HASTINGS®

PERFORMANCE RINGS

2019

HASTINGS®
PERFORMANCE RINGS

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Hastings Piston Rings

At Hastings, we only manufacture piston rings – and for good reason. We believe that manufacturing the best product requires a singular and constant focus. This keeps us focused on what we do best: delivering ultimate confidence for customers around the globe.

Hastings delivers what the world wants in piston rings: precision, performance, and confidence, no matter the engine or application. If it has an internal combustion engine, it will run better and longer with Hastings Piston Rings.

Hastings Performance Rings

Performance—it's on our minds and in your engine. With Hastings Performance Rings, you can expect better oil control, longer engine life, and confidence—from the moment you start. We know what high-performing engines need to exceed in the most demanding conditions—and we've put that understanding into every set we make.

Hastings Performance Rings are available in three series, each serving increasing levels of engine performance:

- Stainless Steel Nitride
- Steel Series
- Premium Ductile Series

HASTINGS Piston Rings

Stainless Steel Nitride

Stainless Steel Nitride Racing Rings are the perfect match for high performance applications. The stainless steel top rings are gas nitrided to provide excellent wear and scuff resistance to withstand the demands of high performance applications.

The second rings in the series are Napier-faced, high-strength ductile iron. The Napier profile provides outstanding cylinder wall oil film control and reduced oil consumption.

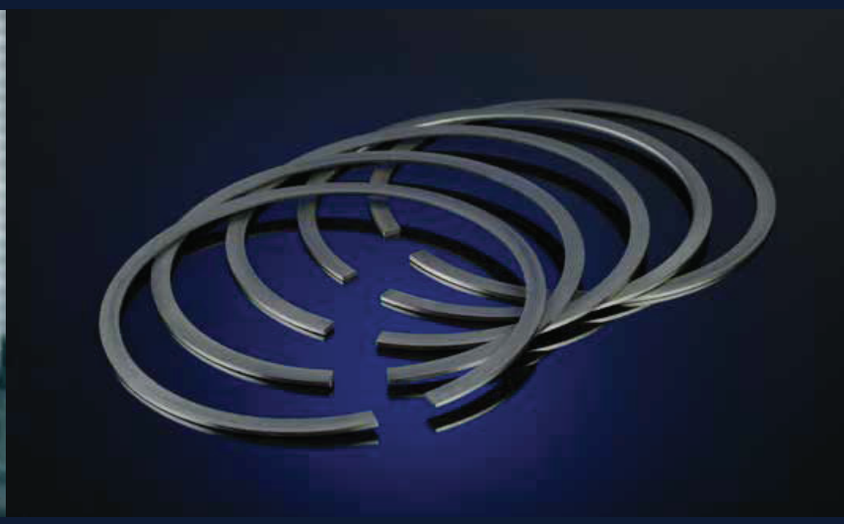
Our famous Flex-Vent® oil control ring completes this top-of-the-line series.

Steel Series

Hastings Steel Moly (SM prefix) and Steel Chrome (SC prefix) top rings are made of highly durable alloy steel coated with either plasma moly impact-resistant alloy or chrome. The alloy steel material allows for reductions in compression ring cross sectional dimensions (axial height and radial width). Along with reducing the engine's reciprocating mass, these rings can be fitted to the latest designs of lighter, reduced deck-height pistons with restricted ring belt areas. The top and 2nd rings in the series are offered in increasingly thinner axial heights. With the top barrel faced steel ring, a Torsional Reverse-Twist taper cast iron or Napier-faced ductile iron 2nd groove ring and Hastings Flex-Vent oil ring, the Steel Series is a must for high performance sport compact and late model race engines.

Premium Ductile Series

Our Premium Ductile Series set offers a balance between performance and cost—making it our best-selling ring set. Top rings are made of high-tensile premium ductile iron, coated with plasma moly impact-resistant alloy. Premium Ductile, made with highly malleable Ductile iron, has the durability to withstand high temperatures and pressures, including abnormal combustion events (i.e., detonation and pre-ignition). The top ring is Torsional Positive-Twist, packaged with our reverse twist, taper-faced cast iron or ductile napier 2nd groove.



