

# SERVICE BULLETIN

M-968

SEPTEMBER 2, 1988



## 1340 cc ONE PIECE FLYWHEEL-PINION SHAFT

Starting with crankcase No. 1589 221 007 (49-State) and 2089 221 001 (California) all 1989 1340 production engines will be equipped with the pinion shaft and right flywheel cast as one piece. Full details as to how the new one piece flywheel half will effect maintenance and repair procedures will follow in a later Bulletin.

See Figure 1. Our immediate concern is any pulling operation which involves pressing against the end of the pinion shaft. An example is the removal of pinion gear (1). Due to the angle of the internal chamfer at the end of pinion shaft (4) there is concern that if the chamfered end of the spindle of tool (3), Part No. HD-96830-51A, were to be turned directly into the internal chamfer of pinion shaft (4) the end of the shaft may become slightly flared.

This slight distortion could prevent the shaft from fitting into the bearing of the gear cover.

To prevent any damage to the pinion shaft during removal, washer (2) Part No's 25320-79 thru 25328-79 must be positioned between the spindle of tool (3) and the end of pinion shaft (4). This washer is the steel breather gear washer used on vehicles 1979 to 1982. The breather gear washers came in various thicknesses, however, the thinner washers are preferable. The washer prevents the chamfered end of the spindle from entering the internal chamfer at the end of pinion shaft (4) eliminating any possibility of damage.

Any flywheels damaged by improper gear removal would not be covered under warranty.

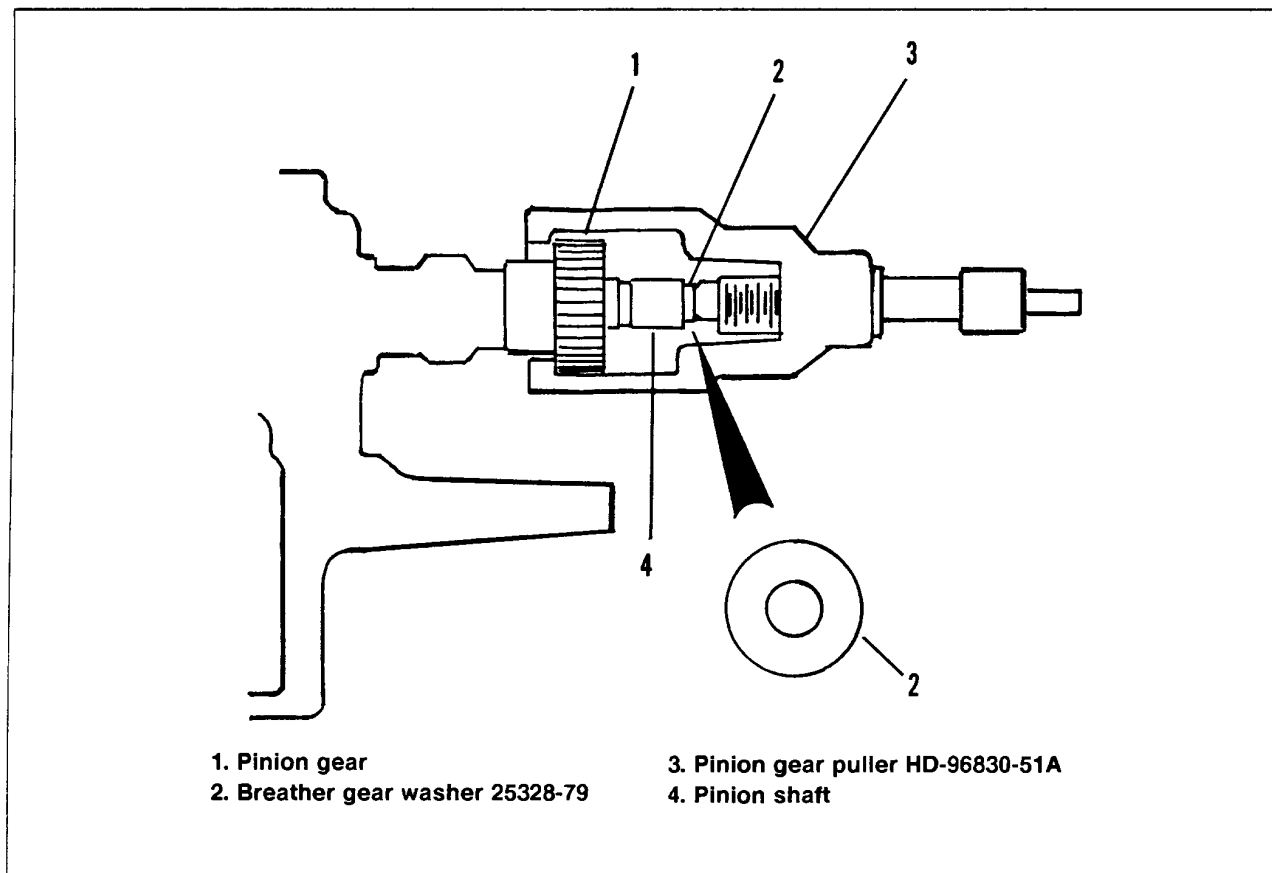


Figure 1. Pulling Pinion Gear

ROUTING:	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	LEAD TECHNICIAN	TECHNICIAN NO. 1	TECHNICIAN NO. 2	TECHNICIAN NO. 3	TECHNICIAN NO. 4	RETURN THIS TO:
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