The size groups for pistons are listed in the tables given in section 33 EN.

Nominal clearance for new pistons in the 1600 engine is 0.05 mm (.002 in.), and 0.02 mm (.0008 in.) for the 1600 S engine. If measurements indicate that the clearance is nearing the wear limit, the piston-cylinder pair should be exchanged for a new pair of the same size. If no sign of wear is evident in the cylinder it is sufficient to replace the piston with one of the same size group or letter group.

5. Fit compression and oil scraper rings.

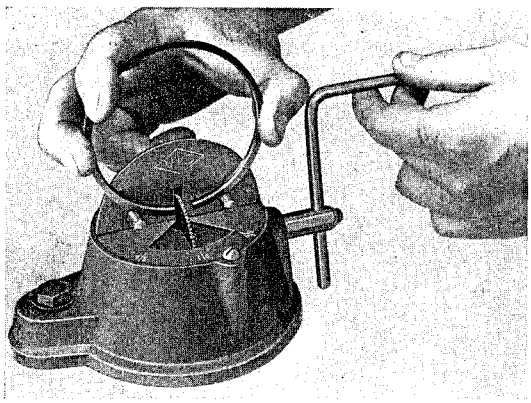

Fig. 175

6. Measure end gaps with a feeler gauge by inserting rings in the bore (push ring down with a piston).

Fig. 176

The correct gap for all rings in the 1600 engine is 0.25 to 0.50 mm (.011 to .021 in.); and for all rings in the 1600 S engine 0.10 to 0.45 mm (.004 to .018 in.).

Install rings so that the gaps are offset by 120° in the 1600 S engine and 90° in the 1600 engine. The oil scraper ring gap should be upward with respect to normal engine position.

Fig. 177

Check ring side clearance in ring grooves with a feeler gauge. The correct ring groove clearances are given on pages E 107 and E 108.

Rings must be installed using ring pliers to prevent piston damage and ring breakage.

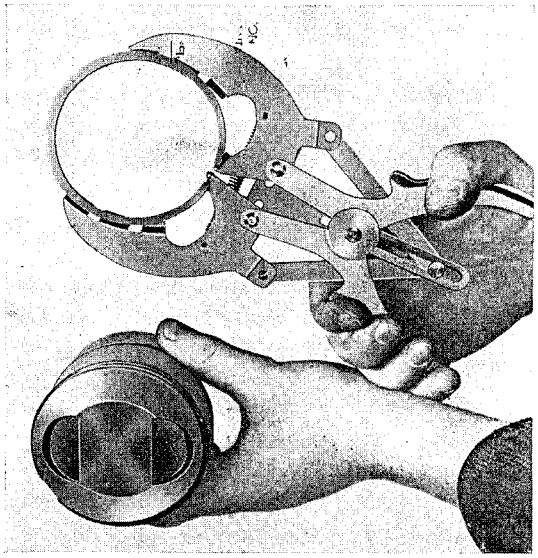

Fig. 178

The three compression rings for the pistons of the cast iron cylinders (1600 engine) are identical and are installed with the marking "TOP" toward the piston crown.