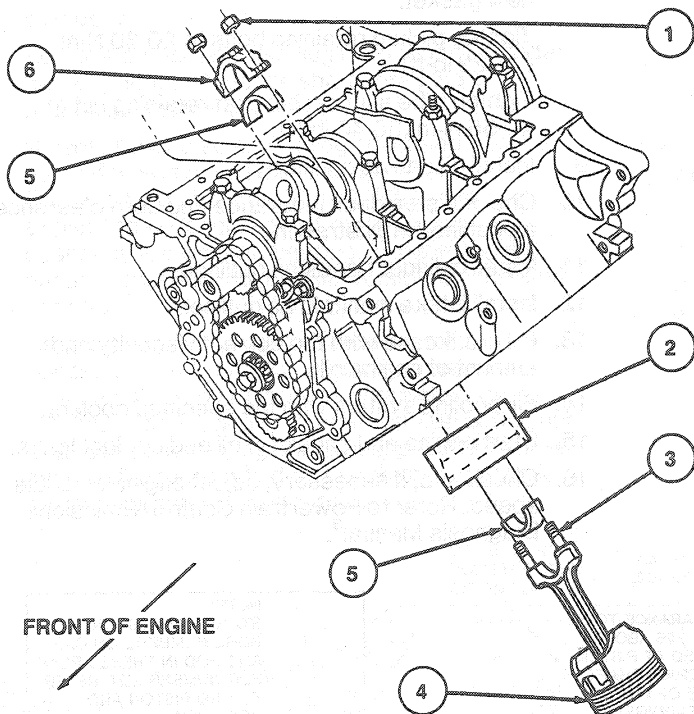


IN-VEHICLE SERVICE (Continued)

11. If piston is to be disassembled, refer to Piston, Disassembly.
12. Inspect cylinder bore. If new piston rings are to be installed on the piston a visible cross-hatch pattern should be obvious on the cylinder bore wall.

If honing is required, remove glaze from cylinder wall using spring-loaded hone. Follow manufacturer's instructions when using this type of equipment.

After honing, thoroughly clean cylinder bore using a detergent and water solution.



TIGHTENING PROCEDURE:

1. RE-USED NUTS, FOR RE-ASSEMBLY, MUST BE WASHED CLEAN PRIOR TO ASSEMBLY. OIL NUTS OF CONNECTING ROD STUD AND CAP SEAT.
2. HAND START NUT OR USE AUTOMATIC NUT INSTALLATION AND RUN-DOWN.
3. TIGHTEN NUT TO SEAT CAP AND NUT TO 41-49 N·m (31-36 LB-FT).
4. BACK OFF NUT A MINIMUM OF TWO REVOLUTIONS.
5. FINAL TIGHTEN NUT TO 41-49 N·m (31-36 LB-FT).

NOTE:
PRIOR TO INSTALLATION OF PISTON ROD ASSY AND CAP, APPLY OIL TO ALL CRANKSHAFT PIN JOURNALS AND COAT ALL CYLINDER BORE SURFACES AND/OR PISTONS.

INSTALL PISTON AND CONNECTING ROD ASSY'S IN THE FOLLOWING ORDER.

1. PISTON AND ROD ASSY NO. 1 AND NO. 5
2. PISTON AND ROD ASSY NO. 2 AND NO. 6
3. PISTON AND ROD ASSY NO. 3 AND NO. 4

A11397-D

Item	Part Number	Description
1	—	Nut (12 Req'd)
2	014-00290	Piston Ring Compressor
3	6214	Bolt (12 Req'd)
4	6100	Piston and Rod Assy (6 Req'd)
5	6211	Rod Bearing (6 Req'd)
6	6210	Rod Cap (6 Req'd)

Installation

NOTE: Lightly oil all retaining bolt and stud bolt threads before installation except those specifying special sealant.

1. Lubricate cylinder wall and piston with Engine Assembly Lubricant D9AZ-19579-D (ESR-M99C80-A) or equivalent heavy engine oil.