

TOUGH GUY CLAIMER SERIES:

Claimer Cast (C), our most economical set of racing rings, features top and 2nd groove compression rings made of proprietary shell-mold cast iron with phosphate coating. Torsional ID bevel and reverse twist, taper faced 2nd groove rings result in excellent sealing of compression gases, improved oil scrape on the down stroke, less friction, and faster break in.

Taking Claimer up a notch, Claimer Moly (CM) top rings are made of proprietary shell-mold cast iron with plasma moly impact-resistant alloy, providing a hardened and lubricious, low-friction structure.



TOUGH GUY PREMIUM DUCTILE SERIES:

As the rpm's go up, so do we. Tough Guy Premium Ductile Series top rings are made of high-tensile strength, premium cast ductile iron, and are coated with either plasma moly impact-resistant alloy (2M) or chrome (2C). Premium Ductile will maximize your engine's power even when subjected to extreme temperature and pressure. Packaged with our reverse twist, taper faced cast iron 2nd groove ring, and Flex-Vent® oil ring, this ring set presents the best balance between performance and cost. It's no wonder that the Tough Guy Premium Ductile Series is our best selling ring set.

Flex-Vent® oil rings are available in standard and low tension, with chrome plated steel rails!



TOUGH GUY STEEL SERIES:

At this level of racing the demands on engines are high, as are the expectations to win. That's why Tough Guy Steel Moly (SM) and Tough Guy Steel Chrome (SC) top rings are made of highly durable alloy steel and coated with either plasma moly impact-resistant alloy or chrome. Capable of handling higher compression, higher rpm engines, our Tough Guy Steel Series is a step above our competitor's cast iron "fire" rings. A reverse twist, taper or Napier faced cast iron 2nd groove ring, and 3.0mm Flex-Vent® oil ring, complete this premium ring set. Top and 2nd rings are also available in 043" thickness.

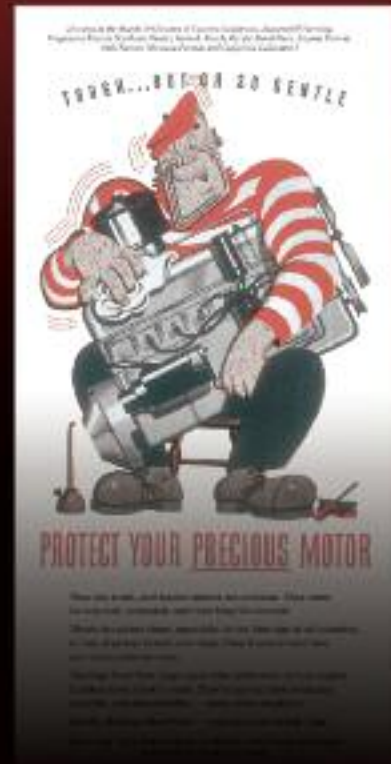
If you're running with the best, then you need the ultimate in combustion sealing, along with superior oil wiping. Get the Tough Guy Steel Series and start racing with the Big Boys! Are you a Tough Guy?



FINISH FIRST!

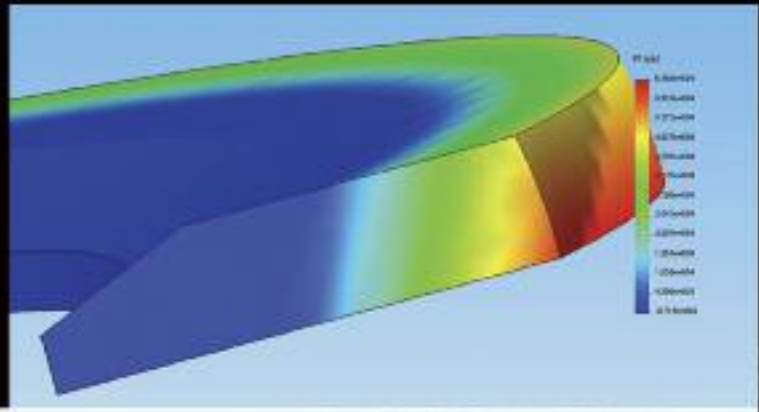
ABOUT HASTINGS MANUFACTURING COMPANY

For nearly 100 years, Hastings Manufacturing has been the technology leader in piston rings. In 1956 we invented the Flex-Vent® oil control ring; made famous by our legendary Tough Guy character, this revolutionary three-piece design using rails and expanders is still the ring of choice in OEM and aftermarket applications.



ENGINEERING

Hastings Tough Guy Racing Ring engineering goes far beyond “fitting the piston.” It extends to providing intricate ring and groove combinations, high strength materials and special coatings to meet unique operating applications. Our engineering expertise guarantees the right rings, or ring sets, for diverse and demanding racing engine applications.



DESIGN AND TESTING VERIFICATION

In an effort to predict real-world reliability, Hastings is committed to design and testing verification, simulation, and analysis. This includes 3-D solid modeling to ensure accurate and timely product and tooling design.



MANUFACTURING

Proprietary Hastings-designed processes include parametric CNC programming for manufacturing products and tooling through the modification of variable inputs. This includes integrated design systems that use product dimensional data to automatically design tooling, track revisions, and create numerical code for manufacturing. Standard CNC machines have also been adapted by Hastings to perform specialized tasks using input from our external gauging systems.



QUALITY REGISTRATIONS

We are relentless in the pursuit of Quality, Excellence, and Continuous Improvement (QECI). As a primary innovator of piston ring design and technology, we offer the quality and reassurance inherent with having our own on-site foundry, specialized manufacturing processes, and hard-earned TS-16949 and ISO-14001 registrations.

Hastings Manufacturing designs and manufactures piston rings for OEM's worldwide, including Chrysler, Ford Motor Company, General Motors, Harley-Davidson, and many other Tier One and Tier Two customers. Each of the above-mentioned companies has presented Hastings with quality supplier awards.

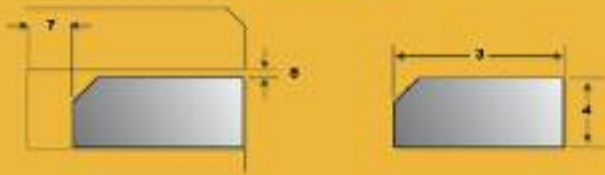


APPLICATIONS COVERAGE

Hastings range of applications for the engine aftermarket is broader than all of our other competitors combined. We have rings for virtually every engine type including Cars, Trucks, Motorcycles, Marine, Agriculture, Compressors, and Performance Racing—Domestic and International. Hastings is the aftermarket ring of choice.



NOMENCLATURE



ENGINEERING

- 1. Inside Diameter:** Inside diameter of the ring when fitted to the bore diameter
- 2. Outside Diameter:** Outside diameter of the ring when fitted to the bore diameter
- 3. Radial Width:** Ring width in the radial direction
- 4. Axial Width:** Ring height or the thickness in the axial direction

CLEARANCES

- 5. Free Gap:** Uncompressed end gap clearance
- 6. End Gap:** End gap clearance when the ring is fitted to the bore diameter
- 7. Back Clearance:** Gap between the inside of the ring and the back of the ring groove when the ring is flush mounted
- 8. Groove Clearance:** Distance between the ring axial height and the ring groove width when flush mounted

RING SHAPES

Torsional: Flat rectangular shape with I.D. bevel

Barrel Face: Describes the curved face of the ring that makes contact with the cylinder wall; available on top compression rings

Taper Face: The angled face of a second compression ring

Napier: A hooked shape design on the lower face of some second compression rings; aids in removing excess oil from the cylinder walls



RING TERMINOLOGY

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

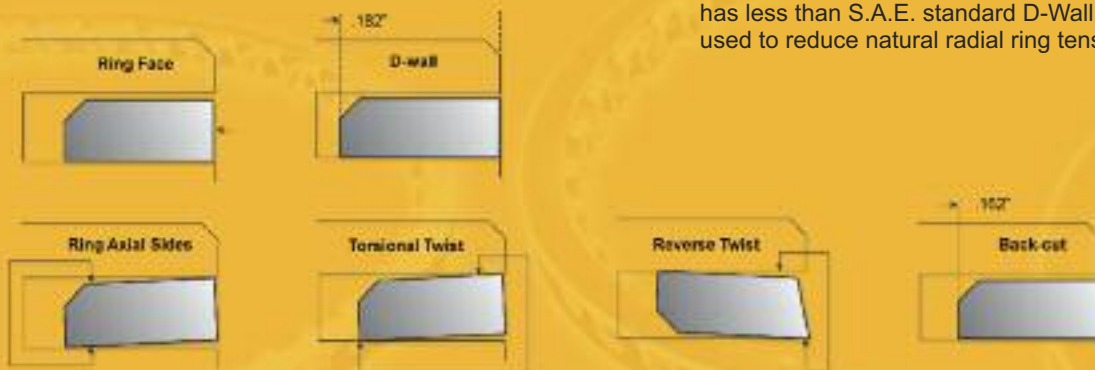
Ring Axial Sides: Top and bottom surfaces of the ring