HASTINGS Piston Rings

NOMENCLATURE

Engineering

1. Inside Diameter: Inside diameter (ID) of the ring when fitted (installed) to the cylinder bore diameter

2. Outside Diameter: Outside diameter (OD) of the ring when fitted (installed) to the cylinder bore diameter

3. Radial Wall: Ring width in the radial (horizontal) direction, ID to OD dimension

4. Axial Height: Ring width (also referred to as thickness) in the axial (vertical) direction, from top-side to bottom-side of ring

Clearances

5. Free Gap: Uncompressed (uninstalled) end gap clearance of the ring

6. End Gap: Gap clearance of the ring when fitted (installed) to the bore diameter

7. Back Clearance: When installed, the distance in the piston groove between the ring ID and the back of the ring-groove of the piston (horizontal measurement)

8. Groove Clearance: When installed, the distance between the ring axial height and the piston's ring-groove width (vertical measurement)

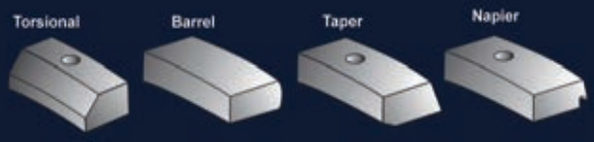
Ring Shapes

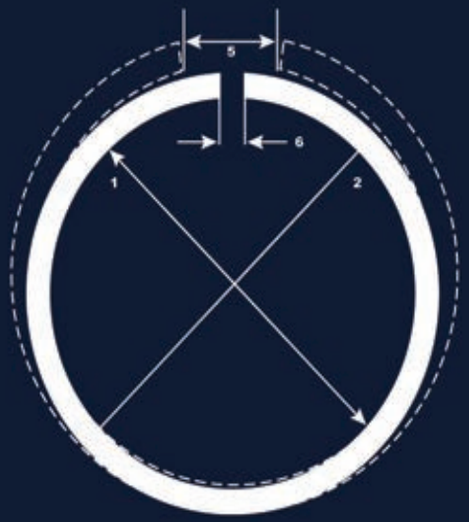
Torsional: Compression ring with ID bevel; causes twisting action; aids in sealing

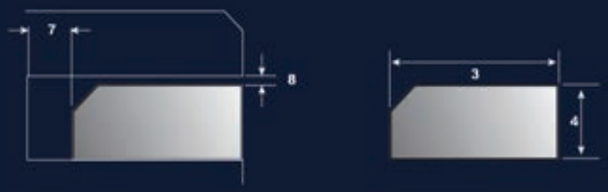
Barrel Face: The curved face (OD) of a ring that makes contact with the cylinder wall; aids in sealing

Taper Face: The angled face of a ring

Napier: Hook-shaped design on the lower face of some 2nd compression rings; aids in oil control







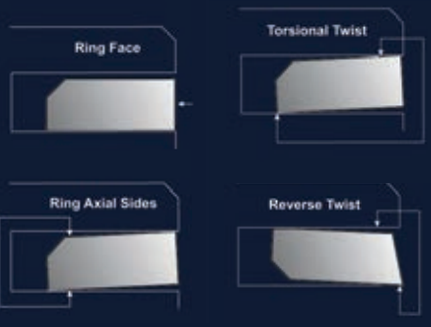
Ring Terminology

Ring Face: Front face (OD) of the ring that makes contact with the cylinder wall

Ring Side: The top and bottom (axial) surfaces of the ring

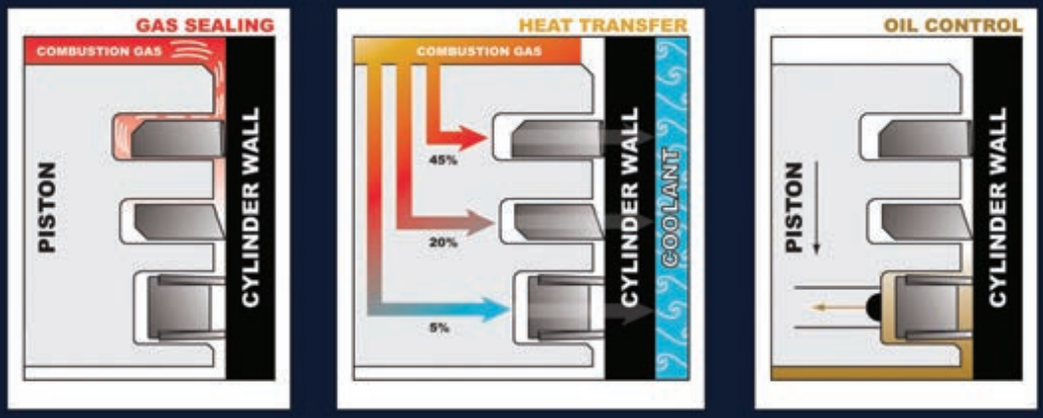
Positive Twist: An asymmetrical change (created by an ID bevel on top ID of ring) used in a top ring cross section that causes it to twist in an upward direction; it aids ring sealing

Reverse Twist: An asymmetrical change (created by an ID bevel on bottom ID of ring) used in a 2nd ring cross section that causes it to twist downward; it enhances oil scraping properties



PISTON RING FUNCTIONS

Piston rings typically come in sets of three rings, starting with the 1st or top-groove compression ring, followed by the second-groove ring and then the oil ring. Their function is to seal off combustion gases, aid in the heat transfer to the cylinder wall, and both lubricate and scrape down oil from the cylinder wall. The top ring serves to seal off the majority of the combustion gases and dissipate most of the heat. While the second ring helps with both of those functions, they also scrape oil from the cylinder walls toward the oil ring. The oil ring provides most of the oil control, metering oil along the cylinder walls on the up-stroke and scraping oil from the cylinder walls on the down stroke.



