

PISTON AND CONNECTING ROD

NOTE: Crankcase cover or sump must be removed before piston and rod can be removed, Section 10, page 2.

Remove Piston and Connecting Rod

1. Remove connecting rod cap (1), Fig. 1.
2. Remove any carbon or ridge at top of cylinder bore to prevent ring breakage.
3. Push piston and rod out through top of cylinder.

Connecting rods, Model Series 97700, 99700, 104700, 287700 use hex flange head screws as locks.

Connecting rods, Model Series 260700, 261700 use two thin washers as rod locks.

Connecting rods, Model Series 161400, with dippers held by both connecting rod bolts, no washers are used.

NOTE: All pistons have drilled oil drain holes in oil control ring groove except for Model Series 97700, 99700, 110400, 110600, 111400, 111600, 113400, 120400, 120600, 121400, 121600, 122600, 123400, 123600, 204400, 205400, 280000, 28S700, 310000, 311700, which have oil control slots (2) in ring lands, Fig. 2.

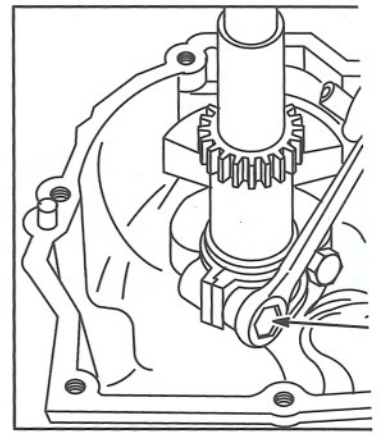


Fig. 1

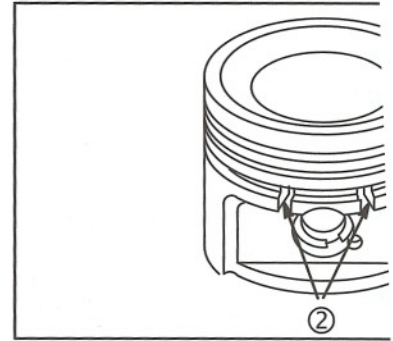


Fig. 2

Remove Connecting Rod and Piston Pin Model Series 280000, 28S700, 310000, 311700, Early Production

1. Remove piston pin lock (3) with needle nose pliers (4), Fig. 3.
2. Slide piston pin (5) out from opposite side.

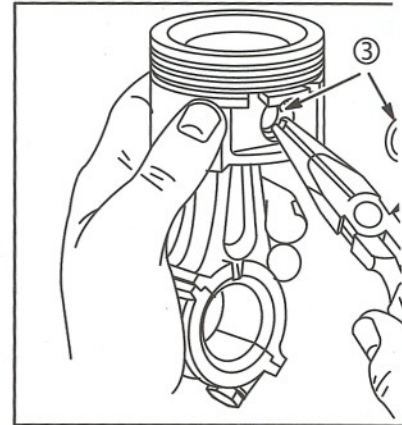


Fig. 3