

Installation Instruction

CALCULATING TOP RING END GAP

Top Ring Example - Street
Normally Aspirated 4.000" bore x
.004" gap factor = .016" total top
ring end gap.

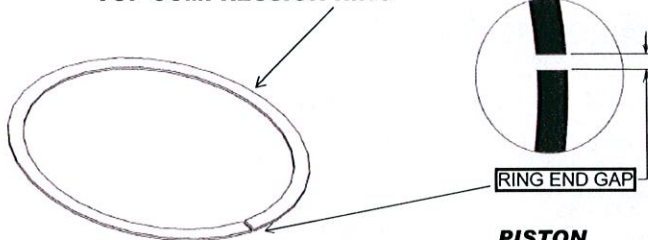
Second Ring: Set second ring
end gap at .004 per inch of bore
minimum.

TOP RING END
GAP FACTORS
FOR ALL APPLICA-
TIONS LOCATED
ON PAGE 2.

SPIRAL LOCKRING INSTALLATION

RETAINER COMES UNSPRUNG. WE
SUGGEST SPRINGING THE RETAINER
ABOUT 1/2" TO 3/4" TO MAKE INSTALLA-
TION EASIER. DO NOT OVER SPRING
RETAINER. DO NOT USE LOCKS WHEN
PRESS FITTING THE PIN.

TOP COMPRESSION RING



SPIRAL LOCKRING



PISTON PIN CIL

LUBE PIN HOLE

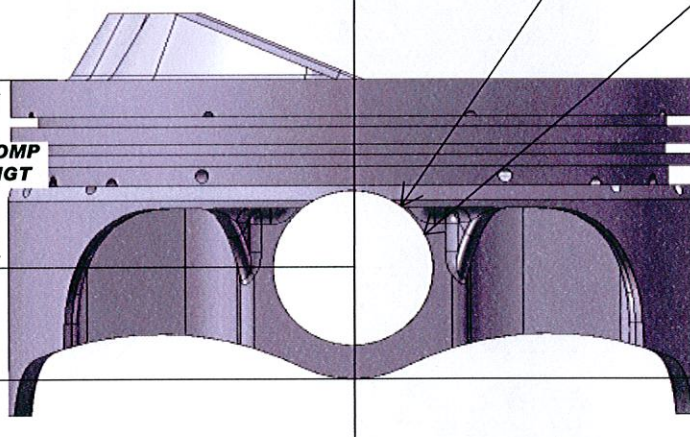
1. USE HIGH QUALITY OIL OR SUPPLIED LUBE. NEVER USE GREASE
2. PRESS FIT, USE ROD HEATER.
3. DO NOT USE LOCKS WHEN PRESS FITTING THE PIN.

TOP OF PISTON

COMPRESSION HEIGHT IS THE DISTANCE FROM
PIN CENTER LINE TO THE
TOP OF THE PISTON.
COMPRESSION HEIGHT
DOES NOT INCLUDE THE
DISH OR THE DOME.

COMP HGT

PISTON PIN CIL



DIAL POINT

MEASURE PISTON MAJOR
AXIS (DIAMETER) HERE

Warranty Disclaimer

Due to the nature of performance applications, the parts sold by United Engine & Machine Co. Inc. are sold without any express warranty or any implied warranty of merchantability or fitness for a particular purpose. UEM shall not, under any circumstances, be liable for any special, incidental or consequential damages, including, but not limited to damage, or loss of profits or revenue, cost of purchased or replacement goods, or claims of customers of the purchaser, which may arise and/or result from sale, installation or use of these parts.

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The information contained in this instruction should not be considered absolute. Final decisions concerning the installation and use of these products are ultimately the responsibility of the customer. UEM makes no guarantee of warranty on emissions.

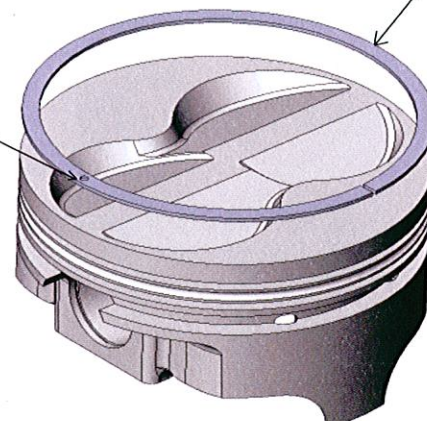
SPACER RING

THE SPACER RING SUPPORTS THE OIL RAIL ON LONG ROD APPLICATIONS WHEN THE WRIST PIN IS INTERSECTING THE OIL GROOVE. THE SPACER RING SHOULD BE LOCATED IN THE BOTTOM OF THE OIL GROOVE. TO INSTALL, SPIRAL THE RING INTO THE OIL GROOVE. TAKE CARE NOT TO DISTORT OR BEND THE SPACER RING.

DIMPLE

DIMPLE SHOULD BE PLACED OVER THE OPENING FORMED BY THE PIN INTERSECTING THE OIL GROOVE. THE RAISED SECTION SHOULD BE PLACED FACING DOWN.

