

FIRE RING FAILURE CHECK

BE SURE TO MARK ORIENTATION OF THE RING IN THE CYLINDER & NUMBER THE RINGS, SO THAT YOU KNOW WHAT CYLINDER THEY WERE IN AND TO BETTER ISOLATE A PROBLEM.

MEASURE THE THICKNESS OF THE COMPRESSED RING. MEASURING AT 12 (FAN), 3 (EXH MAN), 6 (REAR) & 9 (INTAKE) O'CLOCK. MEASURE ALL THE SAME THAT WAY SO YOU WILL KNOW WHERE THE PROBLEM IS.

IF YOU CAN TAKE A PICTURE OF THE GASKET ON BOTH SIDES AND EMAIL IT, THAT IS SOMETIMES HELPFUL. THE MAXIMUM THICKNESS OF THE COMPRESSED FIRE RINGS SHOULD BE .090 (.088 - .089 IS PERFECT).

IF ANY OF YOUR RINGS ARE THICKER THAN THIS, YOUR GROOVE(S) ARE TOO DEEP OR YOUR FASTENERS HAVE STRETCHED.

IF THE THICKNESS IS NOT THE SAME (+/-) .001 IS ACCEPTABLE) AROUND THE SAME RING, THE GROOVE IS ALSO CUT UNEVEN AND WILL NEED TO BE RE-CUT.

MEASURE THE DEPTH OF THE GROOVE IN THE HEAD OR BLOCK. YOU MAY HAVE TO TAKE IT TO A MACHINE SHOP WITH A DIAL DEPTH GAUGE, RUN DEPTH GAUGE AROUND ENTIRE GROOVE WATCHING FOR VARIATIONS. NOTE ANY ON WORK SHEET. SPEC FOR DEPTH IS IN THE INSTRUCTIONS

DID YOU RESURFACE HEAD TO SPEC STATED ON INSTRUCTIONS?

DID YOU CHECK THE SURFACE ON THE BLOCK DECK FOR THE SAME SPEC?

DID YOU FOLLOW THE RE-TORQUE INSTRUCTIONS?

HOW MUCH BOOST?

(24V) WHAT BOXES ARE THEY RUNNING?
DID YOU MESS WITH THE TIMING?

(12V) WHAT IS TIMING SET AT?

WHAT INJECTORS?
WHOSE?
SIZE?

SINGLE CHARGER?
WHAT?

TWINS?
WHAT?

DRUGS?
NITROUS?
PROPANE?
METH?
WATER IS FINE. METH IN ANY AMOUNT IS A NO-NO.

WITH ANY COMBINATION OF THINGS YOU MAY NEED NEW OR STRONGER STUDS.