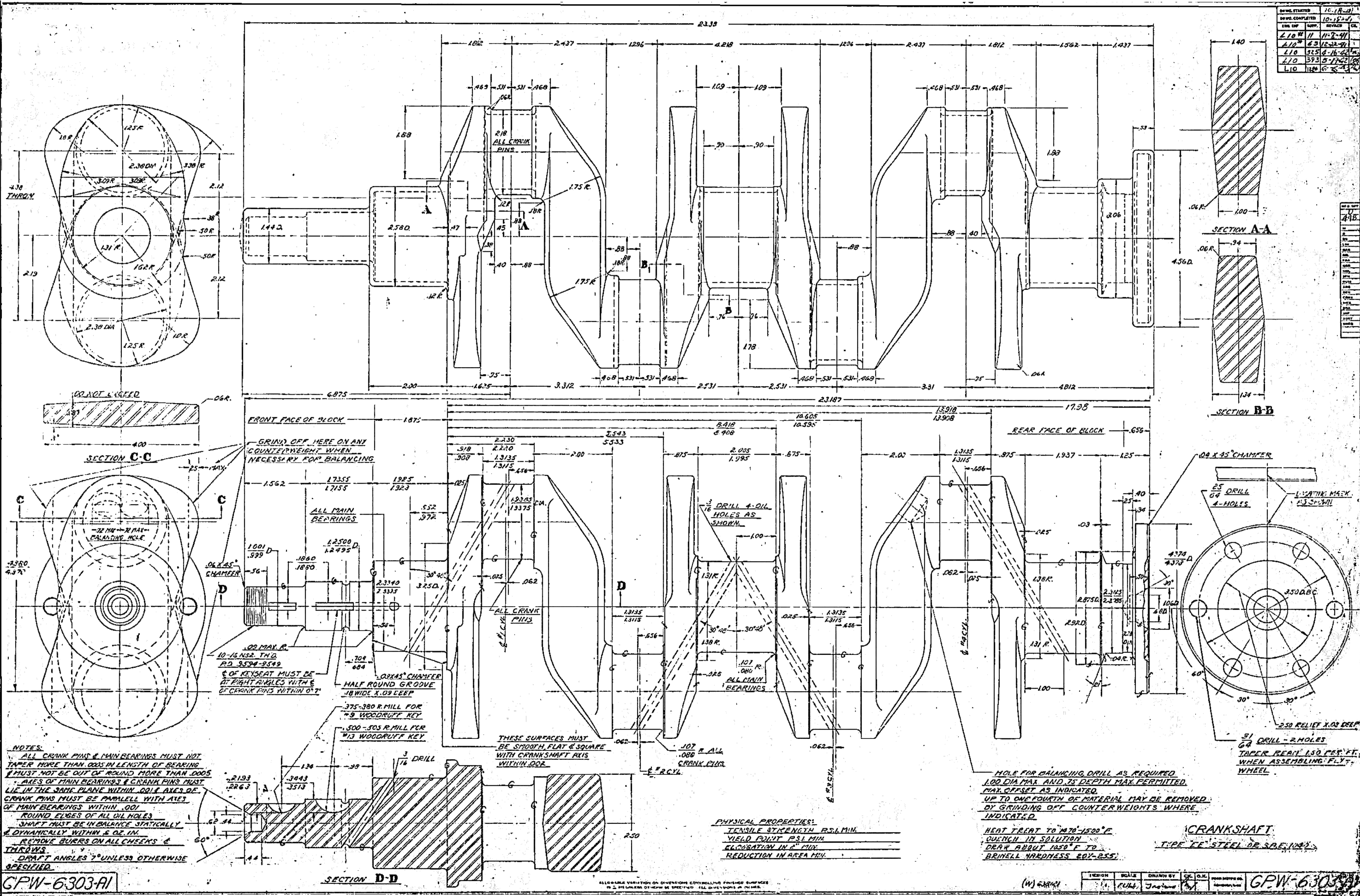


DESG. STARTED	10-18-41
DESG. COMPLETED	10-18-41
ENG. DRW.	REV. 1
REV. 2	11-7-41
REV. 3	12-22-41
REV. 4	3-25-42
REV. 5	5-17-42
REV. 6	6-25-42



NOTES:

- ALL CRANK PINS & MAIN BEARINGS MUST NOT TAPER MORE THAN .0005 IN LENGTH OF BEARING & MUST NOT BE OUT OF ROUND MORE THAN .0005
- AXES OF MAIN BEARINGS & CRANK PINS MUST LIE IN THE SAME PLANE WITHIN .001
- CRANK PINS MUST BE PARALLEL WITH AXES OF MAIN BEARINGS WITHIN .001
- ROUND EDGES OF ALL OIL HOLES
- SHAFT MUST BE IN BALANCE STATICALLY & DYNAMICALLY WITHIN 5 OZ. IN.
- REMOVE BURRS ON ALL CHSEKS & THROWS
- DRAFT ANGLES 3° UNLESS OTHERWISE SPECIFIED

GRIND OFF HERE ON ANY COUNTERWEIGHT WHEN NECESSARY FOR BALANCING

ALL MAIN BEARINGS

ALL CRANK PINS

375-380 R MILL FOR #9 WOODRUFF KEY

500-505 R MILL FOR #13 WOODRUFF KEY

3/16 DRILL

THESE SURFACES MUST BE SMOOTH, FLAT & SQUARE WITH CRANKSHAFT AXIS WITHIN .002

HOLE FOR BALANCING, DRILL AS REQUIRED. 1.00 DIA MAX. AND .75 DEPTH MAX. PERMITTED. MAX. OFFSET AS INDICATED. UP TO ONE FOURTH OF MATERIAL MAY BE REMOVED BY GRINDING OFF COUNTERWEIGHTS WHERE INDICATED.

PHYSICAL PROPERTIES:

- TENSILE STRENGTH P.S.I. MIN.
- YIELD POINT P.S.I. MIN.
- ELONGATION IN 2" MIN.
- REDUCTION IN AREA MIN.

CRANKSHAFT

TYPE EC STEEL OR SAE 5140

GPW-6303-A1

GPW-6303-A1

DESIGN	SCALE	DRAWN BY	CHK. D.M.	PERFORMED BY
GPW	1:1	F.H.H.	Jag	GPW