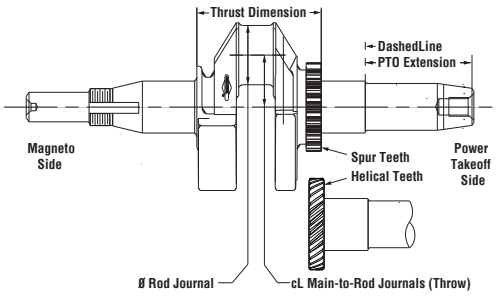
CRANKSHAFT IDENTITY

Crankshaft illustrations are grouped by model series,orientation, and part number. Any crankshafts which are dimentionally the same have multiple service numbers listed above the crankshaft drawing.

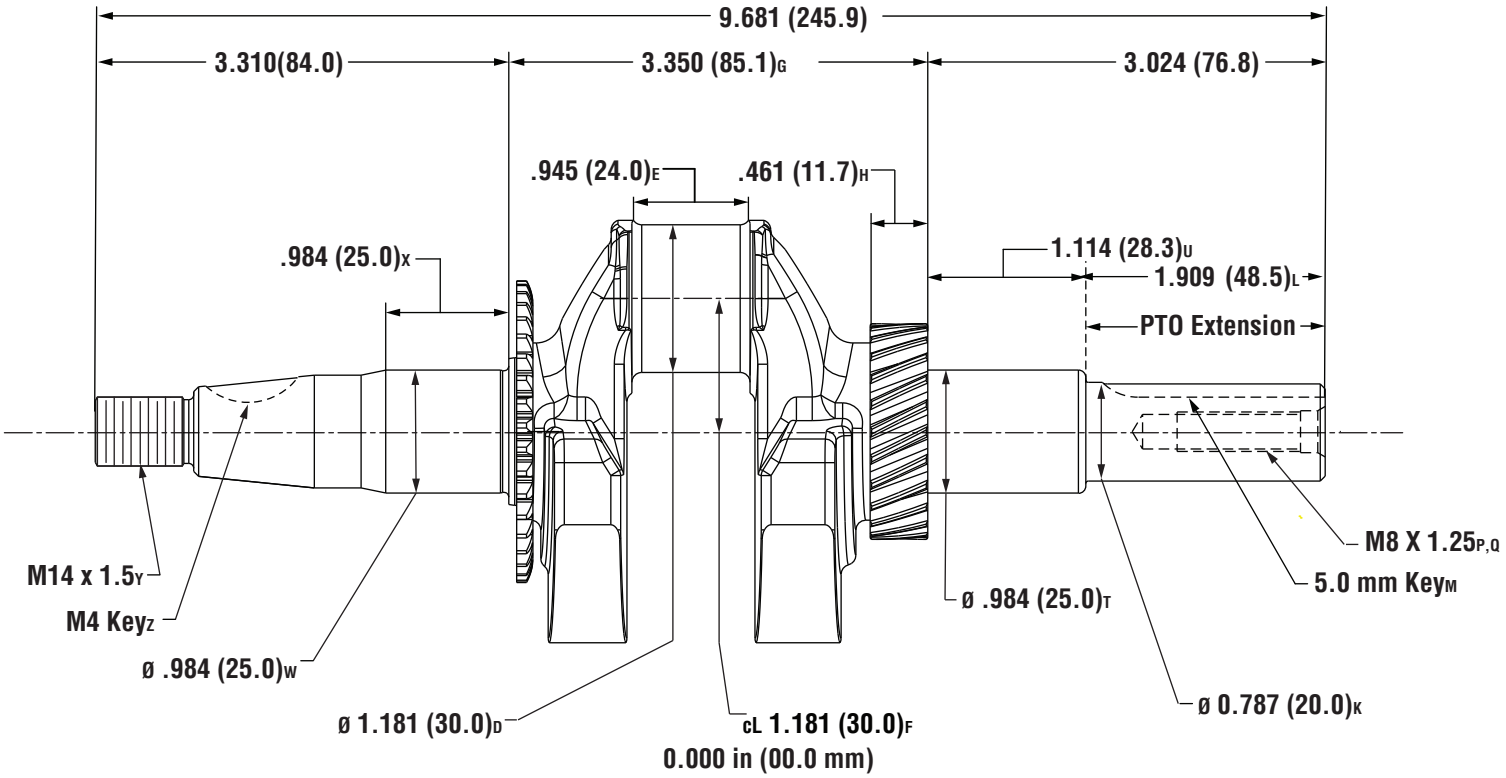


The PTO Extension, the distance from the dashed line to the end of the crankshaft, is measured from:

(a) The oil seal on plain bearing horizontal crankshaft engines.
(b) The mounting face of the sump on vertical crankshaft engines.
(c) The flange mounting surface on horizontal crankshaft engines.

Note: All Crankshaft PTO tapers are 2-1/4 inches per foot unless noted.

Model 13D000 13G000
Horizontal Shaft Engines
592924



A	Crankshaft Orientation	Vertical	K	PTO Diameter	0.787 (20.0)	U	PTO Journal Length	1.114 (28.3)
B	Lubrication Type	Splash	L	PTO Length	1.909 (48.5)	V	Mag Bearing Type	Plain
C	Starter Type	Recoil	M	PTO Key Square 1	0.197 (5.0)	W	Mag Journal Diameter	.984 (25.0)
D	Rod Journal Diameter	1.181 (30.0)	N	PTO Key Square 2		X	Mag Journal Width	.984 (25.0)
E	Rod Journal Width	.945 (24.0)	O	PTO Key Woodruff		Y	Flywheel Threads	M14 x 1.5
F	Main-to-Rod Journals cL	1.181 (30.0)	P	PTO Thread Type	Internal	Z	Flywheel Key	M4 Woodruff
G	Thrust Dimension	3.350 (85.1)	Q	PTO Thread Size	M8 x 1.25	AA	Starter Pilot	
H	Timing Gear Thickness	.461 (11.7)	R	Eccentric Diameter			Balance Weight*	195 Grams
I	Counterbalance Type	Crankshaft	S	PTO Bearing Type	Plain	Ø	Journal Diameter	
J	PTO Type	Metric	T	PTO Journal Diameter	.984 (25.0)	cL	Centerline Distance	

* Crankshaft balance weight must be matched to a specific engine model to ensure proper engine operation and performance. Installing a crankshaft with a mismatched balance weight may result in poor engine performance, excessive vibration, or severe injury.