

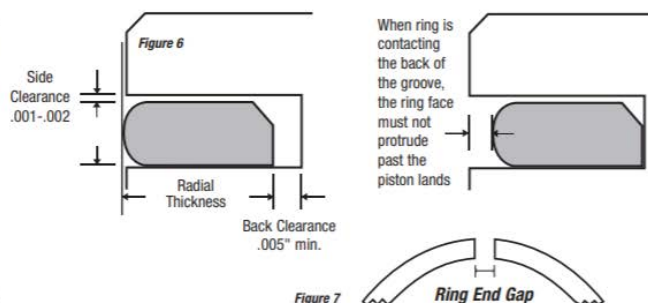


## Ring Installation Guidelines

**IMPORTANT: BEFORE FILING RINGS** – Check each individual ring in its corresponding piston ring groove to ensure proper ring groove depth (radial back clearance) and side clearance (thickness)(fig. 6). Proper cylinder finish (honing), ring end-gap, and lubrication are critical to achieving optimum ring seal.

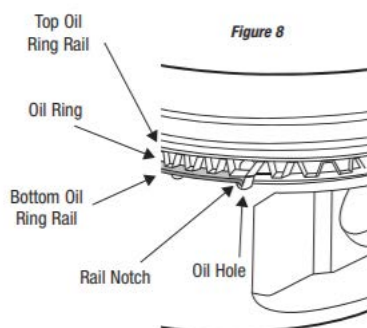
**Ring End Gap Table** (Use as a guideline only.)

	Top Ring	2nd Ring	Oil Ring Rails
Application	Min. Gap Per Inch of Bore		Minimum Gap
High-Perf. Street-Strip	Bore x .0045"	Bore x .0050"	min .015"
Street Moderate Turbo/Nitrous	Bore x .0050"	Bore x .0055"	min .015"
Late Model Stock	Bore x .0050"	Bore x .0053"	min .015"
Circle Track / Drag Race	Bore x .0055"	Bore x .0057"	min .015"
Nitrous Race Only	Bore x .0070"	Bore x .0073"	min .015"
Blown Race Only	Bore x .0060"	Bore x .0063"	min .015"

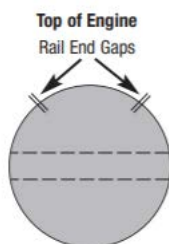


## Rings Sets Containing Rail with a Tab

When installed in a horizontally opposed engine, oil rail gaps should be installed as shown at below (fig. 9). The tab rail must be installed below the oil ring expander with the tab facing toward the bottom of the ring groove extending into the split oil drain back holes (fig. 8). Use caution not to install the rail tab into the wrist pin oil hole.



**Figure 9**  
**Example: Subaru**



## Oil Ring Support Rail Installation

Install oil ring support rails on the bottom of the oil ring groove with the antirotational locking detent facing downward.

Rotate the oil ring support rail until antirotational locking detent falls between the opening at intersection of ring groove and wrist pin hole. (fig. 10)

Install oil ring assembly as usual.

