Product: TRACK-TYPE TRACTOR
Model: D6K XL TRACK-TYPE TRACTOR FBH
Configuration: D6K LGP, XL TRACK-TYPE TRACTOR FBH00001-UP (MACHINE) POWERED BY C6.6 Engine

Disassembly and Assembly
C6.6 Engines for Caterpillar Built Machines
Media Number -KENR6081-15 **Publication Date -01/03/2014** **Date Updated -04/03/2014**

i05735237

Idler Gear - Remove

SMCS - 1206-011

Removal Procedure (Standard Idler Gear)

Table 1

Required Tools			
Tool	**Part Number**	**Part Description**	**Qty**
A	230-6284	Timing Pin (Camshaft)	1
B	136-4632	Timing Pin (Crankshaft)	1
	268-1966	Adapter	1

Start By:

a. Remove the fuel injection pump gear. Refer to Disassembly and Assembly, "Fuel Pump Gear - Remove" for the correct procedure.

b. Remove the valve mechanism cover. Refer to Disassembly and Assembly, "Valve Mechanism Cover - Remove and Install" for the correct procedure.

Note: Care must be taken in order to ensure that the fuel injection pump timing is not lost during the removal of the fuel pump gear. Carefully follow the procedure in order to remove the fuel pump gear.

NOTICE

Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

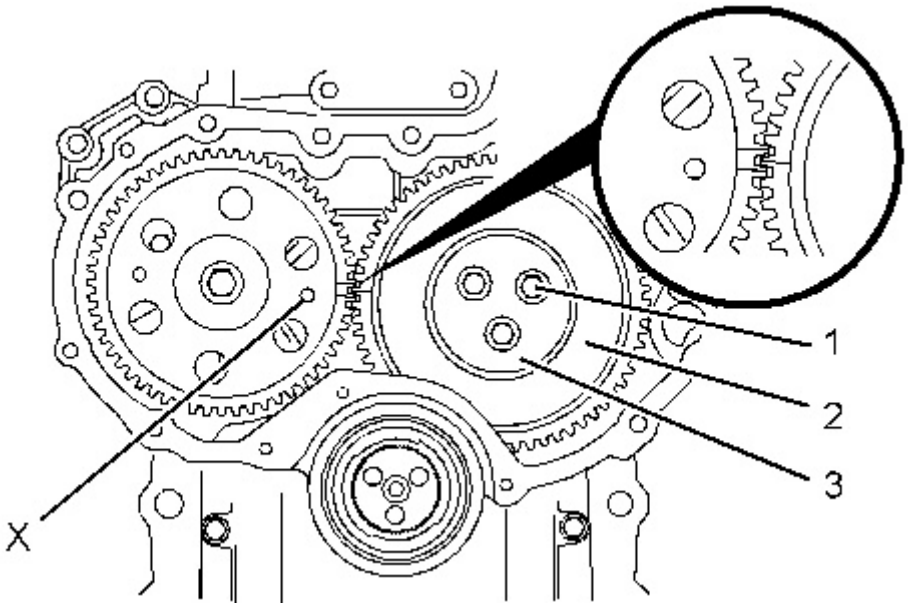

Illustration 1 g01337918

Alignment of timing marks

1. Ensure that Tooling (A) is installed into Hole (X) in the camshaft gear. Use Tooling (A) in order to lock the camshaft in the correct position.

   Note: Ensure that the gears are marked in order to show alignment. Refer to Illustration 1.

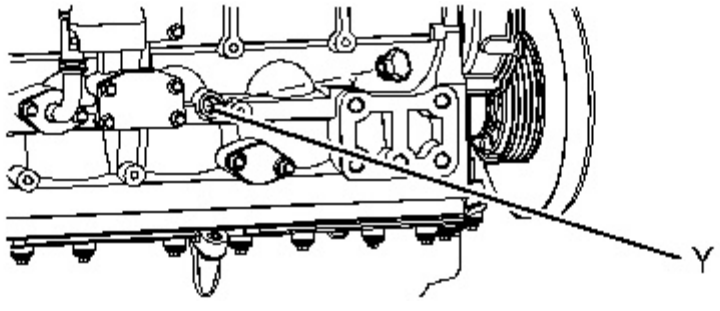

Illustration 2 g01337919

2. Ensure that Tooling (B) is installed in Hole (Y) in the cylinder block. Use Tooling (B) in order to lock the crankshaft in the correct position.

