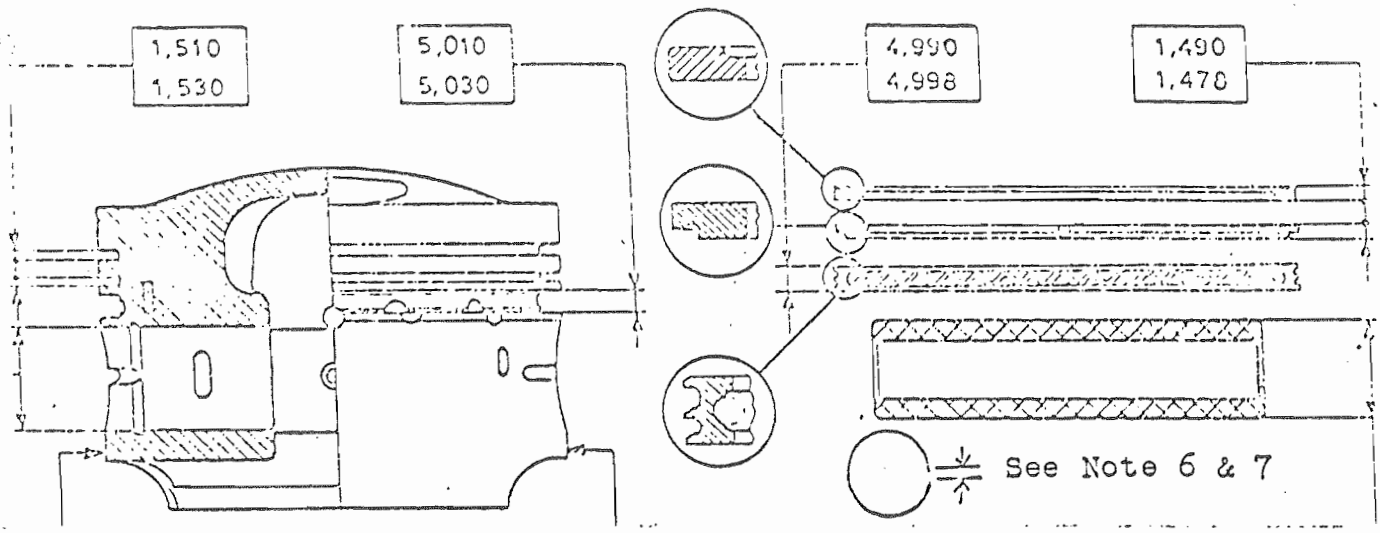
1.25. RIFF 47

PISTON RINGS



Piston Rings should be installed as shown above.

INSTALLATION AS FOLLOWS:

1. Remove the ridge at the top of the bore.
2. Hone the bore rough.
3. Measure the bore at the top, center, and bottom.
4. Machine to a standard diameter if wall damage or heavy taper is measured.
5. Insert a piston ring into the smallest part of the bore and measure the end butt gap.
6. Piston ring end butt gap should be approximately .004" for each 1.00" of bore diameter., i.e. 3" dia. bore, Gap = .012".
7. Piston ring ends (butt gap) should never touch each other in the smallest part of the bore; excessive gap causes loss of pre
8. Use only new rings for rebuilding engine.
9. The piston must be free from all deposits, especially in the rin groove area.
10. Rings are available in three over sizes from dealers; check the bore diameter and order the proper size.
11. Using a ring expander, install all rings in the order shown in the diagram.
12. Measure the ring to land spacing as shown.
13. Rings must turn free by hand in the grooves.
14. Space the ring end openings 120° from each other.
15. Soak the piston, rings and bore with 20W oil.
16. Each piston must return to the bore from which it was removed.
17. Compress the rings on the piston using a ring compressor.
18. Align the pistons in their original position in the bore.
19. Slowly tap the piston into the bore from above (on late engines) with a wood or rawhide hammer or block.
20. Take care as not to allow the connecting rod to touch the crankshaft (if installed).
21. Check for broken or chipped material from the rings in the bore, after the piston is through the compressor.
22. Replace any rings that chip on insertion.
23. Heavily oil the bore and check for freedom of piston movement in the bore; no binding should occur.
24. Do not push the pistons out of the bore as the rings may be damaged.
25. Repeat for all cylinders.

RIFF-47