

Check Connecting Rod

If the crankpin bearing is scored, the rod must be replaced.

Reject sizes of crankpin bearing hole (1) and piston pin bearing hole (2), Fig. 8, are shown in Table No. 3, page 9.

NOTE: .020" (.51 mm) undersized connecting rods are available when crankpin is scored or worn below reject. See Section 10, page 18 for crankshaft grinding information for undersized connecting rods. Check Illustrated Parts List for part number availability.

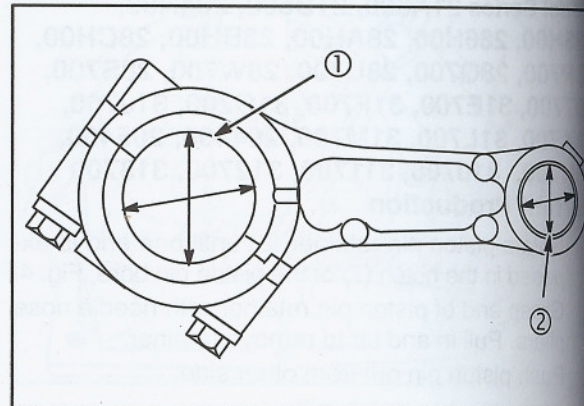


Fig. 8

Check Piston Pin and Piston Pin Bore

If piston pin is worn .0005" (.013 mm) out of round or below reject size shown in Table 4, it should be replaced. Oversize piston pins are available for some models. Check Illustrated Parts List for part number availability.

If piston pin bore (3), Fig. 9, is worn over reject size, Table No. 4, page 10, re-bore piston and rod for oversize piston pin or replace piston.

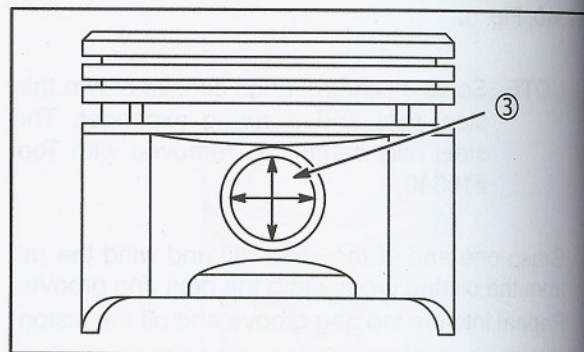


Fig. 9

Assemble Piston and Connecting Rod

NOTE: Pistons on Model Series 110600, 111600, 120600, 121600, 122600, 123600 have a shoulder stop on one side of piston and use only one piston pin lock.

NOTE: Pistons on Model Series 204400, 205400, 28S700, 311700 use two piston pin locks.

The piston pin is a slip fit in both piston and connecting rod.

1. On Model Series 28S700, 311700 use needle nose pliers or screwdriver, place piston pin lock in groove on one side of piston.

NOTE: All pistons are made with an offset piston pin bore except Model Series 85400, 115400, 117400, 185400, 186400, 235400, 245400. These pistons can be installed on connecting rod either way.

2. Piston must be installed with notch or arrow toward flywheel side of cylinder, except Model Series 235400, 245400. Dot on piston can face either direction.