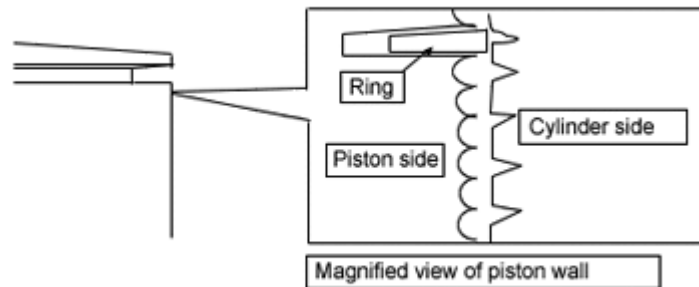


Piston

Piston contact

Piston contact should not usually be removed. Severe contact with the cylinder is attributed to some other reasons. Pistons have special profile (out of round), which is designed to produce heat emission, providing proper contact when pistons and cylinders are subject to deformation.

Accordingly, careless piston modifications in profile will degrade the ideal profile, resulting in more contact with other portions.

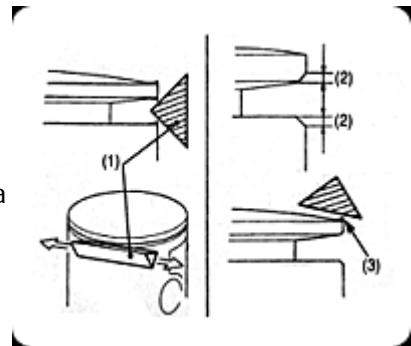


Ring sticking

With the increase of service engine speeds year after year, even if keystone rings are used, sticking may result.

If rings and pistons are new, ring groove modifications are not required against sticking. However, if stuck rings are found at the time of maintenance, the modifications must be done. Stuck rings may cause engine troubles as well as a significant power drop.

Stuck rings can be identified by signs of a failure exhibited at the engine start, such as unwillingness to start engines or abnormal engine noise emitted from the silencer.



Piston rings

The abutment of piston rings should be chamfered at the gap using a round file. This is intended to prevent stopper pins from being cut by rotational force generated when pistons are moving up and down.

***A note from Ian Emberton on the rings
– A discussion prompted by piston damage seen recently since Honda's new supplier.***

IVE HAD A REALLY CLOSE LOOK AT THIS. IVE SEEN IT TIME AND TIME AGAIN. IM CONVINCED IT'S THE RING GAP.

THE LATEST RINGS HAVE TOO SMALL A GAP AT THE ENDS. THEY ARE DARKER IN COLOR, AND IM SURE FROM THE NEW SUPPLIER ALSO, THE DISTANCE SHOULD BE 3.5 TO 4 MM, ID ERR ON THE SIDE OF SAFETY, AND RUN AT LEAST 4.

IT'S ALSO WORTH CHECKING THE GAP BEHIND THE RING ENDS, THAT GOES AROUND THE RING LOCATING PEG. THIS SHOULD BE 1.65 TO 1.75 MM, AS NO MATTER HOW BIG THE RING END GAP IS, IF THE RING CLOSES ON THE PEG, IT CANT GO ANYWHERE.

