

PG1

PLASTIGAGE INSTRUCTIONS

PLASTIGAGE offers a fast and accurate method of checking the clearances of main and connecting rod bearings.

Follow Instruction Carefully

1. Remove the bearing cap and wipe the oil from the bearing insert and crankshaft journal.
NOTE: When checking main bearing clearances with the engine in a position where the main bearing caps are supporting the weight of the crankshaft and the flywheel, an incorrect reading due to the weight of the crankshaft and flywheel can be eliminated by supporting the weight of the crankshaft by means of a jack under the counterweight adjoining the bearing being checked.
2. Procedures to Follow:
 - a. Cut off the length of envelope equivalent to the bearing width, DO NOT squeeze the PLASTIGAGE material. The PLASTIGAGE may be loose or somewhat stuck to the envelope.
 - b. Open the envelope lengthwise by cutting with the edge with a scissors or knife.
 - c. With the envelope open, roll PLATIGAGE out with thumb.
3. Place a piece of PLASTIGAGE the full width of the bearing insert (Fig. 1)
4. Reinstall the bearing cap. Tighten the bolts with a torque wrench as recommended in your shop manual.
5. Remove the veering cap. The flattened PLASTIGAGE will be found adhering the either the bearing shell of the crankshaft.
6. Determine the bearing clearance. Compare the width of the flattened PLASTIGAGE as its widest POINT WITH THE GRADUATION ON THE ENVELOPE. (Fig. 2) The number within the graduation on the envelope indicates the clearance in the thousandths of an inch.
7. For best results it is recommended the PLASTIGAGE be at room temperature.