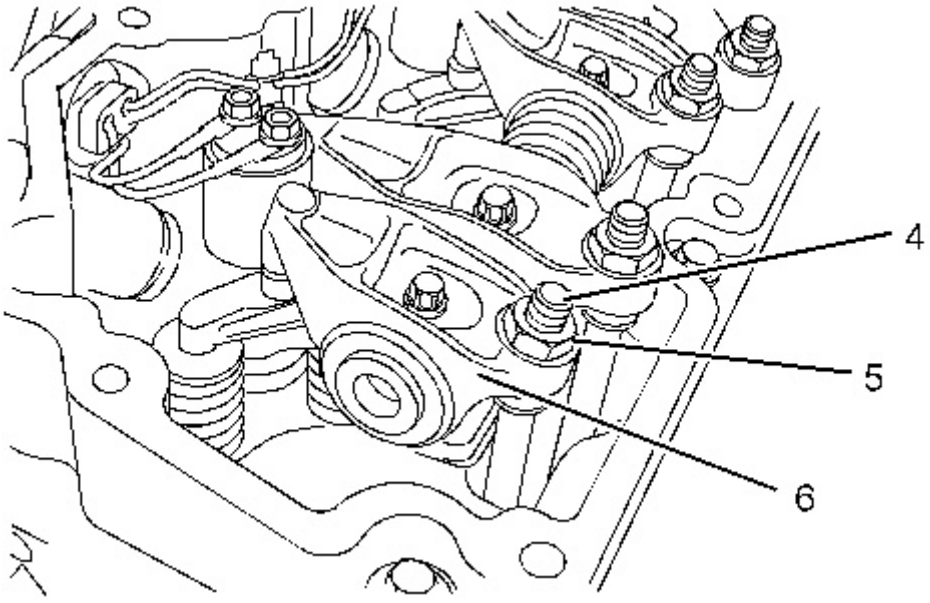

Illustration 3 g01337921

3. Loosen nuts (5) on all rocker arms (6). Unscrew adjusters (4) on all rocker arms (6) until all valves are fully closed.

   Note: Failure to ensure that ALL adjusters are fully unscrewed can result in contact between the valves and pistons.

4. Mark plate (3) in order to show orientation.

   Note: Identification will ensure that the plate can be installed in the original orientation.

5. Remove bolts (1).

6. Remove plate (3).

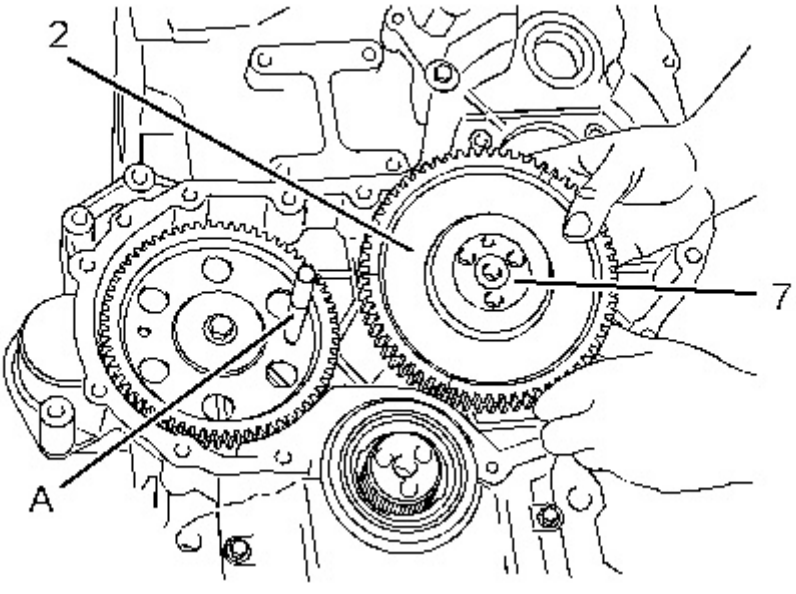

Illustration 4 g01337922

7. Remove the assembly of idler gear (2) and hub (7) from the recess in the front housing.

   Note: The idler gear must be tilted during removal.

