

Fig-1 BASIC

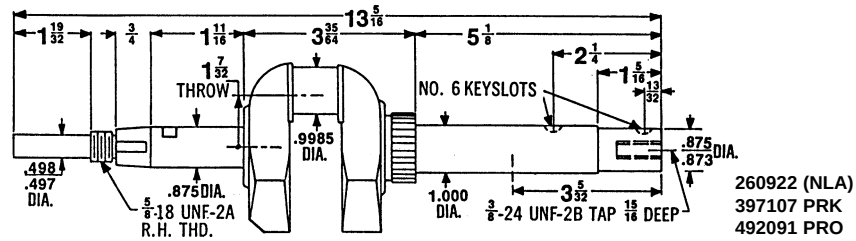


Fig-2

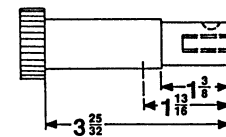
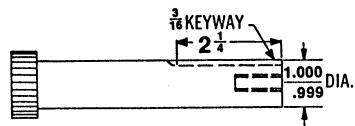
260936 (NLA)
397109 PRK

Fig-3



260937 (NLA)

Fig-4

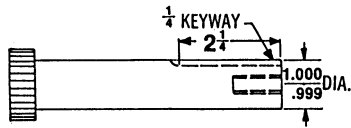
260959 (NLA)
397111 (NLA)

Fig-5

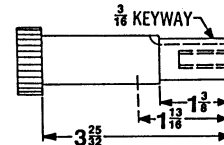
260997 (NLA)
397113 PRK

Fig-6

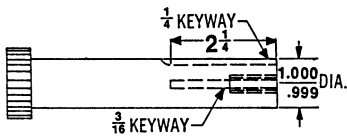
495475 HAS NO
CLUTCH PILOT261045 (NLA)
397115 (NLA)
493410 PRO
495475 (NLA)

Fig-7

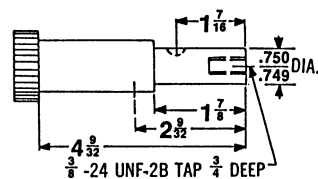
261229 (NLA)
397132 (NLA)
492092 PRO

Fig-8

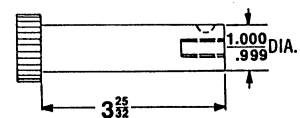
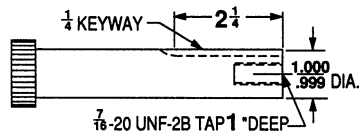
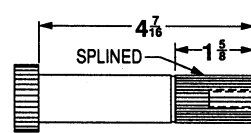
261370 (NLA)
397121 PRK

Fig-9



397481 PRO

Fig-10



490043 PRM

Fig-11

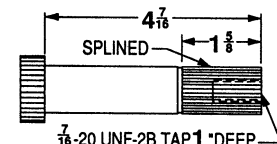
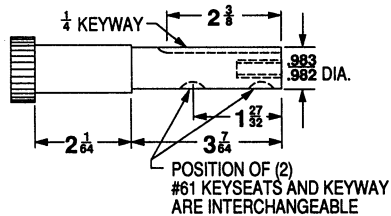
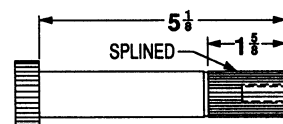
490852 (NLA)
492655 PRO

Fig-12



493634 (PRO)

Fig-13



493962 PRO

Fig-14

Fig-15

Fig-16

Fig-17

Fig-1 BASIC 492091 PRO	Fig-2 496842 PRO	
Fig-3 498234 PRO	Fig-4	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

