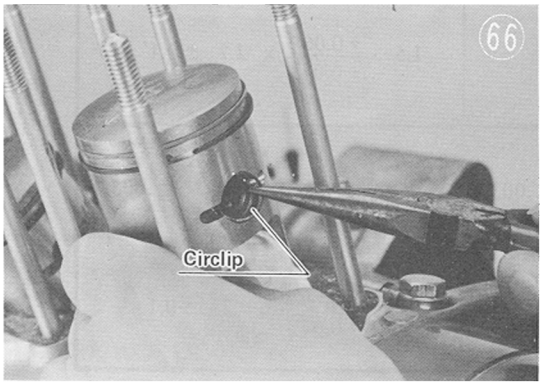
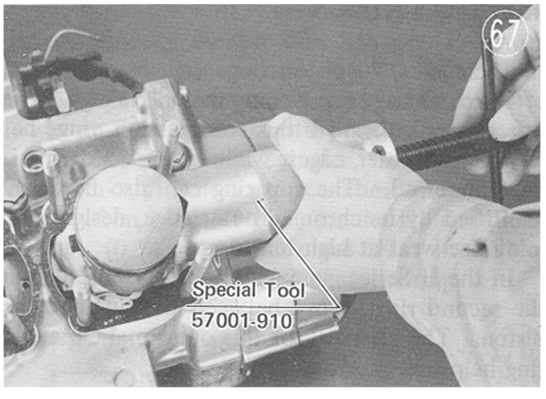
1) Disassembly

Cover the crankcase opening with a rag to keep parts and dirt from falling into it. Pull a circlip off either end of the piston pin.



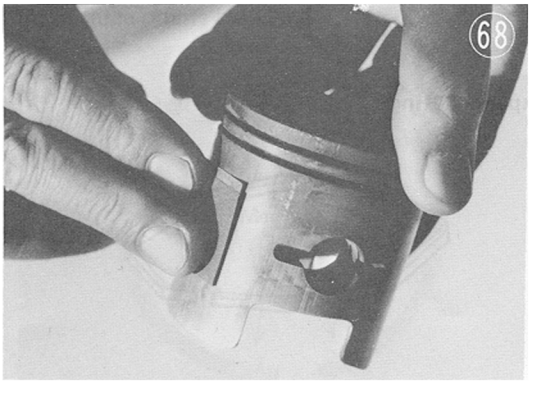
Remove each piston by pushing its piston pin out the side that snap ring was removed. Use the piston pin puller and adapter "A" (special tools) if necessary.



2) Overhaul

a. Piston Seizure Damage

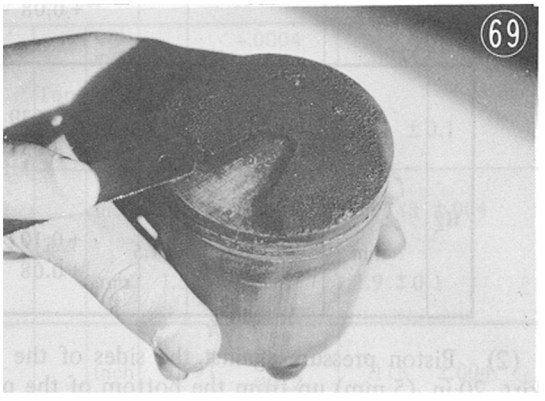
If light damage due to piston seizure or other causes is found, smooth the affected area of the piston with fine emery cloth. In the event of heavy damage, the piston must be replaced. Attempting to repair a badly damaged piston would only invite another piston seizure or cause engine noise.



b. Carbon Removal

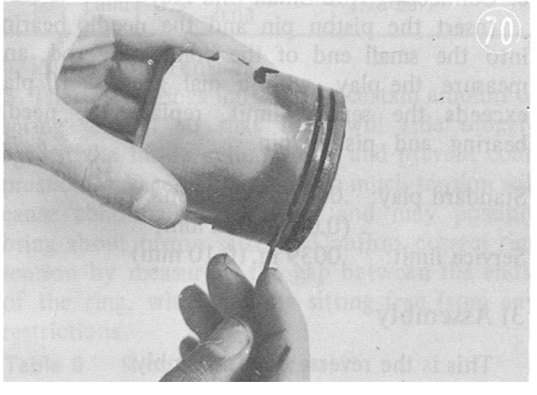
(1) Piston top

Check the top of the piston for carbon, and scrape off any accumulation with a screwdriver or hacksaw blade. This carbon reduces the cooling capacity of the piston, and as the carbon turns red hot, causes the piston to overheat and possibly melt.



(2) Ring groove

Carbon accumulation in the ring groove can cause the ring to stick. Check the groove and remove any carbon with a piece of broken ring or other thin tool.



c. Piston wear

(1) As the diagram shows, the piston ring grooves become worn due to ring movement. Since this leads to compression leakage and a drop in output power, replace the piston if groove measurement indicates excessive wear. Also if either of the ring grooves is worn unevenly, or if the groove has changed in shape, the piston must be .replaced.

Piston Ring Movement