



J2 TECHNICAL ARTICLE

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From Octagon Heaven

Source: MMM Reg. Info-letter

CRANK SHAFT END FLOAT

J2 Crank Shaft End Float.

The drawing on the previous page was drawn and sent to me some years ago by Colin Tieche. It does not appear in the Blower manual although one showing the J2 modification to apply an extra bearing to the crank shaft nose does appear on Page 57 of that manual.

I have copied Colin's drawing into Info letter because it may not be realised by everyone that a little clearance must be there to allow for lubricant and expansion. An excessive clearance will cause end-float to be taken up by bearings, and even connecting rods and pistons, though these were not designed to do this duty.

The J2 engine and other two main bearing engines do not retain this movement (float) on any centre main bearing, unfortunately not having one, so special care is needed with this detail. The note to push the crank forward before trying feeler gauges in between the bronze and steel thrust rings, where there should be a 2-4 thou gap, is because there can indeed be excessive clearance before the crank is pushed forward at the flywheel by hand through the clutch inspection lid.

(See Drawing on back side)

