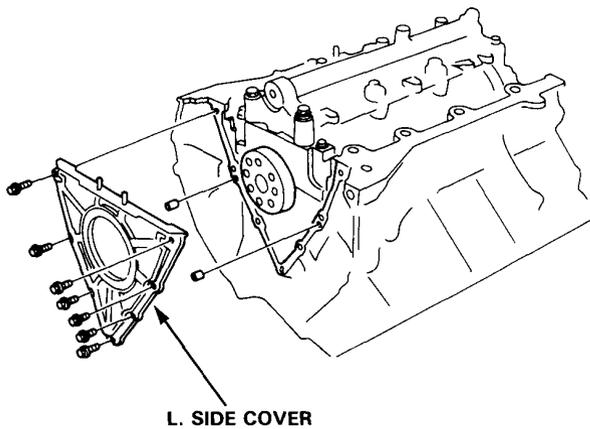


# Pistons and Crankshaft

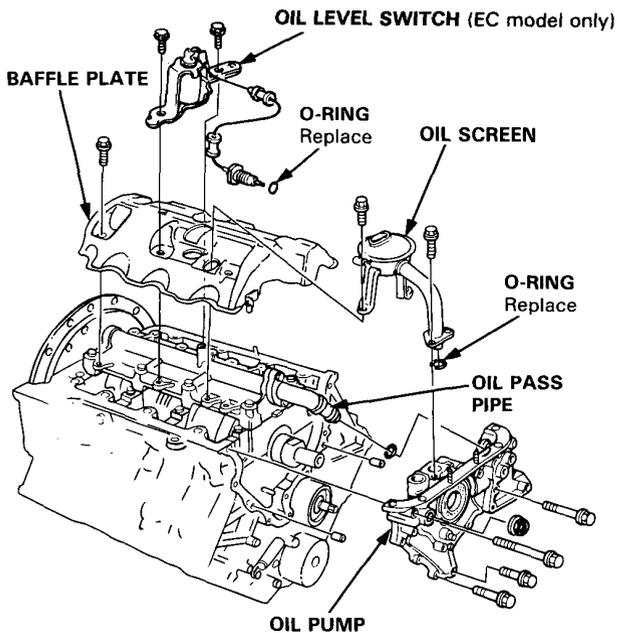


## Removal

1. Remove the L. side cover.



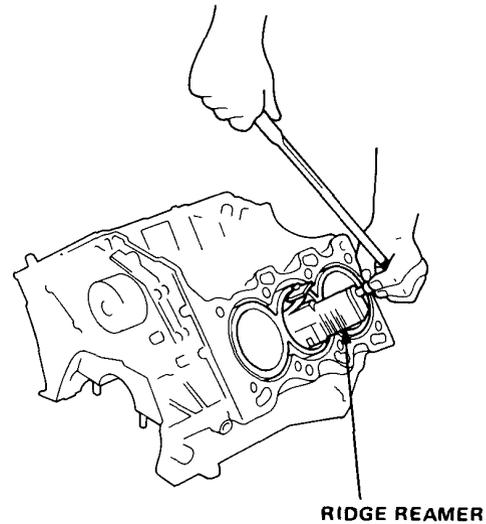
2. Remove the oil screen and remove the oil level switch (EC model only).



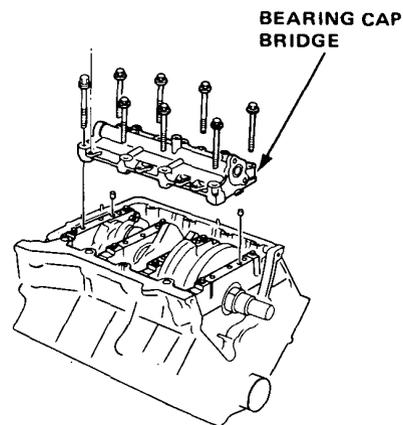
3. Remove the baffle plate.
4. Remove the oil pass pipe and joint.
5. Remove the oil pump.

6. If you can feel a ridge of metal or hard carbon around the top of each cylinder, remove it with a ridge reamer. Follow reamer manufacturer's instructions.

