



Sae Transactions Volume 14, PT.1

By Society of Automotive Engineers

Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****. This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1920 Excerpt: .I will also state that for a commercial aviation engine, I would make all main bearing shells in. thick, instead of 3/16 in., as in the case of the Liberty. The crankshaft main bearing journals are all 2 in. in diameter and the crankpins 2 in. The crankshaft cheeks, as originally designed, were the weakest point, and when we began to get into quantity production, small variations in material and heat-treatment occasionally resulted in a broken shaft, sometimes within a few hours and sometimes after from 50 to 100 hr. use. It was, of course, impossible to make the cheeks any thicker, and it was, therefore, decided to widen them to take the shape shown in Fig. 4. So far as I am aware, no crankshafts of the revised design were ever broken, with the exception of the occasional shaft that contained a flaw, and these...



Reviews

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