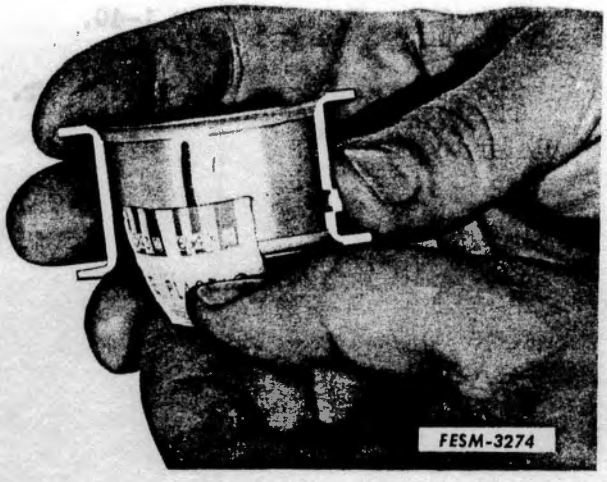
(d) Remove the bearing cap. The flattened section of the virgin lead or "Plastigage" represents the clearance present between the bearing surface and the crankshaft journal. Measure the thickness with a micrometer or match the flattened Plastigage at several points (on either the bearing insert or the crankshaft), with the corresponding graduation on the Plastigage envelope, which indicates the clearance in thousandths of an inch. Running clearance must be .002 to .003 inch.

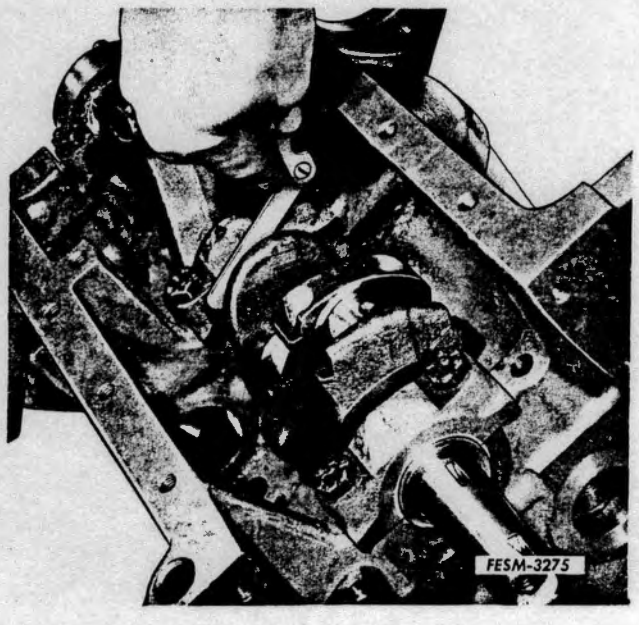


NOTE: Do not turn the crankshaft during the bearing clearance check.

(e) Should the readings not fall within the specified limits, and the torque wrench is known to be accurate, remove the bearing and replace it with a new one. However, with the precision bearings used, no difficulty should be encountered providing the crankshaft and/or crankcase and caps are in good order.

5. Install the bearing caps to their original position and tighten the cap screws to 55 ft. lbs. torque.

NOTE: When installing center main bearing cap, hold crankshaft against the rear thrust face of the upper half of the bearing. Tighten center cap bolts lightly and tap cap toward the rear before final tightening of cap bolts. This lines up the upper and lower thrust surfaces of the bearing halves and prevents binding the shaft on the thrust surfaces.



6. Check the crankshaft thrust bearing side clearance with a feeler gauge at the front side of the center bearing on both upper and lower thrust faces. Specified side clearance is .004 to .008 inch.

While making this check, be sure the crankshaft is held against the rear thrust face of the bearing to show total clearance at front side.