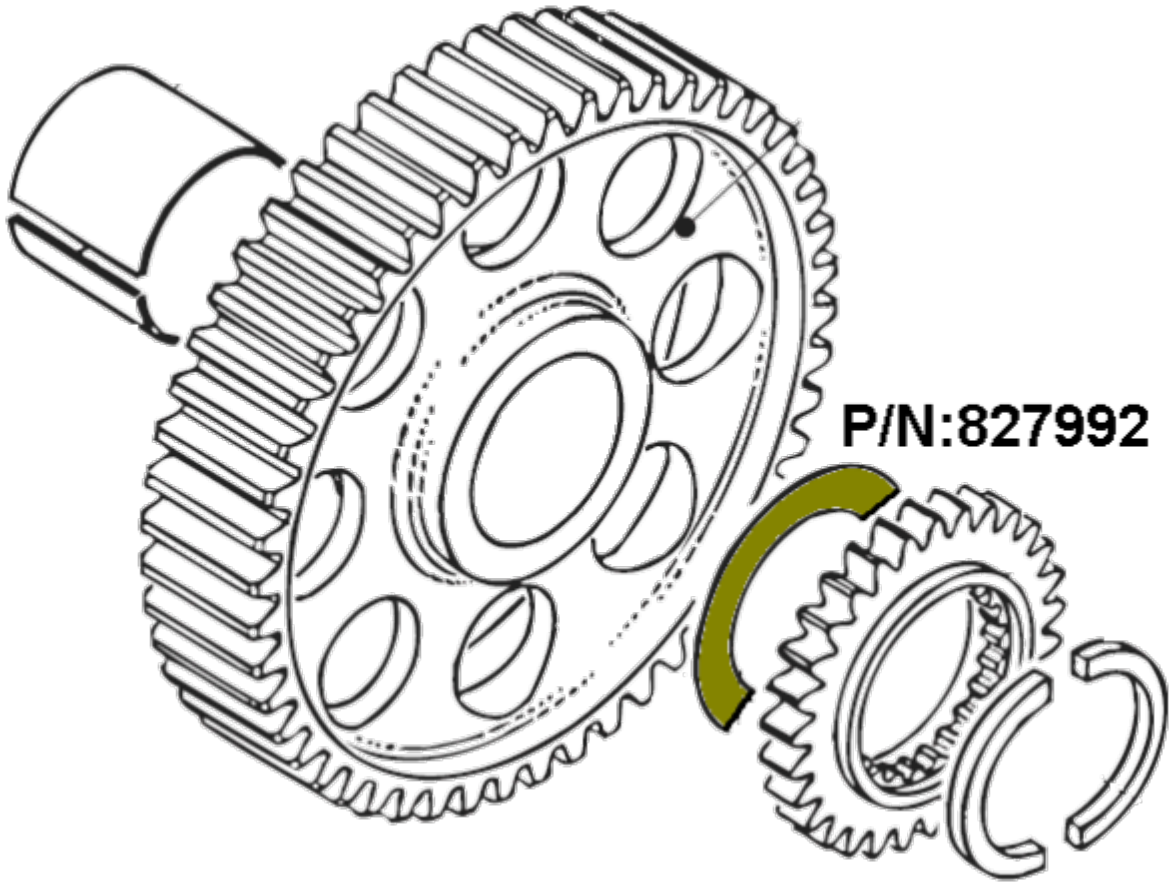
THRUST WASHER 33.2/51/1.2 P/N:827992

The plastic thrust washer in the gearbox between the CLAW WHEEL and the DRIVE WHEEL 29 T
… how to tell if the washer is still there and what to do if it’s gone.



The Diagnosis

… is quite simple:
The friction torque in neutral is approximately 20 Nm lower than it should be.
Sudden onset of severe vibrations during motor operation.

The friction torque at dead center (30°) is checked during maintenance and is normally at least 30 Nm.
After an overhaul or when new, the friction torque is approximately 55–60 Nm.
If a rapid drop is detected during maintenance compared to the previous maintenance, it can be assumed that the plastic thrust washer has failed.

The worst possible consequence is a blockage of the oil return line caused by a fragment of the

washer, preventing the oil from being returned to the oil tank.
Eventually, the oil tank will be empty, and the engine will shut down due to a lack of oil.

Procedure for Checking for a Broken or Missing Plastic Thrust Washer

Transmission:
Remove and repair

Oil tank:
Remove and clean
Check the strainer in the oil tank

Oil lines: Flush
Check for mechanical damage and continuity; replace if necessary

Crankshaft housing: Flush

Unscrew both bolts to allow any remaining oil to drain out
Finally, blow out with compressed air
These steps can be performed from the transmission side (with the transmission removed)

Oil cooler:
Replace

Oil Pump:
Remove and inspect for wear or damage
Clean the oil pump

Oil filter
Open and check for abrasion or fragments of the plastic disc

Connections in the lubrication system
Clean and check for unobstructed flow
Replace seals

Engine oil
Perform an oil change.

From:
https://kleinjung.de/rotax/ - **Ralle's ROTAX FAQ**

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