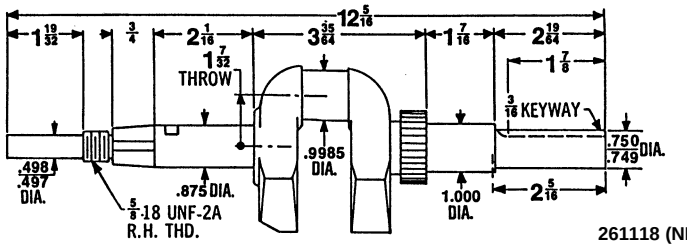
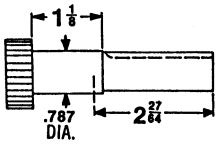
Fig-1 BASIC



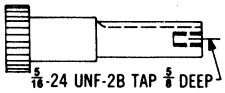
261118 (NLA)

Fig-2



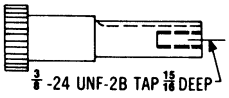
261141 BERM
397130 BERK

Fig-3



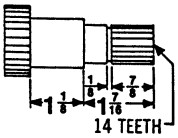
261142 (NLA)
397096 (NLA)
494071 PERO

Fig-4



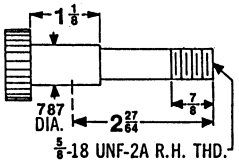
261147 (NLA)

Fig-5



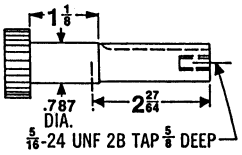
261150 (NLA)
397097 (NLA)
494072 PERGO

Fig-6



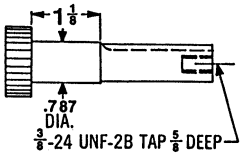
261156 (NLA)

Fig-7



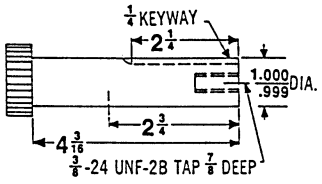
261227 (NLA)
397100 BERK

Fig-8



261396 (NLA)

Fig-9

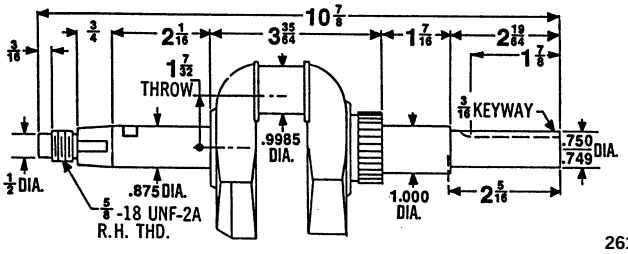


494413 PERO

Fig-10

Fig-11

Fig-1 BASIC



261165 PE

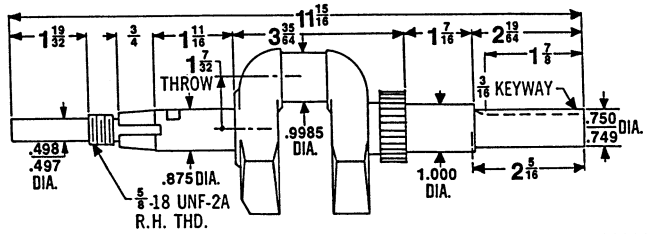
Fig-14

Fig-12

Fig-13

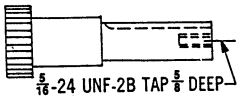
Fig-2

Fig-1 BASIC



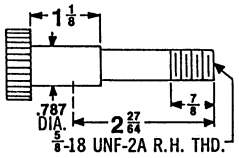
260921 (NLA)

Fig-2



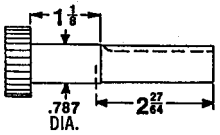
260938 (NLA)
397085 (NLA)
492088 PRO

Fig-3



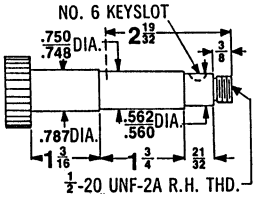
260939 (NLA)
397087 BRK

Fig-4



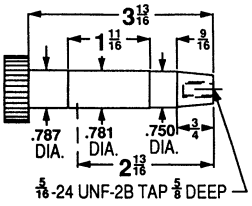
260940 (NLA)

