

## **SPECIFICATIONS AND INSTALLATION INSTRUCTIONS FOR WISECO AUTOMOTIVE PISTONS**

**PISTON TO CYLINDER WALL CLEARANCE** - Wiseco pistons are designed with a special cam and barrel design. When measuring for piston to wall clearance, measure at widest point of piston skirt 1.300" from bottom of oil ring groove, 90 degrees from wrist pin hole. Refer to piston kit specification sheet for recommended piston to wall clearances.

**COATED PISTONS** - Piston to wall clearance is calculated before the coating is applied to the piston skirts. Use the recommended bore diameter of the piston kit, and install the pistons to this bore size.

**DOME CLEARANCE** - Dome to cylinder head clearance must be checked prior to assembly.

**VALVE TO PISTON CLEARANCE** - Most Wiseco pistons are machined with valve pockets that are deeper and larger than stock. These pockets provide adequate valve clearance under most conditions. It is very important that valve to piston clearance be checked upon piston installation. This is necessary due to many variations in cams, how much a block has been decked, or if the heads have been cut or angle milled.

**INSTALLATION OF SPIRO LOX** - Separate spiro lox with fingers and place one end into spiro groove. Take a non-metallic object (i.e. wooden dowel pin) and slowly thread lox into groove moving in a circular counter-clockwise motion. To remove lox, insert thin bladed screwdriver into end of notch on spiro lox. Lift spiro lox end out of groove and remove lox by threading outward in a circular clockwise motion.

Note: Some applications may require 2 spiro loxs per side. Do not use spiro lox in piston if the pin is press fit.

***CAUTION: USE ONLY WISECO SPIRO LOX IN A WISECO PISTON. SUBSTITUTION CAN RESULT IN SEVERE ENGINE DAMAGE. ALSO, WISECO RECOMMENDS THAT YOU DO NOT RE-USE SPIRO LOX.***