Gavin Carter 07790777524 cartergavin@hotmail.com

PISTON RINGS

ATWOOD TRIUMPH 49, ATWOOD CHAMPION - J, JH, DR & GLO-DEVIL .624,
ATWOOD SUPER CHAMPION .630
BARKER MODEL C, MODEL B, SPITFIRE .69
BUNCH TIGER AERO 45, MIGHTY MIDGET 45
COMPAGNUCCI MAC 6 SERIES 6.28cc (.39)
CONDOR ENGINES CONDOR 91 (Fourstroke)
CONTESTOR D.60R
ENYA ENYA SS30, ENYA 40 (Dykes ring, Model 6002), ENYA 45BB (Model 6001),
ENYA 60 II (Model 7032), ENYA 60 III (Model 7033)
ENYA 41-4C (Glow, Fourstroke), ENYA 53-4C (Fourstroke), ENYA 60-4c (Fourstroke)
ETA ETA 29
FOX FOX HAWK 60, FOX EAGLE 60, FOX FALCON 60
GMS 2000 GMS 61, GMS 61 (Dykes ring)
HB HB 25 (Dykes ring), HB 40 PDP (Dykes ring), HB 50 (Dykes ring), HB 61 PDP (Dykes ring)
HOBBY LOBBY EVRA 190
HP HP 40, HP 61, HP VT-25 (Dykes ring, Fourstroke)
IRVINE IRVINE 20 (Dykes ring), IRVINE 40 (Dykes ring), IRVINE 46 (Dykes ring),
IRVINE 61 (Dykes ring), IRVINE 150 (Dykes ring)
K&B TORPEDO 40 (Dykes ring)
LASER LASER 50 (Fourstroke), LASER 75 (Fourstroke), LASER 150V Twin (Fourstroke),
MAGNUM MAGNUM 91S (Dykes ring, Open Rocker Fourstroke), HI-MAX 91 (Fourstroke)
McCOY McCOY 19, McCOY 29, TESTORS McCOY 35 (Dykes ring), McCOY 55, McCOY 60
METEOR METEOR 60
MERCO MERCO 49, MERCO 61, MERCO 61 (Dykes ring)
MOKI MOKI 180, MOKI 210
NOVAROSSI R 91HR-3D HELI (Dykes ring)
O.S. ENGINES O.S. MAX-H40RC, O.S. MAX-H40RC (Dykes ring), O.S. MAX-H40P,
O.S. MAX-H40P (Dykes ring), O.S. MAX 50 RC, O.S. MAX-H60, O.S. MAX-H80
O.S. MAX 40FSR, O.S. MAX 45FSR, O.S. MAX 50FSR (Dykes ring), O.S. MAX 60FSR,
O.S. MAX 61FSR, O.S. MAX 90FSR, O.S. MAX 108FSR BX-1, O.S. BGX-1 3500
O.S MAX 40RSR (Dykes ring), O.S. MAX 45RSR, O.S. MAX 60RSR, O.S. MAX 65RSR
O.S. MAX 46SF, O.S. MAX 61SF, O.S. MAX 61RF & HANNO SPECIAL MKII
O.S. MAX 32F-H, O.S. MAX 32SX-H, O.S. MAX 46FX-H, O.S. MAX 50SX-H, O.S. MAX 55HZ,
O.S. MAX 61SX-H, O.S. MAX 61RX-H, O.S. MAX 61LX-H, O.S. MAX 61SFN, O.S. MAX 70SZ-H
O.S. FOURSTROKES - O.S. FS-20, O.S. FS-26 Surpass, O.S. FS-30 Surpass SII, O.S. FS-40,
O.S. FS-48 Surpass, O.S. FS-60, O.S. FS-60M, O.S. FS-61, O.S. FS-70 Surpass, O.S. FS-90,
O.S. FS-91 Surpass, O.S. FS-120 Surpass SII, O.S. FT-120 Gemini Twin, O.S. FT-160 Gemini Twin,
O.S. FF-240 Pegasus, O.S. FF-320
QUADRA QUADRA Q35
ROSSI ROSSI 61RE
SAITO FOURSTROKES FA-45MK2, FA-45S, FA-50, FA-50GK, FA-80, FA-80GK
FA-90TMK2, FA-100T
SUPER CUSTOM S.C. 70 FS (Fourstroke)

PTO

Continued from front

SUPER TIGRE SUPER TIGRE S29, SUPER TIGRE G34, SUPER TIGRE S40, S40K, GS40, SUPER TIGRE S45, S45K, GS45, X45, SUPER TIGRE G51, SUPER TIGRE S61, S61K, G61, SUPER TIGRE S75, S75K, G75, SUPER TIGRE S90, S90K, G90, ST G21/40, ST G21/40 (Dykes ring), ST.51BB (V51), ST.56BB (V56), ST.56BB (V56 Dykes ring), ST.60BB (V60), ST.60BB (V60 Dykes ring), ST G24/60, ST G60 & G60 BLUEHEAD, ST SERIE X60, ST G71 SUPER TIGRE S2000 20cc & 25cc, SUPER TIGRE G2300, SUPER TIGRE S3000, SUPER TIGRE G3250, SUPER TIGRE G4500, SUPER TIGRE S6000 Inline Twin

TARTAN TARTAN 22cc, TARTAN TWIN 44cc

THUNDER TIGER TT-PRO 70H

VECO VECO 61 (Dykes ring)

WEBRA WEBRA 40 BLACKHEAD, WEBRA 61 BLACKHEAD WEBRA SPEED 40 (Dykes ring), WEBRA SPEED 61, WEBRA SPEED 61 Long stroke (Dykes ring), WEBRA SPEED 61 RACING Short stroke (Dykes ring), WEBRA SPEED 91, WEBRA SPEED 120 WEBRA SPEED 35 HELI, WEBRA SPEED 61 P5 HELI, WEBRA SPEED 52 AAR, WEBRA SPEED 150 AAR

WESTBURY KITTIWAKE 15cc (fourstroke), KIWI 15cc (fourstroke)

YAMADA YS 91 ST, YS FZ 53 (Fourstroke)

.....

Piston ring pricing - MAY 2012

Engines up to a 55 size - £8.00 each

55 up to 120 size Engines - £9.00 each

120 size Engines and over - £10.00 each

.....

Ringed engines should always be run with at least 5% castor in the oil mix and even better with around 10% castor and 10% synthetic.

Model Technics make a high duty four stroke mix with 9% castor and 9% Synthetic oil as well as percentages of Nitromethane 5% upwards. 5%, or 10% maximum is all that should be required unless absolute maximum power is required - this mix is ok for most ringed two stroke motors as well! But run them in with 20% castor mix for the first hour of gentle, rich running.

Castor oil gives the ultimate protection at high temperatures. It also generates a carbon film and impregnation of the piston running surfaces. On older engines, it will also take up some of the piston wear as well to give better primary and secondary compression.

On older cross flow engines, they don't give their best performance until the piston and cylinder head has been "carboned up". The thickness of carbon raises the compression ratio as well as acting as an insulator to keep the piston cooler