

IN-VEHICLE SERVICE (Continued)

- Install spark plug boots or suitable protection on connecting rod studs.

NOTE: Install pistons in the same cylinders from which they were removed or to which they were fitted. The connecting rod and bearing caps are numbered from 1 to 3 in the RH bank and from 4 to 6 in the LH bank, beginning at the front of the engine. Numbers on connecting rod and bearing cap must be on the same side when installed in cylinder bore. If a connecting rod is transposed from one block or cylinder to another, new bearings should be fitted and connecting rod should be numbered to correspond with new cylinder number.

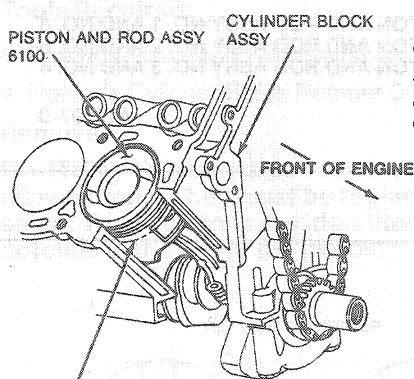
- Install piston using Rotunda Piston Ring Compressor O14-00290 or equivalent.

CAUTION: As piston is tapped into bore with a hammer handle, guide connecting rod onto crankshaft journal to avoid damage to bearing surfaces.

Ensure notch in piston dome and button on connecting rod faces front of engine and that connecting rod oil squirt hole is facing RH side of engine.

- Check connecting rod bearing clearance. Refer to Section 03-00.
- Lubricate bearing surfaces with Engine Assembly Lubricant D9AZ-19579-D (ESR-M99C80-A) or equivalent.

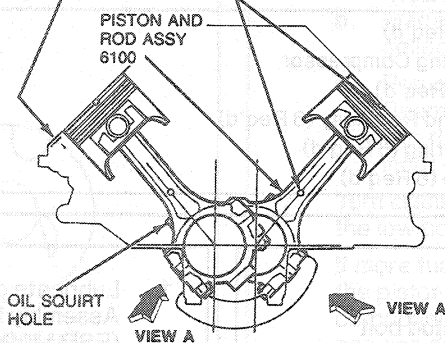
- Ensure connecting rod is seated on crankshaft journal. Install connecting rod cap.
- Tighten retaining nuts to 41-49 N·m (31-36 lb-ft). Back-off nuts two or three turns. Final tighten to 41-49 N·m (31-36 lb-ft).
- If necessary, check connecting rod side clearance as outlined.
NOTE: Install windage tray for Police application if removed.
- Install oil pickup tube and screen assembly with a new gasket.
Tighten pickup retaining bolts to 20-30 N·m (15-22 lb-ft).
Tighten tube support bracket retaining nut to 40-55 N·m (30-40 lb-ft).
- Install oil pan as outlined.
- Check piston deck clearance and bore clearance as outlined in illustration.
- Install cylinder heads as outlined.
- Install intake manifold as outlined.
- Fill crankcase with the correct viscosity and amount of engine oil.
- Fill cooling system with the specified coolant.
- Start engine and check for oil and coolant leaks.
- Check and, if necessary, adjust engine curb idle speed. Refer to Powertrain Control/Emissions Diagnosis Manual³.



NOTE: PISTON TO BORE CLEARANCE AS MEASURED AT "W" DIM ON PISTON AND LOCATION SPECIFIED ON CYLINDER BLOCK — 0.030-0.056

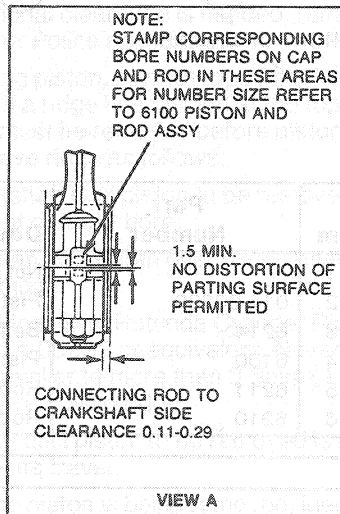
NOTE: PISTON TO DECK CLEARANCE TO BE 0.27 BELOW DECK TO 0.25 ABOVE DECK WHEN MEASURED AT PISTON T.D.C. PARALLEL TO CRANKSHAFT ON TRUE CENTERLINE OF PISTON. (AVERAGE OF TWO READINGS)

NOTE: DOME AND BUTTON IDENTIFICATION MUST BE ON SAME SIDE AND TOWARDS FRONT OF ENGINE (AS SHOWN)



NOTE: TO PREVENT DAMAGE TO PISTONS AFTER ASSEMBLY, POSITION CRANKSHAFT KEYWAY SO ALL PISTONS ARE BELOW DECK

CONNECTING ROD BEARING 6211 VERTICAL ASSEMBLED CLEARANCE TO BE 0.022-0.069



NOTE: STAMP CORRESPONDING BORE NUMBERS ON CAP AND ROD IN THESE AREAS FOR NUMBER SIZE REFER TO 6100 PISTON AND ROD ASSY

A11432-B

3 Can be purchased as a separate item.