

Enginetech Inc
Tech Assistance 800-410-3664 ext. 340 or 237

TECHNICAL BULLETIN	
	April 2000 TB 1783
Mfg:	GM
Model:	C-SERIES
Liter:	6.5L
V I N:	F
Year:	92-00

Piston To Cylinder Wall Clearance For
1992- 2000 GM 6.5L VIN F, P, S, Y & 7 Diesel Engines

The AERA Technical Committee offers the following information on piston to cylinder wall clearance on 1992-2000 GM 6.5L VIN F, P, S, Y & 7 diesel engines. GM recommends different piston-to-wall clearances depending on which cylinder (1-8) the piston is installed. Some aftermarket piston suppliers also require different clearances for their pistons.

When rebuilding the 6.5L engine, it is important to observe the proper oil clearance between piston and cylinder wall for the piston being used. There are several different manufacturers of these pistons and not all use the same clearance specification. It is therefore critical in determining the manufacturer of the pistons you're using before boring and final honing the cylinder block. Then, subtract that measurement from the diameter of the cylinder bore. These measurements should be made with both the block, piston and measuring tools at similar temperatures.

The amount of oil clearance is determined by measuring the diameter of the piston at the location indicated by the manufacturer. Refer to the suggested clearances listed below.

Original GM (OEM)	.0037-.0047" (.094-.120 mm), Cylinders 7 & 8 .0042-.0052
DANA	.0055" Minimum (.140 mm)
Dynagear	.0040-.0045" (.102-114 mm), Cylinders 7&8 .005" Min.
Ohio/Nylen	.0040-.0050" (.102-.127 mm)
Mahle	.0040" (.102 mm) measured @ .630" from piston bottom.

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Silvolite .0055" Minimum (.140 mm)

Product names mentioned should not be considered an endorsement, they are used simply for representation purposes.

GM recommends fitting #7 and 8 cylinder bores with .0005" of extra clearance to allow for increased expansion. AERA members have reported enlarging the two rear cylinder bores (#7 & 8) by .001" depending on engine application and usage.

The AERA Technical Committee

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