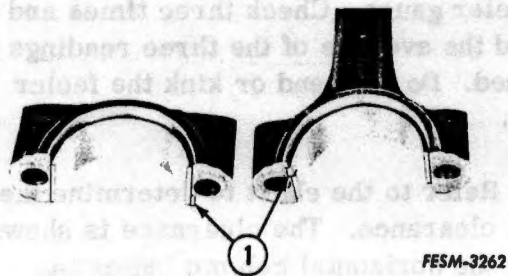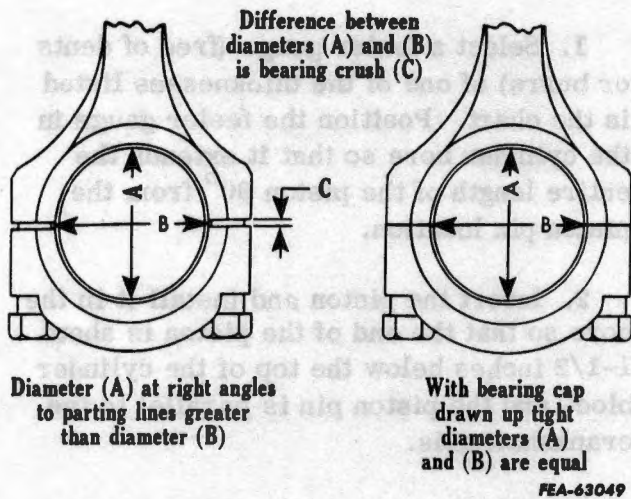5. Repeat step 3 with the piston at right angles to the crankshaft axis. Determine the clearance as instructed in step 4.

6. Measuring piston-to-bore clearance with the piston pin parallel and at right angles to the crankshaft axis will reflect any "out of round" in the bore.

Difference between diameters (A) and (B) is bearing crush (C)

Diameter (A) at right angles to parting lines greater than diameter (B)

With bearing cap drawn up tight diameters (A) and (B) are equal

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1. Bearing locking tangs

Bearing Fitting Procedure

CAUTION: Bearings or bearing caps must not be filed, lapped or modified in any manner to reduce journal-to-bearing clearance. Premature bearing failure will result from attempts to reduce journal-to-bearing running clearances. While such methods will make a tighter fit at the top and bottom of the bearing, it will result in an out-of-round bore and distortion of the bearing shell. New bearing shells will have to be installed eventually and additional problems will be encountered. Such modification alters the engineered fit of the bearing shells in their bores and destroys the desired "crush".

1. When installing precision type bearings, it is important that the bearing shells fit tightly in the rod or crankcase bore. To accomplish this, the diameter of the bearing at right angles to the parting line is slightly larger than the actual diameter of the bore onto which the bearing will be assembled. When the bearing cap is drawn up tight the bearing is compressed, assuring a positive contact between the bearing back and bore. The increased bearing diameter is called "bearing crush".

Be certain the bearings are fully seated and the locking tangs (1) on the bearings fit into the recesses.

2. To assemble the bearings with the correct "bearing crush," tighten the clamping bolts alternately and evenly to the specified torque with a torque wrench.