

The compression rings for the pistons of the light alloy cylinders (1600 S engine) are not alike. The marking "TOP" of the first compression ring must be installed toward the piston crown. The second ring must be installed with the oil groove downward (away from the piston crown).

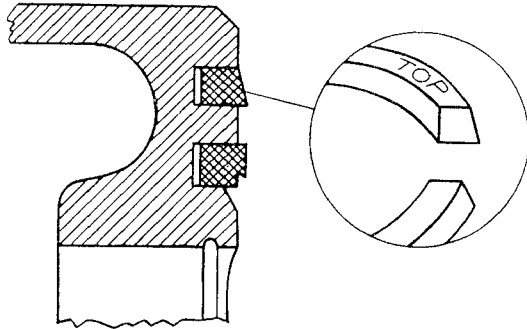


Fig. 179

7. Insert piston pin lock rings on the flywheel side first.

8. Inspect and install piston pins.

The piston pin has an interference fit in the piston. If the pin can be pushed into the cold piston by hand, a pin of a larger diameter is to be used. A color marking inside the piston on the pin boss indicates the correct pin diameter.

black: 21.994 to 21.997 mm (.86590 to .86602 in.)
white: 21.997 to 22.000 mm (.86602 to .86614 in.)

The piston pin clearance in the connecting rod

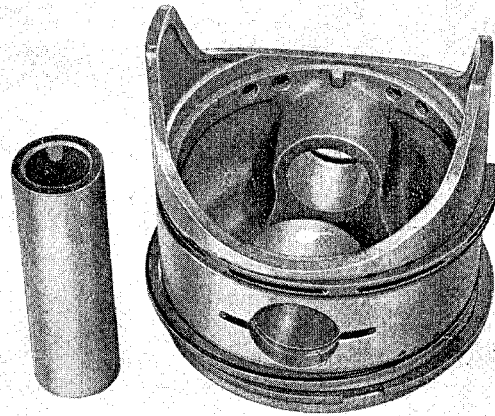


Fig. 180

bushing, when new, should be 0.020 to 0.036 mm (.0008 to .0014 in.). The wear limit is 0.050 mm (.002 in.). When the clearance exceeds the wear limit install a new piston pin and bushing. When the piston has been heated to a temperature of 80° C (175° F) in an oil bath or electric piston heater, the piston pin must slide into place under light pressure. The pin should be pushed through in one motion until it stops on the retaining ring.

9. Insert second retaining ring.

Checking Pistons

35 EN

The nominal diameter of the piston is shown by the size group marking on the piston crown for 1600 engines, and the letter designation for the 1600 S engines.

The various size designations are listed on pages E 52, E 53, and E 58.

Measurements are made as shown in Fig. 182 and 183.

To achieve measurements of the highest accuracy, it is recommended that a dial gauge adjusted with the aid of gauge blocks be used.

Pistons showing gouging or seizing damage cannot be reused. However if the cylinder does not show any sign of wear, the piston may be replaced by one of the same size group without requiring a new cylinder.

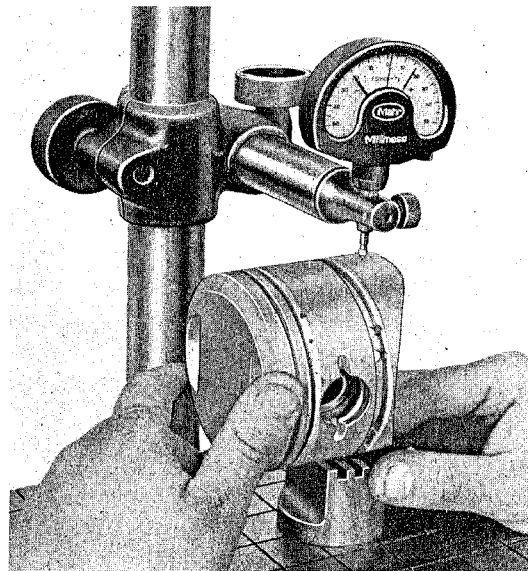


Fig. 181