

Installation (ship): Recon Big-End B1 1 Engine type: Wichmann AXA Engine No: \_\_\_\_\_  
 Engine running hours: \_\_\_\_\_

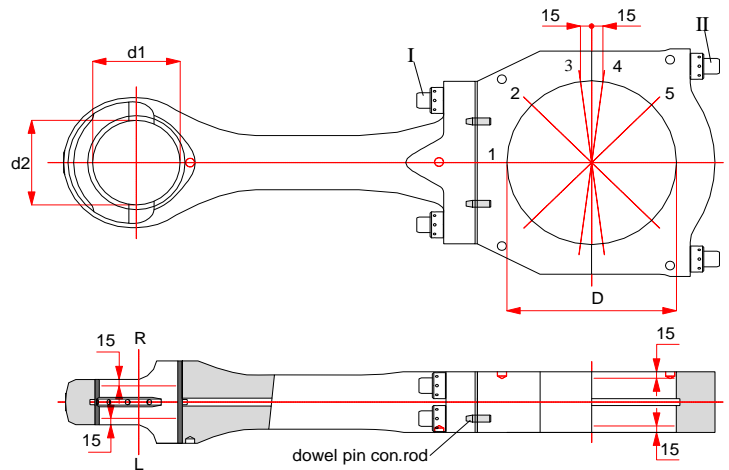
## Big end bearing bore

Big end nuts and conrod must be tightened before measuring.

Drawing No. or part No.: \_\_\_\_\_  
 Component running hours before measurement: \_\_\_\_\_

Nominal diameter without shells: (D)= 228 H6 mm (+0,032 – 0)mm  
 Allowed minimum diameter: 227,90 mm  
 Maximum allowed difference between  $D_{max}$  and  $D_{min}$ : 0.10 mm  
 Reference diameter (mm): \_\_\_\_\_

Component running hours before measurement: \_\_\_\_\_



Bank		Cylinder number								
		B1	2	3	4	5	6	7	8	9
<b>Big end bearing bore D1 to D5 (deviation in 1/100 mm)</b>										
D1	L	228,00								
	R	228,00								
D2	L	228,02								
	R	227,98								
D3	L	227,97								
	R	227,98								
D4	L	228,04								
	R	228,05								
D5	L	228,02								
	R	228,02								
Max. deviation		0,08								
Remarks/Manufact. No.		1								
<i>(Stamped on Conrod)</i>										
<b>Gudgeon pin bearing bush mounted</b>										
d1	L									
	R									
d2	L									
	R									
Remarks/Manufact. No										

Date of measurement: 1/9-14 Place: Frederikshavn Name: Jesper M / Michael C