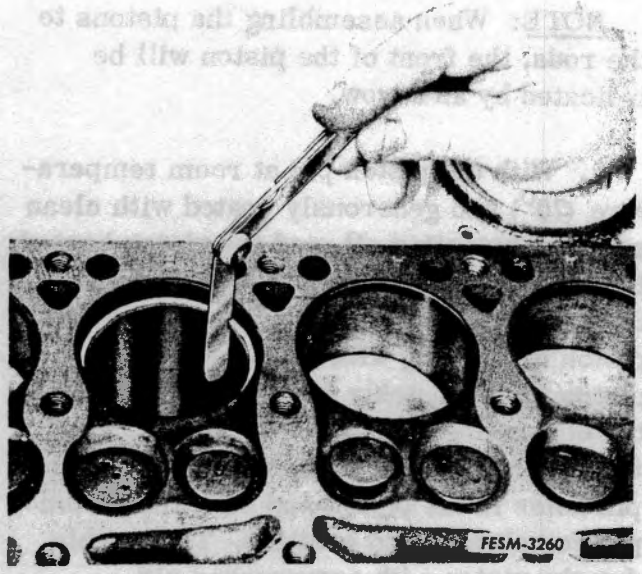
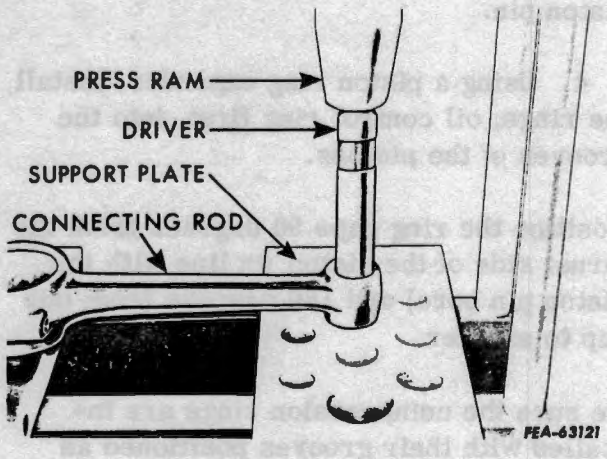
10. Inspect the piston rings for damage. Faulty rings cannot always be detected by the eye. Engine performance and irregularities such as excessive oil consumption must be taken into consideration. Wherever there is doubt as to the serviceability of the piston rings, it is advisable to replace such parts.



11. Insert each ring into the cylinder bore for that piston. Force them squarely down inside the sleeve or cylinder bore. Position a feeler gauge between the ends of the ring, and compare the existing gap against the specified gap. If it is necessary to remove material from the ring ends because the end gap is too close, clamp a mill file in a vise, hold the ring in proper alignment and dress off the ends squarely to obtain the desired gap.

12. Inspect the "windows" of the oil regulating ring and piston for blocked oilways. Failure to keep the oilways clear will result in uneven lubrication and "hot-spots" of the piston and cylinder sleeve. All rings should fit loosely in the piston grooves without binding.



13. Place connecting rods in an arbor press and press old piston pin bushings from the connecting rods.

14. Align the new piston pin bushing on the connecting rod so that the oil hole in the bushing will match with the oil hole in the connecting rod. Press the bushing into the rod.

15. Press the bushing into place in the connecting rod and then ream to provide the specified piston pin clearance of .0003 to .0007 inch.