



**ISO 9001**  
CERTIFIED

IIF1028 Rev B



## INSTALLATION OF PAI E-7 PISTON RINGS

### INSPECTION OF CYLINDERS

Worn, scratched or scuffed sleeves must be replaced. When replacing cylinder liners, the block must not have taper or out of roundness exceeding .004".

Sleeves showing only light wear may be honed using 150-220 grit stones.

**CAUTION:** Do not hone "lubricated" sleeves. (dark, dull gray appearance when new)

**NOTE:** After honing, the sleeves must be cleaned completely free of honing grit. A contaminated sleeve will cause premature failure of the new rings.

### CHECK RING END CLEARANCE

End clearance on new rings should always be checked in their respective bores. (Minimum clearance for 4.875" diameter bores should be .016")

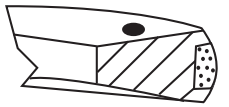
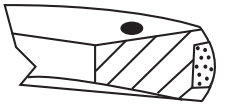
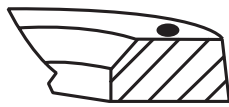
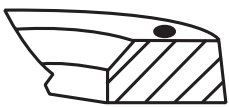
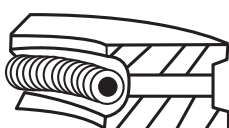

### CHECK RING SIDE CLEARANCE

Compression Ring (Rectangular)	.0015" - .006"
Compression Ring (Keystone)	.0015" - .006"

**NOTE:** Keystone Ring must be positioned with face flush to piston to make correct measurements.

Oil Ring	.001" - .005"
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## E-7 PISTON RING INSTALLATION

Set No. EPR-1807 O.E. Ref.: 353GC2137	Set No. EPR-1817 O.E. Ref.: 353GC2133
 <p>Top</p> <p>Color Code: None</p>	 <p>Top</p> <p>Color Code: None</p>
 <p>2nd</p> <p>Color Code: None</p>	 <p>2nd</p> <p>Color Code: None</p>
 <p>Oil</p> <p>Color Code: None</p>	 <p>Oil</p> <p>Color Code: None</p>

### NOTE:

1. When installing compression rings, be sure I.D. groove chamfer or dot is facing toward top of piston.
2. Oil ring may have different types of expanders, depending on manufacturer.
3. Variable pitch spring expander requires placement of dye mark at the oil ring end gap.
4. With conventional spring expander, place expander ends 180° from oil ring gap.
5. Stagger Ring gaps as shown.

## 3 RING APPLICATION