Top Compression Ring

Function: Top compression rings seal against the cylinder wall to trap combustion gases and increase the combustion pressure and efficiency. They also play a major role in the heat transfer process from the piston to cylinder wall and out through the engine block.

Materials: Ductile High-tensile Premium Cast Iron; Silicon Manganese; Alloy Steel; Stainless Steel

Coatings: Plasma Molybdenum Alloy “Moly”; Chrome Plated; Gas-Nitride; Manganese Phosphate; Black Oxide

2nd Groove Ring

Function: Second-groove compression rings seal off combustion gases, aid in the heat transfer to the cylinder wall, and both lubricate and scrape down oil from the cylinder wall toward the oil ring to prevent oil from reaching the combustion chamber, thereby often being called a scraper ring. They also provide a second seal for trapping combustion gases, as well as aiding in heat transfer.

Materials: Shell Mold Cast Iron; Ductile Cast Iron

Coatings: Phosphate

Oil Ring

Function: Oil rings distribute and regulate (meter) oil within the cylinder wall and help scrape it back into the crankcase. This is necessary to keep the cylinder wall lubricated with a thin layer of the cooler replacement oil and to lower the friction between the piston and the cylinder thus regulating heat buildup.

Materials: 1070 Segmental Steel Rails with 201 Stainless Steel Expander

Coatings: Chrome

FILE FIT END GAPS – HIGH PERFORMANCE ENGINES

A common practice in racing applications is file fitting piston ring end gaps. Most Hastings Performance Rings are available in file fit (+.005") oversizes.

Today's performance piston designs are moving the top compression ring higher for optimal performance. This creates even higher operating temperatures, therefore requiring a larger top compression ring end gap. Also, improved thermal efficiency of a hypereutectic piston alloy keeps more usable heat in the combustion chamber, with less heat moving down through the piston onto the piston skirt and into the oil.

Use the chart below to determine the minimum ring end gap. Multiply bore size x ring end gap factor. Example: For a naturally aspirated street engine using a cast piston with 4.000" bore, the top ring end gap would be 4.000 x .004" = .016". The second ring end gap would be 4.000 x .0045" = .018". The oil rails should always have a minimum end gap of .015".

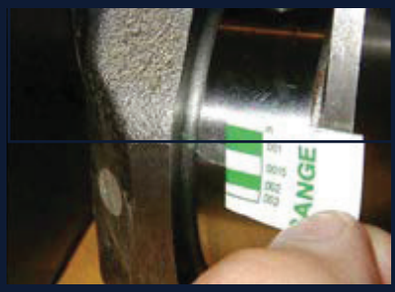
Application	Top Ring Cast or Forged Piston	Top Ring Hypereutectic Piston	2nd ring All Pistons	Oil Rails All Pistons
Street	Bore x .004"	Bore x .0065"	Bore x .0045"	Min. .015"
Street/Strip	Bore x .0045"	Bore x .0065"	Bore x .005"	Min. .015"
Circle Track/Drag	Bore x .005"	Bore x .007"	Bore x .0055"	Min. .015"
Forced induction up to 15 lbs	Bore x .006"	Bore x .0085"	Bore x .0065"	Min. .015"
Forced induction over 15 lbs	Bore x .007"	Bore x .009"	Bore x .0075"	Min. .015"
Nitrous up to 200HP	Bore x .006"	Bore x .0085"	Bore x .0065"	Min. .015"
Nitrous over 200HP	Bore x .007"	Bore x .009"	Bore x .0075"	Min. .015"

Plastigage Checks Bearing Clearances

Check bearing clearances the modern, fast, accurate way with Hastings Plastigages. Plastigages are a special extruded plastic thread with accurate controlled "crush" properties. They are extremely handy for checking main and connecting rod bearing clearances, oil pump cover-to-gear clearances, and for many other clearance checks.

Each box of Plastigages contains 12 strips in individually calibrated envelopes, usually enough to check 12 engines. Available in four clearance ranges.

