

AIM for GENERAL ENGINEERING

YOUR ONLY DEDICATED ENGINEERING RESOURCE
IN THE RED SEA

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AIM is the only company
in the Hurgada and
Red Sea area who can
provide all of your
engineering needs for
marine, automotive or
engine driven plant.

WHY DO I HAVE LOW OIL PRESSURE?



In engines with a high level of use, low oil pressure is often due to a combination of worn main and rod bearings and crankshaft journals. The oil pump itself does not create pressure. It produces flow and the resistance to that flow produces pressure. Resistance is created by the orifices in the engine block through which the oil flows, and the amount of clearance between the bearings and crankshaft journals. As the bearings wear, clearances increase allowing increased flow which reduces pressure.



Our 800+m² purpose built workshop provides everything required for the completion of full maintenance, repair and overhaul services on your engines, gearboxes, generators and compressors, with all of the work being carried out by fully our trained and experienced workshop technicians.

We are conveniently situated on the El Herafyin Industrial Area directly behind Hurghada Airport, easily accessible from the El Gouna Road and the Hurghada Outer Ring Road.

Okay, so maybe you already knew that. But what you may not realize is that it doesn't take much of an increase in bearing clearances to cause a noticeable drop in oil pressure as well as noise. This applies to brand new engines as well as heavily used ones.

Excessive bearing clearances (more than about .001 inch per inch of diameter of the crankshaft journal) can cause up to a 20 percent or greater drop in oil pressure, which may in turn have an adverse effect on lubrication elsewhere in the engine (such as the camshaft and upper valvetrain, especially in overhead cam engines). Whether the excessive clearances are due to normal wear or "loose" assembly tolerances makes no difference because the end result is exactly the same. Excessive bearing clearances will also increase engine noise and pounding, which over time can lead to bearing fatigue and failure.

Recommended bearing clearances vary a great deal depending on the engine application, but many engine rebuilders today aim for about .001 to .002 inch clearance in the main and rod bearings. This compares to as much as .004 inch of clearance that may be present in some new engines from the factory!

Excessive clearances elsewhere in the engine can also reduce oil pressure. This includes wear in the lifter bores, excessive clearances between the camshaft journals and cam bearings, and excessive end play in the cam. Of course, any cracks in the oil galley, leaking galley plugs, or leakage between the oil pump and block will also reduce pressure.

The only cure for low oil pressure due to excessive bearing clearances is to reduce the clearances by

replacing the bearings or overhauling the engine. Installing a new oil pump or a higher pressure pump won't help because the bearings have too great a leakage rate to hold the required pressure. Installing a higher volume oil pump can increase flow and regain a little lost pressure. But the underlying clearance problem will still be there, which will accelerate bearing noise, wear and fatigue.

At AIM we have the specialist machinery and skills to regrind your crankshaft ready for the installation of factory specification oversized bearings. This will restore your oil pressure to a level that will prolong the life of your engine.

If you think your engine requires this kind of work, why not:

call us on **017 591 9 591**

email us on info@aim-generalengineering.com

or call by the workshop to discuss it further.

A map of our location is available at www.aim-generalengineering.com

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