

<b>Displacement</b>	<b>22.97 cubic inches</b>
<b>Compression Ratio (Disregarding Ports)</b>	<b>6.1 to 1.0</b>
<b>Compression Pressure at 1000 rpm</b>	<b>110 to 115 psi</b>
<b>Cycle</b>	<b>2 stroke</b>
<b>Cooling Media</b>	<b>Air</b>
<b>Ignition</b>	<b>Magneto with Gear Driven Impulse Coupling</b>
<b>Spark Plug Size</b>	<b>18mm</b>
<b>Starting</b>	<b>Recoiled Cable (Rope)</b>
<b>Wight Complete (Including Carburetor, Fuel Tank, Starter, Magneto)</b>	<b>150 lbs. (Approx)</b>
<b>Brake Horsepower</b>	<b>5 @ 2400 rpm</b>
<b>Maximum Torque</b>	<b>14.5 ft. lbs. @ 1350 rpm</b>
<b>Cylinder Block:</b>	
<b>Bore</b>	<b>3"</b>
<b>Stroke</b>	<b>3 1/4"</b>
<b>Bore Sizes</b>	<b>2.9995 to 3.0005" (Stamped A) 3.0006 to 3.0015" (Stamped B) 3.0016 to 3.0025" (Stamped C)</b>
<b>Cylinder Head:</b>	
<b>Torque Wrench Pull</b>	<b>35 ft. lbs.</b>
<b>Crankshaft:</b>	
<b>Number of Bearings</b>	<b>2</b>
<b>Bearing Journal Diameter</b>	<b>1.3779" to 1.3784"</b>
<b>Oil Seal Journal Diameter</b>	<b>1.3745" to 1.3755"</b>
<b>Crank Pin Journal Diameter</b>	<b>1.3083" to 1.3088"</b>
<b>Distance from Bearing to Bearing</b>	<b>3.996" + .000 - .002</b>

<b>Runout when Assembled in Case</b>	<b>.010" to .025"</b>
<b>Torque Wrench Pull on Set Screws</b>	<b>50 ft. lbs.</b>
<b>Clearance Between Oil Seal and Bearing</b>	<b>1/4"</b>
<b>Connecting Rod:</b>	
<b>Center-to-Center Length</b>	<b>7.250"</b>
<b>Connecting Rod Bearing</b>	<b>25 Needle Bearings</b>
<b>Clearance</b>	<b>.020" Min between Rod &amp; Thrust Washer; .010 Min. between Needles &amp; Rod</b>
<b>Piston Pin:</b>	
<b>Diameter</b>	<b>.7530" to .7535"</b>
<b>Length</b>	<b>2.638" + .005</b>
<b>Piston Bearing</b>	<b>22 Needle Bearings</b>
<b>Piston Rings:</b>	
<b>Quantity</b>	<b>3</b>
<b>Type</b>	<b>Compression</b>
<b>Diameter (Compressed)</b>	<b>3.0005" + .0000 - .0005</b>
<b>Width</b>	<b>.1235" to .0240"</b>
<b>Gap</b>	<b>.010"</b>
<b>Diameter at Ring Lands</b>	<b>2 11/16"</b>
<b>Clearance in Piston</b>	<b>.0025</b>
<b>Piston:</b>	
<b>Overall Diameter 1/2" from Bottom</b>	<b>2.9925" to 2.9935" (Stamped A) 2.9936" to 2.9945" (Stamped B) 2.9946" to 2.9955" (Stamped C)</b>
<b>Width of Lands</b>	<b>.1260 to .1270</b>
<b>Clearance between Piston and Cylinder</b>	<b>.007" + - .001"</b>
<b>Engine Construction</b>	

<b>Main Bearing</b>	<b>High Radial Capacity, Single Row Ball-Bearing</b>
<b>Crankshaft</b>	<b>Split-Type with Removable Crank-Pin; Solid-Type with Removable Crank-Pin</b>
<b>Connecting Rod</b>	<b>One-Piece with Hardened Bores</b>
<b>Piston-Pin Bearings</b>	<b>Hardened Needle Rollers</b>
<b>Piston</b>	<b>Aluminum Alloy, Treated Surface</b>
<b>Piston Pin</b>	<b>Hardened Needle Rollers</b>
<b>Cylinder</b>	<b>Close-Grained Grey Iron</b>
<b>Cylinder Head</b>	<b>Grey Iron, Removable</b>
<b>Crankcase</b>	<b>Close-Grained Grey Iron</b>

Thanks to Darin VanAusdal for this information originally posted on his e-rototiller site.