

Installation

The installation is accomplished in the reverse order of removal observing the following points:

1. Inspect the flywheel starter ring for damage. Dress damaged teeth with a file.
2. Inspect dowel pin holes in the flywheel. If holes have become enlarged install a new flywheel.
3. Inspect dowel pins in the crankshaft, replace worn pins.
4. Install a new soft iron gasket.

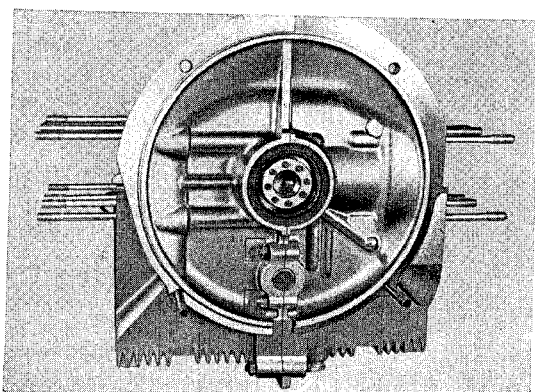


Fig. 213

5. Check and adjust crankshaft end play (50 EN).
6. Check pilot bushing in gland nut using gauge VW 246.
7. If the bushing requires replacement, the oil seal must also be replaced. Install new bushing using drift VW 218.
8. Tighten gland nut 35 to 37 mkg (254 to 268 ft. lb.).
9. Check flywheel for trueness. Max. permissible wobble 0.3 mm (.012 in.) measured at center of the clutch plate pressure surface. Max. permissible eccentricity 0.1 mm (.004 in.) measured on the surface indicated by the arrow in Fig. 214.

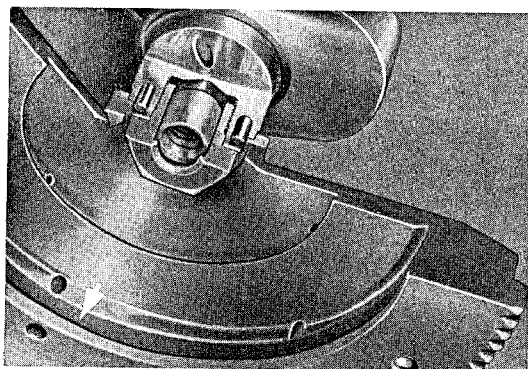


Fig. 214

Note:

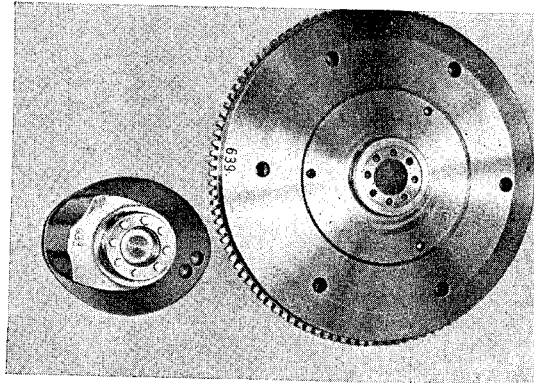


Fig. 215

The crankshaft and flywheel are balanced as a unit and are marked with the same number. When installing the flywheel the number must be same as the crankshaft. When a new flywheel or crankshaft is to be used, the two components must be removed and balanced together and the new part should then be stamped with a matching number.

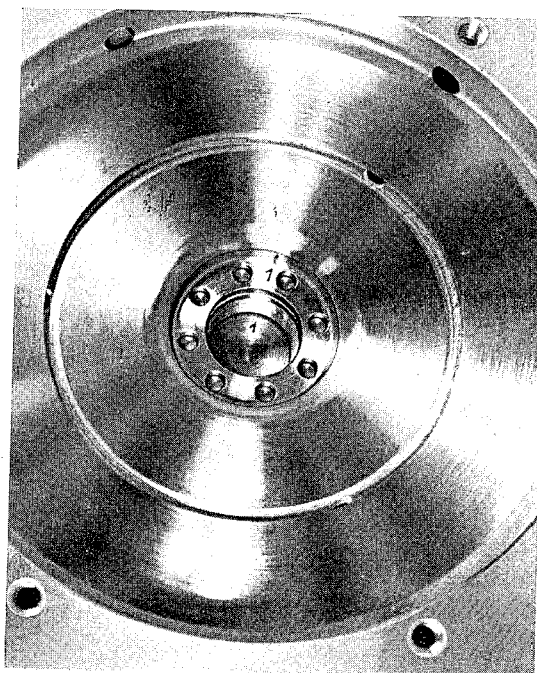


Fig. 216

In order to simplify installing the flywheel in the correct position on the crankshaft, one pair of dowel pins is closer together than the other pins. This pair is marked with the number 1 on the crankshaft and flywheel.