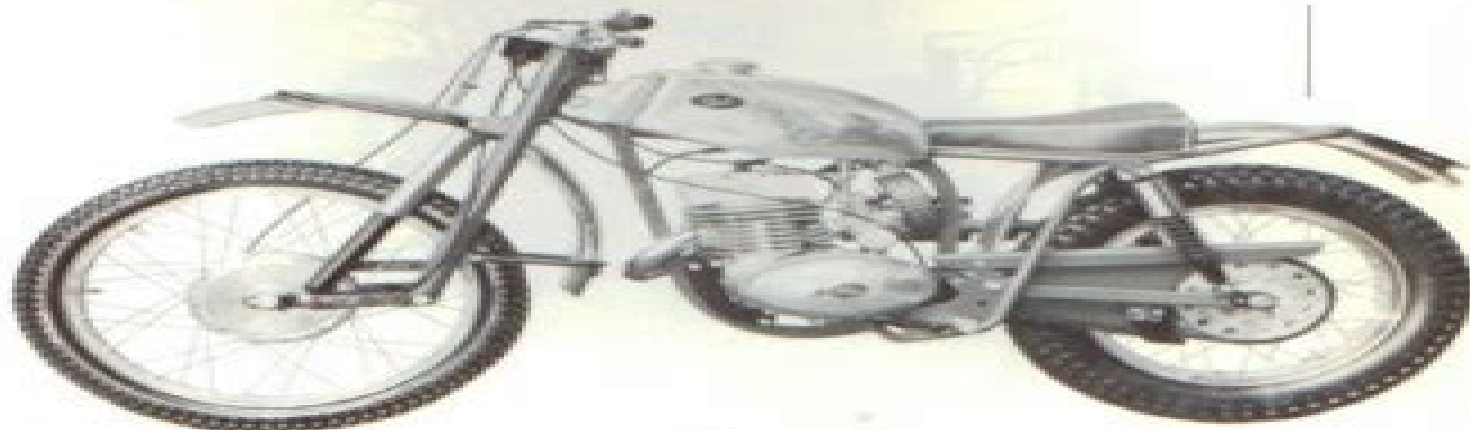


1007 This Elstar ice racer used a typical three-port barrel engine in the form of a Baltaco Pursang.



1008 Dot with Villiers engine fitted with square head-and-barrel conversion.



1009 The 1981 Honda CR250R had this water-cooled head and barrel, plus six-petal reed valve.

Often they will be heavily coated with oily carbon, but all of this must be removed so that the parts can be examined in detail.

Where the engine fits into a spine frame the barrel may have an integral supporting lug, which must be free from cracks, fit precisely to the frame and have a bolt hole that is in good order.

Cylinder barrels may also be made in light alloy, in which case they may be sleeved or have their bores hard chrome plated. With the latter, there is not much that can be done if the bore

is damaged in any way, as the chroming process is very specialized. This finish has been known to strip from the port of a two-stroke barrel, so these areas need a close examination. As with any chrome-plated bore, it is imperative not to use a similarly-plated piston ring.

Modern engines have their bores treated with the Nikasil process (using nickel silicon carbide), which will work with chrome rings, but is not for the restorer. It is a very expensive process, except when used in mass production, and the same effective result can be achieved with a sleeve. The latter also allows more scope for port alterations, if these are desired. Furthermore, a seizure will not scrap the barrel, as happens with a chrome-plated finish. Thus, for any alloy barrel needing attention to the bore, the answer for the restorer is a sleeve.

During the sleeving process both top and bottom faces of the barrel can also be trued up, if necessary, and the fit of the spigot to the crankcase improved. The job should be farmed out to a specialist and is equally suitable for an iron barrel that has become worn beyond its maximum oversize.

An unusual older engine is the Dunelt, which has a two-diameter piston and matching barrel. Much of the piston's design is typical of the inter-war type, with a deflector crown and two rings near the top, but the enlarged base of the skirt is fitted with an additional ring.

