

**Wiseco Piston Ring Gap Quick Tips**

As a piston moves down on the power stroke, combustion pressure accumulates in the land area of the piston (between the top ring and the 2<sup>nd</sup> ring.) This accumulation of pressure can cause the top ring to unseat from its sealing area at the bottom of the ring groove.

This is addressed by increasing the gap area of the 2<sup>nd</sup> ring. This affords a controlled release of the inter-land pressure, and keeps the top ring seated on its lower sealing surface for improved performance.

**Ring Gap Table Instructions:**

- 1.) Cylinder bore size must be in inches. If measuring millimeters, divide bore by 25.4.
- 2.) Multiply your bore size by the X Bore column for your application.

**Proper Ring Gap Measuring Procedure:**

1. Torque Plate should be attached to the engine block or cylinder and torqued to specifications.
2. Cylinder bore should be free of taper.
3. Piston ring should be square in the bore 1 down from the deck.

USE CAUTION WHEN GRINDING RING END GAPS – A STONE OR CUTTER WHICH IS COARSE CAN REMOVE MATERIAL TOO QUICKLY.

**Min. Gap Per Inch of Bore**

<u>Application</u>	<u>Top Ring Bore x</u>	<u>2nd Ring Bore x</u>	<u>Oil Ring Rail Min. Gap</u>
High-Perf. Street/drag.....	.0040	.0050	.015
Street-Moderate Turbo/Nitrous...	.0050	.0055	.015
Late Model Stock .....	.0050	.0053	.015
Circle Track/Drag Race .....	.0055	.0057	.015
Nitrous Race Only.....	.0070	.0073	.015
Blown Race Only .....	.0060	.0063	.015

**NOTE:** The chart above is a general end gaps guideline. Each ring should be fitted to the particular cylinder in which they are to be installed. The gap on the 2nd ring should always be larger than the top ring end gap, this will help reduce top ring flutter.