

Checking Compression Ring Gaps Hastings Street Piston Rings

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Hastings recommends a MINIMUM of .0035 gap per inch of cylinder diameter. Example: 4" (bore) x .0035 = .014 minimum gap. Maximum ring gap is an important part of ring performance in that too much gap results in lost compression, power loss, and ultimately poor oil control.

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Checking Compression Ring Gaps Hastings For this reason, Hastings recommends a MAXIMUM of .003" wear per inch of cylinder diameter, not to exceed .012" in any case for successful reringing.

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Ring gaps are often a confusing and misunderstood part of a rering job. There are minimum and maximum ring gap specifications that must be observed for the best performance of a new ring set. Tech Tip: Checking Compression Ring Gaps

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In order to check ring gap, the rings should be placed at the lowest possible part of the cylinder (below ring travel area) as this is the portion of the cylinder which is unworn and which the ring is sized for. Checking ring gap in the worn portion of the cylinder will show a gap increase in direct relation to the amount of cylinder wear present.

CHECKING COMPRESSION RING GAPS

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Setting ring gaps should only be attempted on a finished bore. Even a 0.001-inch increase in bore diameter will create roughly a 0.003-inch difference in the endgap. Once the ring is square in the bore, start with a feeler gauge that fits with a slight drag and work up in 0.001-inch increments until achieving a snug fit.

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The second ring end gap would be $4.000 \times .0045 = .018$?. The oil rails should always have a minimum end gap of .015?. Safe, Recommended Automotive Compression Ring Gap Clearances NOTE: Failure to check ring end gap can result in severe engine damage. The above end gap recommendations are general guidelines. The final end gap suitable for ...

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