

DIRECTORATE GENERAL BORDER ROADS
GENERAL REPAIR INSTRUCTION NO 56

ON

ASSEMBLING OF MAIN JOURNAL AND BIG END BEARING

Summary

1. Far too many instances have been observed for the connecting rod and main bearing caps of the engines of vehicles / equipments are ground by the field workshops. This is done to reduce the clearance between the shells and the crank pins in order to increase the low oil pressure. To obviate the defect, workshop should take action as per details given below.

Items affected

2. (a) main journal bearing cap
- (b) Connecting rod bearing cap

Action by

3. (a) User Units: When oil pressure falls below the specification in the normal running speed, or any unusual noise is observed, stop the engine and report the defect to the maintaining Workshop.
- (b) Field Workshops (GREF) : To take action as per details given below.

Details

4. Check for bearing fits roughly by moving the connecting rod by hand, prior to removal of the bearing caps to determine if it is loose on crank shaft. The crankpins must be carefully examined and measurement taken to know its wear. Worn crankpins will require grinding and undersize bearings. Scored, flaked or worn bearings must be replaced.

5. Install the correct size of shells when excessive clearance is noticed between the shells and crank pins. Never file either the bearing cap or the bearing to compensate for too much clearance. Do not use shims under a bearing cap or behind a bearing to achieve the desired clearance.

HQ DGBR GRI No 56
Dated 30 Jan 73

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