1. Wash all parts in a cleaning solvent. Clean the carbon from the piston ring grooves with a broken ring or ring groove cleaner.

2. Inspect the connecting rods, caps, bearing shells and pin bushings as follows:

(a) All connecting rod bearings and piston pin bushings should be replaced in a major overhaul.

(b) Test rods for alignment. Rods only slightly misaligned can be straightened using the proper equipment. Badly twisted or bent rods must be replaced.

3. Inspect the pistons for cracks, breaks or scores.

4. Measure the piston skirt at right angles to the pin to determine if it is worn excessively; replace if necessary. The specified piston diameter is 2.6230 to 2.6234 inches.

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NOTE: On a used piston, it will probably be found that the piston ring side clearances tend to increase toward the top of the piston due to the higher operating temperature prevalent at this point. When this side clearance becomes excessive, the piston will have to be replaced.

5. Measure the crankcase cylinder bores for excessive wear. The specified bore ID is 2.625 to 2.627 inches. Replacement pistons are available in .020 and .040 inch oversizes.

6. Inspect the piston pins for wear; if wear is perceptible, replace pins. Replace piston pins showing signs of corrosion or etching. Specified piston pin diameter is .6875 to .6876 inch.

7. Inspect the connecting rod bushings for scratches and burrs. Replace if necessary.

8. Connecting rod bolts must be cleaned of all foreign matter including the anti-rust materials that may be caked in the threads. This is also true of the connecting rod bolt nuts.

A good method of checking to determine thread condition is to turn the connecting rod bolt (threads lubricated with a light engine oil) all the way into a standard nut with the fingers. If the bolt runs in relatively free without sticking or without the need for applying more than a very light (2-4 foot-pounds) wrench effort, the bolt is satisfactory for use.

9. Rings should be checked also for the specified side clearance by measuring the clearance between the piston ring and the piston ring land as shown.