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#Diego Butler



so many fake sites. this is the first one which worked! Many thanks

Installing Piston Rings

1. Install a thin oil ring, oil ring expander, and thin oil ring in the bottom groove of the piston. Tug the end gaps of the upper and lower thin oil rings until they are on directly opposite sides of the piston.



2. Install the #2 compression ring so the letters on the top surface of the ring face the dome of the piston.

3. Install the #1 compression L-ring into the top groove with the face of the ring directed upward.

4. Rotate the rings until the ring end gaps are 120° from one another.

CAUTION
Incorrect installation of the piston rings will result in engine damage.

MEASURING CONNECTING ROD SMALL END BORE INSIDE DIAMETER

1. Using a small bore gauge, measure the connecting rod small end bore inside diameter.

2. Measurement must be within 0.864-0.867 in. for the 5000 and 0.943-0.946 in. for the 9000.



NOTE: Check piston pin, connecting rod small end bore, and piston bore for wear or damage paying particular attention to condition of small end bore bushings. If pin, connecting rod small end bore, or piston bore is badly worn or damaged, replace pin, connecting rod, or piston.

Cleaning/Inspecting/Measuring Cylinder Block

1. Wash the cylinder block in parts-cleaning solvent.

2. Check the head gasket surface of the cylinder for distortion.

3. Using a straightedge and feeler gauge, check surface at a total of 6 locations. If distortion limit exceeds 0.002 in., replacement of the block will be necessary.



4. Inspect the cylinder bore for minor scoring or scuffing.

5. Hone the cylinder to produce a 45° crosshatch using the appropriate Ball Finer and honing oil.



6. Wash the cylinder block thoroughly with hot soapy water then rinse with hot water.

7. Blow dry the cylinder block with compressed air and immediately apply oil to all of the cylinder surfaces.

CRANKSHAFT RUNOUT

1. Support the crankshaft using a set of V Blocks; use a dial indicator to read crankshaft runout.

NOTE: The contact point of the dial indicator should be on either side of the oil port hole of the outer crankshaft journal and to the outside of the oil port hole on the MAJ and PFD end of the crankshaft.

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