



Teeth Removal Scheme Explained

In our books we suggest a teeth removal scheme. Now we explain the rationale:



Problem here could indicate that this particular tooth of this particular model of piston was made too thick (a design or manufacturing problem), OR the piston head installed was too thick for it (a configuration problem).

Problem on the first tooth slows things down, so this second tooth was affected (got hit by the sector gear teeth).



If you are going high ROF, the already slowed piston movement would become even “slower” in a relative sense. Therefore the third and the fourth tooth could get affected as well.



Determining the actual tooth to remove really depends on what is happening with your current configuration. Our recommendation aims at providing you with the safest choice in general.