Flywheel/Flexplate Radial Runout

1. Locate the dial indicator base on the machined face of the flywheel housing and zero the probe on the inside diameter of the flywheel/flexplate pilot bore. See Figure 50-35.

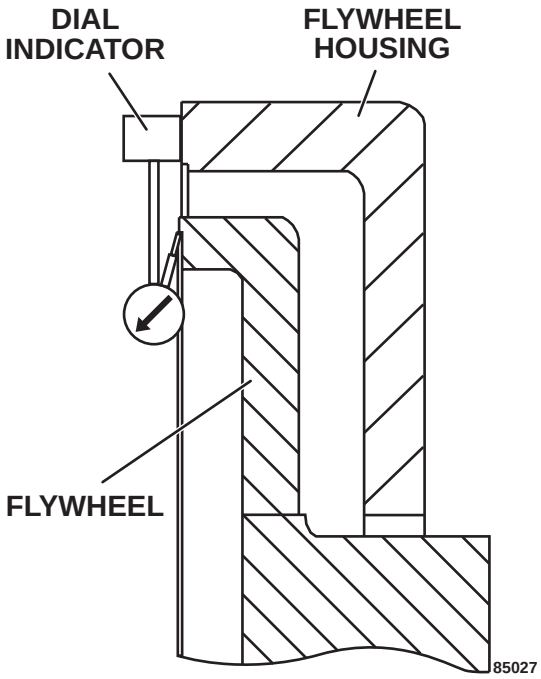

FIGURE 50-35. DIAL INDICATOR SETUP

2. Use an engine barring device to slowly rotate the engine crankshaft 1/4 turn. Document the reading.
3. Continue this procedure for two full revolutions, documenting the reading at every 1/4 turn.
4. The difference between the highest and lowest values for each revolution is the flywheel/flexplate radial runout. If the average of the two measurements exceeds **0.13 mm (0.005 in.)**, contact your Komatsu representative for further instructions.

Flywheel/Flexplate Radial Runout =_____

Rotor Shaft Radial Runout (assembled)

1. Install and tighten the capscrews that secure the driven member to the engine flywheel housing. Install at least four of the capscrews from the driven member to the flywheel/flexplate hand-tight.
2. Locate the dial indicator base on the side of the alternator housing. Insert the probe through the radial port of the alternator housing and zero the probe on the machined surface of the flywheel/flexplate. See Figure 50-36.

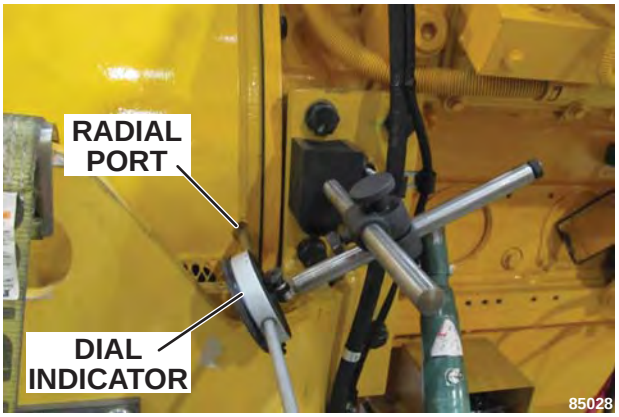

FIGURE 50-36. DIAL INDICATOR SETUP

3. Use an engine barring device to slowly rotate the engine crankshaft 1/4 turn. Document the reading.

   Continue this procedure for two full revolutions, documenting the reading at every 1/4 turn.
4. The difference between the highest and lowest values for each revolution is the rotor shaft radial runout. The maximum allowed radial runout is **0.13 mm (0.005 in.)**.

Rotor Shaft Radial Runout =_____

5. If the average of the two measurements is less than **0.13 mm (0.005 in.)**, install and tighten the remaining capscrews that secure the driven member to the flywheel/flexplate and the flywheel housing. Check the rotor shaft radial runout again to ensure that it is still less than the maximum allowed value.
6. If the average of the two measurements is greater than **0.13 mm (0.005 in.)**, perform the following procedure:
   a. Determine the point on the rotor shaft that has the greatest amount of radial runout. Turn the rotor shaft so that this point is at the top (12 o' clock) position.
   b. Completely loosen the capscrews that secure the driven member to the flywheel/ flexplate. Then re-tighten the capscrews. This should allow the driven member to center itself and reduce the runout.
   c. Check the rotor shaft radial runout again. If the average of the two measurements is less than **0.13 mm (0.005 in.)**, the measurement process is complete.
   d. If the average of the two measurements remains greater than **0.13 mm (0.005 in.)**, remove the flywheel/flexplate capscrews. Hold the attachment stationary while rotating the engine crankshaft 90 degrees. Attach the driven member to the flywheel/flexplate, then check the rotor shaft radial runout again.