



# KB PISTONS

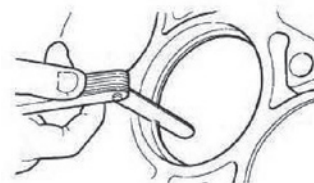
## Installation Instructions For Hypereutectic Pistons

### CALCULATING RING END GAP

Top Ring: bore x gap factor (**SEE BACK PAGE FOR YOUR SPECIFIC APPLICATION FACTOR**) = end gap

Example: 4.030" bore x .0065" factor (street naturally aspirated) = .026" minimum gap

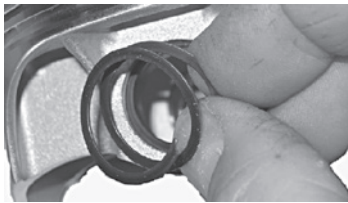
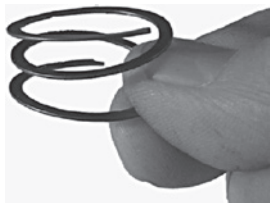
Second ring: Naturally Aspirated – .004" per inch of bore min.  
Boosted – .005" per inch of bore min.



### LOCK RING INSTALLATION

Spiral lock rings – used in KB series

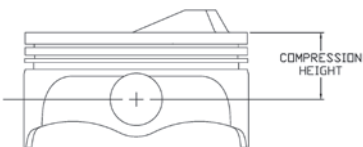
1. Spring the lock about 1/2" to 3/4" to get your thumb between the coils.
2. Insert tang into groove. Slightly twist your wrist towards the groove angling the lock downward into the groove.
3. Using a small flat screwdriver push down on the lock to push it into the groove. Continue in a circular rotation. Do not try and spiral the lock in.



### PISTON NOMENCLATURE:

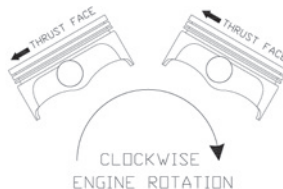
#### Compression Height

Centerline of wrist pin to top of piston, do not include dome height.



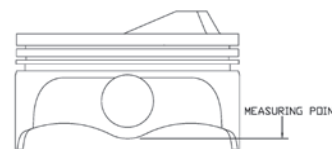
#### Offset Wrist Pin

The short side of the offset must be towards the thrust face of the engine.



#### Measuring Point

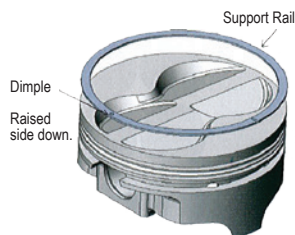
Measure even with the bottom of the wrist pin pad and 90° to the pin.



### OIL SUPPORT RAIL:

Applications where the wrist pin is intersecting the oil groove require an Oil Support Rail to bridge the gap the wrist pin cut out has made. All three of the oil control rings are installed on top of the support rail.

**Special Note:** Raised dimple on support rail is positioned down and indexed in the open area the wrist pin has made in the oil ring groove.



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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.

**United Engine & Machine Co. Inc.**  
1040 CORBETT ST., CARSON CITY, NV 89706  
PHONE 775-882-7790, toll free (US only) 800-648-7970  
www.uempistons.com

Email [tech@uempistons.com](mailto:tech@uempistons.com)



# General Clearance Guidelines

APPLICATION	Ring End Gap Factor	PISTON TO WALL CLEARANCE	
		4.000" - 4.100"	4.100" and up
STREET NATURALLY ASPIRATED	.0065"	.0015" - .0020"	.0020" - .0025"
STREET TOWING	.0080"	.0015" - .0020"	.0020" - .0025"
STREET NITROUS OR SUPERCHARGED	.0080"	.0020" - .0025"	.0025" - .0035"
CIRCLE TRACK 2 BBL/RESTRICTOR GAS	.0070"	.0015" - .0045"	.0020" - .0050"
CIRCLE TRACK UNRESTRICTED	.0080"	.0025" - .0045"	.0030" - .0045"
CIRCLE TRACK ALCOHOL INJECTION	.0080"	.0025" - .0045"	.0025" - .0050"
CIRCLE TRACK ALCOHOL CARB	.0080"	.0030" - .0045"	.0030" - .0050"
DRAG GASOLINE	.0075"	.0015" - .0045"	.0020" - .0045"
DRAG ALCOHOL	.0065"	.0015" - .0045"	.0020" - .0045"
DRAG SUPERCHARGED OR NITROUS	.0095"	.0020" - .0045"	.0025" - .0050"
DRAG SUPERCHARGED ALCOHOL	.0085"	.0015" - .0045"	.0025" - .0045"
MARINE NATURALLY ASPIRATED	.0007"	.0030" - .0045"	.0035" - .0050"
MARINE SUPERCHARGED	.0008"	.0030" - .0045"	.0035" - .0050"
PROPANE	.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 Naturally 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.

