

SERVICE

SHOP DOPE

No. 260J

January 3, 1956

74 CU. IN. O. H. V. ENGINE FITTING SPECIFICATIONS (1955 AND LATER MODELS)

PISTON CLEARANCE -- New piston fitted in cylinder, .001" to .002" clearance. Piston shapes to cylinder and acquires more clearance after short time in service.

Measure piston at bottom of skirt, front to rear.

Measure cylinder about 1/2" from top of bore, front to rear.

PISTON PIN IN PISTON -- Light hand press fit.

PISTON PIN IN UPPER END OF CONNECTING ROD -- .0008" to .0012" loose.

PISTON RING GAP AND GROOVE CLEARANCE -- With rings inserted 1/2" to 3/4" from top of cylinder -- Solid Type Rings .010" to .020" gap - U-Flex Oil Control Rings 11/32" overlap. Rings should be .004" loose in ring grooves of piston.

LOWER CONNECTING ROD BEARING -- .001" to .0015" loose.

CONNECTING RODS -- .006" to .010" end play between flywheels -- roller and retainer assembly should be narrower, but not more than .010" narrower than forked rod.

SPROCKET SHAFT TIMKEN BEARING --

Sprocket shaft Timken bearings are made up in matched sets. All bearing parts are marked with matching numbers. Do not use bearing parts with different matching numbers. If any part of bearing requires replacing, the entire bearing assembly must be replaced. A complete set of sprocket shaft Timken bearings consists of two inner races with bearings and retainers, one inner bearing race spacer, two outer races, (cones) and one outer race spacer. Inner bearing race spacer determines running clearance between bearings and races.

PINION GEAR SHAFT -- .0005" to .001" loose in roller bearing -- .0005" to .0012" loose in cover bushing. Oil slot in cover bushing is centered with drilled feed oil passage in cover.

FLYWHEEL ASSEMBLY -- Sprocket and gear shafts must run true within .001".

CAM GEAR -- .001" to .0015" loose in crankcase and cover bushings -- .001" to .005" end play.

INTERMEDIATE GEARS -- .001" to .0015" loose on studs -- .003" to .007" end play.

TAPPET GUIDES -- .0005" to .001" press fit in crankcase.

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VALVE TAPPETS -- .001" to .002" loose in tappet guides.

ROCKER ARM FIT IN BEARINGS -- .001" to .002" loose -- .004" to .012" end play.

OIL PUMP DRIVE SHAFT -- .0008" to .0012" loose in crankcase bushing.

CRANKCASE BREATHER -- .001" to .005" end play -- times with front cylinder --
opens $1/8$ " before top center to $1/8$ " after top center, and closes
 $13/16$ " to $1-5/16$ " after bottom center.