



14

JANUARY 2008 MONDAY DAY (14 - 352)

51

62-11

43-54-11

116

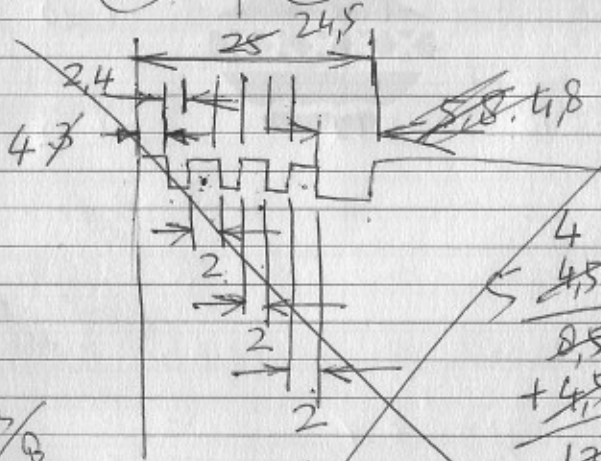
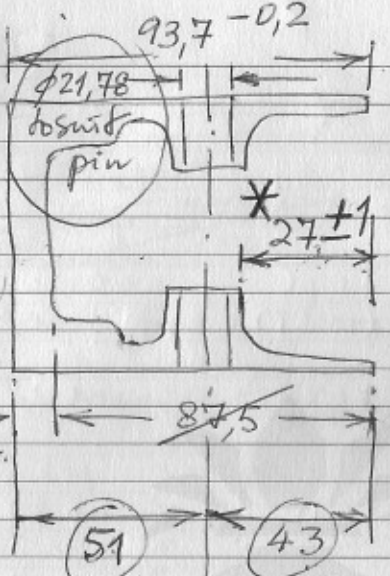
22

94

-87,5

6+5

08.00
09.00
10.00
11.00
12.00
13.00
14.00
15.00
16.00
17.00
18.00
19.00
20.00



Compression - 2,385
oil - 4,747

24,5
25

34

8 1/2

14 1/2

15 1/2

2,4 x 3

4

4,5

7,2

5,8

8,59

+4,55

13,0

13,14

+4,55

17,5

Important Calls

Calls to Reply

January 2008

T	W	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T								
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31



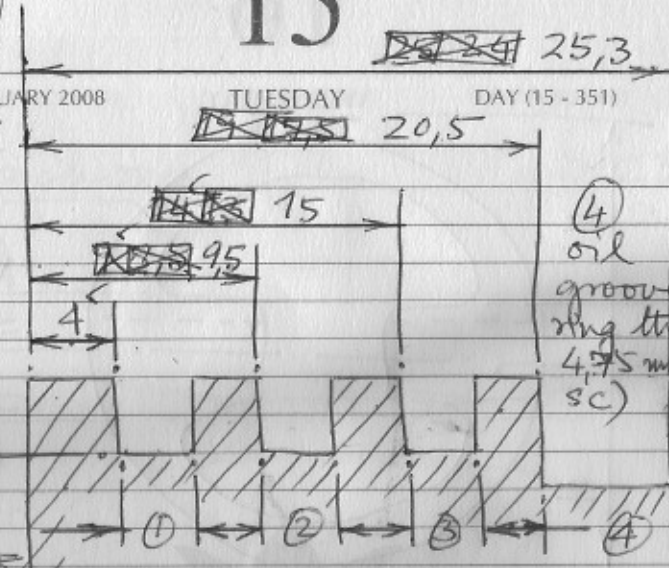
15

JANUARY 2008 TUESDAY DAY (15 - 351)

~~24~~ 25,3

~~15,5~~ 20,5

08.00
09.00
10.00
11.00
12.00
13.00
14.00
15.00
16.00
17.00
18.00
19.00
20.00



(4) oil ring groove for ring thickness 4,75 mm + 0,005" sc)

4,75

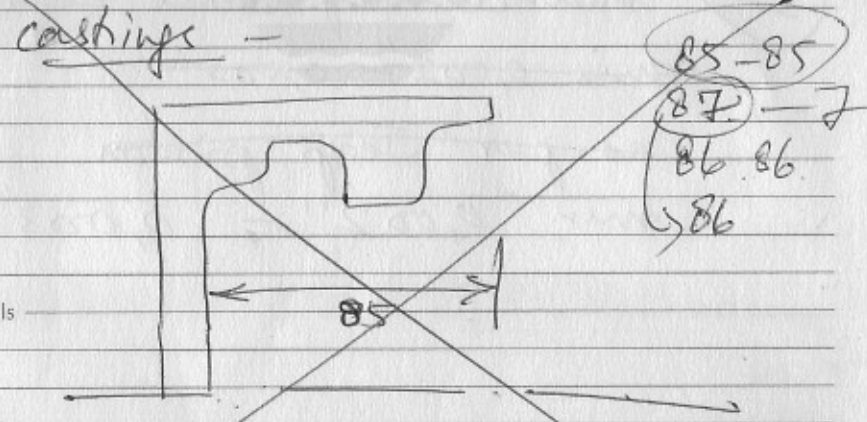
-4,80

~~phi 73,5~~
phi 73,0
- phi 72,5

2,385 - 2,435 TYP.
(ring thickness 2,385 mm + 0,005" min side clearance)