Fig-5



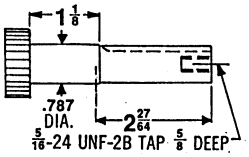
260941 BR
397089 BRK

Fig-6



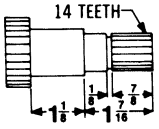
260942 (NLA)
397091 (NLA)
492090 BRO

Fig-7



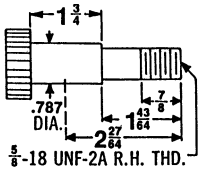
260958 (NLA)
397093 (NLA)
493290 BRO

Fig-8



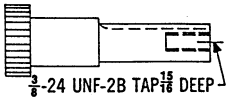
260987 (NLA)
397095 PRGK

Fig-9



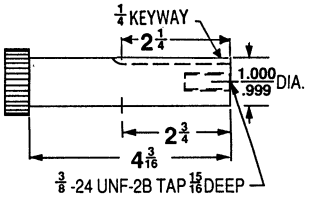
261046 BR

Fig-10



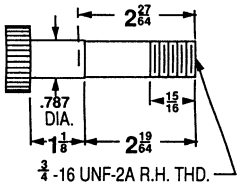
261148 PRM
397131 (NLA)

Fig-11



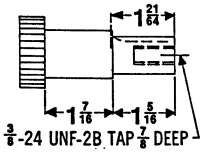
261216 (NLA)
397098 PRK
492926 PRO

Fig-12



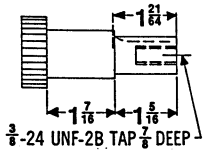
261234 (NLA)
397102 BRK
493015 BRO

Fig-13



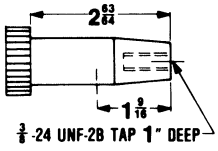
261299 (NLA)
397103 PRK

Fig-14



261399 (NLA)
397104 (NLA)
494035 PRO

Fig-15

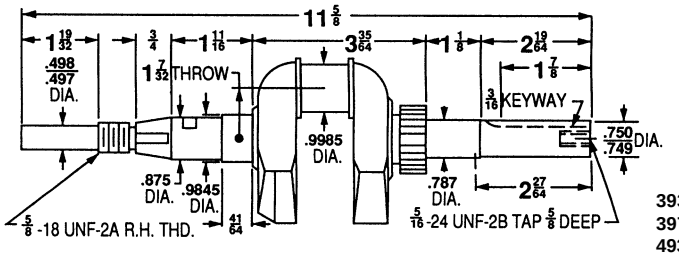


261544 (NLA)
397105 PRK

Fig-16

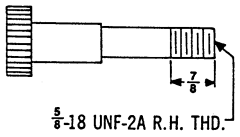
Fig-17

Fig-1 BASIC



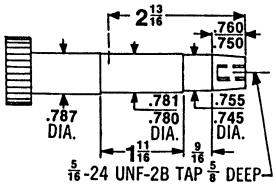
393596 (NLA)
397092 (NLA)
493898 BFRO

Fig-2



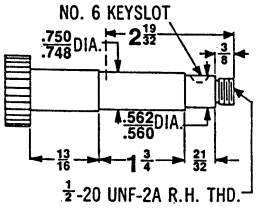
393847 (NLA)
397086 (NLA)
492089 BFRO

Fig-3



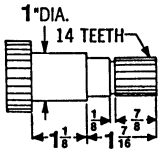
393849 (NLA)
397090 BFRK

Fig-4



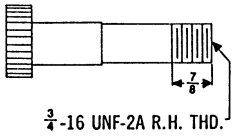
393928 (NLA)
397088 BFRK

Fig-5



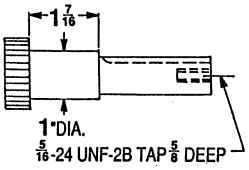
394295 (NLA)
397094 (NLA)
493770 PFRGO

Fig-6



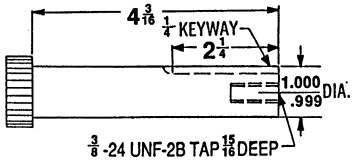
394403 (NLA)
397101 BFRK

Fig-7



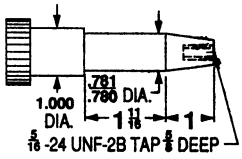
395525 (NLA)
397084 PFRK

Fig-8



398318 PFRO

Fig-9

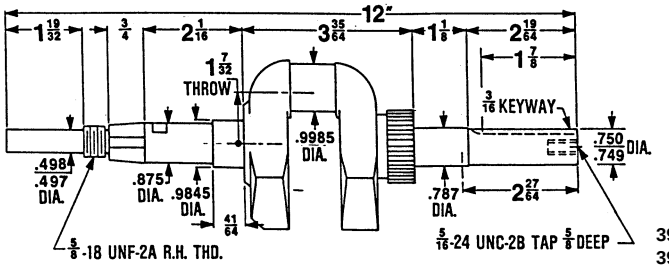


493980 PFRO

Fig-10

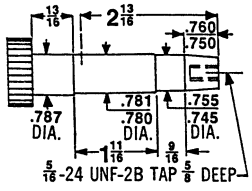
Fig-11

Fig-12



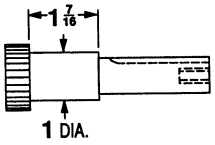
395651 (NLA)
397099 BFERK

Fig-13



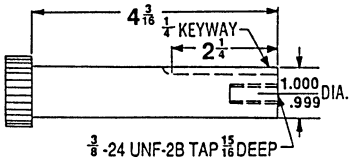
396820 BFERO

Fig-14



493855(NLA)
494134 PFERO

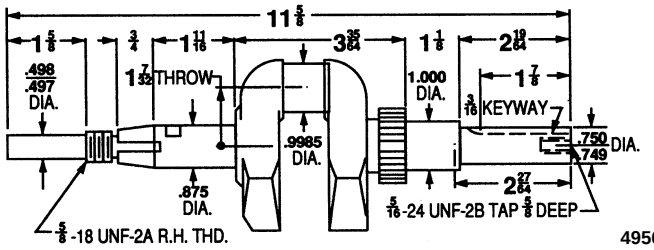
Fig-15



494391 PFERO

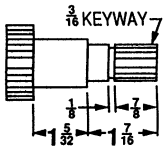
Fig-16

Fig-1 BASIC



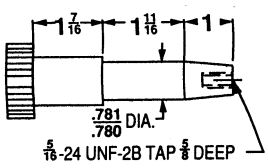
495645 PBRO

Fig-2



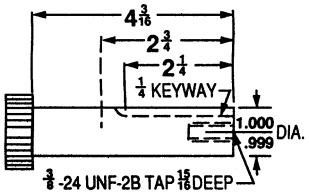
495171 (NLA)

Fig-3



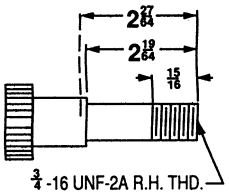
495172 (NLA)