Fig-1 BASIC

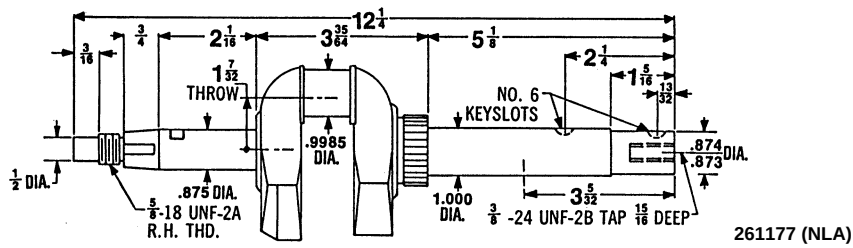


Fig-2

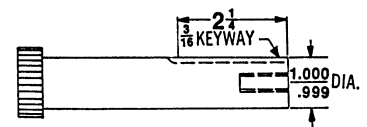


Fig-3

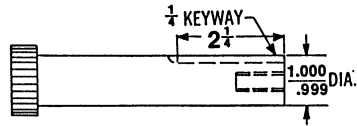


Fig-4

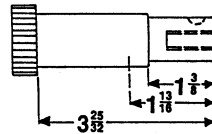


Fig-5

Fig-6 BASIC

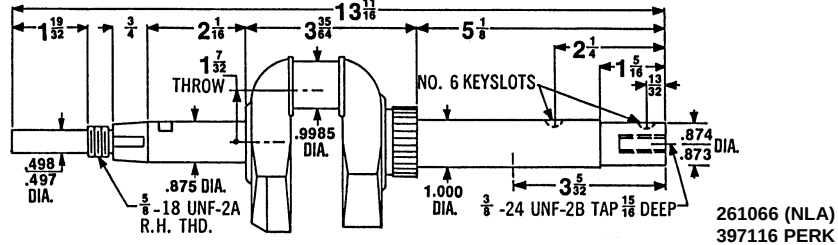


Fig-7

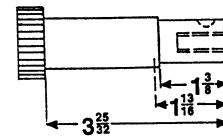


Fig-8

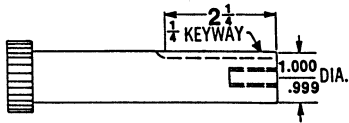


Fig-9

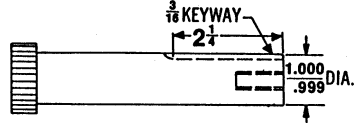


Fig-10

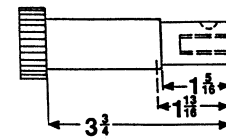


Fig-11

Fig-12

Fig-13

Fig-14

Fig-15

Fig-16

Fig-1 BASIC

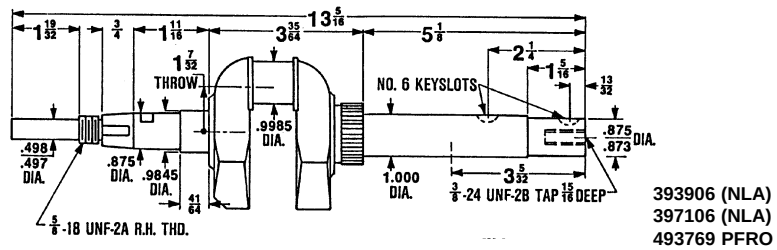
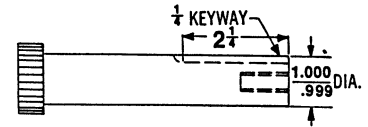
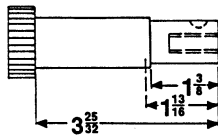


Fig-2



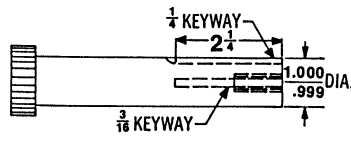
393779 (NLA)
397110 (NLA)

Fig-3



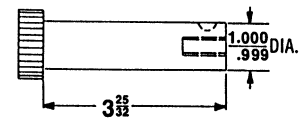
393898 (NLA)
397108 PFRK

Fig-4



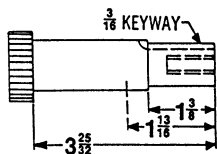
393933 (NLA)
397114 PFRK

Fig-5



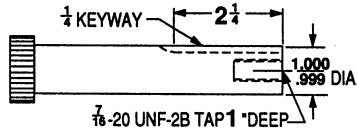
393941 PFR

Fig-6



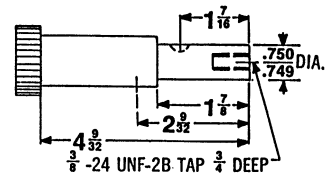
394012 (NLA)
397112 PFRK

Fig-7



396728 (NLA)
397283 PFRK

Fig-8



397750 PFRM

Fig-9 BASIC

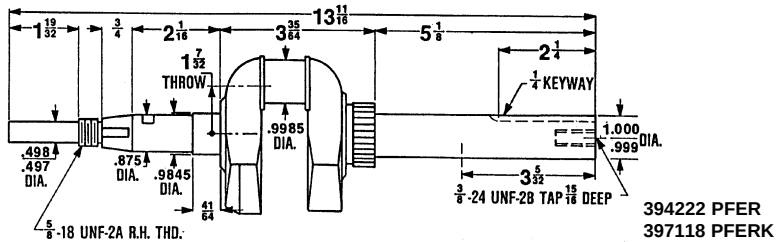


Fig-10

Fig-11

Fig-12

Fig-13

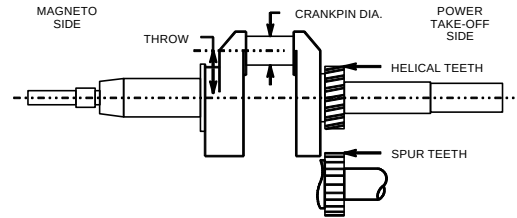
Fig-14

Fig-15

Fig-16

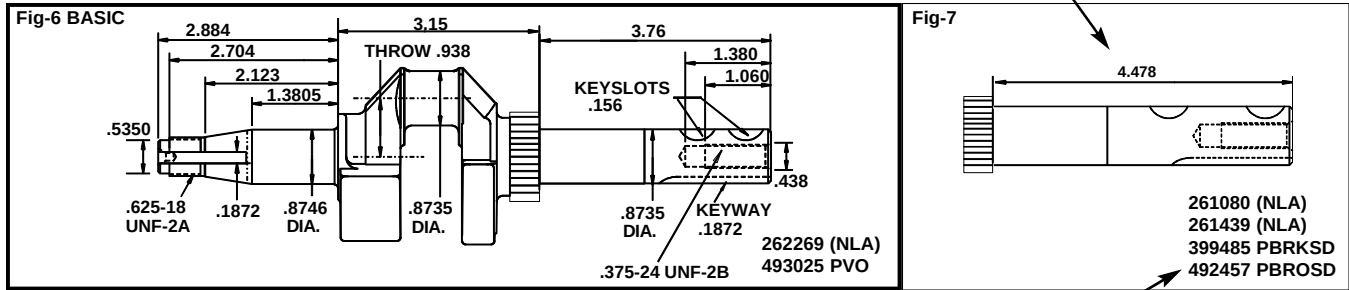
CRANKSHAFT IDENTITY

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.

