



STEWART ENGINEERING

THE SUNBEAM SPECIALISTS

Sunbeam Service Sheet No. 14

Subject: Crankshaft Front Main Bearing (S7 and S8 Engines)

Date: January 1954

To eliminate the possibility of premature failure of the Crankshaft Front Main Bearing under certain conditions, a roller bearing is now used to support the crankshaft instead of the ball bearing previously employed.

The new bearing, Part No. 86-199, can be fitted in place of the earlier type without any modification except that, as the bearing is of the single lipped type, the crankshaft must be shimmed to reduce end play.

The outer race should be seated properly into the crankcase and the remainder of the bearing assembled on to the crankshaft. Assemble the crankshaft and rear bearing housing, then check the clearance between the rear bearing and the crankshaft by means of feeler gauges. This clearance should be .004 - .007 in. and if it exceeds this the crankshaft must be removed and shims inserted between the bearing inner race and the crankshaft to reduce the crankshaft end play to the desired limits.

Shims 86-5636 (.003 in.), 86-1736 (.005 in.) and 86-1737 (.007 in.) are available for this purpose.

SERVICE DEPARTMENT
B.S.A. CYCLES LIMITED