

lightened by a 15/16" (.9375 mm) hole drilled horizontally through the Crankpins and the Oil Feed Holes have been drilled offset to avoid the lightening holes. The lock notch in the big end bore of the modified Connecting Rod & Cap Assembly, which now bears the Pt.No.J54591, has been machined .040" (1.016 mm) nearer the centre of the bore face to accommodate the modified Connecting Rod Bearing (Plain) (Pt.No.J54589) and Connecting Rod Bearings (Drilled) (Pt.No.J54588) which have been decreased in width. The Front and Centre Main Bearings (Pt.No.52573) have been decreased in width to allow for the larger radii of the Crankshaft. The Rear Main Bearing (Pt.No. 50646) has not been altered in width, but the corner profiles have been modified to allow for the larger radius on the Crankshaft. Although the part numbers for the Main Bearings have not altered, only bearings of Vandervell manufacture, stamped:-

should be fitted to the modified type Crankshaft. The early type Main Bearings, Connecting Rods and Connecting Rod Bearings, cannot be fitted to the modified Crankshaft. Late type Main and Connecting Rod Bearings and Connecting Rods, can be fitted to the early type crankshaft. Reconditioned Crankshaft, Connecting Rod Assemblies and undersized Bearings of the new type, will be stamped with the new part numbers, followed by the undersizes as detailed in the Service Bulletin, Javelin Section, Items No.2. and 95.

LTD.



NOTE: From the introduction of this modification, a number of Crankshafts have been fitted which do not incorporate the lightening holes. The modified Crankshaft can