

BARREL LINERS

Seeing Bert Henrikson's plea for information regarding the availability of liners for his cylinders, prompted me to write with information regarding an alternative to cast iron liners for any member wishing to salvage a barrel. As a result of having two standard 8.5 to 1 c.r. 650 cc pistons to fit into two barrels, one at +60 and the other standard bore. I eventually located two CHROME LINERS, these are steel liners of approx. 1/16" wall thickness with a high chrome content on the surface of the bore, these two liners are presently fitted to my G12.

The liners are supplied finished to bore size and require a $\frac{1}{2}$ thou. interference fit for assembly. This sort of accuracy is easily attainable by most good quality motor engineers specializing in reboring of cylinders. An additional benefit is that, if fitted to manufacturers tolerances, one has only to pay for one rebore, whereas, with a cast iron liner, one would normally have to pay for two.

There is one important point which must be watched very carefully. That is, chrome plated rings MUST NOT be used; however, since most AMC rings were, I believe, unplated, the purchase of unchromed rings should not prove to be a problem.

The cost of these liners works out at approx. £5 each and are available in the following bore sizes:

2.23/32" (69.056mm)	suitable for G3 350 singles.
72mm G11 and G12 twins
73mm G15 twins (and +40 G12)
3 $\frac{1}{4}$ " G80 500 single (up to 1959)

There are, to my knowledge, no oversize bores available, so in fitting one of these liners, one should have available a standard piston before having a liner fitted. It is not possible to bore out one of these liners in situ, as the material is too hard.

When I've clocked up a few more miles on the liners, I will send an up-to-date report.

An acquaintance who has fitted these liners to his G11 confirms my initial impressions; that is, the wear properties are good but the engine runs slightly hotter, due to the 'heat barrier' at the surface between the liner and the cast iron barrel.

Best Regards.

Brian Lawrence