

New Piston Assemblies

Reported incidents of smoking on start-up, primarily with Command vertical twin engines, found that oil was settling in the combustion chamber above the piston. The pistons have been redesigned to significantly reduce the amount of oil that can collect and get past the ring grooves into the combustion chamber when the engine is shut down. See Figure 1.

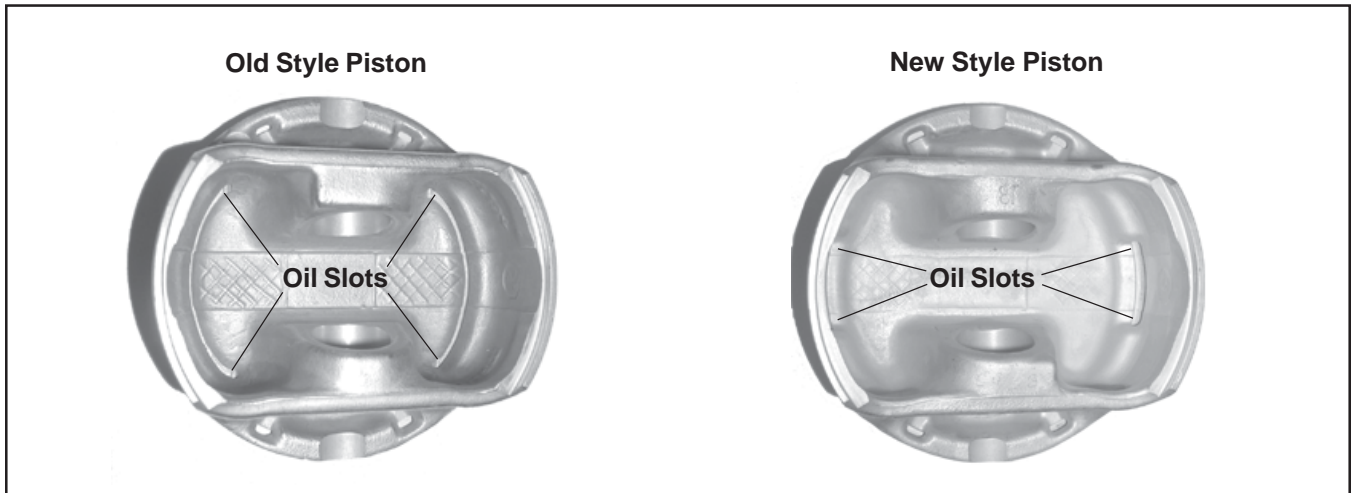


Figure 1. Piston Examples.

The table below lists the old and new piston part numbers by bore size. Effective with this publication, use the new pistons only when servicing vertical twin cylinder engines. The horizontal twin cylinder engines should continue to be serviced with the old part number pistons until stock is depleted.

Piston Part Number Reference Table

Application	83 mm for CH/CV Series (Non- 750, Non-Aegis)		83 mm for CH/CV750 & LH/LV Aegis		80 mm		77 mm	
	Old No.	New No.	Old No.	New No.	Old No.	New No.	Old No.	New No.
Standard Bore	24 874 08-S	24 874 26-S	66 874 01-S	24 874 30-S	24 874 09-S	24 874 34-S	24 874 17-S	24 874 38-S
0.08 mm O/S	24 874 16-S	24 874 27-S	66 874 02-S	24 874 31-S	24 874 15-S	24 874 35-S	24 874 14-S	24 874 39-S
0.25 mm O/S	24 874 20-S	24 874 28-S	66 874 03-S	24 874 32-S	24 874 10-S	24 874 36-S	24 874 18-S	24 874 40-S
0.50 mm O/S	24 874 21-S	24 874 29-S	66 874 04-S	24 874 33-S	24 874 11-S	24 874 37-S	24 874 19-S	24 874 41-S