SECTION 2-G
ENGINE MOUNTING ADJUSTMENT, FLYWHEEL REPLACEMENT, ENGINE BALANCING

CONTENTS OF SECTION 2-G

2-26 ENGINE MOUNTING ADJUSTMENT

The engine and transmission when properly aligned with the frame will rest in a normal position which does not impose any shear strain on the rubber mounting pads.

Shims are installed in production to locate the transmission support between the frame rails with respect to the front engine mounts. For this reason it is important that the position of the support not be changed by the removal of shims to move it side ways. Whenever it is necessary to remove the support, the number and location of the shims at each end of the support should be noted so they may be reinstalled in the same location.

The following procedure should be used when tightening mounts to obtain proper adjustment:

1. Loosen exhaust pipe or pipes at exhaust manifolds.

2. Loosen four engine mount to frame bolts.

3. Make sure that transmission support to frame shims are in original position and tighten all support to frame rail, support to mount, and mount to rear bearing retainer bolts. See Figure 2-44.

4. Raise engine slightly to allow mounts to normalize. Lower engine and tighten engine mount to frame bolts.

2-27 FLYWHEEL REPLACEMENT

a. Replace Flywheel and Check Run-out

1. Remove the transmission then remove the flywheel from the crankshaft flange.

2. Inspect flywheel. If flywheel is cracked at crankshaft bolt holes, replace flywheel.

3. Check for burrs around drilled holes in crankshaft flange and face of flywheel to be installed; remove any burrs with a mill file. Position flywheel so 3/8" locating hole in flywheel bolt hole circle is matched with locating hole in crankshaft. Install bolts and tighten evenly to 50-60 ft. lbs. torque.

4. Mount Dial Indicator so that stem of indicator bears against the flat surface of flywheel.

5. Turn flywheel, making sure that crankshaft end thrust is held in one direction, and note run-out of flywheel face. Run-out should not exceed .015".

6. If run-out exceeds .015" attempt to correct by tapping high side of flywheel with mallet. If this does not correct run-out remove flywheel and check for burrs between flywheel and face of crankshaft flange. Remove burrs and recheck for run-out.

7. If no burrs exist install a new flywheel and recheck run-out. If run-out still exceeds .015" check run-out of rear face of crankshaft flange.

8. After installation of transmission, test for engine vibration. If vibration has been introduced by installation of new flywheel make correction as described in paragraph 2-27.