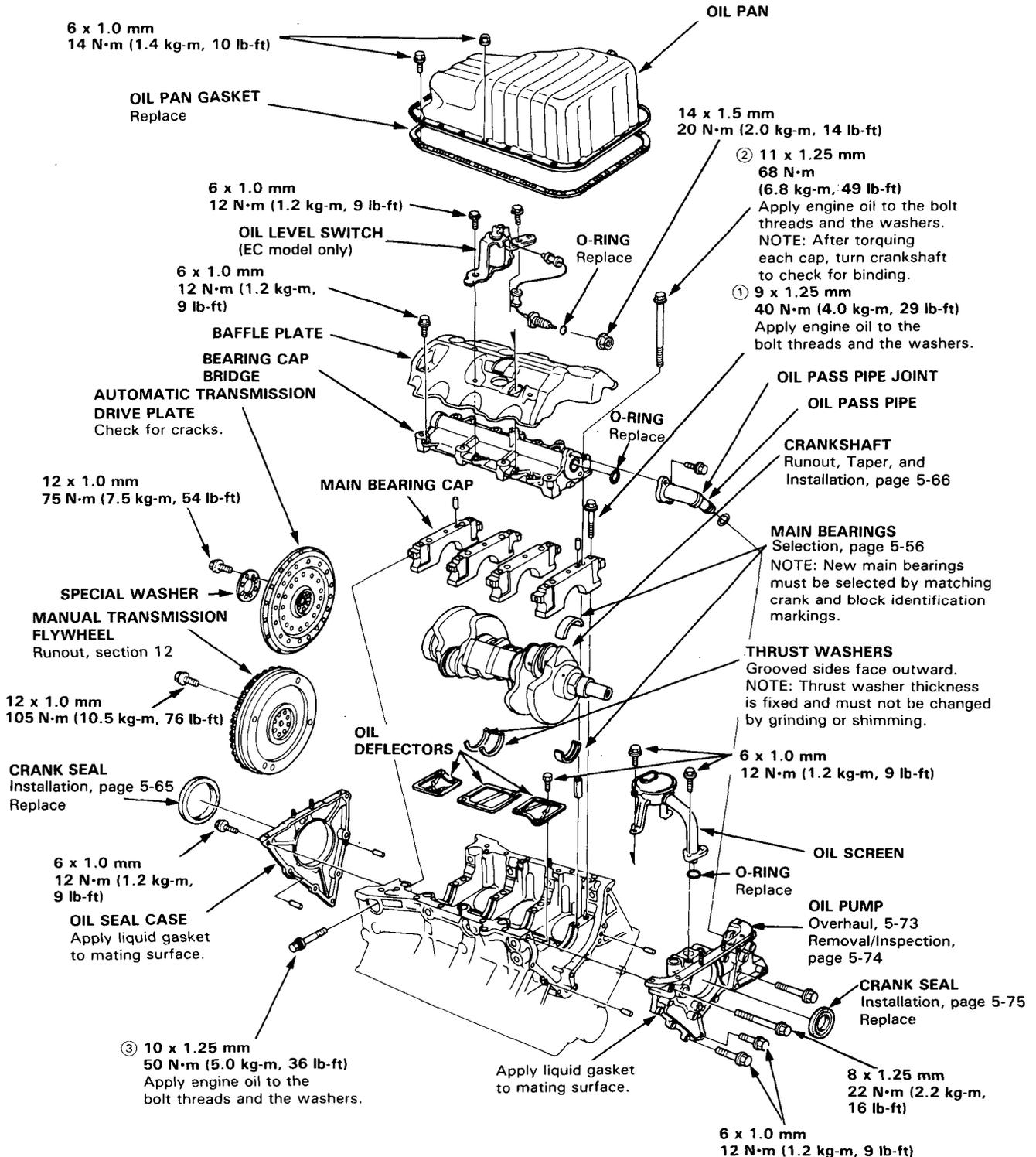


Engine Block

Illustrated Index

Lubricate all internal parts with engine oil during reassembly.



