A]**.

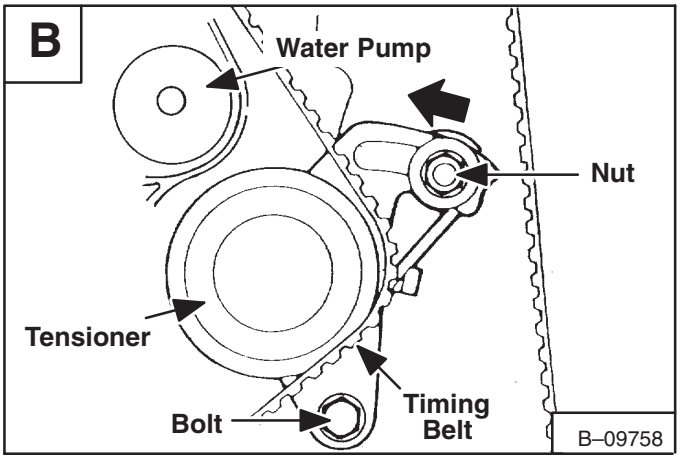
Remove the crankshaft sprocket bolt (Item 4) **[A]**.



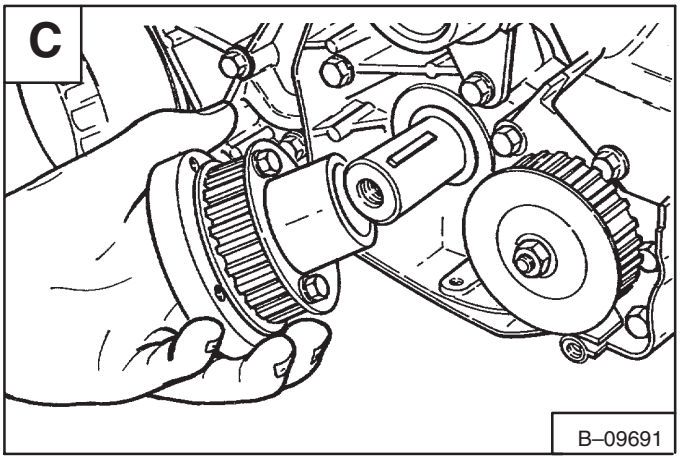
Loosen the belt tensioner mounting nut **[B]**.

Move the belt tensioner to loosen the timing belt **[B]**.

Remove the timing belt from the sprockets.



Remove the crankshaft sprocket **[C]**.



SPECIFICATIONS

SPECIFICATIONS (742B)

TECHNICAL DATA