

# Cylinder Block

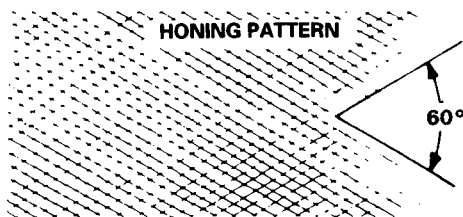
## Bore Honing

NOTE: Only scored or scratched cylinder bores must be honed.

1. Measure cylinder bores as shown on page 7-13. If the block is to be re-used, hone the cylinders and remeasure the bores.
2. Hone cylinder bores with honing oil and a fine (400 grit) stone in a 60 degree crosshatch pattern.

NOTE:

- Use only a rigid hone with 400 grit or finer stone such as Sunnen, Ammco, or equivalent.
- Do not use stones that are worn or broken.

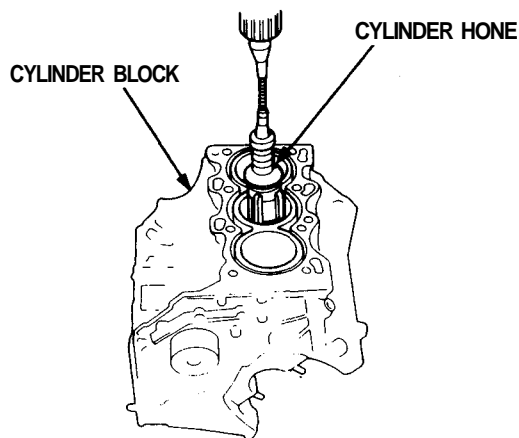


3. When honing is complete, thoroughly clean the cylinder block of all metal particles. Wash the cylinder bores with hot soapy water, then dry and oil immediately to prevent rusting.

NOTE: Never use solvent, it will only redistribute the grit on the cylinder walls.

4. If scoring or scratches are still present in cylinder bores after honing to service limit, rebore the cylinder block.

NOTE: Some light vertical scoring and scratching is acceptable if it is not deep enough to catch your fingernail and does not run the full length of the bore.



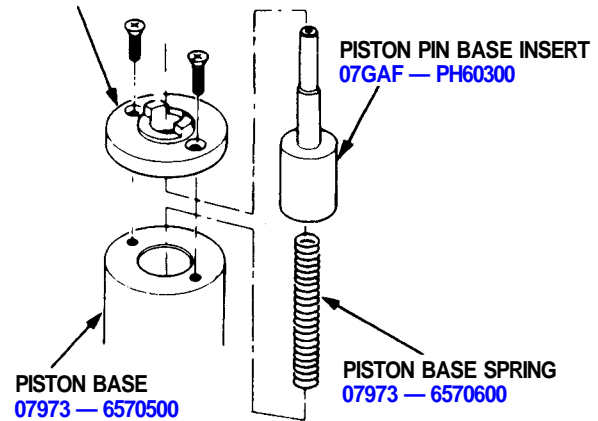
NOTE: After honing, clean the cylinder thoroughly with soapy water.

# Piston Pins

## Removal

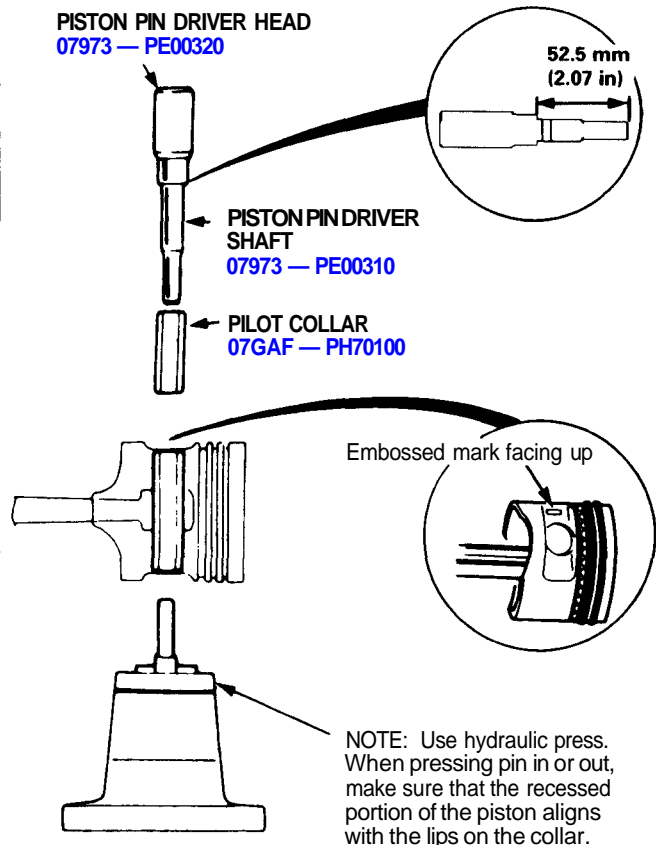
1. Assemble the special tool as shown.

PISTON BASE HEAD  
07HAF — PL20102 or  
07HAF — PL20101



2. Adjust the length of piston pin driver to 52.5 mm (2.07 in) as shown.

PISTON PIN DRIVER HEAD  
07973 — PE00320



Embossed mark facing up

NOTE: Use hydraulic press. When pressing pin in or out, make sure that the recessed portion of the piston aligns with the lips on the collar.

3. Place the piston on the special tool and press the pin out with a hydraulic press.