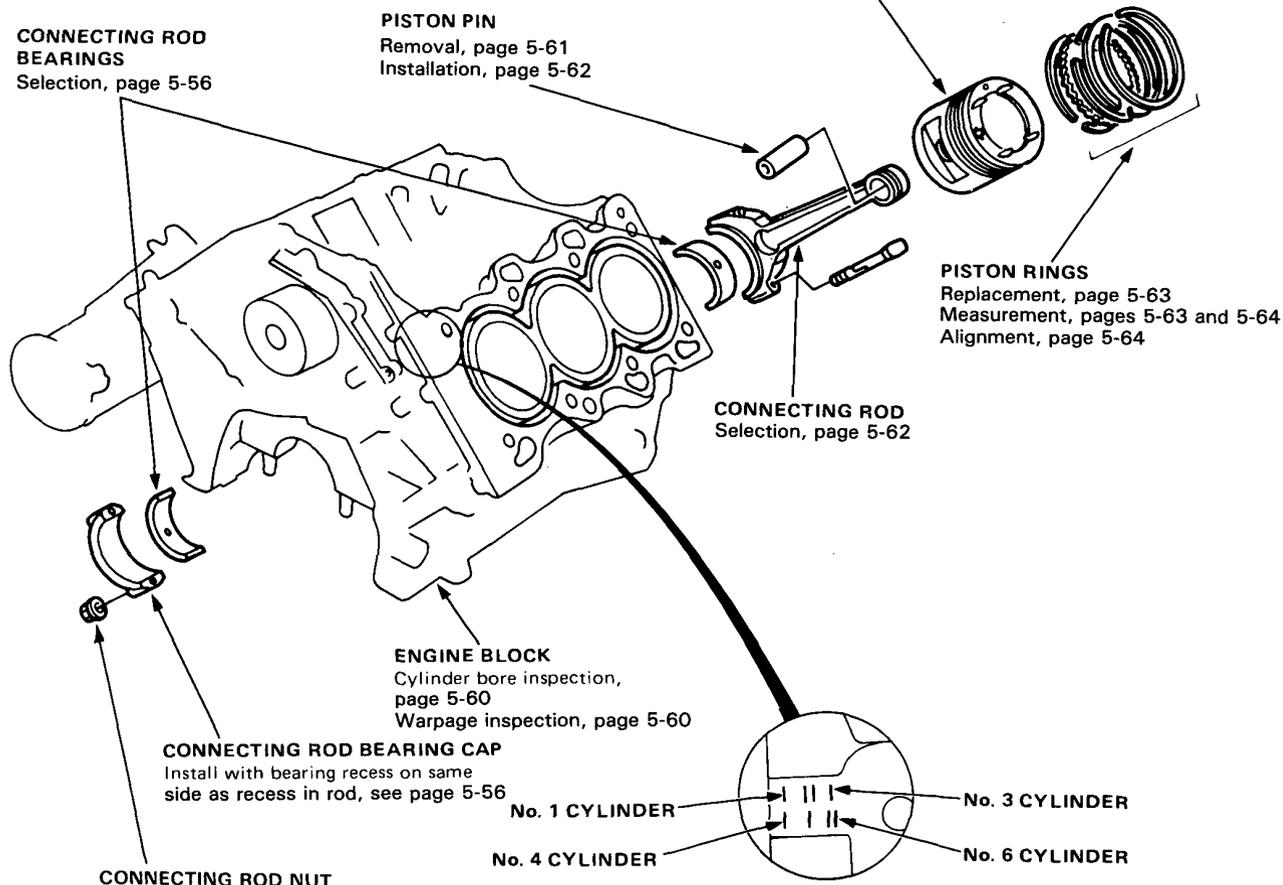


CAUTION: The piston skirt is coated with molybdenum; handle the piston carefully to prevent any damage.

NOTE: New rod bearings must be selected by matching connecting rod and crankshaft identification markings (page 5-56).

PISTON
Removal, page 5-57
Inspection, page 5-59

- NOTE:**
- Before removing piston, inspect the top of the cylinder bore for carbon build-up or ridge. Remove ridge if necessary, page 5-57
 - To maintain proper piston clearance, match the letter on the piston top (No letter denotes A.) with the letter for each cylinder stamped on the block.



CONNECTING ROD BEARINGS
Selection, page 5-56

PISTON PIN
Removal, page 5-61
Installation, page 5-62

PISTON RINGS
Replacement, page 5-63
Measurement, pages 5-63 and 5-64
Alignment, page 5-64

CONNECTING ROD
Selection, page 5-62

ENGINE BLOCK
Cylinder bore inspection, page 5-60
Warpage inspection, page 5-60

CONNECTING ROD BEARING CAP
Install with bearing recess on same side as recess in rod, see page 5-56

CONNECTING ROD NUT
9 x 0.75 mm
45 N·m (4.5 kg-m, 33 lb-ft)
After torquing each bearing cap, rotate crankshaft to check for binding.

No. 1 CYLINDER No. 3 CYLINDER
No. 4 CYLINDER No. 6 CYLINDER

CYLINDER BORE SIZES (I or II)
NOTE: To maintain proper piston clearance, match these letters with the letters on the pistons. The letters on the block read from left to right, No. 1 through No. 3 cylinders on the first line and No. 4 through No. 6 cylinders on the second line.