

SPECIAL PISTON SERVICES PTY LTD

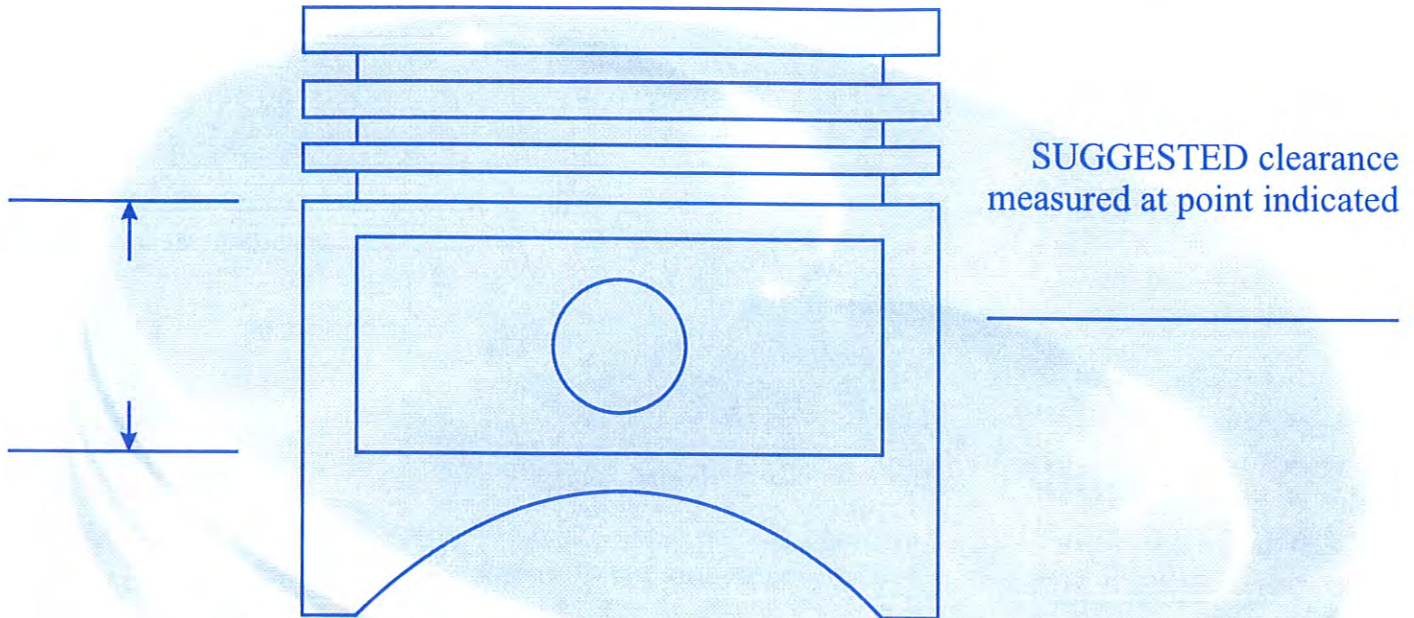
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FORGED PISTONS INSTRUCTION SHEET

EMAIL: specialpistons@bigpond.com

IMPORTANT - Before machining or altering these pistons make sure they are as ordered. Custom made pistons are not returnable unless they are not as ordered or discussed.



1. BORE SIZE Check piston diameter at the point indicated on drawing. Although piston skirt-to-cylinder wall clearance preferences vary somewhat among engine builders and designers, we recommend the above minimum clearances for our pistons.

2. VALVE POCKET DEPTH Minimum acceptable valve-to-piston clearance is dependent upon many factors, including cam lobe lift rate, valve spring tension and valve actuating mechanism weight, etc. However we have found that .090 intake and .110 exhaust clearance are sufficient in most instances. Check valve-to-piston clearance (using either clay or the light spring method) making sure that the camshaft is degreed as it will be operated, as a few degrees of advance or retard at the camshaft can radically alter the valve-to-piston clearance.

3. CHECK PISTON-TO-COUNTERWEIGHT CLEARANCE with a minimum of .060 being acceptable. Check rod pin end to piston pin boss side clearance with the piston in the bore and the rod installed on the crankshaft, to insure that the side of the rod is not contacting the side of the pin boss.

4. CLEANLINESS Scrub pistons and cylinder walls in hot soap and water before installing. We recommend brushing a light coat of non-detergent oil on piston skirts and cylinder walls for initial lubrication. Do NOT use detergent oil or an additive until the rings have seated. Be sure to lubricate pins with lubriplate, or oil, to prevent galling upon initial fire-up.

IN THE EVENT THAT YOU DO NOT UNDERSTAND ANY OF THE ABOVE INSTRUCTIONS, OR HAVE ADDITIONAL QUESTIONS, FEEL FREE TO CALL.