

ENGINE AND LOWER ENGINE ASSEMBLY Identification

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Engine	Suffix	Vehicle	Compression Ratio	Bore (mm)	Stroke (mm)	Cubic Capacity (cm ³)
G8T	716 718 740 760	XE0E XE0J B54G X569	22/1	87	92	2188

Specifications

PISTONS

* Piston diameter marking \varnothing	Bore diameter \varnothing (mm)
1	87 to < 87.015
2	87.015 to 87.030

* Marking on piston	Piston height (mm)
E	44.74 to < 44.78
F	44.78 to < 44.82
J	44.82 to < 44.86
K	44.86 to < 44.90
L	44.90 to < 44.94
M	44.94 to 44.98

MAIN BEARING SHELLS

4 classes of rod dimension between conrod big and small ends * (mm)	
A	from 149.88 to < 149.89
B	from 149.89 to < 149.90
C	from 149.90 to < 149.91
D	from 149.91 to 149.92

* The marking on the rotating assembly on the original engine is reserved exclusively for the use of the factory where the engine was fitted.

The Parts Department only supplies the following classes :

- class C conrods,
- piston class (height) E - J - L,
- piston class (\varnothing) 2

REPLACING THE CONRODS OR THE PISTONS

The measurement for the height of the crank pin is carried out as per the method described on page 10-44 of engine manual **Mot. G**.

The piston corresponding to the height of the crank pin is defined in the table below, in relation to the conrods fitted originally or in relation to the conrods supplied by the Parts Department.

Conrod Class A		Conrod Class B		Conrod Class C		Conrod Class D	
Crank pin height (mm)	Piston class	Crank pin height (mm)	Piston class	Crank pin height (mm)	Piston class	Crank pin height (mm)	Piston class
169.924 to < 169.984	E	169.924 to < 169.984	E	169.924 to < 169.994	E	169.924 to < 170.004	E
169.984 to < 170.054	J	169.984 to < 170.064	J	169.994 to < 170.074	J	170.004 to < 170.084	J
170.054 to 170.150	L	170.064 to 170.150	L	170.074 to 170.150	L	170.084 to 170.150	L

NOTE : Calculation of the height of the crank pin must also be carried out if the cylinder block or the cranks-haft is being replaced.

PISTON-CONROD ASSEMBLY

To assemble the piston and the conrod **it is essential** to respect the direction of the notches (A) which must be located on the third lobe side of the piston.

Hole (B) on the conrod is offset in relation to the atmospheric versions of the **G8T engine**.