Part No.	Size	Envelope Color
HPG1	.001 to .003" – .025 to .076 mm	Green
HPR1	.002 to .006" – .051 to .152mm	Red
HPB1	.004 to .009" – .102 to .229mm	Blue
HPY1	.009 to .020" – .23 to .51mm	Yellow



LS PERFORMANCE RINGS by HASTINGS

1.2 1.2 3.0mm

Engine	Diameter	Hast Base #	Size
Chevy LS1 5.7L	3.898	SN9035	STD
	3.905		007
Chrysler Hemi 5.7L	3.917	SN9040	STD
	3.927		010
	3.937		020
LS 6.0L LS2 6.0L LS3 6.2L LSA 6.2L LS9 6.2L Hemi 6.1L	4.000	SN9045	STD
	4.005		005
	4.010		010
	4.015		**015**
	4.020		020
	4.025		025
	4.030		030
	4.035		035
	4.040		040
	4.045		045
	4.050		050
	4.055		055
	4.060		060
	4.065		065
	4.070		070
	4.075		**075**
	4.080		080
	4.085		**085**
	4.100		100
	4.120		120
LS7 7.0L	4.125	SN9050	STD
	4.135		010
	4.145		**020**
	4.155		030
	4.165		040
	4.185		060

RING PACK

Top: Stainless Steel Nitride

2nd: Martensitic Ductile Napier

Oil: Flex-Vent® Technology

1.2 1.5 3.0mm

Engine	Diameter	Hast Base #	Size
Chevy LS1 5.7L	3.898	SN9055	STD
	3.905		007
Chrysler Hemi 5.7L	3.917	SN9060	STD
	3.927		010
	3.937		020
LS 6.0L LS2 6.0L LS3 6.2L LSA 6.2L LS9 6.2L Hemi 6.1L	4.000	SN9065	STD
	4.005		005
	4.025		025
	4.030		030
	4.035		035
	4.040		040
	4.045		045
	4.055		055
	4.060		060
	4.065		065
	4.070		070
	4.080		080
	4.100		100
	4.120		120

RING PACK

Top: Stainless Steel Nitride

2nd: Martensitic Ductile Napier

Oil: Flex-Vent® Technology

1.5 1.5 3.0mm

Engine	Diameter	Hast Base #	Size
LS 4.8/5.3L	3.780	SM8531	STD
	3.785		005
	3.795		**015**
	3.805		**025**
	3.815		035
	3.825		045
	3.845		065
Chevy LS1 5.7L	3.898	SM8555	STD
	3.905		007
Chrysler Hemi 5.7L	3.917	SM8560	STD
	3.927		010
	3.937		020
LS 6.0L LS2 6.0L LS3 6.2L LSA 6.2L LS9 6.2L Hemi 6.1L SBC 350 Ford 302 Ford 351 Chy 360	4.000	SM8565	STD
	4.005		005
	4.025		025
	4.030		030
	4.035		035
	4.040		040
	4.045		045
	4.055		055
	4.060		060
	4.065		065
	4.070		070
	4.080		080
	4.100		100
	4.120		120

RING PACK

Top: Steel Moly

2nd: Martensitic Ductile Napier

Oil: Flex-Vent® Technology

SNH Import Performance Rings Coming Q4 2019

The SNH Series provides all the same benefits as the Stainless Steel Nitride SN Series with the addition of Nitride Flex-Vent® oil ring technology for additional wear resistance in high power sport compact applications.

This series is designed for after-market performance pistons in the import performance market utilizing a 1.0mm x 1.2mm x 2.8mm ring configuration to provide reduced friction for added horsepower while maintaining excellent performance characteristics for an extended life. All SNH are available as single cylinder sets.

1.0 x 1.2 x 2.8mm	
Diameter	**Hastings #**
81.00	SNH08100
81.50	SNH08150
82.00	SNH08200
84.00	SNH08400
84.50	SNH08450
85.00	SNH08500
86.00	SNH08600
86.50	SNH08650
87.00	SNH08700
87.50	SNH08750
Top Stainless Nitride **2nd Ductile Napier** **Nitride Flex-Vent®**	

PISTON RING TYPES

TOP	2nd	Oil
1 Steel, Barrel Face, Chrome	Cast Iron, Reverse Twist Torsional	Hastings Flex-Vent
2 Ductile Iron, Torsional, Plasma Moly	Cast Iron, Reverse Twist Torsional	Hastings Flex-Vent
3 Steel, Torsional, Plasma Moly	Cast Iron, Reverse Twist Torsional	Hastings Flex-Vent
4 Ductile Iron, Torsional, Plasma Moly	Ductile Iron, Napier	Hastings Flex-Vent
5 Steel, Barrel Face, Plasma Moly	Ductile Iron, Napier	Hastings Flex-Vent
6 Steel, Torsional, Plasma Moly	Ductile Iron, Napier	Hastings Flex-Vent
7 Steel, Barrel Face, Nitride	Ductile Iron, Napier	Hastings Flex-Vent

