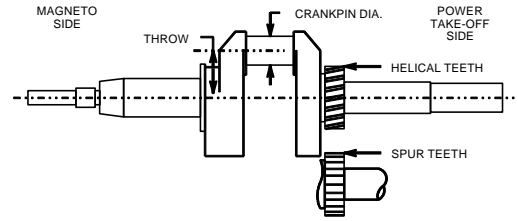


<p>Fig-1 BASIC</p> <p>261277 (NLA) 262083 (NLA)</p>	<p>Fig-2</p> <p>261287 (NLA) 262084 PFEO 399729 PFEO</p>	
<p>Fig-3</p> <p>261291 (NLA) 399726 (NLA) 498991 PEO</p>	<p>Fig-4</p> <p>261375 (NLA)</p>	<p>Fig-5</p> <p>261477 (NLA)</p>
<p>Fig-6 BASIC</p> <p>694535 R</p>		<p>Fig-7</p>
<p>Fig-8</p>	<p>Fig-9</p>	<p>Fig-10</p>
<p>Fig-11</p>	<p>Fig-12</p>	<p>Fig-13</p>
<p>Fig-14</p>	<p>Fig-15</p>	<p>Fig-16</p>

<p>Fig-1-BASIC</p> <p> $\frac{5}{8}$ -18 UNF-2A R.H. THD. $\frac{498}{.497}$ DIA. $1\frac{3}{16}$ $1\frac{5}{16}$ THROW 1.181 DIA. 1.378 DIA. $\frac{9}{32}$ 1.249 DIA. $4\frac{17}{32}$ $15\frac{19}{64}$ $2\frac{45}{64}$ 1.378 DIA. $2\frac{29}{37}$ $2\frac{27}{32}$ $2\frac{3}{8}$ $\frac{1}{4}$ KEYWAY 1.000 DIA. $.999$ DIA. 261248 (NLA) 262080 (NLA) </p>	<p>Fig-2</p> <p> $4\frac{11}{32}$ $1\frac{1}{8}$ $4\frac{1}{16}$ $6\frac{31}{32}$ $\frac{998}{.997}$ DIA. $\frac{3}{16}$-24 UNF-2B TAP $\frac{3}{8}$ DEEP 261326 (NLA) 262081 (NLA) 399690 (NLA) 399728 (NLA) 491645 PRO </p>	
<p>Fig-3</p> <p> $\frac{3}{8}$-24 UNF-2B TAP $\frac{15}{16}$ DEEP 261336 (NLA) 399688 (NLA) 399725 (NLA) 491644 PRO </p>	<p>Fig-4</p> <p> $4\frac{21}{64}$ $3\frac{13}{32}$ $6\frac{31}{32}$ $.872$ DIA. $2\frac{13}{32}$ $\frac{3}{16}$-24 UNF-2B TAP $\frac{5}{8}$ DEEP 261354 PR 399692 (NLA) 491642 PRO </p>	<p>Fig-5</p> <p> $3\frac{41}{64}$ $3\frac{7}{16}$ $2\frac{27}{32}$ $1\frac{1}{8}$ $1\frac{1}{4}$ UNS-2A R.H. THD. 261376 (NLA) 490755 (NLA) 491635 PRO </p>
<p>Fig-6</p> <p> $4\frac{21}{64}$ $1\frac{3}{32}$ $3\frac{31}{32}$ $6\frac{31}{32}$ $\frac{998}{.997}$ DIA. $\frac{3}{8}$-24 UNF-2B TAP $\frac{3}{4}$ DEEP 261461 (NLA) 491648 PRK </p>	<p>Fig-7</p> <p> $7\frac{1}{16}$-20 UNF-2B TAP $\frac{15}{16}$ DEEP 261934 PRO 399723 PRO </p>	<p>Fig-8</p> <p> 1.125 1.124 DIA. $7\frac{1}{16}$-20 UNF-2B TAP 1" DEEP 399727 PRO 496798 PFRO 262039 (NLA) 262292 (NLA) 497428 (NLA) 498996 PRO </p>
<p>Fig-9</p> <p> $7\frac{1}{16}$-20 UNF-2B TAP 1" DEEP 262064 PFRO 399724 PFRO </p>	<p>Fig-10</p> <p> $3\frac{7}{16}$ $2\frac{3}{32}$ 1 $1\frac{1}{4}$ UNS-2A R.H. THD 490755 (NLA) 491635 PRO 493729 PFRO </p>	<p>Fig-11</p> <p> $2\frac{13}{16}$ $6\frac{3}{64}$ M8 x 1.25 - 6H TAP 1" DEEP 497130 PRO </p>
<p>Fig-12</p> <p> $\frac{3}{8}$-24 UNF-2B TAP $\frac{15}{16}$ DEEP NO CLUTCH PILOT 498991 PEO </p>	<p>Fig-13</p>	<p>Fig-14</p>
<p>Fig-15</p>	<p>Fig-16</p>	<p>Fig-17</p>

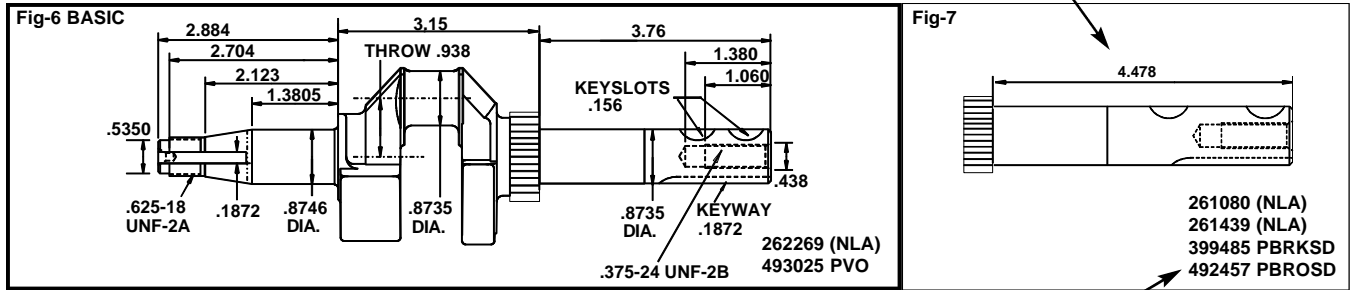
CRANKSHAFT IDENTITY

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, Magnatron® module might be included.)
- L** = Pressure lubrication.
- M** = No plunger flat - timing gear not required (2-cycle) or loose timing gear not included - Magnatron® 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 - Magnatron® 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.