**CAUTION:** If the ridge is not removed, it may damage the pistons as they are pushed out.



7. Remove the bearing cap bridge.



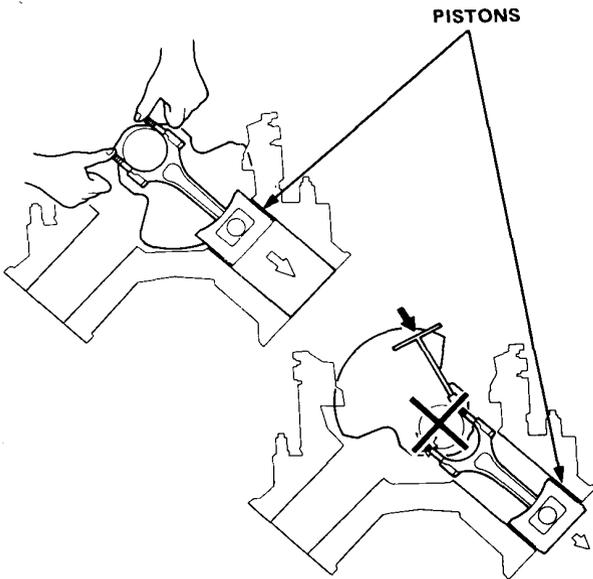
(cont'd)

# Pistons and Crankshaft

## Removal (cont'd)

- Remove the connecting rod caps after setting the crank pin at the BDC for each cylinder. Remove the piston assembly by pushing on the connecting rod.

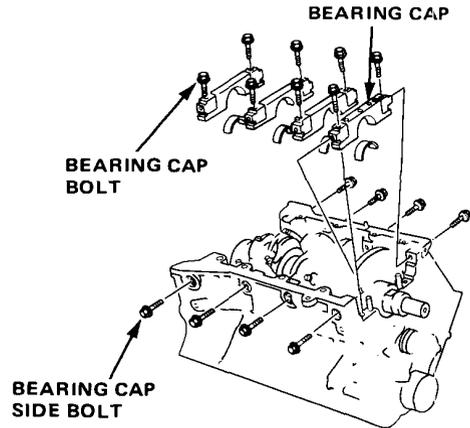
**CAUTION:** Take care not to damage the crank pin or cylinder with the connecting rod.



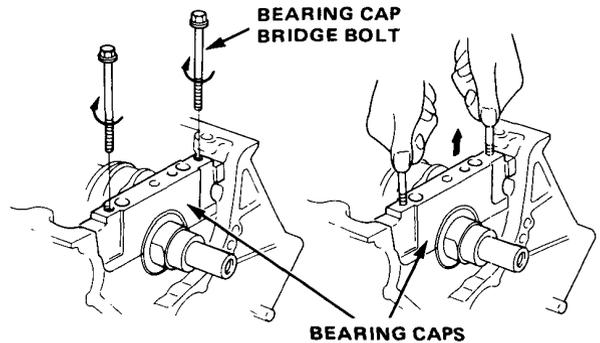
8. Remove the rod cap/bearing. Keep all caps/bearings in order.
9. Remove upper bearing halves from connecting rods and set aside with their respective caps.
10. Reinstall the rod bearings and caps after removing each piston/connecting rod assembly.
11. Mark piston/connecting rod assemblies with cylinder numbers to avoid mixup on reassembly.

**NOTE:** The existing number on the connecting rod does not indicate its position in the engine, it indicates the rod bore size.

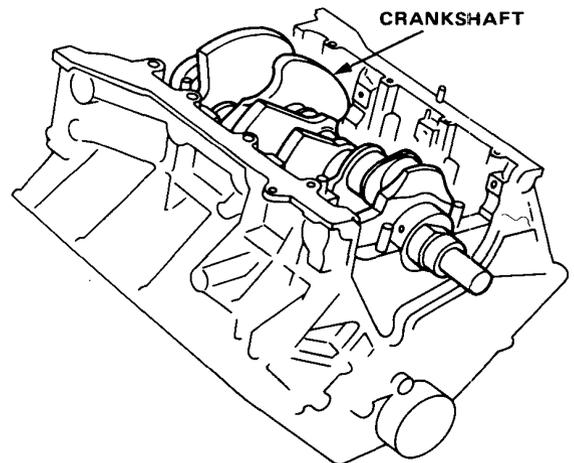
12. Remove the bearing cap bolts and bearing cap side bolts, then remove the bearing caps.



- Install the bearing cap bridge bolts on the bearing cap bolt holes.



13. Lift the crankshaft out of engine, being careful not to damage journals.



14. Reinstall main cap and bearings on engine in proper order.