



Fig. 47. Checking piston ring gaps

### Little end bearings

The little end bearing bush in the upper end of the connecting rod can be renewed. After pressing in a new bush the bush must be reamed slightly undersize, and finished to size by honing, so that the gudgeon pin is free to turn while it is the closest possible fit.

The Delapena honing machine is recommended for honing the little end bush. This machine may be obtained from Delapena & Sons Ltd., Zona Works, Cheltenham, England. It is supplied with the necessary honing stones, honing fluid, and instruction booklet.

## PISTON RINGS

### Top compression ring (See Fig. 46)

The piston ring is chromium plated and may be fitted either way up when new. Where the need arises to fit new chromium rings to polished (part worn) bores, it will be necessary first to remove the glaze from the bores as otherwise these rings would never bed down properly.

The procedure to be adopted in such cases is as follows:—

Mask off the bottom of the cylinders to prevent any abrasive matter reaching the crankshaft or crankcase.

Make up a wooden dummy piston which will fit snugly into the bore with a piece of No. 1 or 1½ grade emery paper wrapped round it.

This dummy piston, with the emery cloth round it should then be inserted into each cylinder in turn and moved up and down the bore for about three minutes (each cylinder), at the same time rotating it first one way and then the other, until the entire cylinder wall is covered with crisscrossed abrasions.

Wash down the bores thoroughly and dry them out, ensuring that no foreign matter finds its way into the crankcase.

### Second compression ring (See Fig. 46)

This ring is marked with the word **BOTTOM** on its lower face, which is the widest of the two faces. The upper face is narrower as there is a step on its inside edge. It must be fitted with the word **BOTTOM** toward the lower end of the piston.

### Oil control ring (See Fig. 46)

A single slotted oil control ring is used.

When new these piston rings may be fitted either way up.

### Piston rings—To fit (See Fig. 47)

The correct ring gaps and vertical clearances are given in the Data Section under "Piston". Fit the rings to the cylinder bores and check the ring gaps with a feeler gauge.