Positive Twist: An asymmetrical change used in a top ring cross section that causes it to twist in an upward direction; it aids ring sealing

Reverse Twist: An asymmetric change used in a second ring cross section causing it to twist downward; it enhances its oil scrapping properties

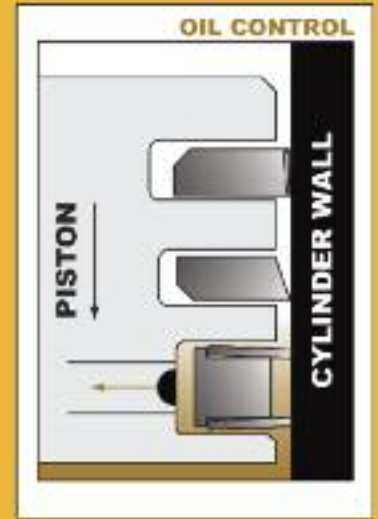
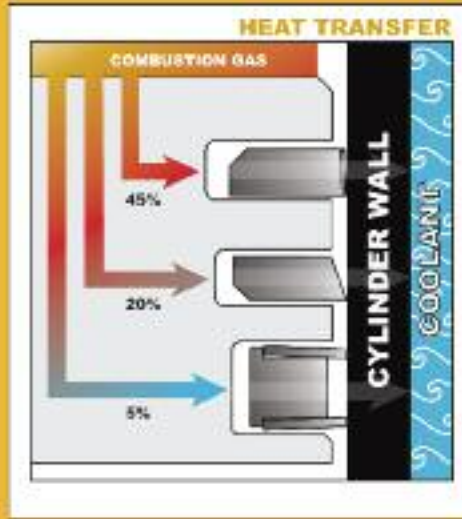
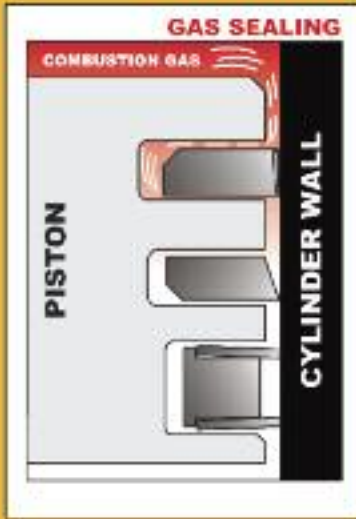
D-wall: The Society of Automotive Engineers (S.A.E.) specification that's used to calculate the radial width of a standard automotive piston ring using the following formula: bore diameter ÷ 22 = radial thickness, e.g., 4.125" ÷ 22 = .188"

Back-cut: Description used for a compression ring that has less than S.A.E. standard D-Wall radial thickness; is used to reduce natural radial ring tension



PISTON RING FUNCTIONS

Piston rings function in sets of three rings, starting with the top compression ring, followed by the 2nd groove ring and the oil control 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 while the bottom ring provides most of the oil control. The 2nd ring helps with both functions, playing a finishing role in the combustion sealing as well as the downward oil scraping.



TOP COMPRESSION RING

Function

Top compression rings trap combustion gases and increase the combustion pressure and efficiency. They also play a major role in the heat transfer process between the piston and cylinder wall.

Materials

Shell Mold Cast Iron
Ductile High-tensile Premium Cast Iron
Silicon Manganese Alloy Steel

Coatings

Plasma Molybdenum "Moly"
Chrome Plated

Shapes

Barrel Face



Torsional



2ND GROOVE RING

Function

Second compression rings scrape oil and prevent it from reaching the combustion chamber. They also provide a second seal for trapping combustion gases and aid in heat transfer.

Materials

Shell Mold Cast Iron

Coatings

Phosphate

Shapes

Taper



Notch



OIL RINGS

Function

Oil rings distribute and regulate oil within the cylinder wall and help scrape it back into the crankcase. This is necessary to keep the cylinder wall lubricated with the cooler replacement oil, thereby aiding the heat transfer and lowering the friction between the piston and the cylinder.

Materials

1070 Segmental Steel Rails with 201 and 301 Stainless Steel Expander
Cast Iron (used for non-racing applications, primarily diesel)

Coatings

Chrome Plated Rails

Shapes

Three Piece Flex/Weld



Two Piece with Coil Spring



Two Piece with Inner Spring



One Piece



HASTINGS TOUGH GUY™ RACING RING SET

Hastings Tough Guy Racing Rings are offered in three product groups: Claimer Cast, Premium Ductile, and Steel Series. Each set includes a Tough Guy Top Ring, 2nd Groove Ring, and a Flex-Vent Oil Ring.

TOUGH GUY TOP RINGS

Hastings Tough Guy top compression rings are the product of nearly 100 years of design, process and manufacturing output, including an in-house foundry and finely tuned systems for testing, simulation, and production.

Tough Guy top rings feature either a barrel face, which offers center edge contact for fast sealing, or a torsional profile, which creates a twist where the wall contacts the ring's lower edge. A torsional profile also provides excellent sealing of compression gases, and results in less friction and fast break in.

See page 9 for more information on the three levels of top compression rings offered with Claimer Cast, Premium Ductile, and Steel Series.



TOUGH GUY 2ND GROOVE CAST IRON RINGS

Every Tough Guy Racing Ring set includes an intermediate 2nd groove ring made of proprietary shell-mold cast iron. It features a reverse twist, torsional bevel taper face or Napier for positive oil control and immediate seating. A modified wall thickness reduces friction and provides excellent cylinder wall conformability.



HASTINGS FLEX-VENT® OIL CONTROL RINGS

When it comes to oil control rings, Hastings is the innovator. We invented the multi-piece oil ring followed up by the Flex-Vent expander, the design standard by which all other oil rings are compared.

All Hastings Tough Guy Racing Ring sets are engineered exclusively with Flex-Vent® oil ring technology to minimize friction, thus improving flexibility and high rpm oil control. The Flex-Vent expander oil ring is energized by two 1070 steel rails, which receive uniform pressure from the stainless steel expander to assure positive oil control. The three-piece design allows the rails to be manufactured with a small cross-sectional area for better conformability to the bores of today's low-friction engines. The rail's thin wall contact also allows for quick break-in time. Hastings' rails are chrome plated to extend ring life.

Another Hastings innovation in oil ring technology includes balanced tension. This process is performed on Hastings-designed machines, and it provides improved expander end contact. The Tough Guy Flex-Vent Oil Rings are available in both standard and low tension.

Flex-Vent® is the choice of racing engine builders worldwide.



TOUGH GUY ADVANTAGES

TOUGH GUY CLAIMER CAST SERIES

Claimer Cast (C) Series includes top rings made of proprietary shell-mold cast iron, phosphate-coated, with a torsional top ring.

Advantages of cast iron rings include:

- Provide excellent conductivity in the transfer of combustion heat to the cylinder walls
- Durable gray iron due to Hastings' graphite structure and distinctive alloys
- Lubricating graphite material allow rings to function without expensive coatings

TOUGH GUY CLAIMER MOLY SERIES

Claimer Moly (CM) Series includes top rings made of proprietary shell-mold cast iron with plasma moly impact-resistant alloy. This provides a more lubricious, low-friction surface.

TOUGH GUY PREMIUM DUCTILE SERIES

Premium Ductile Moly (2M) and Chrome (2C) Series include top rings made of proprietary shell-mold, ductile high-tensile strength premium cast iron. They are coated with plasma moly impact-resistant alloy or chrome.

The advantages of ductile iron are:

- Stronger and more resilient than gray iron
- Can withstand higher operating temperatures than gray iron
- Virtually unbreakable upon installation or under extreme stress
- Top groove ring material used in many late-model and high-performance or turbo-charged applications

TOUGH GUY STEEL SERIES

Tough Guy Steel Moly (SM) and Tough Guy Steel Chrome (SC) Series include top rings made of alloy steel and coated with plasma moly impact-resistant alloy or chrome.