Fig-4



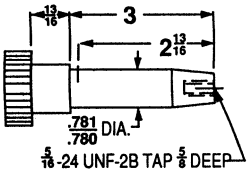
495173 (NLA)
495649 PBRO

Fig-5



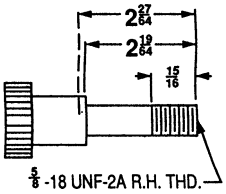
495642 PBRO

Fig-6



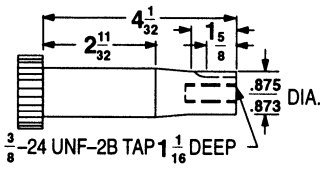
495643 PBRO

Fig-7



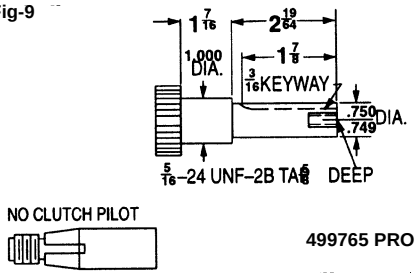
495644 PBRO

Fig-8



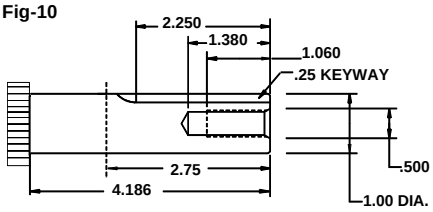
499764 PBRO

Fig-9



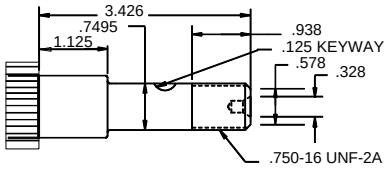
499765 PRO

Fig-10



692142 PR
692465 PRO

Fig-11



692140 BR

Fig-12

Fig-13

Fig-14

Fig-15

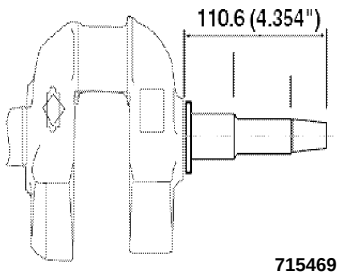
Fig-16

Fig-17

Fig-1 BASIC

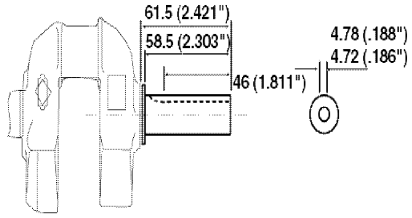
BASIC IS UNAVAILABLE

Fig-2



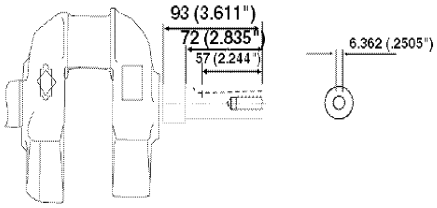
715469 BR

Fig-3



715499 BR

Fig-4



715426 BRE

Fig-5

Fig-6

Fig-7

Fig-8

Fig-9

Fig-10

Fig-11

Fig-12

Fig-13

Fig-14

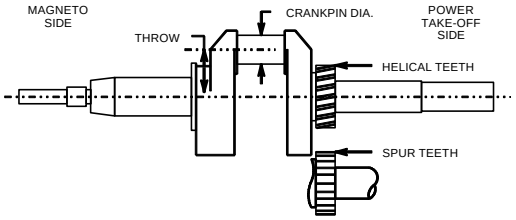
Fig-15

Fig-16

Fig-17

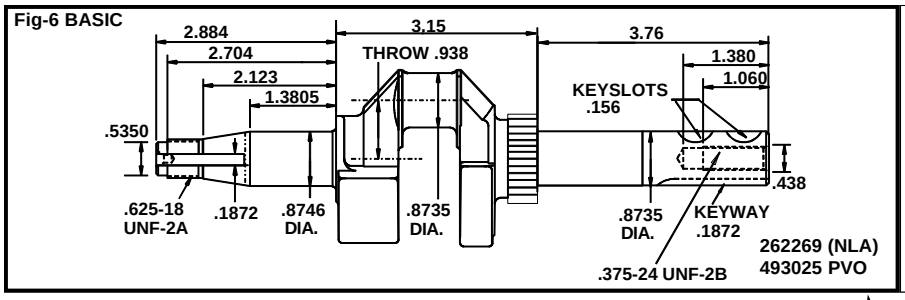
CRANKSHAFT IDENTITY

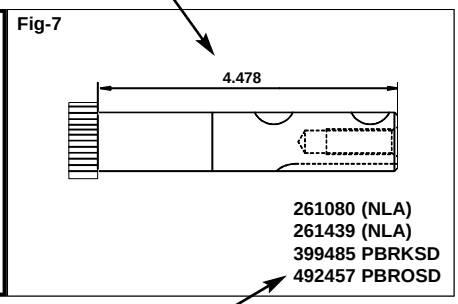
To determine the part number of a crankshaft, compare the crankshaft with the illustrations shown for the specified engine Model Series. Basic areas where dimensions are called-out in the illustrations are shown at right.



Crankshaft illustrations are grouped by model series and crankshaft orientation. Each group contains one or more complete illustrations of a standard crankshaft boxed by bold lines, and labeled as BASIC.

Any crankshafts which are dimensionally the same as the BASIC are displayed directly following, with only the dimensions that are different shown.





To order the crankshaft, the service number is located in the lower right hand corner of each box. If there is more than one service number listed, the part has been superseded. Review the other part number(s) listed. Check the abbreviations behind the number to determine the correct crankshaft.