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
SC5558	4	STD	2.953	1.20	1.50	2.80	1	STD.
SC5558010		010	2.963					
SC5558020		020	2.973					
SC5558030		030	2.983					
SC5558040		040	2.993					
SC5558060		060	3.013					
2M5545	4	STD	3.188	1/16	5/64	5/32	2	STD.
2M5545005		005	3.193					
SC5572	4	STD	3.189	1.00	1.20	2.80	1	STD.
SC5572010		010	3.199					
SC5572020		020	3.209					
SC5572030		030	3.219					
SC5572040		040	3.229					
SC8513	4	STD	3.307	1.00	1.20	2.80	1	STD.
SC8513020		020	3.327					
SC5556	4	STD	3.445	1.20	1.20	3.00	1	Low
SC5556010		010	3.455					
SC5556020		020	3.465					
SC5556030		030	3.475					
SC5556040		040	3.485					
SC5556060		060	3.505					
2M5567	8	STD	3.736	1/16	1/16	3/16	2	STD.
2M5567035		035	3.771					
2M5548	8	STD	3.736	5/64	5/64	3/16	2	Low
2M5548045		045	3.781					
2M5527	4	STD	3.780	1/16	1/16	3/16	2	STD.
2M5527020		020	3.800					
2M5527030		030	3.810					
2M5527035		035	3.815					
2M5527040		040	3.820					
2M5527045		045	3.825					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
SM8531	8	STD	3.780	1.50	1.50	3.00	5	Low
SM8531005		005	3.785					
SM8531015		015	3.795					
SM8531025		025	3.805					
SM8531035		035	3.815					
SM8531045		045	3.825					
SM8531065		065	3.845					
2M5522	8	STD	3.875	1/16	1/16	1/8	2	STD.
2M5522005		005	3.880					
2M5522065		065	3.940					
SN9035	8	STD	3.898	1.20	1.20	3.00	7	STD.
SN9035007		007	3.905					
SN9055	8	STD	3.898	1.20	1.50	3.00	7	STD.
SN9055007		007	3.905					
SM8555	8	STD	3.898	1.50	1.50	3.00	5	STD.
SM8555007		007	3.905					
2M5575	8	STD	3.910	1/16	1/16	3/16	2	STD.
2M5575030		030	3.940					
2M5575040		040	3.950					
2M5575060		060	3.970					
SN9040	8	STD	3.917	1.20	1.20	3.00	7	STD.
SN9040010		010	3.927					
SN9040020		020	3.937					
SN9060	8	STD	3.917	1.20	1.50	3.00	7	STD.
SN9060010		010	3.927					
SN9060020		020	3.937					
SM8560	8	STD	3.917	1.50	1.50	3.00	5	STD.
SM8560010		010	3.927					
SM8560020		020	3.937					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
SM5587	8	STD	4.000	0.043	0.043	3.00	3	Low
SM5587030		030	4.030					
SM5587035		035	4.035					
SM5587040		040	4.040					
SM5587045		045	4.045					
SM5587060		060	4.060					
SM5587065		065	4.065					
SM8556	8	STD	4.000	0.043	0.043	3.00	6	Low
SM8556005		005	4.005					
SM8556025		025	4.025					
SM8556035		035	4.035					
SM8556045		045	4.045					
SM8556055		055	4.055					
SM8556060		060	4.060					
SM8556065		065	4.065					
SM8556070		070	4.070					
SM8527	8	STD	4.000	0.043	1/16	3/16	3	STD.
SM8527005		005	4.005					
SM8527025		025	4.025					
SM8527035		035	4.035					
SM8527045		045	4.045					
SM8527065		065	4.065					
SM8527080		080	4.080					
SM8537	8	STD	4.000	0.043	1/16	3/16	3	Low
SM8537005		005	4.005					
SM8537035		035	4.035					
SM8537045		045	4.045					
SM8537065		065	4.065					
SM8537080		080	4.080					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
SN9045	8	STD	4.000	1.20	1.20	3.00	7	STD.
SN9045005		005	4.005					
SN9045010		010	4.010					
SN9045015		015	4.015					
SN9045020		020	4.020					
SN9045025		025	4.025					
SN9045030		030	4.030					
SN9045035		035	4.035					
SN9045040		040	4.040					
SN9045045		045	4.045					
SN9045050		050	4.050					
SN9045055		055	4.055					
SN9045060		060	4.060					
SN9045065		065	4.065					
SN9045070		070	4.070					
SN9045075		075	4.075					
SN9045080		080	4.080					
SN9045085		085	4.085					
SN9045100		100	4.100					
SN9045120		120	4.120					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
SN9065	8	STD	4.000	1.20	1.50	3.00	7	STD.
SN9065005		005	4.005					
SN9065025		025	4.025					
SN9065030		030	4.030					
SN9065035		035	4.035					
SN9065040		040	4.040					
SN9065045		045	4.045					
SN9065055		055	4.055					
SN9065060		060	4.060					