8. Remove hub (7) from idler gear (2).

Removal Procedure (Early Heavy-Duty Idler Gear)

Table 2

Required Tools			
Tool	**Part Number**	**Part Description**	**Qty**
A	230-6284	Timing Pin (Camshaft)	1
B	136-4632	Timing Pin (Crankshaft)	1
	268-1966	Adapter	1

Start By:

a. Remove the fuel injection pump gear. Refer to Disassembly and Assembly, "Fuel Pump Gear - Remove" for the correct procedure.

b. Remove the valve mechanism cover. Refer to Disassembly and Assembly, "Valve Mechanism Cover - Remove and Install" for the correct procedure.

Note: Care must be taken in order to ensure that the fuel injection pump timing is not lost during the removal of the fuel pump gear. Carefully follow the procedure in order to remove the fuel pump gear.

NOTICE

Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

Note: The assembly of heavy-duty idler gear is not serviceable. Do not disassemble the heavy-duty idler gear.

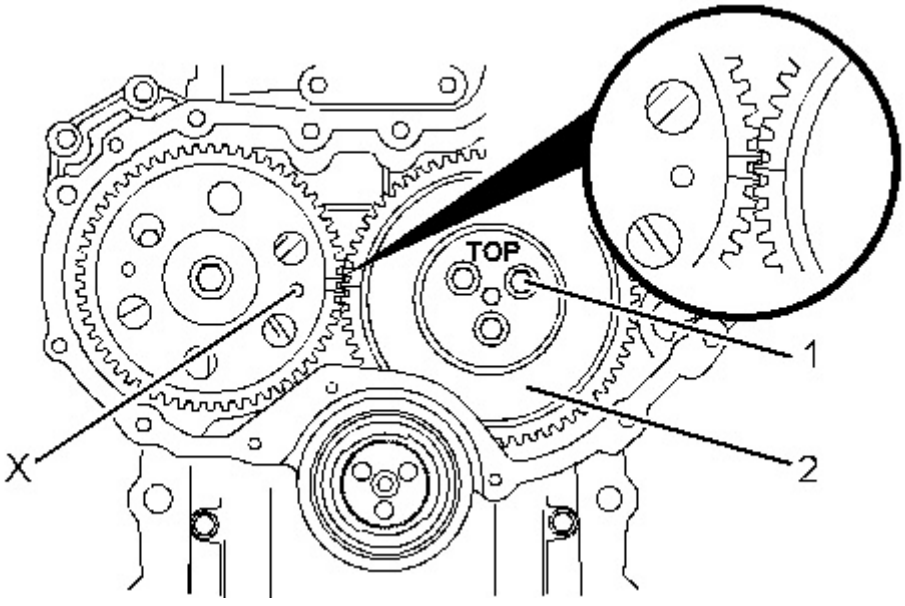

Illustration 5 g01337924

Alignment of timing marks

1. Ensure that Tooling (A) is installed into hole (X) in the camshaft gear. Use Tooling (A) in order to lock the camshaft in the correct position.

   Note: Ensure that the gears are marked in order to show alignment. Refer to Illustration 5.

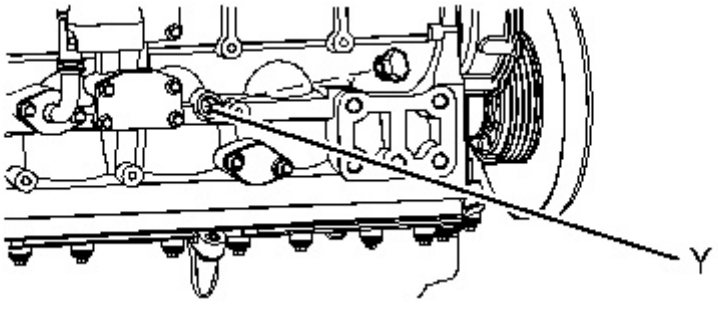

Illustration 6 g01337919

2. Ensure that Tooling (B) is installed in hole (Y) in the cylinder block. Use Tooling (B) in order to lock the crankshaft in the correct position.

