

# INSTRUCTION

**915-1006**

**Plastigauge - Red**

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- 1) Remove the bearing cap and clean any oil or dirt from the journal.

NOTE: Checking bearing clearances with the engine in a position to where the bearing caps are supporting the weight of the crankshaft and flywheel will give an erroneous reading. This can be minimized by supporting the weight of the crankshaft with a jack under the counterweight adjoining the bearing being checked.

- 2) Place a piece of Plastigauge the FULL length of the bearing insert, about  $\frac{1}{4}$ " off center (see figure 1).

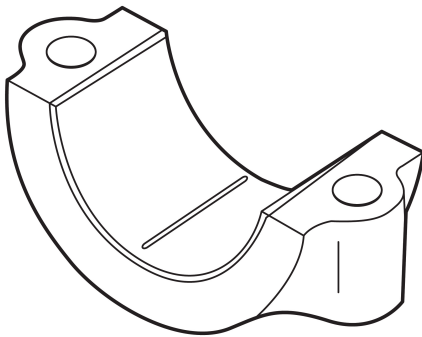


Figure 1

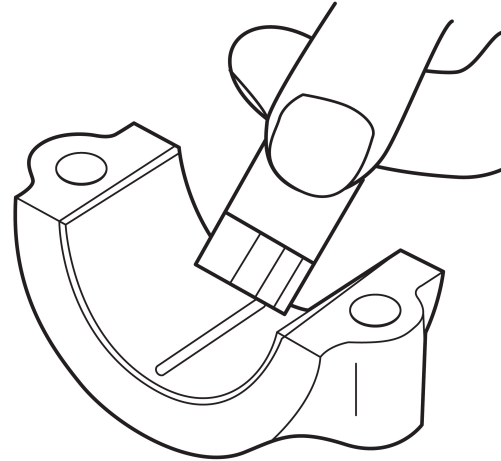


Figure 2

- 3) Rotate the crank 30 degrees from bottom dead center and re-install the cap. Tighten the bolts to spec with a torque wrench.
- 4) Remove the bearing cap. The compressed Plastigauge will adhere to either the bearing cap OR the crankshaft.
- 5) Compare the compressed Plastigauge at its WIDEST point with the graduations on the package (Figure 2). The number marked on the package indicates bearing clearance in thousandths of an inch or millimeters depending on which end of the package is compared. TAPER is indicated when one end of the compressed Plastigauge is wider than the other end. Measure BOTH ends of the compressed Plastigauge. The difference in the readings is the approximate amount of taper.
- 6) New bearing should be used if bearing clearance is not within specifications. Excessive taper indicates a new or re-worked crankshaft should be used.

# IMPORTANT

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