

The flywheel and starter ring is attached to the crankshaft by a gland nut (which contains the pilot bearing) and eight dowel pins. The timing and distributor pinions are held by a woodruff key. The V-belt pulley is attached to the crankshaft by a central bolt and a woodruff key. There are oil seals at both the flywheel and V-belt pulley ends of the crankshaft. The crankshaft bearings of the connecting rods are replaceable lead-bronze inserts. The piston pins are supported in bronze bushings.

### Pistons

The pistons are light alloy and have three rings in the 1600 S engine and four rings in the 1600 engine; the bottom ring being an oil scraper in both cases. The piston pins are full floating and are secured by lock rings.

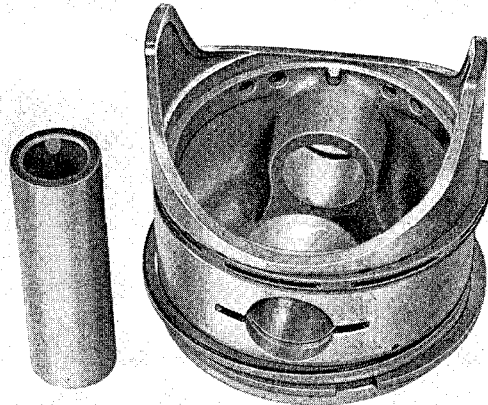


Fig. 10

### Cylinders

The cylinders of the 1600 S engine are cast light alloy with hard chromed bores.

The cylinders of the 1600 engine are cast iron.

The cylinders of both engines are provided with cooling fins to effect air cooling.

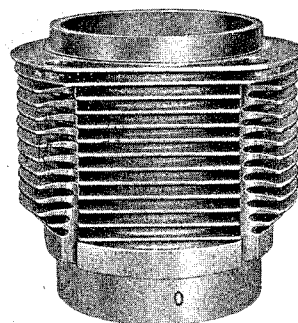


Fig. 11

### Cylinder Heads

Each pair of cylinders is provided with a common heavily finned cylinder head of cast light alloy. These heads have pressed in valve seats and guides. The spark plug sockets have Heli-Coil thread inserts. The valves are overhead in a "V" pattern. No gasket is used between the cylinders and heads.

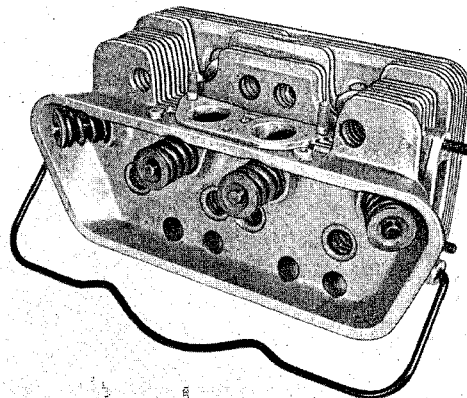


Fig. 12