

## TR6 - Oversize Thrust Washers

### Block Preparation and Fitting

1. Take the block and crank to the machine shop and have the crank ground and refaced on the thrust faces to remove any damage or wear.
2. Build up the crank with correct size bearings and adjust the thrust end float with standard or oversize thrust washers. If the block has been damaged beyond the oversize thrust washers available, have TWO bronze thrust washers made of a suitable thickness so that with ONE installed at the rear and a standard thrust washer at the front, the end float is correct.
3. Have the main bearing cap at the thrust washer position machined out on the rear face only to accept the other standard type or bronze thrust washer.
4. Check end float again.
5. When satisfied pilot drill 2.5mm (7/64") diameter through the rear thrust washers into the block and cap to a depth of 4mm. (5/32")
6. Disassemble.
7. Drill out the previously piloted holes in the block and cap to 3mm (1/8").
8. Drill out the **BACK** of the thrust washers via the pilot hole to 3mm (1/8") diameter to a depth of the thickness of the washer thickness, less 1mm (3/64"). The purpose of not drilling right through the thrust washer is to ensure the pinning rod cannot come into contact with crank thrust face.
9. Cut suitable lengths of 3mm (1/8") diameter brass rod and using these as dowel pins, secure the thrust washers to the block and cap.
10. Reassemble and recheck end float.
11. Clean all components before continuing with the engine build.