

Piston Clearance

efr215

Joined: 06 Nov 2004
Posts: 121

Posted: Tue Jun 12, 2007 9:25 pm Post subject: Piston clearance

Can anyone provide the dimension, (standard compression ratio), for the clearance between the piston crown and the combustion chamber at TDC for a late Shipley (1949/50ish) DPY engine please? The barrel has been bored 0.030" oversize.

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Roger Moss

Joined: 31 May 2004
Posts: 268

Location: Leicester UK

Posted: Tue Jun 12, 2007 10:45 pm Post subject: Piston "Bump" clearence

Sorry, I would need to measure it, but a couple of bits of info in case they are of use. It is wise to have about 0.030" minimum clearance assembled with a new gasket that is nipped down but not finally tightened. After final tightening and with the stretch that happens at revs, the piston should just clear the top. It is possible to build an engine that turns over very easily and revs easily on power, but listen for the growl that tells you that the piston is kissing the head on the over run. The rod / piston assembly is at maximum stretch when you close the throttle at revs and there is no pressure above the piston. Second point. Good heads are becoming difficult to find and there are a few good looking short stroke detachable heads around. The profile and dimensions are different and the long stroke piston will hit the top unless a fair amount of re working is done. Another point while I am on. I have had a lot of rods through my hands for reconditioning. The length of rods can vary up to 0.030" from standard and I find long stroke rods are generally about plus 0.010" on centre distances. If we are doing a blueprinted engine we use a telescopic dummy con rod to measure the bump clearance, but a normal Scott seems to have a lot of space above the piston at TDC. Not the answer you were looking for, but maybe some help. Kind Regards Roger

Rebuilding and upgrading of Scott and Silk power and transmission units. New enhanced replica Scott engines. Special manufacture Scott technical info at our website www.mossengineering.co.uk

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Joined: 06 Nov 2004
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Posted: Tue Jun 12, 2007 11:19 pm Post subject:

Thank you Roger, I was trying for a short cut what with a dead combi boiler and
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rotten french windows 'an all but it looks like I'll have to do it proper like!
Not that it is the only problem with the brute or as the cousins would have it
"SNAFU".

Which begs another question; "How does one tell the difference between short &
long heads?"

You gotta understand this is the only Scott I've ever had my hands on, Don Avis
didn't even like me parking my Comet near his Scott let alone touch it!