


Pistons

Installation

 Before installing the piston, apply a coat of engine oil to the ring grooves and cylinder bores.

1. If the crankshaft is already installed:

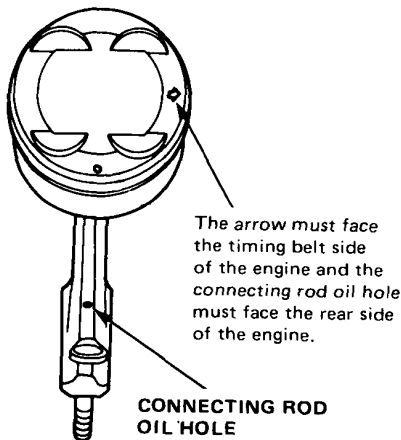
- Remove the connecting rod caps, then slip short sections of rubber hose over the threaded ends of the connecting rod bolts.
- Install the ring compressor, check that the bearing is securely in place, then position the piston in the cylinder and drive it in using the wooden handle of a hammer.

Stop after the ring compressor pops free and check the connecting rod-to-crank journal alignment before driving rod into place.

- Install the rod caps with bearings, and torque the nuts to 45 N·m (4.5 kg-m, 33 lb-ft).

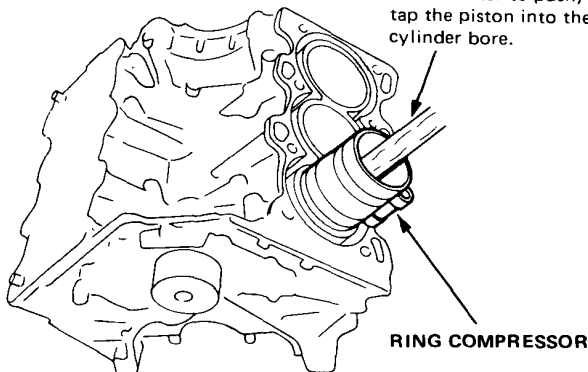
2. If the crankshaft is not installed:

- Remove the rod caps and bearings, install the ring compressor, then position the piston in the cylinder and drive it in using the wooden handle of a hammer.




NOTE: Maintain downward force on ring compressor to prevent rings from expanding before entering the cylinder bore.

Use the wooden handle of a hammer to push, or tap the piston into the cylinder bore.

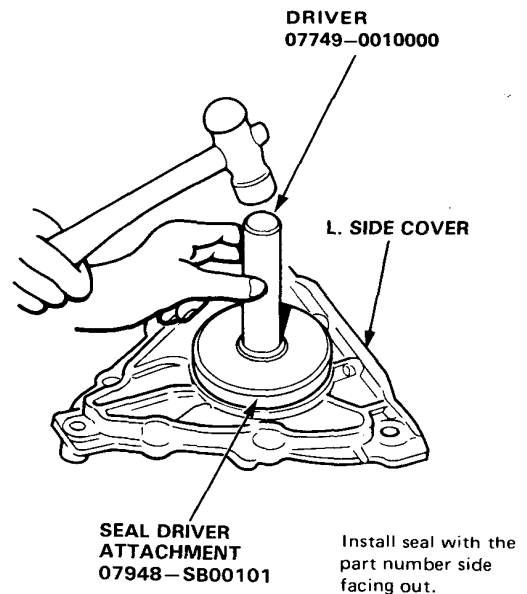


Oil Seal

Installation

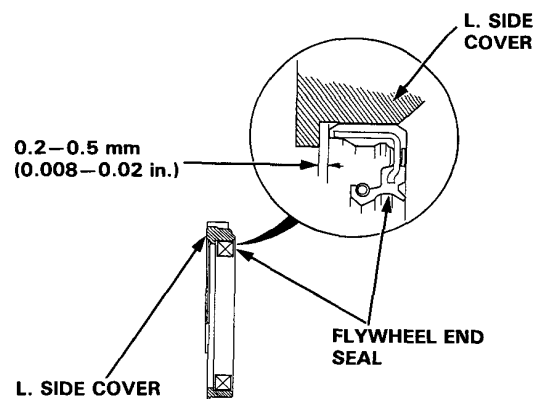
 The seal surface on the block should be dry. Apply a light coat of oil to the crankshaft and to the lip of seal.

1. Drive in flywheel end seal against L. side cover.
NOTE: Drive in flywheel end seal squarely.



2. Confirm clearance is equal all the way around, with a feeler gauge.

Clearance: 0.2–0.5 mm (0.008–0.02 in.)



NOTE: Refer to page 5-75 for steps on the oil pump side oil seal.