SN9065065		065	4.065					
SN9065070		070	4.070					
SN9065080		080	4.080					
SN9065100		100	4.100					
SN9065120		120	4.120					
2M5540	8	STD	4.000	1.50	1.50	3.00	2	STD.
2M5540005		005	4.005					
2M5540025		025	4.025					
2M5540030		030	4.030					
2M5540035		035	4.035					
2M5540040		040	4.040					
2M5540045		045	4.045					
2M5540060		060	4.060					
2M5540065		065	4.065					
2M5540085		085	4.085					
2M5540095		095	4.095					
2M5540105		105	4.105					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
2M8521	8	STD	4.000	1.50	1.50	3.00	4	Low
2M8521005		005	4.005					
2M8521035		035	4.035					
2M8521045		045	4.045					
2M8521065		065	4.065					
SM8565	8	STD	4.000	1.50	1.50	3.00	5	STD.
SM8565005		005	4.005					
SM8565025		025	4.025					
SM8565030		030	4.030					
SM8565035		035	4.035					
SM8565040		040	4.040					
SM8565045		045	4.045					
SM8565055		055	4.055					
SM8565060		060	4.060					
SM8565065		065	4.065					
SM8565070		070	4.070					
SM8565080		080	4.080					
SM8565100		100	4.100					
SM8565120		120	4.120					
2M5535	8	STD	4.000	1.50	1.50	4.00	2	STD.
2M5535005		005	4.005					
2M5535030		030	4.030					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
2M5538	8	STD	4.000	1/16	1/16	3.00	2	Low
2M5538005		005	4.005					
2M5538010		010	4.010					
2M5538020		020	4.020					
2M5538025		025	4.025					
2M5538030		030	4.030					
2M5538035		035	4.035					
2M5538040		040	4.040					
2M5538045		045	4.045					
2M5538060		060	4.060					
2M5538065		065	4.065					
2M5538075		075	4.075					
2M5538085		085	4.085					
2M5521	8	STD	4.000	1/16	1/16	1/8	2	STD.
2M5521005		005	4.005					
2M5521010		010	4.010					
2M5521020		020	4.020					
2M5521025		025	4.025					
2M5521030		030	4.030					
2M5521035		035	4.035					
2M5521040		040	4.040					
2M5521045		045	4.045					
2M5521060		060	4.060					
2M5521065		065	4.065					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
2M8571	8	STD	4.000	1/16	1/16	1/8	4	STD.
2M8571005		005	4.005					
2M8571030		030	4.030					
2M8571035		035	4.035					
2M8571045		045	4.045					
2M8571065		065	4.065					
2M5505	8	STD	4.000	1/16	1/16	3/16	2	Low
2M5505005		005	4.005					
2M5505010		010	4.010					
2M5505030		030	4.030					
2M5505035		035	4.035					
2M5505040		040	4.040					
2M5505045		045	4.045					
2M5505060		060	4.060					
2M5505065		065	4.065					
2M5523	8	STD	4.000	1/16	1/16	3/16	2	Low
2M5523005		005	4.005					
2M5523010		010	4.010					
2M5523020		020	4.020					
2M5523025		025	4.025					
2M5523030		030	4.030					
2M5523035		035	4.035					
2M5523040		040	4.040					
2M5523045		045	4.045					
2M5523060		060	4.060					
2M5523065		065	4.065					
2M5523080		080	4.080					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
2M8542	8	STD	4.000	1/16	1/16	3/16	4	STD.
2M8542005		005	4.005					
2M8542030		030	4.030					
2M8542035		035	4.035					
2M8542040		040	4.040					
2M8542045		045	4.045					
2M8542060		060	4.060					
2M8542065		065	4.065					
2M8543	8	STD	4.000	1/16	1/16	3/16	4	Low
2M8543005		005	4.005					
2M8543030		030	4.030					
2M8543035		035	4.035					
2M8543040		040	4.040					
2M8543045		045	4.045					
2M8543060		060	4.060					
2M8543065		065	4.065					
2M5502	4	STD	4.000	5/64	5/64	3/16	2	STD.
2M5502020		020	4.020					
2M5502030		030	4.030					
2M5502060		060	4.060					
2M5504	8	STD	4.000	5/64	5/64	3/16	2	Low
2M5504030		030	4.030					
2M5504040		040	4.040					
2M5504045		045	4.045					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
2M5508	8	STD	4.000	5/64	5/64	3/16	2	STD.
2M5508005		005	4.005					
2M5508020		020	4.020					
2M5508025		025	4.025					
2M5508030		030	4.030					
2M5508035		035	4.035					
2M5508040		040	4.040					
2M5508045		045	4.045					
2M5508060		060	4.060					