LEGEND OF ABBREVIATIONS

The suffix following the part number indicates:

- **B** = Ball bearing, power take-off side.
- **D** = Deep cover used with flange mount ball bearing or flange mount plain bearing and gear reduction engines.
- **E** = Electric starter engine.
- **F** = Ball bearing, magneto side.
- **G** = Gear reduction.
- **J** = Special crankshaft counterweight.
- **K** = With plunger flat - fixed or loose timing gear included. (**NOTE:** if no plunger flat, Magnetron® module might be included.)
- **L** = Pressure lubrication.
- **M** = No plunger flat - timing gear not required (2-cycle) or loose timing gear not included - Magnetron® module not included.
- **N** = Needle bearing, magneto side.
- **(NLA)** = Crankshaft is illustrated for identification, but this part number is no longer available from factory. See illustrations for possible replacement.
- **O** = No plunger flat - fixed or loose timing gear included - Magnetron® module not included.
- **P** = Plain bearing.
- **R** = Rewind starter engine.
- **S** = Standard plain bearing cover.
- **V** = Vertical pull starter engine.
- **Y** = With plunger flat - loose timing gear not included.

The dimension from end of crankshaft to dotted line indicates the distance from the end of the crankshaft to:

(a) Oil seal on plain bearing horizontal crankshaft engines.
(b) Mounting face of sump on vertical crankshaft engines.
(c) Flange mounting face on horizontal crankshaft engines.

NOTE: All crankshaft power take-off tapers are, unless noted, 2-1/4 inches per foot.