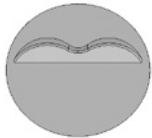
**Final piston clearance should be based solely on the demands of your application.**

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.



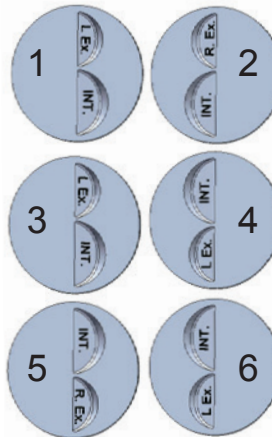
**NOTE:** Some pistons come with symmetrical valve reliefs. This allows the piston to be fitted to any cylinder with just orientating the quench area towards the center of the block.

**CHECKING CYLINDER HEADS:** Check cylinder heads with clay or some other method before balancing and final assembly to assure proper piston to head clearance. .040" minimum clearance.

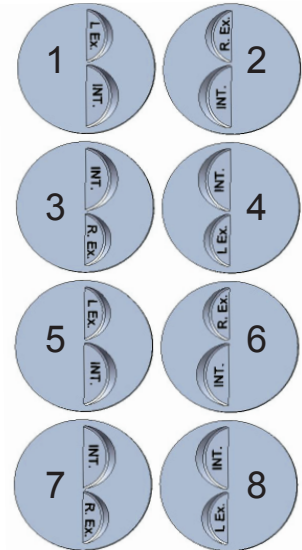
**CHEVY** 302, 305, 327, 334, 350, 377, 383, 400, 434  
**CHRY** 318, 340, 360, 383, 400, 408, 440, 450, 463, 468, 493, 498, 505, 520  
**BUICK** 455  
**PONTIAC** 389, 400, 428, 455

**CHEVY V6 4.3L / 262 CI**  
4 LEFTS AND 2 RIGHTS

FRONT

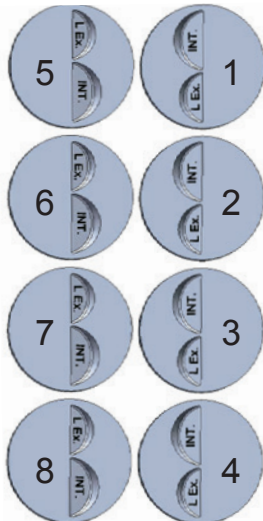


FRONT



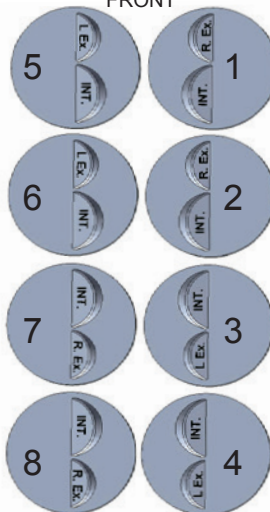
**FORD** 289, 302, 331, 347, 351W, 372W, 383W, 393W, 408W, 416W, 418W

FRONT



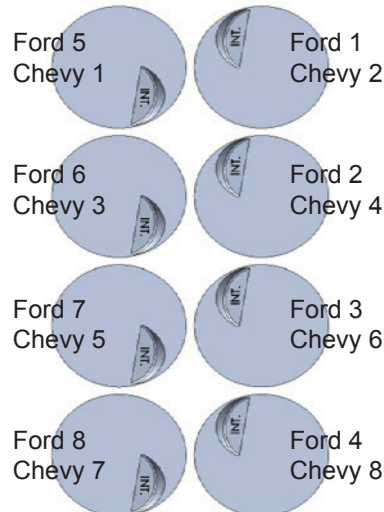
**FORD** 390FE, 406FE, 410FE, 427FE, 428FE, 438FE, 452FE, 455FE, 482FE

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



**TOYOTA** 22R 1985 AND NEWER

FRONT

