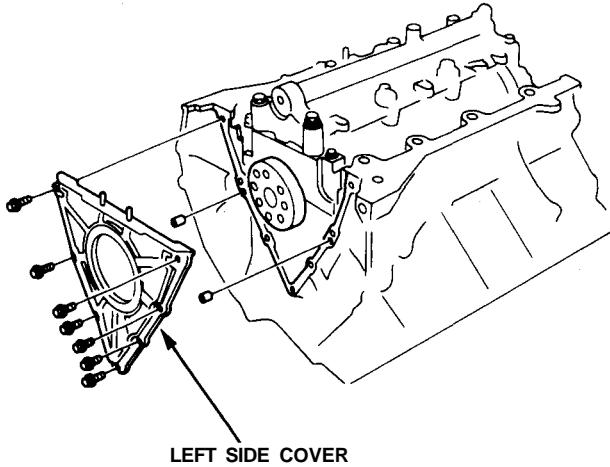


# Piston/Connecting Rod Assemblies and Crankshaft

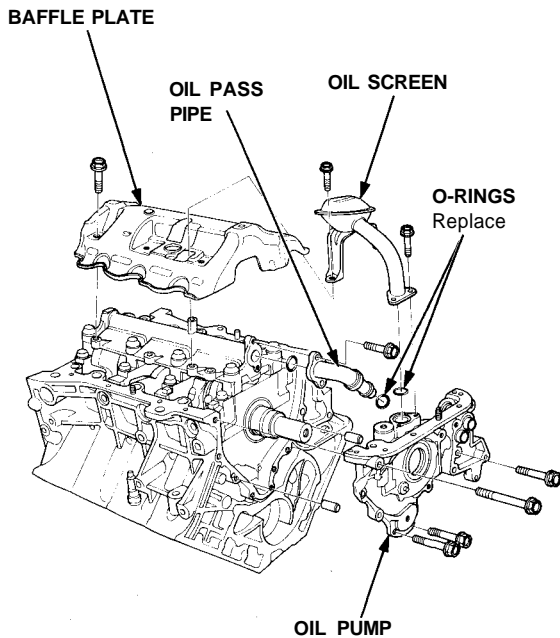


## Removal

1. Remove the left side cover.



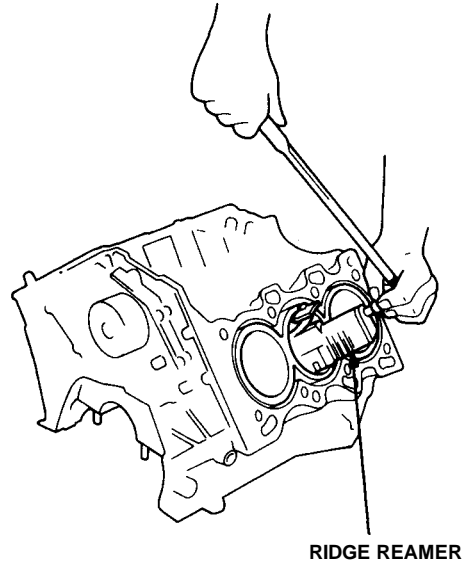
2. Remove the oil screen.



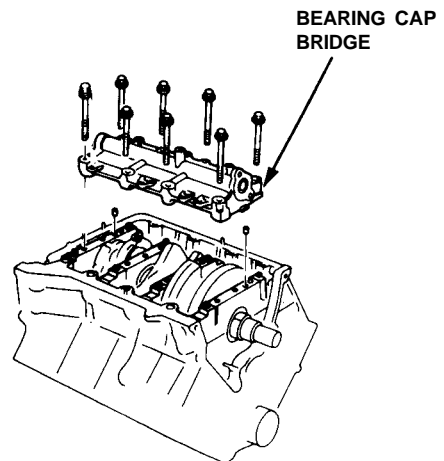
3. Remove the baffle plate.
4. Remove the oil pass pipe and joint.
5. Remove the oil pump.

6. If you can feel a ridge of metal or hard carbon around the top of any cylinder, remove it with a ridge reamer. Follow reamer manufacturer's instructions.