2M5508065		065	4.065					
2M5525	8	STD	4.050	1/16	1/16	3/16	2	STD.
2M5525005		005	4.055					
2M5525030		030	4.080					
2M5525035		035	4.085					
2M5525060		060	4.110					
2M5525065		065	4.115					
2M5511	8	STD	4.063	5/64	5/64	3/16	2	STD.
2M5511005		005	4.068					
2M5511035		035	4.098					
2M5512	8	STD	4.094	5/64	5/64	3/16	2	STD.
2M5512005		005	4.099					
2M5512030		030	4.124					
2M5512060		060	4.154					
2M5590	8	STD	4.120	1/16	1/16	3/16	2	STD.
2M5590035		035	4.155					
2M5590045		045	4.165					
2M5590065		065	4.185					
SM5593	8	STD	4.125	0.043	0.043	3.00	3	Low
SM5593005		005	4.130					
SM5593020		020	4.145					
SM5593060		060	4.185					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
SM8550	8	STD	4.125	0.043	0.043	3.00	6	Low
SM8550005		005	4.130					
SM8550010		010	4.135					
SM8550015		015	4.140					
SM8550025		025	4.150					
SM8550035		035	4.160					
SM8550045		045	4.170					
SM8547	8	STD	4.125	0.043	1/16	3/16	3	STD.
SM8547005		005	4.130					
SM8547020		020	4.145					
SM8547025		025	4.150					
SM8547030		030	4.155					
SM8547035		035	4.160					
SM8547040		040	4.165					
SM8547045		045	4.170					
SM8547060		060	4.185					
SM8557	8	STD	4.125	0.043	1/16	3/16	3	Low
SM8557005		005	4.130					
SM8557030		030	4.155					
SM8557035		035	4.160					
SM8557040		040	4.165					
SM8557045		045	4.170					
SM8557060		060	4.185					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
SN9050	8	STD	4.125	1.20	1.20	3.00	7	STD.
SN9050010		010	4.135					
SN9050020		020	4.145					
SN9050030		030	4.155					
SN9050040		040	4.165					
SN9050060		060	4.185					
2M5581	8	STD	4.125	1.50	1.50	3.00	2	Low
2M5581005		005	4.130					
2M5581020		020	4.145					
2M5581030		030	4.155					
2M5581035		035	4.160					
2M5581040		040	4.165					
2M5581045		045	4.170					
2M5581065		065	4.190					
2M8505	8	STD	4.125	1.50	1.50	3.00	4	Low
2M8505005		005	4.130					
2M8505035		035	4.160					
2M8505045		045	4.170					
2M8505065		065	4.190					
2M5539	8	STD	4.125	1/16	1/16	3.00	2	Low
2M5539005		005	4.130					
2M5539010		010	4.135					
2M5539030		030	4.155					
2M5539035		035	4.160					
2M5539040		040	4.165					
2M5501	8	STD	4.125	1/16	1/16	1/8	2	STD.
2M5501005		005	4.130					
2M5501030		030	4.155					
2M5501035		035	4.160					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
2M5510	8	STD	4.125	1/16	1/16	3/16	2	Low
2M5510005		005	4.130					
2M5510030		030	4.155					
2M5510035		035	4.160					
2M5510040		040	4.165					
2M5510045		045	4.170					
2M5510060		060	4.185					
2M5529	8	STD	4.125	1/16	1/16	3/16	2	STD.
2M5529005		005	4.130					
2M5529010		010	4.135					
2M5529020		020	4.145					
2M5529025		025	4.150					
2M5529030		030	4.155					
2M5529035		035	4.160					
2M5529040		040	4.165					
2M5529045		045	4.170					
2M5529060		060	4.185					
2M5529065		065	4.190					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
2M8552	8	STD	4.125	1/16	1/16	3/16	4	STD.
2M8552005		005	4.130					
2M8552010		010	4.135					
2M8552020		020	4.145					
2M8552025		025	4.150					
2M8552030		030	4.155					
2M8552035		035	4.160					
2M8552040		040	4.165					
2M8552045		045	4.170					
2M8552060		060	4.185					
2M8552065		065	4.190					
2M8559	8	STD	4.125	1/16	1/16	3/16	4	Low
2M8559005		005	4.130					
2M8559030		030	4.155					
2M8559035		035	4.160					
2M8559040		040	4.165					
2M8559045		045	4.170					
2M8559060		060	4.185					
2M8559065		065	4.190					
2M5513	8	STD	4.125	5/64	5/64	3/16	2	STD.
2M5513005		005	4.130					
2M5513025		025	4.150					
2M5513030		030	4.155					
2M5513035		035	4.160					
2M5513040		040	4.165					
2M5513045		045	4.170					
2M5513060		060	4.185					
2M5513065		065	4.190					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
2M5543	8	STD	4.151	1/16	1/16	3/16	2	STD.
