O	8.5.63	H = 7·0010" DIA. WAS H = 7·0020" DIA. L = 6·9985" L = 7·0005" T.S. H = 7·016, L = 7·012 DELETED
		H = 1·252" DIA. WAS $1\frac{1}{4}^{+.0025}_{-.0035}$ DIA.
		TS $^{+.022}_{+.018}$ DELETED.
		PLANNING REQUEST MOD 3906.
P	28-2-66	MATERIAL SPECIFICATION DELETED TO ENSURE SELECTION OF CASTING DRG. 024031 MOD 6319 (BS.)

SPOTFACED TO SURFACE $\frac{7}{8}$" DIA. EACH END & CENTRE WITH A 'G' SIZE CENTRE DRILL CSK. TO H = $\frac{3}{8}$" L = $\frac{11}{32}$" DIA AT MID. TH.

6-HOLES $\frac{1}{8}$" DIA DRILLED THROUGH TO DIAGONAL HOLES SHARP EDGES REMOVED BY $\frac{1}{32}$" R. FORMED BY HAND TOOL.

TW. H = 6·229" L = 6·216"

AH = 6·216" GROUND L = 6·210"

TW. H = ·677" L = ·673"

H = ·663" L = ·665"

52°

C'BORE 2 DIA. $\frac{3}{8}$" DEEP FROM TOP FACE. DRILL THROUGH TO CENTRE WITH $\frac{5}{8}$" DIA. DRILL. DRILL O.B.A. TAPPING SIZE $\frac{15}{16}$" DEEP & TAP O.B.A. FULL THREAD $\frac{15}{16}$" DEEP CSK. AT 90° INC. TO H = $\frac{7}{32}$" L = ·27" DIA HOLES TO BE PLUGGED WITH PLUG 6400470 SCREWED TIGHTLY HOME & CENTRE POP ON EDGE TO LOCA

H = 7·0010" L = 6·9985" DIA.

TWO RECESSES EACH END $\frac{1}{2}$" DIA x $\frac{5}{64}$" DEEP $\frac{1}{32}$" RAD IN CORNER

DRILL $\frac{1}{4}$" DEEP & TAP $\frac{1}{2}$" x 20 T.P.I. FULL THREAD 1" DEEP. CSK. AT 50° INC. TO H = $\frac{21}{32}$" L = $\frac{5}{8}$"

DRILLED TO MEET CROSS HOLES $\frac{7}{8}^{+\frac{1}{32}}_{-0}$ DEEP ON ℄

DRILL THROUGH THIS END ONLY WITH $\frac{3}{8}$" DIA DRILL.

DRILL $\frac{1}{4}$" DEEP & TAP $\frac{1}{2}$" x 20 T.P.I. FULL THREAD 1" DEEP. CSK AT 60° INC. TO H = $\frac{21}{32}$" L = $\frac{5}{8}$"

H = 1·252" L = 1·249" DIA.

H = 1·122" L = 1·118"

$\frac{5}{64}^{+.007}_{-.010}$

ALLOW FOR MACHINING ALL OVER EXCEPT CAST RECESSES OF INNER WEB

℄ SPLINE

℄ SPACE

·124

·042

·018

·2258"

1·2505" DIA

1·120" DIA

1·091" DIA

SHAPE PRODUCED BY HOB

022643 / 500 CC / 1356	BALANCE FACTOR 50%	A = 584 GRMS
	WEIGHT ON EACH CRANKPIN	B = 573 "
	WITH 014221 CONN. ROD ASSEM.	C = 574 "
	BALANCE WEIGHTS B6605/A/B/C & D.	D = 569 "

CRANKSHAFT ASSEM. WITH PLUGS = 022644.

021480	BALANCE FACTOR 50%	A = 608 GRMS
	WEIGHT ON EACH CRANK PIN	B = 602 GRMS
	WITH 014221 CONNECTING ROD ASSM.	C = 597 GRMS

NOTE:- BALANCE AGAINST WEIGHTS B 5927 /A /B /C

545 CC. AND STAMP A, B, OR C.

CRANKSHAFT ASSM. WITH PLUGS 021525

022645 / 600 CC / 1356	BALANCE FACTOR 56%	A = 633 GRMS
	WEIGHT ON EACH CRANKPIN	B = 627 "
	WITH 014221 CONN. ROD ASSEM.	C = 621 "
		D = 615 "

CRANKSHAFT ASSEM WITH PLUGS 022646

018580	BALANCE FACTOR 50%
	WEIGHT ON EACH CRANKPIN = 580 GRMS.
	WITH 014221 CONNECTING ROD ASSM.
	NOTE: BALANCE AGAINST WEIGHTS B4275/A & STAMP A

500 C.C.

CRANKSHAFT ASSM. WITH PLUGS 018579

M	21/11/55	BALANCE FACTOR FOR 022645 WAS 50%
	27/2/57	CASTING No 024030 WAS 018679 MOD. 3544
A	4/2/52	
B	17/7/52	OIL HOLES WERE AT 40°47 25' AND MET ON ℄ OF CENTRE JOURNAL.
C	25/11/53	BALANCE WEIGHT 583 GRMS WAS 568 GRMS & NOTE ADDED
D	4/6/53	4 HOLES THROUGH CONN. ROD JOURNALS INCREASED TO 6 HOLES (1 ADDED ON VERTICAL ℄ ON EACH JOURNAL. MOD 2284.
E	21/8/53	TAPPED HOLES AT EACH END FOR SLUDGE TRAP PLUGS DELETED REPLACED BY 7/8" DIA. SPOTFACE & CENTRE DRILL. MOD 2353.
F	2/12/52	PARTICULARS FOR 021480 ADDED
G	4/11/53	BALANCE WEIGHT 580 GRMS WAS 583 G. Nº B 4275/A WAS B 4275/B Mod 2473.
H	28/12/53	021525 ADDED.
J	4/4/55	ENLARGED VIEW OF SPLINES ADDED
K	28.11.55	CONN ROD BEARING DIAS. $1\frac{5}{8}^{+.00075}_{+.00025}$ WERE $1\frac{5}{8}^{+.00025}$. CENTRE BEARING DIA. $1\frac{5}{8}^{+.00175}_{+.00125}$ WAS $1\frac{5}{8}^{+.00125}_{+.00075}$. DATA FOR 022643-4-5&6 ADDED. Mod 2926
L	24/11/55	BALANCE WEIGHT DATA FOR 022645 ADDED.

OPER.	GROUP	AMERICAN PROJECTION.	THIS DRAWING MUST NOT BE SCALED.	LIMITS: ±·010 EXCEPT WHERE STATED	SEE CHART FOR DETAIL MATERIALS

SEE SEPARATE INSTRUCTIONS.

(FOR 022643 INSTRUCTIONS, SEE 021480.)

PART Nº	MATERIAL

FINISH:- NIL

TREATMENT:- NIL

DRAWN:- CHECKED

APPROVED INSP. BY

MATERIAL:- CASTING 024030 SEE DRG. 024031

NAME CRANKSHAFT BASIC

FOR 022645 = 022643

FOR 021480 = 021525

FOR 018580 = 018579