The cylinder, formed to match the piston, has twin exhaust ports and a single inlet on one side with a bolted-on manifold. The transfer ports were opposite the exhaust ports, and the

Restoring Motorcycles Two Stroke Engines

Neil Schultz



Restoring Motorcycles Two Stroke Engines:

How to Restore Your Motorcycle, Second Edition Mark Zimmerman, **The Beginner's Guide to Classic Motorcycle Restoration** Ricky Burns, 2014 This guide covers each stage of a real life classic motorcycle restoration Every step is covered in detail sharing the techniques tricks and tips used by experts From choosing a project setting up a workshop and preparing a bike to sourcing parts dismantling restoring and renovating this book will provide invaluable advice **How to Rebuild and Restore Classic Japanese Motorcycles** Sid Young, 2015-08-01 Everything you need to know to restore or customize your classic Japanese motorcycle Whether you want to correctly restore a classic Japanese motorcycle or create a modified custom build you need the right information about how to perform the mechanical and cosmetic tasks required to get an old frequently neglected and often long unriden machine back in working order *How to Rebuild and Restore Classic Japanese Motorcycles* is your thorough hands on manual covering all the mechanical subsystems that make up a motorcycle From finding a bike to planning your project to dealing with each mechanical system *How to Rebuild and Restore Classic Japanese Motorcycles* includes everything you need to know to get your classic back on the road Japanese motorcycles have been the best selling bikes in the world since the mid 1960s driven by the big four Honda Yamaha Suzuki and Kawasaki Of course certain bikes have always had a following Honda CB750 305 Hawk CB400 4 Benly Suzuki GT750 Katana GS1000S Yamaha XS650 RD400 Daytona TZ Kawasaki H1 H2 Z1R and these have now become the blue chip Japanese bikes leading collectors to seek out more common and now more affordable alternatives This is the perfect book for anyone interested in classic Japanese motorcycles as well as prepping a bike to build a cafe racer street tracker or other custom build **Motorcross and Off-Road Motorcycle Performance Handbook** Eric Gorr, How to maintain modify and set up every component and correct common flaws **Classic Motorcycle Restoration and Maintenance** Nigel Clark, 2015-02-23 A complete workshop guide to restoring and maintaining your classic British motorcycle Covering the principles of restoration and maintenance and therefore applicable across all post war classic British marques such as BSA Matchless Triumph Norton AJS and Royal Enfield *Classic Motorcycle Restoration and Maintenance* covers everything from general maintenance procedures to full engine strips and rebuilds With step by step instructions and over 800 images throughout the book covers amongst other things buying guides legislation essential tools workshop advice safety stripping and rebuilding the key components for both singles and twins The common parts manufacturers such as Amal Smiths and Lucas are covered too With general maintenance advice recommended sources and additions included this new book is an essential resource for the home classic restorer [American Motorcyclist](#), 1989-11 *American Motorcyclist* magazine the official journal of the American Motorcyclist Association tells the stories of the people who make motorcycling the sport that it is It is available monthly to AMA members Become a part of the largest most diverse and most enthusiastic group of riders in the country by visiting our website or calling 800 AMA JOIN **American Motorcyclist**, 1989-07 *American Motorcyclist* magazine the official journal

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Automotive Engine Repair and Rebuilding Chet-Chart, Roger Fennema, 1982-04-01

Two-stroke Engines Roy Hunt Bacon, 1989 **The Complete Guide to Motorcycle Repair and Maintenance** Neil Schultz, 1977 *Two-Stroke Motorcycle Engine Maintenance and Repair* Dave Boothroyd, 2016-03-31

A workshop guide to the strip down, rebuild, maintenance and repair of two stroke motorcycle engines. Author Dave Boothroyd covers the principles and practice of two stroke engine work, examining a wide range of marques and road racing and trail motorcycles. With over 450 colour photographs, this new book covers the chronological development of two stroke engines and workshop procedures for each era, the examination of each major engine component in turn, including cylinder head, piston, piston rings, crankcase, flywheel, bearings, inlet manifold, clutch, gearbox and primary drive, and finally racing motorcycles and tuning engines for best performance, diagnosing problems and workshop safety. This practical reference guide is for the two stroke motorcycle owner or restorer and is illustrated throughout with over 450 colour photographs.

Motorcycles and Side Cars Victor Wilfred Pagé, 1924 **How to Restore Tractor Magnetos** Neil C. Yerigan, 1994

How to Restore Tractor Magnetos. Neil Yerigan. Forget trial and error repairs with this expert advice from magneto wizard Neil Yerigan. This detailed hands on guide provides you with the know how to isolate and fix electric and magneto problems. Field tested repairs that will work for you. Softbound 8 1/4 x 1 5/8 16 pgs 149 b/w ill.

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