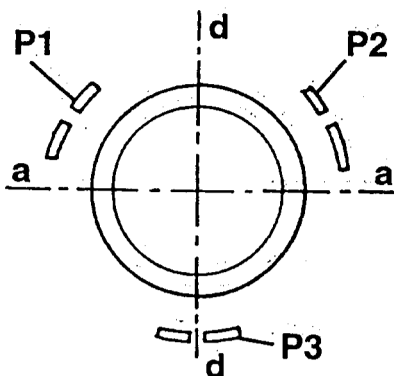
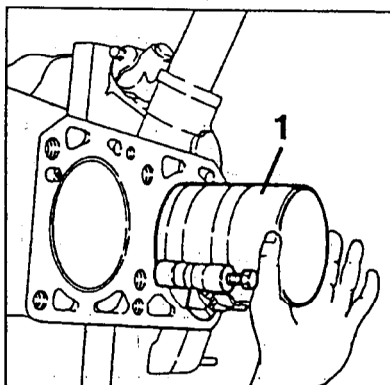


- Direct the rings on the pistons with the cuts offset by 120°.

P1. Position of upper ring;
P2. Position of lower ring;
P3. Position of oil scraper ring;
aa. Gudgeon pin axis;
dd. Direction of thrust;



1. Assemble the half bearings on the connecting rod big end and insert the piston-connecting rod assembly in the corresponding cylinders using the special tool.



When assembling direct the pistons with the arrow stamped on the crown pointing in the direction of rotation of the engine, i.e. upwards for the right head pistons and downwards for the left head pistons.

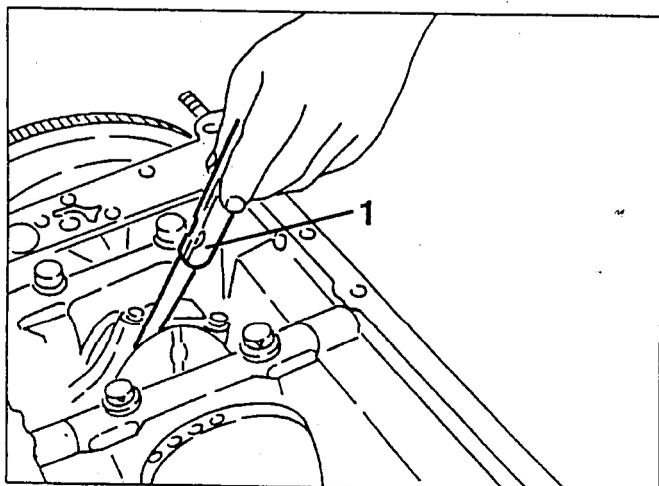
The position of the connecting rod big end must make it possible to read the identification number.

1. Position the connecting rod caps with the corresponding half bearings and check that there is the specified play between the crankshaft shoulder and the connecting rod-cap profile.

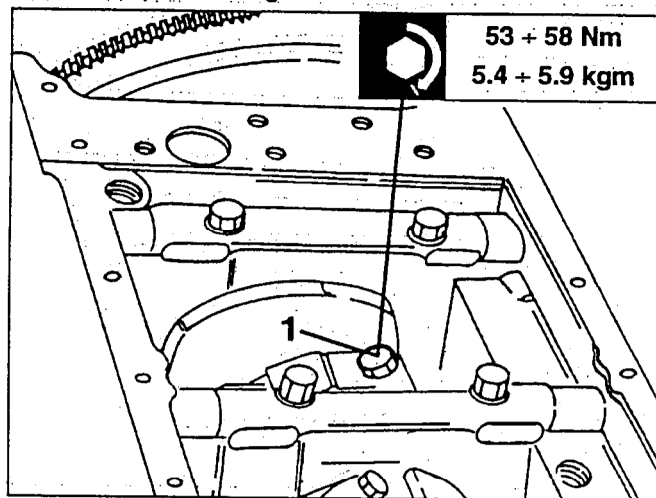


Clearance between crankshaft shoulder and connecting rod - cap profile

0.15 mm

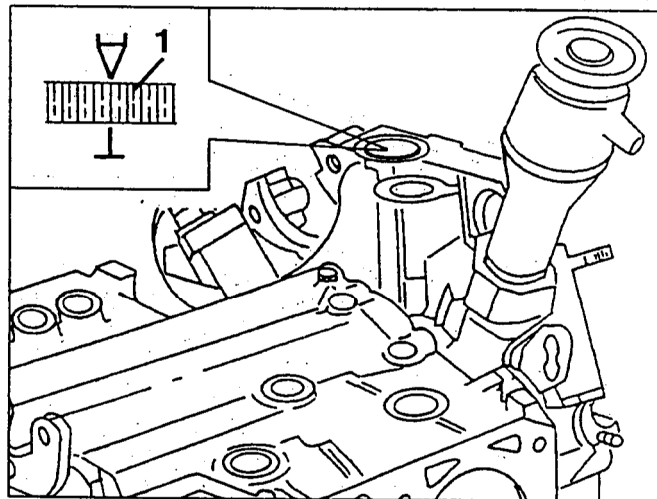


1. Suitably turn the crankshaft to tighten the connecting rod cap fastening screws.



Refitting the cylinder heads

1. Turn the crankshaft to take piston no. 1 to the T.D.C. (bursting stroke); notch "T" on the flywheel coinciding with the impression on the cover.



1. Assemble the cylinder heads on the crankcase with the seals interposed and tighten the screws in to or three operations following the sequence illustrated (A - F).

2. Tighten the four screws fastening the camshaft support in crossed order.