2M5543005		005	4.156					
2M5543030		030	4.181					
2M5543035		035	4.186					
2M5543065		065	4.216					
2M5542	8	STD	4.165	1/16	1/16	3/16	2	STD.
2M5542005		005	4.170					
2M5542030		030	4.195					
2M5542045		045	4.210					
2M5542065		065	4.230					
2M5526	8	STD	4.233	1/16	1/16	3/16	2	STD.
2M5526030		030	4.263					
2M5526035		035	4.268					
SM5597	8	STD	4.250	0.043	0.043	3.00	6	Low
SM5597035		035	4.285					
SM8567	8	STD	4.250	0.043	1/16	3/16	3	STD.
SM8567035		035	4.285					
SM8567065		065	4.315					
2M8510	8	STD	4.250	1.50	1.50	3.00	4	Low
2M8510005		005	4.255					
2M8510035		035	4.285					
2M8569	8	STD	4.250	1.50	1.50	3.00	2	Low
2M8569030		030	4.280					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
2M5515	8	STD	4.250	1/16	1/16	3/16	2	Low
2M5515030		030	4.280					
2M5515035		035	4.285					
2M5515060		060	4.310					
2M5515065		065	4.315					
2M5515125		125	4.375					
2M5519	8	STD	4.250	1/16	1/16	3/16	2	STD.
2M5519005		005	4.255					
2M5519010		010	4.260					
2M5519020		020	4.270					
2M5519030		030	4.280					
2M5519035		035	4.285					
2M5519040		040	4.290					
2M5519060		060	4.310					
2M5519065		065	4.315					
2M5519125		125	4.375					
2M8562	8	STD	4.250	1/16	1/16	3/16	4	STD.
2M8562005		005	4.255					
2M8562030		030	4.280					
2M8562035		035	4.285					
2M8562040		040	4.290					
2M8562060		060	4.310					
2M8562065		065	4.315					
2M8562125		125	4.375					
2M5514	8	STD	4.250	5/64	5/64	3/16	2	Low
2M5514030		030	4.280					
2M5514060		060	4.310					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
2M5518	8	STD	4.250	5/64	5/64	3/16	2	STD.
2M5518005		005	4.255					
2M5518030		030	4.280					
2M5518035		035	4.285					
2M5518040		040	4.290					
2M5518060		060	4.310					
2M5518065		065	4.315					
2M5520	8	STD	4.320	1/16	1/16	3/16	2	Low
2M5520030		030	4.350					
2M5520035		035	4.355					
2M5528	8	STD	4.320	1/16	1/16	3/16	2	STD.
2M5528005		005	4.325					
2M5528030		030	4.350					
2M5528035		035	4.355					
2M5528040		040	4.360					
2M5528045		045	4.365					
2M5528055		055	4.375					
2M5528060		060	4.380					
2M5528065		065	4.385					
2M5536	8	STD	4.360	1/16	1/16	3/16	2	STD.
2M5536020		020	4.380					
2M5536030		030	4.390					
2M5536035		035	4.395					
2M5536040		040	4.400					
2M5536065		065	4.425					
2M5536080		080	4.440					
2M5536085		085	4.445					
2M5537	8	STD	4.466	1/16	1/16	3/16	2	STD.
2M5537004		004	4.470					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
SM8582	8	STD	4.500	0.043	0.043	3.00	6	Low
SM8582005		005	4.505					
SM8582035		035	4.535					
SM8582105		105	4.605					
SM8582130		130	4.630					
SM8592	8	STD	4.500	0.043	1/16	3.00	6	Low
SM8592005		005	4.505					
SM8592035		035	4.535					
2M8525	8	STD	4.500	1.50	1.50	3.00	2	Low
2M8535	8	STD	4.500	1.50	1.50	3.00	4	Low
2M8535005		005	4.505					
2M8535035		035	4.535					
2M5589	8	STD	4.500	1/16	1/16	3/16	2	STD.
2M5589005		005	4.505					
2M5589030		030	4.530					
2M5589035		035	4.535					
2M5589045		045	4.545					
2M5589060		060	4.560					
2M5589065		065	4.565					
2M5589100		100	4.600					
2M5589105		105	4.605					
2M5589130		130	4.630					
2M5596	8	STD	4.500	1/16	1/16	3/16	2	Low
2M5596005		005	4.505					
2M5596030		030	4.530					
2M5596035		035	4.535					
2M5596060		060	4.560					
2M5596065		065	4.565					
2M5596100		100	4.600					
2M5596105		105	4.605					

SET NO.	CYL.	DIAMETER		RING WIDTHS			STYLE	OIL RING TENSION
2M8588	8	STD	4.500	1/16	1/16	3/16	4	STD.
2M8588005		005	4.505					
2M8588035		035	4.535					
2M8588045		045	4.545					
2M8588065		065	4.565					
2M8594	8	STD	4.500	1/16	1/16	3/16	4	Low
2M8594005		005	4.505					
2M8594035		035	4.535					
2M8594065		065	4.565					

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