

Flywheel attachment

I have been guilty of assuming that gently lapping the flywheel onto the crankshaft taper, adjusting any run-out, checking the woodruff key was clear of the groove top - then whacking the nut up really tight was all that was required to securely attach an A7 flywheel. Not so! An occasional slight engine rumble (that tellingly diminished when gently pressing the clutch pedal) prompted me to investigate and I discovered that the flywheel was not really tight on its taper.

They say 'if all else fails, then read the manual' - so, I resorted to a more careful read of 'Doug Woodrow' and page A2-42 states that the gap between the crankshaft rear bearing face and the front of the tightened flywheel should just accommodate a 0.906" spacer (for a $1\frac{5}{16}$ crankshaft). In my case, the gap was only 0.875" - hence the problem. Mr Woodrow says 'if necessary, remove metal from the boss of the flywheel'. He doesn't say how - but this was achieved by clamping the flywheel flat on the table of a milling machine and using a fly-cutter to remove the necessary amount of metal from the top of the boss. Finally, cleaning-off the resulting burr with a fine file.

But how much metal to remove? Well, the gap needs to accommodate the bearing (0.872"), the oil thrower (0.030") and provide a clearance (say 0.004") to allow the oil thrower dimples to be partly compressed (i.e. hold it in position without being fully compressed) i.e. a total of 0.906". My initial gap was only 0.872" therefore (0.906 - 0.872) i.e. 34 thou' had to be removed.

Happily, the mysterious rumble has completely disappeared Spanner