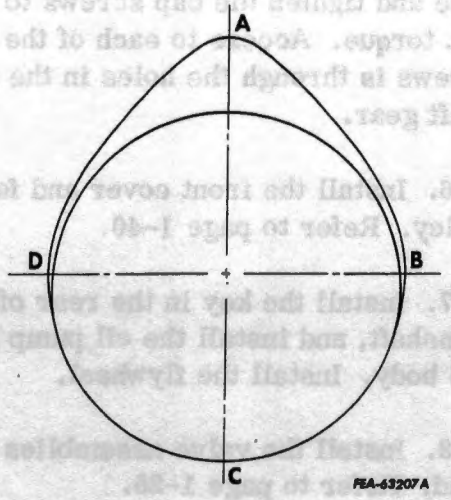
3. Check the crankcase bearing bore inside diameters. The specified ID is 1.8740 to 1.8755 inches for the front, 1.7490 to 1.7505 inches for the center and .8740 to .8755 inch for the rear.



4. Inspect the camshaft lobes for excessive wear, chipping, scoring and replace if necessary. If the lifting areas of the cam lobes, when compared with new camshaft, show amount of wear exceeding .020 inch, the camshaft must be replaced. If a new camshaft is not available for comparison, the cam lobe wear can be measured with a micrometer in the following manner. Take a reading across A-C and deduct the reading B-D; this will give the lobe lift. When the cam lobe wear limit has been reached, this lift will be .020 in. less than the specified lift of .232 inch. The camshaft must then be replaced with a new one.

5. Replace the camshaft gear if the teeth are excessively worn, chipped or scored. Small nicks or burrs can be removed with a hone or fine mill file.

6. Check the condition of the thrust flange and replace if excessively worn.

7. Inspect the tappets. Replace any that are scratched or worn.

8. Be sure to use new gaskets in reassembly.

Installation

1. Install the valve tappets in their original bores.

2. Place the camshaft thrust plate on the shaft and install the key in the keyway. Heat the camshaft gear in boiling water and install the gear (with the timing mark facing out).

3. Check the end clearance with a feeler gauge between the camshaft front journal and the thrust plate. Be sure the drive gear is in place against the shoulder on camshaft. The specified end clearance is .003 to .012 inch. If the end play is excessive, replace the thrust plate with a new one.