Alloy steel advantages include:

- Used in the most demanding high-compression, high-stress, and high-temperature ring applications
- Nearly twice as strong as high-tensile ductile iron
- Allows for thinner, lighter, ring designs that maintain better sealing at high rpm's by staying seated against the groove bottom
- Reduced side wear and extended life

“Moly” and Chrome Coatings

Advantages of Plasma Spray Molybdenum “Moly”:

- Hard and wear resistant
- Prevents bore scuffing when using high-tensile iron and steel compression rings
- Porosity traps lubricating oil
- Can be used with majority of bore materials

Advantages of Chrome Coating:

- Hard, wear resistant, and low friction
- Prevents bore scuffing when using high-tensile iron and steel rings
- Can be used to coat the face and sides of rings (triple chrome)
- Preferred over moly in dusty environments where the porosity of moly can trap contaminants
- Primarily for use on cast iron bores



PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
SC5558	4	Std. 2.9530 .010 2.9630 .020 2.9730 .030 2.9830 .040 2.9930 .060 3.0130	1.2, 1.5, 2.8	5	Std.
2M5546	4	Std. 3.1875 .005 3.1925 .045 3.2325	5/64, 5/64, 5/32	1	Std.
2M5545	4	Std. 3.1875 .005 3.1925 .035 3.2225 .045 3.2325	1/16, 5/64, 5/32	1	Std.
SC5572	4	Std. 3.1890 .010 3.1990 .020 3.2090 .030 3.2190 .040 3.2290	1.0, 1.2, 2.8	5	Std.
2C5573	4	Std. 3.2680 .010 3.2780 .020 3.2880 .030 3.2980 .040 3.3080 .060 3.3275	1.5, 1.5, 3.0	2	Std.
SC5556	4	Std. 3.4450 .010 3.4550 .020 3.4650 .030 3.4750 .040 3.4850 .060 3.5050	1.2, 1.2, 3.0	5	Std.
2M5544	4	Std. 3.5750 .005 3.5800 .025 3.6000 .030 3.6050 .035 3.6100	1/16, 1/16, 1/8	1	Std.
2M5547	8	Std. 3.7360 .035 3.7710 .045 3.7810 .065 3.8010	5/64, 5/64, 3/16	1	Std.
2M5548	8	Std. 3.7360 .035 3.7710 .065 3.8010	5/64, 5/64, 3/16	1	Low
2M5567	8	Std. 3.7360 .020 3.7560 .030 3.7660 .035 3.7710 .040 3.7760 .060 3.7960	1/16, 1/16, 3/16	1	Std.
2M5527	4	Std. 3.7800 .020 3.8000 .030 3.8100 .035 3.8150	1/16, 1/16, 3/16	1	Std.

Style

- 1
- 2
- 3
- 4
- 5

Top

- Ductile Iron, Torsional, Plasma Moly
- Ductile Iron, Barrel Face, Chrome Plated
- Steel, Torsional, Plasma Moly
- Steel, Torsional, Plasma Moly
- Steel, Barrel Face, Chrome Plated

2nd

- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Napier
- Cast Iron, Reverse Twist Torsional

Oil

- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent



PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
2M5527 (cont.)	4	.040 3.8200 .045 3.8250 .060 3.8400	1/16, 1/16, 3/16	1	Std.
2M5506	8	Std. 3.8750 .005 3.8800 .030 3.9050 .035 3.9100 .065 3.9400	5/64, 5/64, 3/16	1	Std.
2M5503	8	Std. 3.8750 .030 3.9050 .060 3.9350	5/64, 5/64, 3/16	1	Low
2M5522	8	Std. 3.8750 .005 3.8800 .030 3.9050 .035 3.9100 .060 3.9350 .065 3.9400	1/16, 1/16, 1/8	1	Std.
2M5575	8	Std. 3.9100 .030 3.9400 .040 3.9500 .060 3.9700	1/16, 1/16, 3/16	1	Std.
2M5507	8	Std. 3.9375	5/64, 5/64, 3/16	1	Std.
SM5587	8	Std. 4.0000 .005 4.0050 .010 4.0100 .020 4.0200 .025 4.0250 .035 4.0350 .040 4.0400 .045 4.0450 .055 4.0550 .060 4.0600 .065 4.0650 .070 4.0700 .080 4.0800 .100 4.1000	.043, .043, 3.0	3	Std.
2M5535	8	Std. 4.0000 .005 4.0050 .030 4.0300 .035 4.0350 .040 4.0400 .045 4.0450 .060 4.0600 .065 4.0650	1.5, 1.5, 4.0	1	Std.
2M5540	8	Std. 4.0000 .005 4.0050 .025 4.0250 .030 4.0300 .035 4.0350 .040 4.0400 .045 4.0450 .060 4.0600	1.5, 1.5, 3.0	1	Std.

Style

- 1
- 2
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Top

- Ductile Iron, Torsional, Plasma Moly
- Ductile Iron, Barrel Face, Chrome Plated
- Steel, Torsional, Plasma Moly
- Steel, Torsional, Plasma Moly
- Steel, Barrel Face, Chrome Plated

2nd

- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Napier
- Cast Iron, Reverse Twist Torsional

Oil

- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent



PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
2M5540 (cont.)	8	.065 4.0650 .085 4.0850 .125 4.1250 .130 4.1300 .135 4.1350 .140 4.1400 .145 4.1450 .155 4.1550	1.5, 1.5, 3.0	1	Std.
2M5538	8	Std. 4.0000 .005 4.0050 .010 4.0100 .020 4.0200 .025 4.0250 .030 4.0300 .035 4.0350 .040 4.0400 .060 4.0600 .065 4.0650 .075 4.0750 .103 4.1025	1/16, 1/16, 3.0	1	Std.
2M5502	4	Std. 4.0000 .020 4.0200 .030 4.0300 .060 4.0600	5/64, 5/64, 3/16	1	Std.
2M5508	8	Std. 4.0000 .005 4.0050 .020 4.0200 .025 4.0250 .030 4.0300 .035 4.0350 .040 4.0400 .045 4.0450 .060 4.0600 .065 4.0650	5/64, 5/64, 3/16	1	Std.
2M5504	8	Std. 4.0000 .020 4.0200 .030 4.0300	5/64, 5/64, 3/16	1	Low
2M5521	8	Std. 4.0000 .005 4.0050 .010 4.0100 .020 4.0200 .025 4.0250 .030 4.0300 .035 4.0350 .040 4.0400 .045 4.0450 .060 4.0600 .065 4.0650	1/16, 1/16, 1/8	1	Std.
2M5523	8	Std. 4.0000 .005 4.0050 .010 4.0100 .025 4.0250 .030 4.0300	1/16, 1/16, 3/16	1	Std.

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- Steel, Torsional, Plasma Moly
- Steel, Barrel Face, Chrome Plated

2nd

- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Napier
- Cast Iron, Reverse Twist Torsional

Oil

- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
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PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
2M5523 (cont.)	8	.035 4.0350 .040 4.0400 .045 4.0450 .060 4.0600 .065 4.0650 .070 4.0700 .080 4.0800	1/16, 1/16, 3/16	1	Std.
2M5505	8	Std. 4.0000 .005 4.0050 .010 4.0100 .025 4.0250 .030 4.0300 .035 4.0350 .045 4.0450 .060 4.0600 .065 4.0650	1/16, 1/16, 3/16	1	Low
2M5561	8	Std. 4.0400 .030 4.0700 .060 4.1000	5/64, 5/64, 3/16	1	Std.
2M5525	8	Std. 4.0500 .005 4.0550 .030 4.0800 .035 4.0850 .040 4.0900 .060 4.1100 .065 4.1150	1/16, 1/16, 3/16	1	Std.
2M5511	8	Std. 4.0625 .005 4.0675 .035 4.0975 .065 4.1275	5/64, 5/64, 3/16	1	Std.
2M5512	8	Std. 4.0925 .005 4.0975 .030 4.1250 .035 4.1275 .060 4.1550 .065 4.1575	5/64, 5/64, 3/16	1	Std.
2M5524	8	Std. 4.1200 .005 4.1250 .030 4.1500 .035 4.1550 .065 4.1850	1/16, 1/16, 1/8	1	Std.
2M5590	8	Std. 4.1200 .035 4.1550 .045 4.1650 .065 4.1850	1/16, 1/16, 3/16	1	Std.
SM5593	8	Std. 4.1250 .005 4.1300 .010 4.1350 .015 4.1400 .020 4.1450 .025 4.1500 .030 4.1550	.043, .043, 3.0	3	Std.

