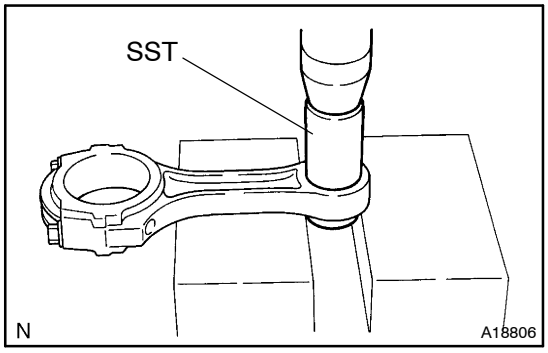
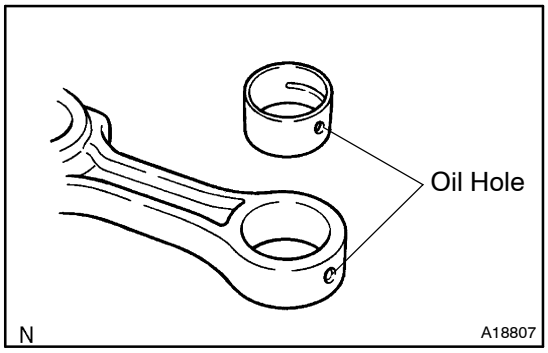
EM1TY–01

REPLACEMENT

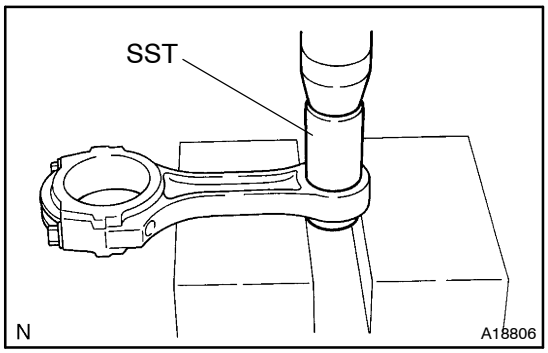
1. REPLACE CONNECTING ROD BUSHING



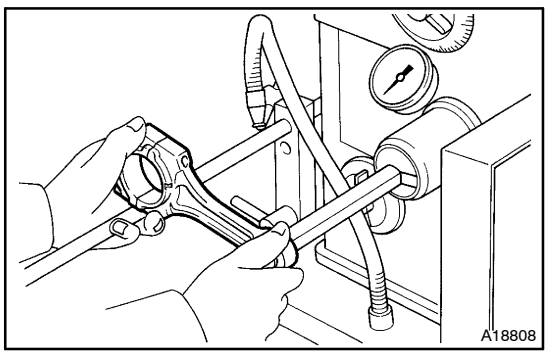
(a) Using SST and a press, press out the bushing.
SST 09222–76012



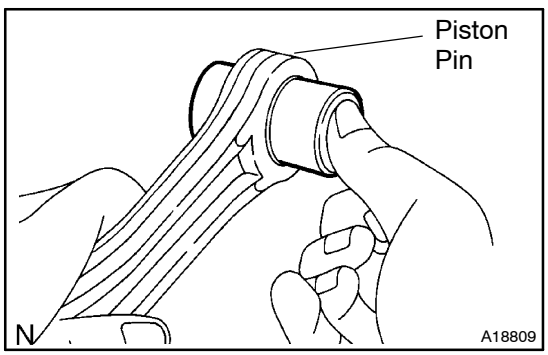
(b) Align the oil holes of a new bushing and the connecting rod.



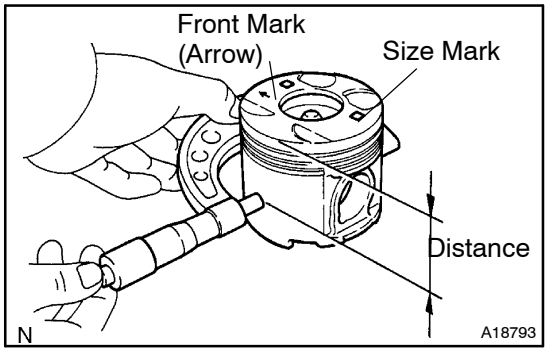
(c) Using SST and a press, press in the bushing.
SST 09222–76012



(1) Using a pin hole grinder, hone the bushing to obtain the standard specified clearance (See page EM–73) between the bushing and piston pin.



(2) Check the piston pin fit at normal room temperature. Coat the piston pin with engine oil, and push it into the connecting rod with your thumb.



2. REPLACE OVERSIZED (O/S) PISTONS FOR CYLINDER BORING

HINT:

- Bore all the 4 cylinders for the O/S piston outside diameter.
- Replace all the piston rings with ones to match the O/S pistons.

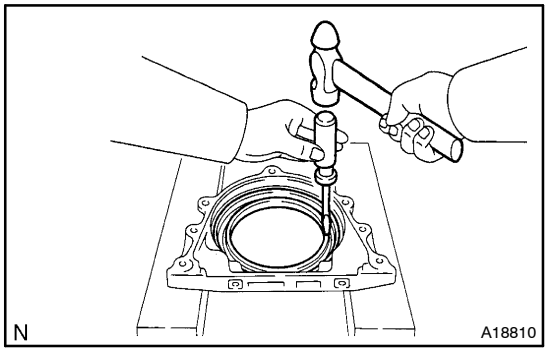
(a) Keep 4 new O/S pistons.
O/S 0.50 piston diameter:
92.42 – 92.45 mm (3.6386 – 3.6398 in.)

(b) Using a micrometer, measure the piston diameter at right angles to the piston center line, the indicated distance from the piston head.
Distance: 65.00 – 65.06 mm (2.5591 – 2.5614 in.)

(c) Calculate the amount each cylinder is to be rebored as follows:
Size to be rebored = P + C – H
P = Piston diameter
C = Piston clearance:
0.070 – 0.090 mm (0.0028 – 0.0035 in.)
H = Allowance for honing: 0.02 mm (0.0008 in.) or less

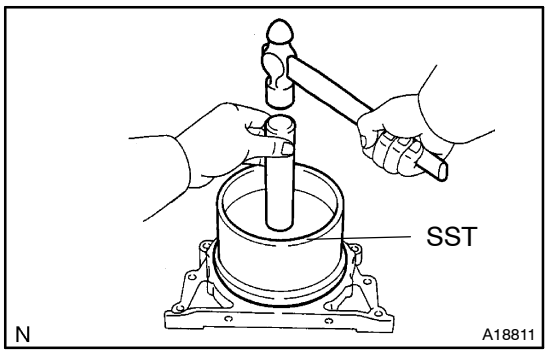
(d) Bore and hone the cylinders to calculated dimensions.
Maximum honing: 0.02 mm (0.0008 in.)

NOTICE:
Excess honing will destroy the finished roundness.



3. REPLACE CRANKSHAFT REAR OIL SEAL

(a) Using a screwdriver and hammer, tap out the oil seal.



(b) Using SST and a hammer, tap in a new oil seal until its surface is flush with the rear oil seal retainer edge.
SST 09223–15030, 09950–70010 (09951–07100)

(c) Apply MP grease to the oil seal lip.