**CAUTION:** If the ridge is not removed, it may damage the pistons as they are pushed out.



7. Remove the bearing cap bridge.



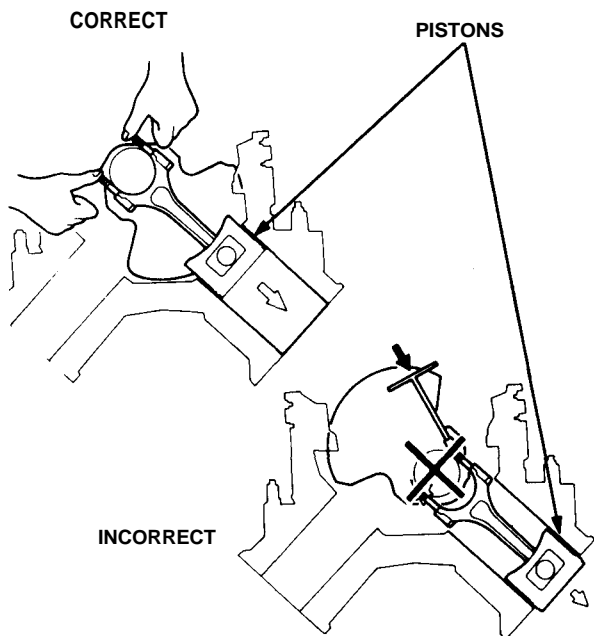
(cont'd)

# Piston/Connecting Rod Assemblies and Crankshaft

## Removal (cont'd)

- Remove the connecting rod caps after setting the crank pin at BDC for each cylinder. Remove the piston assembly by pushing on the connecting rod.

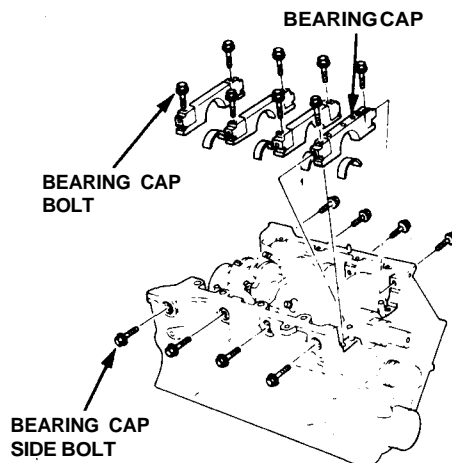
**CAUTION:** Take care not to damage the crank pin or cylinder with the connecting rod.



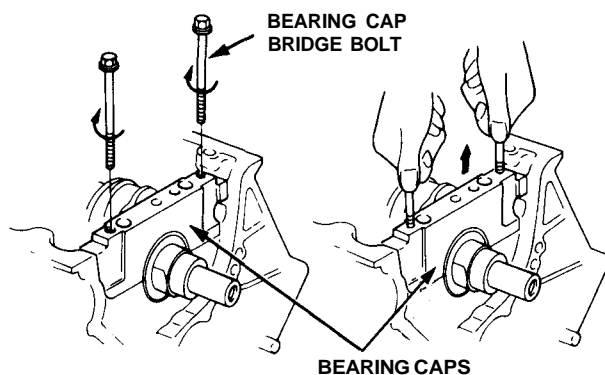
8. Remove the bearing from the cap. Keep all caps/bearings in order.
9. Remove the upper bearing halves from the connecting rods. Set them aside with their respective caps.
10. Reinstall the cap on the rod after removing each piston/connecting rod assembly.
11. Mark the piston/connecting rod assemblies with their cylinder numbers to avoid mixup on reassembly.

**NOTE:** The existing number on the connecting rod does not indicate its position in the engine, it indicates the rod bore size.

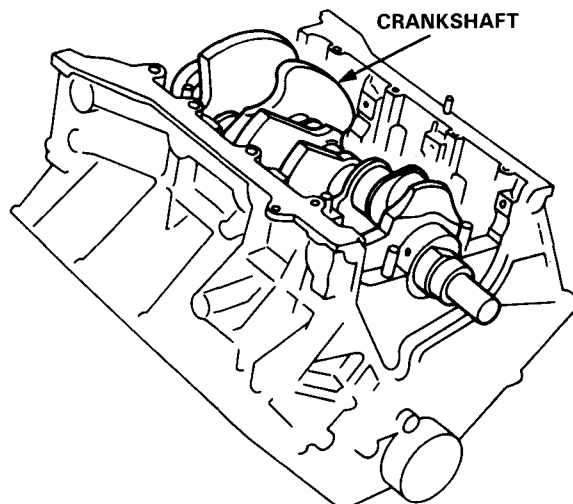
12. Remove the bearing cap bolts and bearing cap side bolts, then remove the bearing caps.



- To help with removal of the caps, install the bearing cap bridge bolts in the bearing cap bolt holes.



13. Lift the crankshaft out of engine, being careful not to damage the journals.



14. Reinstall the main caps and bearings on the block in proper order.