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PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
SM5593 (cont.)	8	.035 4.1600 .040 4.1650 .045 4.1700 .050 4.1750 .055 4.1800 .060 4.1850	.043, .043, 3.0	3	Std.
2M5513	8	Std. 4.1250 .005 4.1300 .025 4.1500 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .060 4.1850 .065 4.1900	5/64, 5/64, 3/16	1	Std.
2M5501	8	Std. 4.1250 .005 4.1300 .035 4.1600	1/16, 1/16, 1/8	1	Std.
2M5529	8	Std. 4.1250 .005 4.1300 .020 4.1450 .025 4.1500 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .060 4.1850 .065 4.1900	1/16, 1/16, 3/16	1	Std.
2M5539	8	Std. 4.1250 .005 4.1300 .010 4.1350 .020 4.1450 .030 4.1550 .035 4.1600 .040 4.1650	1/16, 1/16, 3.0	1	Std.
2M5510	8	Std. 4.1250 .005 4.1300 .020 4.1450 .025 4.1500 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .060 4.1850	1/16, 1/16, 3/16	1	Low
2M5543	8	Std. 4.1510 .005 4.1550 .030 4.1800 .035 4.1850 .045 4.1950 .065 4.2150	1/16, 1/16, 3/16	1	Std.

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- Ductile Iron, Barrel Face, Chrome Plated
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- Steel, Torsional, Plasma Moly
- Steel, Barrel Face, Chrome Plated

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- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Napier
- Cast Iron, Reverse Twist Torsional

Oil

- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent



PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
2M5542	8	Std. 4.1650 .005 4.1700 .030 4.1950 .035 4.2000 .045 4.2100 .065 4.2300	1/16, 1/16, 3/16	1	Std.
2M5526	8	Std. 4.2325 .005 4.2370 .010 4.2425 .015 4.2475 .020 4.2525 .025 4.2575 .030 4.2625 .035 4.2675	1/16, 1/16, 3/16	1	Std.
2M5516	8	Std. 4.2325 .005 4.2375 .035 4.2675 .065 4.2975	5/64, 3/32, 3/16	1	Std.
2M5517	8	Std. 4.2330 .005 4.2375 .030 4.2625 .035 4.2675 .065 4.2975	1/16, 1/16, 1/8	1	Std.
SM5597	8	Std. 4.2500	.043, .043, 3.0	4	Std.
2M5518	8	Std. 4.2500 .005 4.2550 .030 4.2800 .035 4.2850 .040 4.2900 .045 4.2950 .060 4.3100 .065 4.3150	5/64, 5/64, 3/16	1	Std.
2M5514	8	Std. 4.2500 .030 4.2800 .060 4.3100	5/64, 5/64, 3/16	1	Low
2M5519	8	Std. 4.2500 .005 4.2550 .020 4.2700 .030 4.2800 .035 4.2850 .040 4.2900 .060 4.3100 .065 4.3150 .125 4.3750	1/16, 1/16, 3/16	1	Std.
2M5515	8	Std. 4.2500 .030 4.2800 .035 4.2850 .060 4.3100 .065 4.3150 .125 4.3750	1/16, 1/16, 3/16	1	Low

Style

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- 2
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- 4
- 5

Top

- Ductile Iron, Torsional, Plasma Moly
- Ductile Iron, Barrel Face, Chrome Plated
- Steel, Torsional, Plasma Moly
- Steel, Torsional, Plasma Moly
- Steel, Barrel Face, Chrome Plated

2nd

- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Napier
- Cast Iron, Reverse Twist Torsional

Oil

- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent



PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
2M5577	8	Std. 4.3425 .033 4.3750 .040 4.3825 .060 4.4025	1/16, 1/16, 3/16	1	Std.
2M5528	8	Std. 4.3200 .005 4.3250 .020 4.3400 .025 4.3450 .030 4.3500 .035 4.3550 .040 4.3600 .055 4.3750 .060 4.3800 .065 4.3850	1/16, 1/16, 3/16	1	Std.
2M5520	8	Std. 4.3200 .030 4.3500 .035 4.3550	1/16, 1/16, 3/16	1	Low
2M5536	8	Std. 4.3600 .020 4.3800 .024 4.3850 .030 4.3900 .035 4.3950 .040 4.4000 .065 4.4250 .080 4.4400 .085 4.4450	1/16, 1/16, 3/16	1	Std.
2M5537	8	Std. 4.4675 .004 4.4700	1/16, 1/16, 3/16	1	Std.
2M5589	8	Std. 4.5000 .005 4.5050 .025 4.5250 .030 4.5300 .035 4.5350 .045 4.5450 .060 4.5600 .065 4.5650 .100 4.6000 .105 4.6050	1/16, 1/16, 3/16	1	Std.
2M5596	8	Std. 4.5000 .005 4.5050 .025 4.5250 .030 4.5300 .035 4.5350 .045 4.5450 .060 4.5600 .065 4.5650 .100 4.6000 .105 4.6050	1/16, 1/16, 3/16	1	Low

Style

- 1
- 2
- 3
- 4
- 5

Top

- Ductile Iron, Torsional, Plasma Moly
- Ductile Iron, Barrel Face, Chrome Plated
- Steel, Torsional, Plasma Moly
- Steel, Torsional, Plasma Moly
- Steel, Barrel Face, Chrome Plated

2nd

- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Reverse Twist Torsional
- Cast Iron, Napier
- Cast Iron, Reverse Twist Torsional

Oil

- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent
- Hastings Patented Flex-Vent



CLAIMER SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	SIZES	RING WIDTHS	OIL RING TENSION
CM5521	8	4.000	Std, 030, 035, 040, 045, 060, 065	1/16, 1/16, 1/8	Std.
C5531	8	4.000	Std, 030, 040, 060	5/64, 5/64, 3/16	Std.
CM5531	8	4.000	Std, 030, 040, 060	5/64, 5/64, 3/16	Std.
C5532	8	4.000	Std, 020, 030, 040, 060	1/16, 1/16, 3/16	Std.
CM5532	8	4.000	Std, 020, 030, 035, 040, 045, 060, 065	1/16, 1/16, 3/16	Std.
C5540	8	4.000	Std, 020, 030, 040, 060	1.5, 1.5, 3.0	Std.
CM5540	8	4.000	Std, 020, 030, 040, 060	1.5, 1.5, 3.0	Std.
C5530	8	4.000	Std, 030, 040, 060	1.5, 1.5, 4.0	Std.
CM5530	8	4.000	Std, 030, 040, 060	1.5, 1.5, 4.0	Std.
C5533	8	4.125	Std, 030, 040, 060	5/64, 5/64, 3/16	Std.
CM5533	8	4.125	Std, 030, 040, 060	5/64, 5/64, 3/16	Std.
C5534	8	4.125	Std, 030, 040, 060	1/16, 1/16, 3/16	Std.
CM5534	8	4.125	Std, 030, 035, 040, 045, 060, 065	1/16, 1/16, 3/16	Std.
CM5501	8	4.125	Std, 030, 035, 040, 045, 060, 065	1/16, 1/16, 1/8	Std.
C5541	8	4.250	Std, 020, 030, 040, 060	1/16, 1/16, 3/16	Std.
CM5541	8	4.250	Std, 020, 030, 040, 060	1/16, 1/16, 3/16	Std.
CM5574	8	4.320	Std, 020, 030, 040, 060	1/16, 1/16, 3/16	Std.
CM5576	8	4.360	Std, 020, 030, 040, 080, 110	1/16, 1/16, 3/16	Std.
CM5580	8	4.500	Std, 030, 060	1/16, 1/16, 3/16	Std.

