



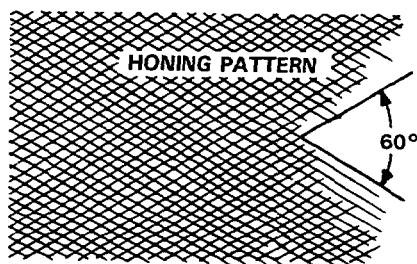
## Piston Pins

### Bore Honing

1. Measure cylinder bores as shown on page 7-12. If the block is to be reused, hone the cylinders and remeasure the bores.
2. Hone cylinder bores with honing oil and a fine (400 grit) stone in a 60 degree cross-hatch pattern.

#### NOTE:

- Use only a rigid hone with 400 grit or finer stone such as Sunnen, Ammco, or equivalent.
- Do not use stones that are worn or broken.

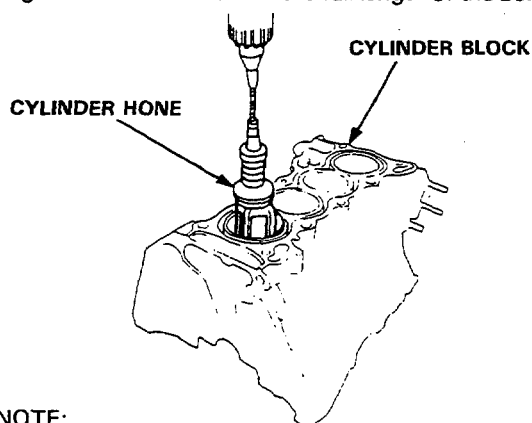


3. When honing is complete, thoroughly clean the engine block of all metal particles. Wash the cylinder bores with hot soapy water, then dry and oil immediately to prevent rusting.

NOTE: Never use solvent, it will only redistribute the grit on the cylinder walls.

4. If scoring or scratches are still present in cylinder bores after honing to the service limit, rebore the cylinder block.

NOTE: Some light vertical scoring and scratching is acceptable if it is not deep enough to catch your fingernail and does not run the full length of the bore.



#### NOTE:

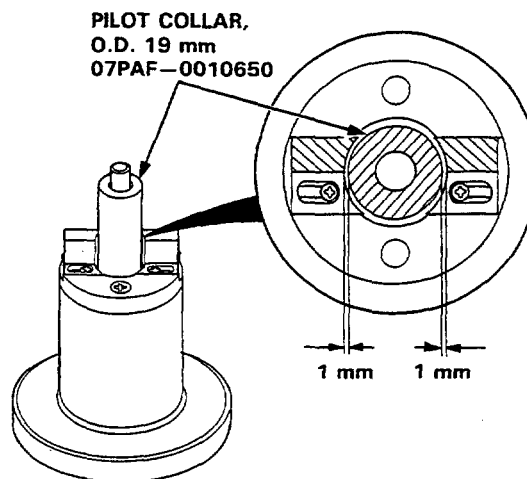
- After honing, clean the cylinder thoroughly with soapy water.
- Only a scored or scratched cylinder bore must be honed.

### Removal

#### NOTE:

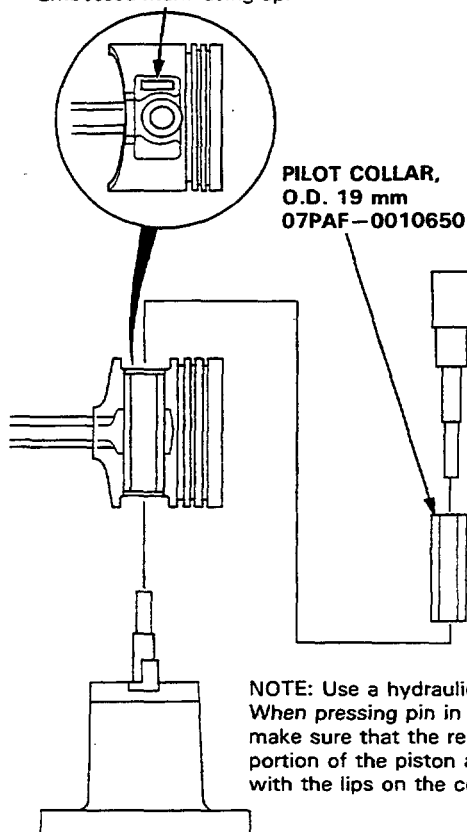
- Use the piston pin assembly tool set (No. 07PAF-0010000) for removal of piston pins.
- Be sure to use the pilot collar of correct No. as designated.

1. Set the special tools as shown.



2. Place the piston on the special tools and press the pin out using a hydraulic press.

Embossed mark facing up.



NOTE: Use a hydraulic press. When pressing pin in or out, make sure that the recessed portion of the piston aligns with the lips on the collar.