SPACER RING



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General Clearance Guidelines

APPLICATION	Ring End Gap Factor	PISTON TO WALL CLEARANCE	
		4.000" - 4.100"	4.100" and up
STREET NORMALLY ASPIRATED	0.0065"	.0015" - .0020"	.0020" - .0025"
STREET TOWING	0.0080"	.0015" - .0020"	.0020" - .0025"
STREET NITROUS OR SUPERCHARGED	0.0080"	.0020" - .0025"	.0025" - .0035"
CIRCLE TRACK 2 BBL/RESTRICTOR GAS	0.0070"	.0015" - .0045"	.0020" - .0050"
CIRCLE TRACK UNRESTRICTED	0.0080"	.0025" - .0045"	.0030" - .0045"
CIRCLE TRACK ALCOHOL INJECTION	0.0080"	.0025" - .0045"	.0025" - .0050"
CIRCLE TRACK ALCOHOL CARB	0.0080"	.0030" - .0045"	.0030" - .0050"
DRAG GASOLINE	0.0075"	.0015" - .0045"	.0020" - .0045"
DRAG ALCOHOL	0.0065"	.0015" - .0045"	.0020" - .0045"
DRAG SUPERCHARGED OR NITROUS	0.0095"	.0020" - .0045"	.0025" - .0050"
DRAG SUPERCHARGED ALCOHOL	0.0085"	.0015" - .0045"	.0025" - .0045"
MARINE NORMALLY ASPIRATED	0.0080"	.0030" - .0045"	.0035" - .0050"
MARINE SUPERCHARGED	0.0090"	.0030" - .0045"	.0035" - .0050"
AIR COOLED BAJA	0.0075"	.0030" - .0045"	.0035" - .0050"
PROPANE	0.0065"	.0015" - .0045"	.0020" - .0045"

Modern piston design locates the top ring higher for improved performance. A high top ring operates at higher temperatures and requires a larger top ring end gap. To find the proper ring end gap, multiply your bore size by the ring end gap factor listed on the chart (i.e., Street Normally Aspirated 4.000" bore x .0065" gap factor = .026" total top ring end gap).

Your hypereutectic performance piston will expand less than typical cast or forged pistons. Because of this and the wear characteristics of the hypereutectic alloy, you can run tight piston-to-wall clearances.

NOTE: Hypereutectic piston engines will require 2-4 degrees less total ignition timing. One key to top performance is to have all cylinders longing for the same timing numbers. Equal air flow, fuel mix, quench, chamber temperature, swirl, and compression at each cylinder work to this end.

Final piston clearance should be based solely on the demands of your application.

Factors such as fuel type, altitude, outside temp., humidity, tune up, and many others factors need to be taken into account for your final clearance.

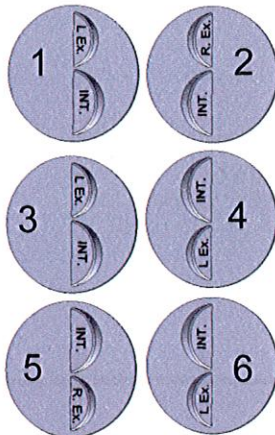
PISTON ORIENTATION



QUENCH AREA (YELLOW): Quench is the area behind the valves. This area should match the flat area on your cylinder head. Proper quench promotes cooling of the piston and can be effective in reducing detonation.

CHEVY V-6 262 4 LEFTS AND 2 RIGHTS

FRONT



FORD 390FE, 406FE, 410FE, 427FE, 428FE, 438FE, 452FE, 455FE, 482FE

FRONT



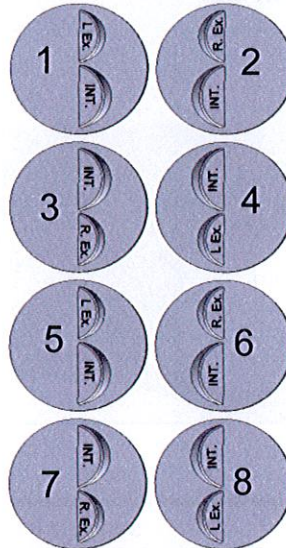
CHEVY 302, 305, 327, 334, 350, 377, 383, 400, 434

CHRY 318, 340, 360, 383, 400, 408, 440, 450, 463, 468, 493, 498, 505, 520

OLDS 403, 455 **BUICK** 455

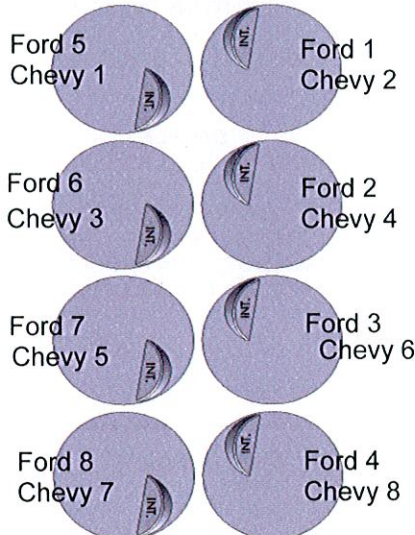
PONTIAC 389, 400, 428, 455

FRONT



FORD CLEV 351C&W/C, 377C, 387C, 402C
FORD BB 429, 460, 502, 520, 545
CHEVY BB 396/402, 427, 454, 489, 502, 540

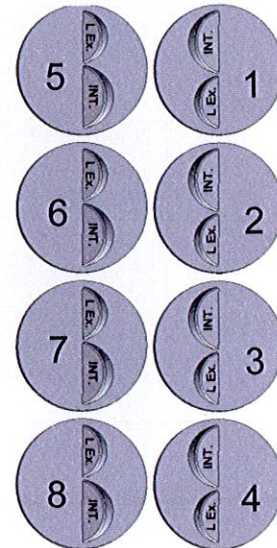
FRONT



CHECKING CYLINDER HEADS: WE THE MANUFACTURER SUGGEST CHECKING CYLINDER HEADS WITH CLAY OR SOME OTHER METHOD BEFORE FINAL ASSEMBLY TO ASSURE PROPER PISTON TO HEAD CLEARANCE.

FORD 289, 302, 331, 347, 351W, 372W, 383W, 393W, 408W, 416W, 418W
CHEVY LS SERIES

FRONT



TOYOTA 22R YRS 1985 AND NEWER

FRONT

