not pecessary to disassemble and clean new valve lifters before testing, because the oil contained in new lifters is test fluid.

 Remove the fluid from the cup and bleed the fluid from the lifter by depressing the plunger up and down. This step will aid in depressing the lifter plungers when checking the vaive clearance.
 POSTITVE CRANKCASE

VENTILATION SYSTEM TEST

A malfunctioning positive crankcase ventilation system may be indicated by loping or rough engine idle. Do not attempt to compensate for this poor idle condition by disconnecting the crankcase ventilation system and/or making carburettor adjustments. The removal of the crankcase ventilation system from the engine will adversely affect the fuel economy and engine ventilation with resultant shortening of engine life.

To determine whether the loping or rough idle condition is caused by a malfunctioning crankcase ventilation system, perform either of the following tests.

Regulator Valve Test.

Install a known good regulator valve in the crankcase ventilation sys-

Start the engine and compare the engine idle condition to the prior idle condition

If the idle condition is found to be satisfactory, replace the regulator valve and clean the boses, fittings, ex-

If the loging or rough idle condition remains when the good regulator valve is installed, the crankcase ventilation regulator valve is not at fault.



FIG. 4 — Crankcase Ventilation System Tester — Typical

Check the crankcase ventilation system for restriction at the intake manifold or carburetor spacer. If the system is not restricted, further engine component diagnosis will have to be conducted to find the mall-meetion.

Air Intake Test, (Fig. 4)

 With the engine at normal operating temperature, remove the oil fuller cur.

2. Hold the tester CSAZ-68627-A over the opening in the valve cover. Make sure that the surface is flat to form a seal between the cover and tester. If the cover is distorted, shape it as required to make an air light teal. An air leak between the cover and tester with render the tester inogenutive.

 Start the engine and allow it to operate at the recommended idle speed.

 Hold the tester over the oil filler cap opening making sure that there is a positive seal between the tester and cover.

S. If the bull settles in the Good (green) area, the system is functioning properly. If the bull settles in the Repair (red) area, clean or replace the malfunctioning components as required.

 Repeat the test after repairs are made to make sure that the crankcase ventilation system is operating satisfactoribe

CRANKSHAFT END PLAY

1. Force the crankshaft toward the rear of the engine.

Install a dial indicator so that the contact point rests against the crankshaft flange and the indicator axis is parallel to the crankshaft axis

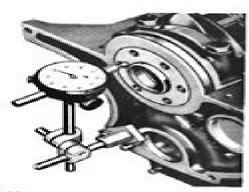


FIG. 5—Typical Crankshaft End Play

(Fig. 5).

3. Zero the dial indicator, Push the crankshaft forward and note the reading on the dial.

4. If the end play exceeds the wear limit, replace the thrust bearing. If the end play is less than the minimum limit, inspect the thrust bearing faces for scratches, burrs, nicks or dirt. If the thrust faces are not defective or dirty, they probably were not aligned properly. Install the thrust bearing and align the faces following the procedure recommended under Main Bearing Replacement in the pertinent engine section. Check the crankshaft end play.

PLYWHEEL RUNOUT-FIG. 7.

Remove the spark plugs.

Install a dial indicator so that the indicator point rests on the face of the ring gear adjacent to the gear teeth.

Push the flywheel and crankstaft forward or backward as far as possible to prevent crankshaft end play from being indicated as flywheel runout.

Set the indicator dial on the zero mark, Turn the flywheel one complete revolution while observing the total indicator reading (T.I.R.). If the T.I.R. exceeds specifications, the flywheel and ring gear assembly must be replaced.

FLYWHEEL RING GEAR RUNOUT

Install the dial indicator so that the point rests on a tooth of the ring year (Fig. 6), and check the outside diameter (O.D.) of the assembled flywheel and ring gear.



FIG. 6 — Checking Flywheel Bunout — Typical

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