Set

C
CM

Top

Cast Iron, Torsional, Phosphate Coated
Cast Iron, Torsional, Plasma Moly

2nd

Cast Iron, Reverse Twist Torsional
Cast Iron, Reverse Twist Torsional

Oil

Hastings Patented Flex-Vent
Hastings Patented Flex-Vent



RACING RINGS by Application

Specifications Listed Alphabetically by Vehicle

YEAR ANO MILÈSME	MODEL OR ENGINE MODELO O MOTOR MODULE OU MOTEUR	Cyl. Dia. Diám. Cil. Diám. de Cyl.	No. Cyl Nº. Cil. Nº. Cyl.	Piston Rings Set No. Juego N°. Nº. de Jeu	Anillos de Pistón		Segmentos de Pistón
					Qty & Width	Cantidad y Ancho	Quantité et largeur
					Comp. Rings Anillos de Comp. Segmentos de Comp.	Oil Segments Anillos de Aceite Segmentos Radiales	
AMERICAN MOTORS							
Hastings Racing Rings							
1968-70	390 cu. in. Eng.	4.165	8	2M5542	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
1971-74	401 cu. in. Performance Eng.	4.165	8	2M5542	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
CHRYSLER-Performance							
Hastings Racing Rings							
1994-00	121 cu. in. Eng. DOHC/SOHC L4 1997cc Mitsubishi Eng.	2.0 Litre 87.50mm 3.445	4	SC5556	8 - 1.2mm	4 - 3.0mm	
1957-58	292 cu. in. Eng. Chry.	4.000	8	2M5508	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
1957-58	292 cu. in. Eng. Chry.	4.000	8	2M5504	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
Low Tension Oil Ring							
1968-73	340 cu. in. Eng. Chry., Dodge, Trans-Am Standard Size Piston	4.040	8	2M5561	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
1958	350 cu. in. Eng. Plymouth	4 $\frac{1}{16}$	8	2M5511	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
1956-58	354 cu. in. Eng. Chry. For .060 oversize, use Std. Set 2M5508	3 $\frac{15}{16}$	8	2M5507	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
1956-58	354 cu. in. Eng. Chry. Low Tension Oil Ring	4.000	8	2M5504	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
1971-75	360 cu. in. Eng. Chry.	4.000	8	2M5508	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
	360 cu. in. Eng. Chry. contains Steel Moly top rings	4.000	8	SM5587	16 - .043	8 - 3.0MM	
1971-75	360 cu. in. Eng. Chry. Low Tension Oil Ring	4.000	8	2M5504	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
1971-75	360 cu. in. Eng. Chry. Racing Piston	4.000	8	2M5521	16 - $\frac{1}{16}$	8 - $\frac{1}{8}$	
	361 cu. in. Eng. Chry. contains Steel Moly top rings	4.125	8	SM5593	16 - .043	8 - 3.0MM	
1961-64	361 cu. in. Eng. Chry.	4.125	8	2M5513	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
	383, 426 Eng. Chry. contains Steel Moly top rings	4.250	8	SM5597	16 - .043	8 - 3.0MM	
1961-72	383, 426 cu. in. Eng. Chry. Low Tension Oil Ring	4.250	8	2M5515	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
1961-72	383, 426 cu. in. Eng. Chry.	4 $\frac{1}{4}$	8	2M5518	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
1961-72	383, 426 cu. in. Eng. Chry. Low Tension Oil Ring	4 $\frac{1}{4}$	8	2M5514	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
1961-72	383, 426 cu. in. Eng. Chry.	4 $\frac{1}{4}$	8	2M5519	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
	390 cu. in. Eng. Chry.	3.910	8	2M5575	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
	426 cu. in. Eng. Chry. Hemi-Head Street Model	4 $\frac{1}{4}$	8	2M5518	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$	
	426 cu. in. Eng. Chry. Hemi-Head Street Model	4 $\frac{1}{4}$	8	2M5519	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
	440 cu. in. Eng. Chry. Low Tension Oil Ring	4.320	8	2M5520	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
1966-75	440 cu. in. Eng. Chry., Dodge, Plymouth - Performance	4.320	8	2M5528	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
	498 cu. in. Eng.	4.343	8	2M5577	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
CLAIMER RING SETS							
	292, 354, 360 cu. in. Eng. w/metric widths Claimer Ring Sets	101.60mm 4.000	8	CM5540 C5540	16 - 1.5mm	8 - 3.0mm	



RACING RINGS *by Application*

YEAR ANO MILESIANE	MODEL OR ENGINE MODELO O MOTOR MODELE OU MOTEUR	Cyl. Dia. Diam. Cil. Diam. du Cyl.	No. Cyl. Nº. Cil. Nº. Cyl.	Piston Rings		Anillos de Piston		Segments de Piston	
				Set No. Juego Nº. Nº. de Jeu	Qty & Width	Carriló y Ancho	Quantité et largeur	Oil Segments	
								Comp. Rings Anillos de Comp. Segments de Comp.	Oil Segments Anillos de Aceite Segments Racleurs

CHRYSLER-Performance (Continued)

CLAIMER RING SETS

292, 354, 360 cu. in. Eng. 1/8" Oil Ring Claimer Ring Sets	4.000	8	CM5521	16 - 7/16	8 - 7/8
292, 354, 360 cu. in. Eng. Claimer Ring Sets	4.000	8	CM5531 C5531	16 - 5/16	8 - 7/8
292, 354, 360 cu. in. Eng. Claimer Ring Sets	4.000	8	CM5532 C5532	16 - 7/16	8 - 7/8
361 cu. in. Eng. Claimer Ring Sets	4.125	8	CM5533 C5533	16 - 5/16	8 - 7/8
361 cu. in. Eng. Claimer Ring Sets	4.125	8	CM5534 C5534	16 - 7/16	8 - 7/8
363, 426 cu. in. Eng. Claimer Ring Sets	4.250	8	CM5541 C5541	16 - 7/16	8 - 7/8
440 cu. in. Eng. Claimer Ring Sets	4.320	8	CM5574	16 - 7/16	8 - 7/8

FORD-Performance

Hastings Racing Rings

1973 97.6 cu. in. 1599cc High Performance Ford Pinto 75 H.P.	3 7/16	4	2M5545	4 - 7/16 4 - 5/16	4 - 3/32
122 cu. in. Eng. 2000cc Ford Pinto TRW Piston L2395	3.575	4	2M5544	8 - 7/16	4 - 7/8
140 cu. in. Eng. 2300cc 2.3 Litre	3.780	4	2M5527	8 - 7/16	4 - 7/16
289, 302, 351, 400 cu. in. Eng. contains Steel Moly top ring	4.000	8	SM5587	16 - .043	8 - 3.0MM
289, 302, 351, 400 cu. in. Eng. Ford, Mercury Low Tension Oil Ring	4.000	8	2M5504	16 - 5/16	8 - 7/8
289, 302, 351, 400 cu. in. Eng. Ford, Mercury	4.000	8	2M5508	16 - 5/16	8 - 7/8
289, 302, 351 cu. in. Eng. Ford, Mercury Contains 1/8" Oil Rings	4.000	8	2M5521	16 - 7/16	8 - 7/8
289, 302, 351 cu. in. Eng. Ford, Mercury	4.000	8	2M5523	16 - 7/16	8 - 7/8
289, 302, 351 cu. in. Eng. Ford Low Tension Oil Ring	4.000	8	2M5505	16 - 7/16	8 - 7/8
289, 302, 351 cu. in. Eng. Ford, Mercury Contains 3.0MM Oil Rings	4.000	8	2M5538	16 - 7/16	8 - 3.0MM
302 cu. in. Eng 5.0 Litre	101.60mm 4.000	8	2M5535	16 - 1.5mm	8 - 4.0mm
1968-71 390 cu. in. Eng. Ford, Mercury	4.050	8	2M5525	16 - 7/16	8 - 7/8
289, 302, 351, 400 cu. in. Eng. Ford, Mercury	4 7/16	8	2M5511	16 - 5/16	8 - 7/8
302, 351, 400 cu. in. Eng. Ford, Mercury w/1.5mm Comp. & 3.0mm Oil	101.60mm 4.000	8	2M5540	16 - 1.5mm	8 - 3.0mm
427 cu. in. Eng. Ford Stroked KB piston w/ 3/16 oil groove	4.233	8	2M5526	16 - 7/16	8 - 7/8
1966-69 427 cu. in. Eng. Ford, Mercury	4.233	8	2M5517	16 - 7/16	8 - 7/8
1963-65 427 cu. in. Eng. Ford, Mercury Original Equipment Piston	4.233	8	2M5516	8 - 5/16 8 - 3/32	8 - 7/8
460 cu. in. Eng.	4.360	8	2M5536	16 - 7/16	8 - 7/8



RACING RINGS by Application

YEAR AND MILEAGE	MODEL OR ENGINE MODELO O MOTOR MODELE DU MOTEUR	Cyl. Dia. Diám. Cil. Diam. du Cyl.	No. Cyl Nº. Cil. Nº. Cyl.	Piston Rings	Anillos de Pistón		Segmentos de Pistón	
				Set No. Juego Nº. Nº. de Jeu	Qty & Width	Cantidad y Ancho	Quantité et largeur	
					Comp. Rings Anillos de Comp. Segmentos de Comp.	Oil Segments Anillos de Aceite Segmentos Aceite		
FORD-Performance (Continued)								
Claimer Ring Sets								
	302 cu. in. Eng Claimer Ring Sets w/4.00mm Oil Ring	101.80mm 4.000	8	CM5530 C5530	16 - 1.5mm	8 - 4.0mm		
	289, 302, 351, 400 cu. in. Eng. w/metric widths Claimer Ring Sets	101.80mm 4.000	8	CM5540 C5540	16 - 1.5mm	8 - 3.0mm		
	289, 302, 351 cu. in. Eng. 1/8" Oil Ring Claimer Ring Sets	4.000	8	CM5521	16 - 1/16	8 - 1/8		
	289, 302, 351, 400 cu. in. Eng. Claimer Ring Sets	4.000	8	CM5531 C5531	16 - 5/64	8 - 3/16		
	289, 302, 351, 400 cu. in. Eng. Claimer Ring Sets	4.000	8	CM5532 C5532	16 - 1/16	8 - 3/16		
	429, 480 cu. in. Eng. Claimer Ring Sets	4.360	8	CM5576	16 - 1/16	8 - 3/16		

