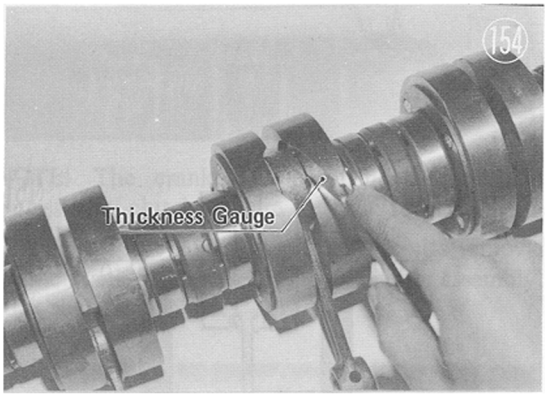
Move the connecting rod to one side and measure side clearance with a thickness gauge as illustrated.

Table 17 Side Clearance

Model	Standard	Service Limit
H1, H2	.0157 – .0197 (0.40 – 0.50 mm)	.0276 in. (0.70 mm)

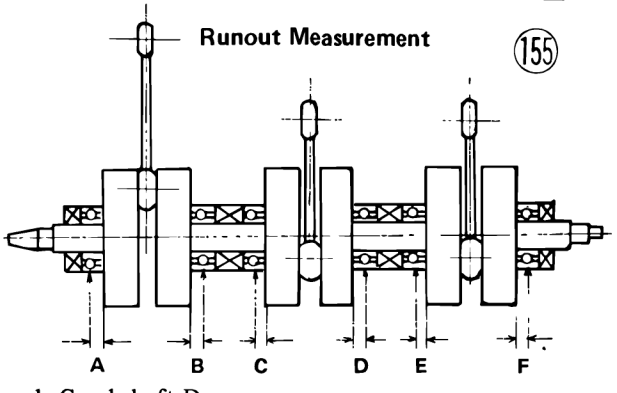


c. Crankshaft Runout

Center the crankshaft in a crankshaft aligner and set the dial gauge to the points indicated. Turn the crankshaft lightly and note the reading variation, which is crankshaft runout.

Table 18 Crankshaft Runout

Model	Standard	Maximum
H1, H2	Under .0016 in. (Under 0.040 mm)	.0039 in. (0.10 mm)



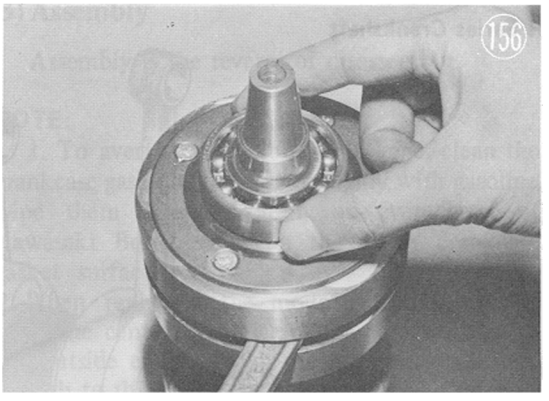
d. Crankshaft Damage

If there is heat seizure damage to the crank pin, connecting rod, big end side washers or needle bearing, or if any of the crankshaft journals are cracked or otherwise damaged, replace the entire crankshaft assembly.

e. Main Bearings

As the bearings wear, play develops and can cause crankshaft vibration.

Standard clearance between the ball and race is .00047 – .00087 in. (0.012 – 0.022 mm). But since such a small clearance is difficult to measure, clean each bearing with gasoline, lubricate it, and see that it turns smoothly.



f. Crankshaft Oil Seals

The four oil seals, one on either side of each crank chamber, maintain the pressure differences among the chambers. If by any chance any of these oil seals should be damaged, primary compression leakage will occur and cause a reduction in engine performace.

Carefully inspect the oil seals for damage to the lip, and check the outer edge for dirt that might allow compression leakage.

3) Assembly

Place the bearing set rings in the upper crankcase and align the groove in each ball bearing to its ring. Seat the crankshaft by tapping each bearing lightly with a mallet.