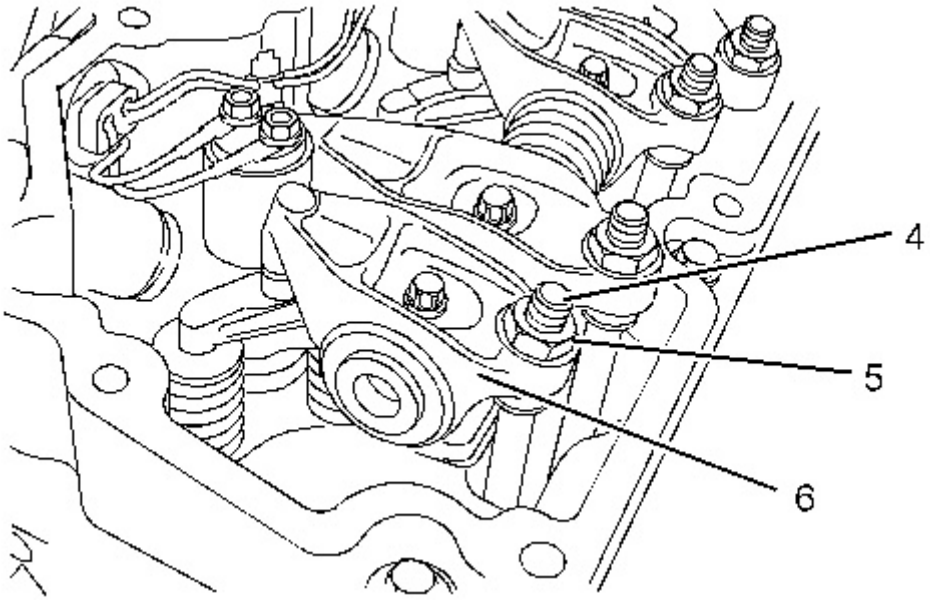

Illustration 7 g01337921

3. Loosen nuts (4) on all rocker arms (5). Unscrew adjusters (3) on all rocker arms (5) until all valves are fully closed.

   Note: Failure to ensure that ALL adjusters are fully unscrewed can result in contact between the valves and pistons.

4. Remove bolts (1) from the assembly of heavy-duty idler gear (2).

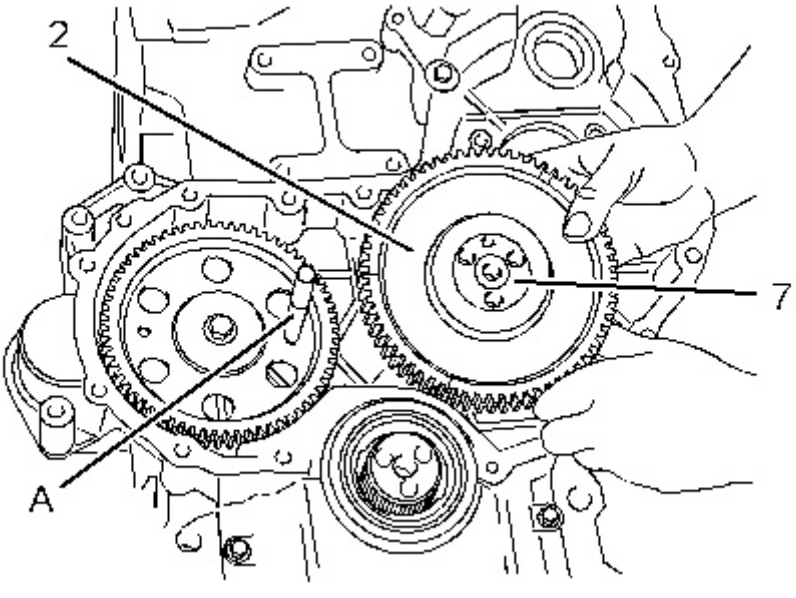

Illustration 8 g01337922

5. Remove the assembly of idler gear (2) from the recess in the front housing.

   Note: The idler gear must be tilted during removal.

Removal Procedure (Latest Heavy-Duty Idler Gear)

Table 3

Required Tools			
Tool	**Part Number**	**Part Description**	**Qty**
A	230-6284	Timing Pin (Camshaft)	1
B	136-4632	Timing Pin (Crankshaft)	1
	268-1966	Adapter	1
C	-	Bolt (M8 x 80mm)	1

Start By:

a. If the engine is equipped with an air compressor, remove the air compressor. Refer to Disassembly and Assembly, "Air Compressor - Remove and Install" for the correct procedure.

b. If the engine is equipped with an accessory drive, remove the accessory drive. Refer to Disassembly and Assembly, "Accessory Drive - Remove and Install" for the correct procedure.

c. Remove the fuel injection pump gear. Refer to Disassembly and Assembly, "Fuel Pump Gear - Remove" for the correct procedure.

d. Remove the valve mechanism cover. Refer to Disassembly and Assembly, "Valve Mechanism Cover - Remove and Install" for the correct procedure.

Note: Care must be taken in order to ensure that the fuel injection pump timing is not lost during the removal of the fuel pump gear. Carefully follow the procedure in order to remove the fuel pump gear.

