For this reason, a special alloy of cast iron is used to provide strength, wear resistance, heat resistance, and good heat conducting properties and further it is given parkerizing treatment or ferrox coating.

The top ring especially is plated on the outer surface with hard chrome and finished by wet honing.

To prevent flutter, the thickness of the rings are made narrower and thicker. Inertia is made smaller to increase the pressure against the cylinder wall. Further the top and second rings are made at a slight taper where it contacts the cylinder wall so that the time required for wear-in is lessened. **(Fig. 3. 46, 3. 47)**

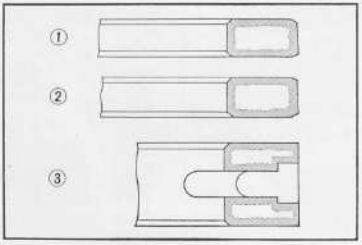

Fig. 3. 46 Piston ring
① Top compression ring
② Second compression ring
③ Oil ring

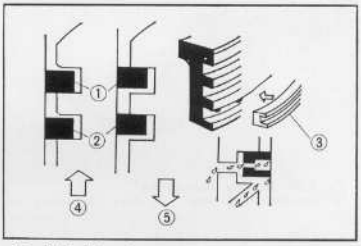

Fig. 3. 47 Piston ring
Sealing and oil scraping function
① Top compression ring
② Second Compression ring
③ Oil ring
④ Sealing function
⑤ Oil scraping

B. Disassembly

1. Remove the cylinder head in accordance with section 3·5·B.
2. Remove the cam chain ② from the timing sprocket and remove the cylinder ① together with the chain. **(Fig. 3. 48)**

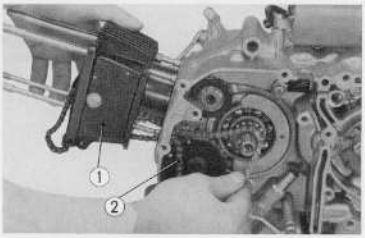

Fig. 3. 48 Removing the cylinder
① Cylinder
② Cam chain