GENERAL MOTORS

Hastings Racing Rings

	151cu. in. Eng. Chevrolet	2.5 Litre	4.000	4	2M5502	8 - 5/64	4 - 3/16
	283, 307 Engs. Racing Pistons Chevrolet		3 7/8	8	2M5522	16 - 1/16	8 - 1/8
1957-67	283 Eng. Chevrolet		3 7/8	8	2M5506	16 - 5/64	8 - 3/16
1957-67	283 Eng. Chevrolet		3 7/8	8	2M5503	16 - 5/64	8 - 3/16
	Low Tension Oil Ring						
	302, 327, 350 Engs.		4.000	8	2M5521	16 - 1/16	8 - 1/8
	302, 327, 350 Engs.		4.000	8	2M5523	16 - 1/16	8 - 3/16
	302, 327, 350 Engs.		4.000	8	2M5505	16 - 1/16	8 - 3/16
	Low Tension Oil Ring						
	302, 327, 350 Engs.		4.000	8	2M5538	16 - 1/16	8 - 3.0MM
	Contains 3.0MM Oil Ring						
	327, 350 Engs. contains Steel Moly top rings		4.000	8	SM5587	16 - .043	8 - 3.0MM
1967-68	302 Eng. Chevrolet		4.000	8	2M5508	16 - 5/64	8 - 3/16
1967-68	302 Eng. Chevrolet		4.000	8	2M5504	16 - 5/64	8 - 3/16
	Low Tension Oil Ring						
	305 Eng. Buick, Chev., Pont.		3.736	8	2M5547	16 - 5/64	8 - 3/16
	305 Eng. Buick, Chev., Pont.		3.736	8	2M5548	16 - 5/64	8 - 3/16
	Low Tension Oil Ring						
	305 Eng. Buick, Chev., Pont.		3.736	8	2M5567	16 - 1/16	8 - 3/16
1968-73	307 Eng. Chevrolet		3 7/8	8	2M5506	16 - 5/64	8 - 3/16
1968-73	307 Eng. Chevrolet		3 7/8	8	2M5503	16 - 5/64	8 - 3/16
	Low Tension Oil Ring						
1954-56	324 Eng. Oldsmobile		3 7/8	8	2M5506	16 - 5/64	8 - 3/16
1954-56	324 Eng. Oldsmobile		3 7/8	8	2M5503	16 - 5/64	8 - 3/16
	Low Tension Oil Ring						
1962-69	327 Eng. Chevrolet		4.000	8	2M5508	16 - 5/64	8 - 3/16



RACING RINGS *by Application*

YEAR AND MODEL	MODEL OR ENGINE MODELO O MOTOR MODELE OU MOTEUR	Cyl. Dia. Diám. Cil. Diám. du Cyl	No. Cyl Nº. Cil Nº. Cyl	Piston Rings			
				Set No. Juego Nº. Nº. de Jeu	Anillos de Piston		Segments de Piston
					Qty & Width Comp. Rings Anillos de Comp. Segments de Comp.	Contid y Ancho	Quantité et largeur
GENERAL MOTORS (Continued)							
Hastings Racing Rings							
1962-69	327 Eng. Chevrolet Low Tension Oil Ring	4.000	8	2M5504	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
	327, 350, 400 Eng. Chevrolet w/1.5mm Comp & 3.0mm Oil	101.60mm 4.000	8	2M5540	16 - 1.5mm	8 - 3.0mm	
1964-67	330 Eng. Oldsmobile For .060 oversize, use Std. Set 2M5508	3 $\frac{15}{16}$	8	2M5507	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1958-61	348 Eng. Chevrolet	4.125	8	2M5513	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1968-75	350 Eng. Pontiac	3 $\frac{7}{8}$	8	2M5506	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1968-75	350 Eng. Pontiac Low Tension Oil Ring	3 $\frac{7}{8}$	8	2M5503	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1968-75	350 Eng. Pontiac For .060 oversize, use Std. Set 2M5508	3 $\frac{15}{16}$	8	2M5507	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1966-75	350 V8 Eng. Chevrolet	4.000	8	2M5508	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1966-75	350 V8 Eng. Chevrolet Low Tension Oil Ring	4.000	8	2M5504	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1956-63	365, 390 Eng. Cadillac	4.000	8	2M5508	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1956-63	365, 390 Eng. Cadillac Low Tension Oil Ring	4.000	8	2M5504	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1959-66	370, 389 Eng. Pontiac	4 $\frac{1}{16}$	8	2M5511	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1970-75	396, 400, 402 Eng. Chevrolet	4.125	8	2M5513	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1965-69	396 Eng. Chevrolet	4 $\frac{3}{32}$	8	2M5512	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
	400, 428 Eng. Chevrolet KB Piston	4.120	8	2M5590	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
1970-77	400 Eng., small block	4.125	8	2M5501	16 - $\frac{1}{16}$	8 - $\frac{1}{16}$	
	400, 402 Eng. contains Steel Moly top rings	4.125	8	SM5593	16 - .043	8 - 3.0MM	
1970-75	400, 402 Eng. TRW Piston Chevrolet	4.126	8	2M5529	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
	400, 402 Eng. TRW Piston Chevrolet Low Tension Oil Ring	4.126	8	2M5510	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
	400, 402 Eng. Chevrolet Contains 3.0MM Oil Ring	4.126	8	2M5539	16 - $\frac{1}{16}$	8 - 3.0MM	
1967-75	400, 428 Eng. Performance Pontiac	4.121	8	2M5524	16 - $\frac{1}{16}$	8 - $\frac{1}{16}$	
1967-69	400, GS400 Eng. Buick	4.040	8	2M5561	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1965-67	400 Eng. Oldsmobile	4.000	8	2M5508	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1965-67	400 Eng. Oldsmobile Low Tension Oil Ring	4.000	8	2M5504	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1959-66	400, 401 Eng. Buick	4.250	8	2M5518	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1959-66	400, 401 Eng. Buick Low Tension Oil Ring	4.250	8	2M5514	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1963-66	421 Eng. Pontiac	4 $\frac{3}{32}$	8	2M5512	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1965-67	425 Eng. Oldsmobile	4.125	8	2M5513	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$	
1966-75	427, 454 Eng. Performance Chevrolet	4 $\frac{1}{4}$	8	2M5519	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	
	427, 454 Eng. Performance Chevrolet contains Steel Moly top rings	4.250	8	SM5597	16 - .043	8 - 3.0MM	
	427, 454 Eng. Performance Chevrolet Low Tension Oil Ring	4.250	8	2M5515	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$	



RACING RINGS *by Application*

YEAR ANO MILÉSIME	MODEL OR ENGINE MODELO O MOTOR MODELE DU MOTEUR	Cyl. Dia. Diám. Cil. Diam. du Cyl.	No. Cyl Nº. Cil. Nº. Cyl.	Piston Rings	Anillos de Pistón		Segmentos de Pistón
				Set No. Juego Nº. Nº. de Jeu	Qty & Width	Cañdo y Ancho	Quantita et largeur
					Comp. Rings Anillos de Comp. Segmentos de Comp.	Oil Segments Anillos de Aceite Segmentos Rociers	

GENERAL MOTORS (Continued)

Hastings Racing Rings

1966-70 427 Eng. Chevrolet	4.250	8	2M5518	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$
1966-70 427 Eng. Chevrolet Low Tension Oil Ring	4.250	8	2M5514	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$
1967-69 430 Eng. Buick	4.250	8	2M5518	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$
1967-69 430 Eng. Buick Low Tension Oil Ring	4.250	8	2M5514	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$
1968-75 455 Eng. Oldsmobile	4.125	8	2M5513	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$
455 Eng. Performance Pontiac	4.151	8	2M5543	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
502 Eng. Performance	4.466	8	2M5537	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
502 Eng. Performance	4.500	8	2M5589	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
502 Eng. Performance Low Tension Oil Ring	4.500	8	2M5596	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$