Important Calls

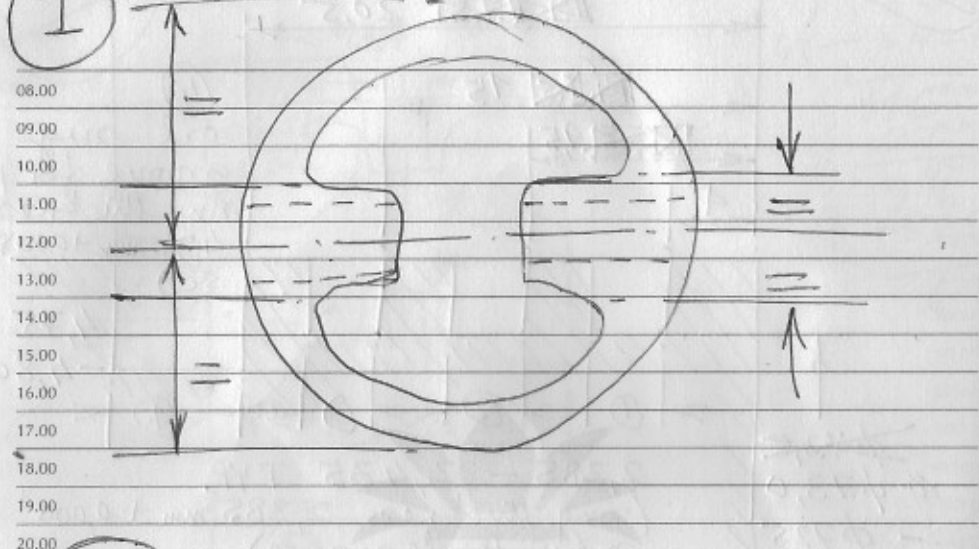
Calls to Reply



Good is not good when better is expected. - Thomas Fuller

16

I JANUARY 2008 WEDNESDAY DAY (16 - 350)



IV Reduce top land dia by
~~min 0,002" - 0,003"~~
 as per Jeep piston.
 min 0,002" - 0,003"

Important Calls _____

Calls to Reply _____

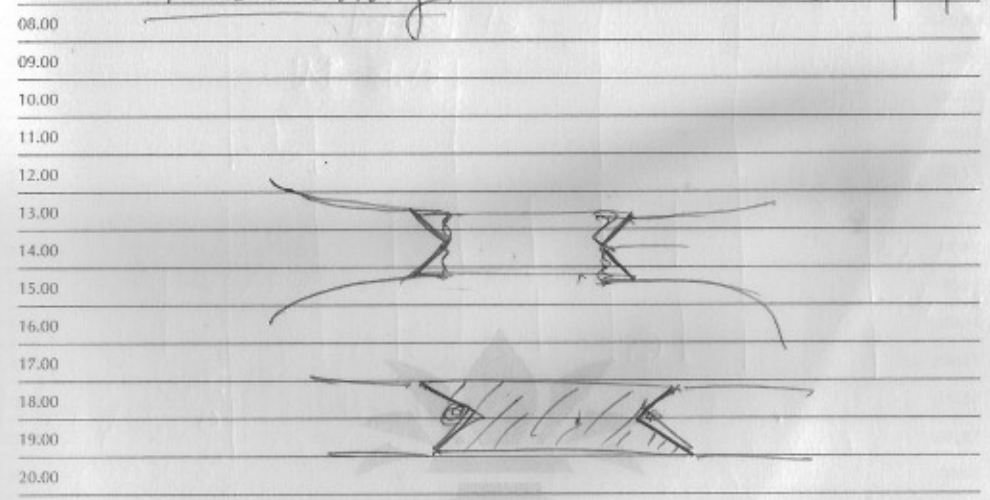
January 2008
 T W T F S S M T W T F S S M T W T F S S M T W T
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

17

JANUARY 2008 THURSDAY DAY (17 - 349)

Anchoring

23/10/10.



Important Calls _____

Calls to Reply _____

Never cut what you can unite. - Joseph Joubert