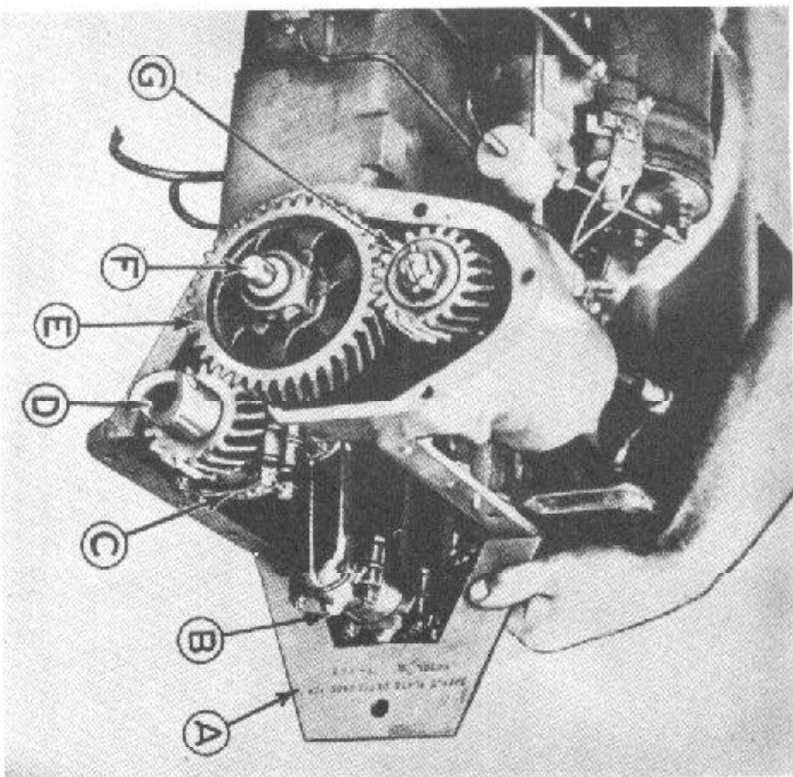


2 2/32 inches below the level of the cylinder block base. This will give a dip of 1/32 inches when the plant is assembled, as the oil baffle plate is bolted inside the oil base so that the drain slots on ends of plate are 2 1/16 inches below the top of the oil base. The method of measuring the oil dip is shown in figure 31. When replacing connecting rod bearing caps attach them so the hole in the oil dip faces to the exhaust side when viewed from the crank end of the engine; otherwise the bearing will not



- A. Measuring gauge.
- B. Connecting rod oil dip.
- C. Front main bearing.
- D. Starting jaw.
- E. Camshaft gear.
- F. Camshaft thrust plug.
- G. Magneto drive shaft gear.

Figure 31. Measuring oil dip of connecting rod.

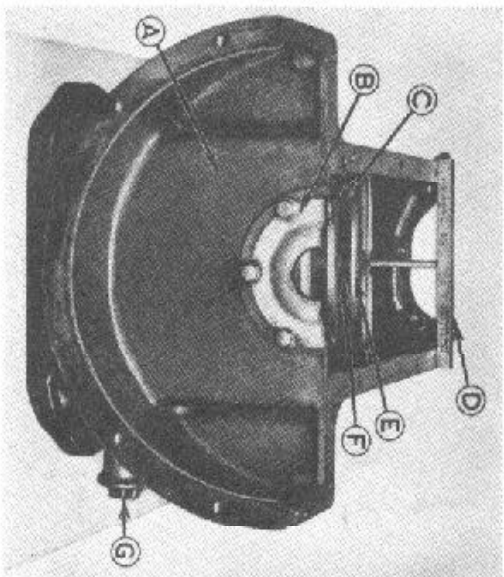
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be lubricated and will burn out. See next paragraph for instructions on checking height of oil baffle plate. This is very important to assure proper lubrication.

28. OIL BAFFLE PLATE AND OIL PUMP.

a. Height of Baffle Plate. Figure 32 shows the correct way to check the height of the oil baffle plate in the oil base. The baffle plate is in correct position when the drain slots in the end of the plate are 2 11/16 inches from the top of the oil base. If the baffle plate is too high, the engine may pump oil because too much oil is splashed on the cylinder walls. If the plate is too low, the connecting rod bearing will not receive enough lubrication and may burn out. To adjust position of plate for correct dip, loosen the cap screws holding it to the oil base. Raise or lower plate to correct position and tighten the screws.

b. Oil Pump. When the engine has been disassembled, remove the oil pump to clean it out, if necessary. Operate the plunger by hand to see that connections are tight. Examine all bolts and nuts to see that they are properly tightened.



- A. Oil base.
- B. Split cover.
- C. Oil retaining ring.
- D. Gauge.
- E. Oil troughs.
- F. Baffle plate.
- G. Drain plug.

Figure 32. Checking baffle plate height in crankcase.

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