Claimer Ring Sets

302, 327, 350, 365, 390, 400 cu. in. Eng. Claimer Ring Set	4.000	8	CM5531 C5531	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$
302, 327, 350, cu. in. Eng. w/metric widths Claimer Ring Set	4.000	8	CM5540 C5540	16 - 1.5	8 - 3.0
302, 327, 350 cu. in. Eng. 1/8" Oil Rings Claimer Ring Set	4.000	8	CM5521	16 - $\frac{1}{16}$	8 - $\frac{1}{8}$
302, 327, 350, 365, 390, 400 cu. in. Eng. Claimer Ring Set	4.000	8	CM5532 C5532	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
348, 396, 400, 402, 425, 455 cu. in. Eng. 1/8" oil rings Claimer Ring Set	4.125	8	CM5501	16 - $\frac{1}{16}$	8 - $\frac{1}{8}$
348, 396, 400, 402, 425, 455 cu. in. Eng. Claimer Ring Set	4.125	8	CM5533 C5533	16 - $\frac{3}{64}$	8 - $\frac{3}{16}$
348, 396, 400, 402, 425, 455 cu. in. Eng. Claimer Ring Set	4.125	8	CM5534 C5534	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
427, 454 cu. in. Eng. Claimer Ring Set	4.250	8	CM5541 C5541	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
502 cu. in. Eng. Claimer Ring Set	4.500	8	CM5580	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$

HONDA

Hastings Racing Rings

1590cc Eng. B16A Race	1.6 Litre	81.00mm 3.189	4	SC5572	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm
1590cc Eng. D16A Race	1.6 Litre	75.00mm 2.953	4	SC5558	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm

MAZDA

Hastings Racing Rings

1839cc Eng. 323 Race	1.8 Litre	83.00mm 3.268	4	2C5573	8 - 1.5mm	4 - 3.0mm
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Due to the nature of performance racing applications, the parts in this catalog are sold without any express or implied warranty of fitness or merchantability for a particular purpose.



HARLEY-DAVIDSON

Specifications Listed Alphabetically by Vehicle

YEAR ANO MILÉSIME	MODEL OR ENGINE MODELO O MOTOR MODÈLE OU MOTEUR	Cyl. Dia. Diám. Cil. Diámet. de Cyl.	No. Cyl Nº. Cil. Nº. Cyl.	Piston Rings	Anillos de Pistón	Segmentos de Pistón	
				Set No. Juego Nº. Nº. de Jeu	Qty & Width	Canal y Ancho	Quantité et largeur
					Comp. Rings Anillos de Comp. Segmentos de Comp.	Oil Segments Anillos de Aceite Segmentos Rociantes	
HARLEY-DAVIDSON (Listed by Cylinder Diameter)							
Motorcycles							
1950-65	45, 55 cu. in. Engs. Side Valve G, GE, K, KH, KHK	2.745	2	4244	4 - 1/16"	2 - 7/16"	
1937-55	45 Eng. Side Valve D Ser. G, GA, W Ser.	2.745	2	5044	4 - 7/32"	2 - 1/8"	
1969-71	350cc Eng. SS 350 Sprint	74.00mm 2.913	1	6936	1 - 1.5mm 1 - 1.75mm	1 - 4.0mm	
1986-On	XL883	76.20mm 3.000	1	2M6198	2 - 1.5mm	1 - 2.8mm	
1957-71	900cc Eng. XL, XLCH, XLH Sportster OHV	3.000	2	2C6457 6457	4 - 1/16"	2 - 7/16"	
	Models using Axtell Piston w/Harley Davidson Cyl., 3" Bore-3 Ring Piston	3.000	1	6946	2 - 1/16"	1 - 7/32"	
1963-85	1000cc Eng. XL, XR	3 3/16"	2	2M6166 6166	4 - 1/16"	2 - 7/32"	
1972-85	1000cc Eng., XL, XLCH, XLH Sportster OHV	3 3/16"	2	2M7003 7003	4 - 1/16"	2 - 7/16"	
	Models using Wiseco Piston, 3 3/16" Bore 3 Ring Piston	3 3/16"	2	2M4915 ⁽¹⁾	2 - 1/16"	1 - 7/32"	
	Models using Axtell Cyl. 3 3/16" Bore 3 Ring Piston	3 3/16"	1	6953	2 - 1/16"	1 - 7/32"	
	Models using Axtell Cyl. 3 3/16" Bore 2 Ring Piston	3 3/16"	1	6948	1 - 1/16"	1 - 7/32"	
	Models using Axtell Cyl. 3 1/4" Bore 3 Ring Piston	3 1/4"	1	6954	2 - 1/16"	1 - 7/32"	
	Models using Axtell Cyl. 3 1/4" Bore 2 Ring Piston	3 1/4"	1	6949	1 - 1/16"	1 - 7/32"	
1948-52	61 cu. in. Eng. Knuckle Head	3.313	2	7024	4 - 1/16"	2 - 7/16"	
1948-52	61 cu. in. Eng. Knuckle Head E, EL, OHV	3 3/16"	2	6627 ⁽¹⁾	2 - 7/32"	1 - 7/16"	
	Models using Axtell Cyl. 3 5/16" Bore-3 Ring Piston	3 5/16"	1	6955	2 - 1/16"	1 - 7/32"	
	Models using Axtell Cyl. 3 5/16" Bore-2 Ring Piston	3 5/16"	1	6950	1 - 1/16"	1 - 7/32"	
1986-87	1100cc Eng. XL1100	85.09mm 3.350	1	2M6199	2 - 1.5mm	1 - 2.8mm	
	Models using Axtell Cyl. 3 3/8" Bore-3 Ring Piston	3 3/8"	1	6956	2 - 1/16"	1 - 7/32"	
1955-80	1200cc Eng. Electra Glide FL, FLH, FXE OHV	3 7/16"	2	2M6482 6482	4 - 1/16"	2 - 7/16"	
1955-80	1200cc Eng. Electra Glide FL, FLH, FXE OHV All Cast Iron Rings	3 7/16"	2	4609	4 - 1/16"	2 - 7/16"	
1948-78	1200cc Eng. FL, FLH, FX, FXE OHV 74 cu. in. Pan/ Shovel Head	3 7/16"	2	2M6482 6482	4 - 1/16"	2 - 7/16"	
1948-64	1200cc Eng. 74, F, FL, FLE	3 7/16"	2	2C5193 5193	4 - 7/32"	2 - 7/16"	

(1) One Cylinder Set



YEAR AND MODEL	MODEL OR ENGINE MODELO O MOTOR MODELE DU MOTEUR	Cyl. Dia. Diám. Cil. Diám./du Cyl	No. Cyl Nº. Cil Nº. Cyl	Piston Rings	Anillos de Pistón	Segments de Piston	
				Set No. Juego Nº. Nº. de Jeu	Qty & Width	Cantidad y Ancho	Quantité et longueur
					Comp. Rings Anillos de Comp. Segments de Comp.	Oil Segments Anillos de Aceite Segments Racleurs	

HARLEY-DAVIDSON (Listed by Cylinder Diameter) (Continued)

