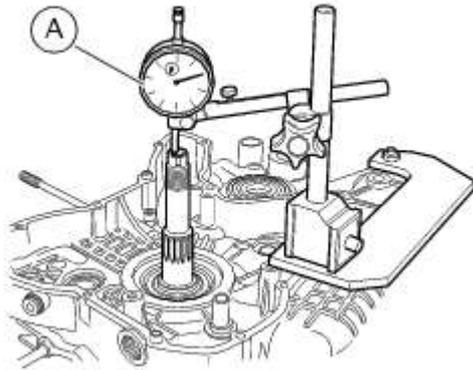


Place a dial gauge (A) with magnetic base on a support plate fixed to crankcase. Bring stylus in contact with crankshaft end and set dial gauge to zero with the stylus touching the crankshaft.



Place a lever (B) between casing and crank web and lever crankshaft pushing towards dial gauge. Note the dial gauge reading. This is the crankshaft end float. Add a preload of (**0.30** mm) plus the thickness of the shims used (**1.90x2=3.8** mm).

Divide by two and you have obtained the shimming required for each casing.



#### Note

After closing the casings, crankshaft must turn with some interference in the new bearings.