NOTICE

Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

Note: The assembly of heavy-duty idler gear is not serviceable. Do not disassemble the heavy-duty idler gear.

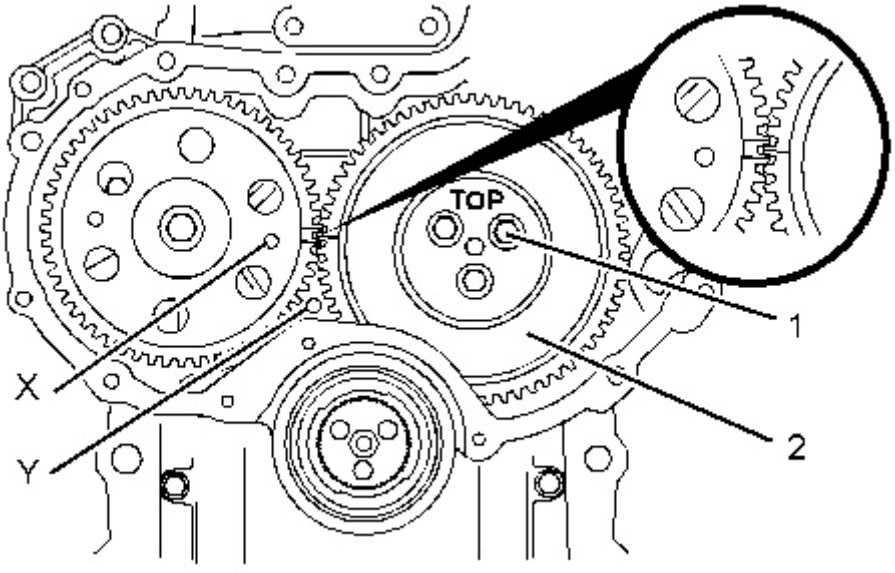

Illustration 9 g01343977

Alignment of timing marks

1. Ensure that Tooling (A) is installed into Hole (X) in the camshaft gear. Use Tooling (A) in order to lock the camshaft in the correct position.

   Note: Ensure that the gears are marked in order to show alignment. Refer to Illustration 9.

2. Ensure that Tooling (B) is installed in Hole (Y) in the front housing. Use Tooling (B) in order to lock the crankshaft in the correct position.

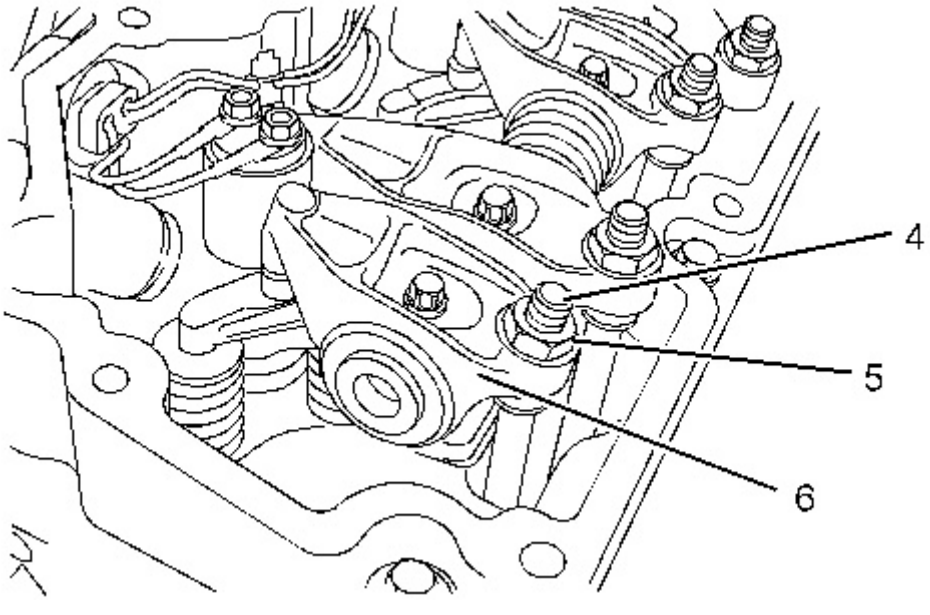

Illustration 10 g01337921

Typical example

3. Loosen nuts (5) on all rocker arms (6). Unscrew adjusters (4) on all rocker arms (5) until all valves are fully closed.

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