Motorcycles

1941-47	1200cc Eng. F, FL, TA 74 cu. in. Knuckle Head	3 7/16	2	5397	4 - 7/32	2 - 1/8
	Models using Wiseco Piston, 3 7/16" Bore 3 Ring Piston	3 7/16	2	2M4916 ⁽¹⁾	2 - 1/16	1 - 7/32
	Models using Axtell Cyl. 3 7/16" Bore-3 Ring Piston	3 7/16	1	6957	2 - 1/16	1 - 7/32
2004-On	1200cc Eng.	88.84mm 3.498	2	2M5069 ⁽¹⁾	1 - 1.2mm 1 - 1.5mm	1 - 2.5mm
1983-On	1340cc, 80cu. in. Evolution Eng.	3.498	2	2M6164 6164	4 - 1/16	2 - 7/32
1983-On	1200cc Eng. XL & Late Shovel Head Sportster	3.498	2	2M6164 6164	4 - 1/16	2 - 7/32
1978-83	1340cc Eng. FL, FX 80cu. in. Shovel Head	3.498	2	2M6127 6127	4 - 1/16	2 - 7/16
	Models using Wiseco Piston 3.498 Bore 3 Ring Piston	3.498	2	2M4917 ⁽¹⁾	2 - 1/16	1 - 7/32
	Models using Axtell Cyl. 3 1/2" Bore 3 Ring Piston	3 1/2	1	7002	2 - 1/16	1 - 7/32
	Models using Axtell Cyl. 3 9/16" Bore 3 Ring Piston	3 9/16	1	7001	2 - 1/16	1 - 7/32
	Stroker Kit w/1/16 Comp. Rings	3 5/8	1	2M5721	2 - 1/16	1 - 7/16
	Stroker Kit w/5/64 Comp. Rings	3 5/8	1	2M5722	2 - 7/64	1 - 7/16
	Models using Axtell Cyl. 3 5/8" Bore 3 Ring Piston	3 5/8	1	2M6958 6958	2 - 1/16	1 - 7/32
	Models using Axtell Cyl. 3 11/16" Bore 3 Ring Piston	3 11/16	1	6959	2 - 1/16	1 - 7/32
2007-On	1584cc Eng. JED	95.25mm 3.750	2	2M4805	4 - 1.5mm	2 - 2.5mm
1998-On	1450cc Eng. Twin Cam 88	95.25mm 3.750	2	2M4942	4 - 1.5mm	2 - 3.0mm
	Models using Custom Chrome Piston w/5/32 oil grv. 100 Big Twin	3 19/16	2	2M4950 ⁽¹⁾	2 - 1/16	1 - 7/32
	Models using Silvolite Piston w/3/16" oil grv. 100 Big Twin	3 19/16	2	2M4953 ⁽¹⁾	2 - 1/16	1 - 7/16
	Models using KB Piston	3 7/8	2	2M4985	4 - 1/16	2 - 7/16
1998-On	1550cc Eng. Twin Cam 88 Big Bore Kit	98.43mm 3.875	2	2M4941	4 - 1.5mm	2 - 2.5mm
	Model using Custom Chrome Piston Twin Cam 88	101.60mm 4.000	2	2M5080 ⁽¹⁾	2 - 1.5mm	1 - 2.5mm
	Model using United Engine Piston Twin Cam 88 107cu.in Twin Cam 98 117cu.in	104.78mm 4.125	2	2M5157	4 - 1.5mm	2 - 3.0mm

(1) One Cylinder Set



SPORT COMPACT *Suitable for Racing*

Specifications Listed Alphabetically by Vehicle

YEAR AND MILÉSIMÉ	MODEL OR ENGINE MODELO O MOTOR MODELE OU MOTEUR	Cyl. Dia. Diám. Cil. Diám/ de Cyl	No. Cyl Nº. Cil Nº. Cyl	Piston Rings Set No. Juego N°. N° de Jeu	Anillos de Pistón		Segmento de Pistón
					Qty & Width	Cantidad y Ancho	Quantité et largeur
					Comp. Rings Anillos de Comp. Segments de Comp.	Oil Segments Anillos de Aceite Segments Racleurs	
ACURA							
1986-89	1590cc Eng. D16A1	1.6 Litre	75.00mm 2.953	4	2C4640	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm
1990-01	1797cc Eng. B18C1 1834cc Eng. B18A1, B18B1, B18C5	1.8 Litre	81.00mm 3.189	4	2C4666	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm
1992-93	1678cc Eng. B17A1	1.7 Litre	81.00mm 3.189	4	2C4666	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm
2002-06	1998cc Eng. K20A3, Civic, RSX DOHC, I-VTEC	2.0 Litre	86.00mm 3.386	4	2C5089	8 - 1.2mm	4 - 2.0mm
1998	2254cc Eng. F23A1	2.3 Litre	86.00mm 3.386	4	2C4969	8 - 1.2mm	4 - 2.8mm
2003-05	2354cc Eng. K24A2, DOHC 16V i-VTECH	2.4 Litre	87.00mm 3.425	4	2C5179	8 - 1.2mm	4 - 2.5mm
1991-98	2456cc Eng. G25A Vigor	2.5 Litre	85.00mm 3.346	5	2C4779	10 - 1.2mm	5 - 2.8mm
1986-87	2494cc Eng. C25A1	2.5 Litre	84.00mm 3.307	6	2C4644	12 - 1.2mm	6 - 4.0mm
1987-97	2675cc Eng. C27A1	2.7 Litre	87.00mm 3.425	6	2C4645	12 - 1.2mm	6 - 4.0mm
1996-05	2977cc Eng. C30A1	3.0 Litre	90.00mm 3.543	6	2C4667	12 - 1.2mm	6 - 2.8mm
1997-98	2977cc Eng. J30A1	3.0 Litre	86.00mm 3.386	6	2C4971	12 - 1.2mm	6 - 2.8mm
1999-08	3206cc Eng. J32A1, J32A2, J32A3 SOHC/DOHC	3.2 Litre	89.00mm 3.504	6	2C4972	12 - 1.2mm	6 - 2.8mm
1997-05	3179cc Eng. C32B1	3.2 Litre	93.00mm 3.661	6	2C4781 2M4781	12 - 1.2mm	6 - 2.5mm
1991-98	3206cc Eng. C32A6	3.2 Litre	90.00mm 3.543	6	2C4667	12 - 1.2mm	6 - 2.8mm
2001-08	3471cc Eng. J35A3, J35A5, SOHC, MDX	3.5 Litre	89.00mm 3.504	6	2C4972	12 - 1.2mm	6 - 2.8mm
1996-04	3474cc Eng. C35A1 RL	3.5 Litre	90.00mm 3.543	6	2M4940	6 - 1.5mm 6 - 1.2mm	6 - 2.8mm

HONDA

Cars

1982-83	1335cc EJZ Eng. Civic	72.00mm 2.835	4	2C6174	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm
	1342cc D13A2, EV1 Eng. 2 Ring Piston	74.00mm 2.913	4	2C4364	4 - 1.2mm	4 - 2.8mm
1985-91	1488cc D15A2, EJ2, EW1 Engs. CRX, HF	74.00mm 2.913	4	2C4363	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm
1983-87	1488cc D15A2, EM1, Engs. Exc. HF, EW1	74.00mm 2.913	4	2C6173	8 - 1.2mm	4 - 2.8mm
1988-95	1493cc, D15B1, D15B2 Engs. 16 Valve D15B7, D15B8 Engs.	75.00mm 2.953	4	2C4640	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm
1988-95	1493cc D15B6, D15Z1 Eng. 8 Valve	75.00mm 2.953	4	2C4690	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm

SPORT COMPACT *Suitable for Racing*

YEAR AND VEHICLE	MODEL OR ENGINE MODELO O MOTOR MODÈLE DU MOTEUR	Cyl. Dia. Diám. Cil. Diám./du Cyl.	No. Cyl Nº. Cil Nº. Cyl.	Piston Rings	Anillos de Pistón		Segmentos de Pistón	
				Set No. Juego Nº. Nº. de Jeu	Qty & Width	Cantidad y Ancho	Quantité et largeur	
					Comp. Rings Anillos de Comp. Segmentos de Comp.	Oil Segments Anillos de Aceite Segmentos Raceurs		
HONDA (Continued)								
Cars								
1982-96	D15B8, D15Z1,	1.5 Litre	75.00mm 2.953	4	2C4962	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm	
1983-99	1590cc B16A2 Eng. V-TEC Series	1.6 Litre	81.00mm 3.189	4	2C4666	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm	
1999-On	1590cc Eng. D16Y8 SOHC V-TEC w/ shallow oil groove	1.6 Litre	75.00mm 2.953	4	2C4974	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm	
1996-98	1590cc Eng. D16Y5, D16Y7, D16Y8	1.6 Litre	75.00mm 2.953	4	2C4690	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm	
1988-95	1590cc D16A6, D16A7, D16Z6		75.00mm 2.953	4	2C4640	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm	
	1600cc KA200 Eng. Civic		75.00mm 2.953	4	2C4631	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm	
2001-05	1668cc Eng. D17A1, D17A2/6, SOHC, VTEC Civic DX, EX, HX L4	1.7 Litre	75.00mm 2.953	4	2C5111	4 - 1.0mm 4 - 1.2mm	4 - 2.0mm	
1988-93	1958cc B20A3, B20A5 Engs. Prelude		81.00mm 3.189	4	2C4658	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm	
1997-02	1972cc B20B4, B20Z2 Eng. CRV DOHC	2.0 Litre	84.00mm 3.307	4	2C4973	8 - 1.2mm	4 - 2.8mm	
2000-03	1997cc Eng. F20C V-TEC	2.0 Litre	87.00mm 3.425	4	2C5147	8 - 1.2mm	4 - 2.0mm	
2002-06	1998cc Eng. K20A3, Civic, RSX DOHC I-VTECH	2.0 Litre	85.00mm 3.386	4	2C5089	8 - 1.2mm	4 - 2.0mm	
1990-91	2056cc B21A1 Eng. Prelude 16 Valve	2.1 Litre	83.00mm 3.268	4	2C4739	8 - 1.2mm	4 - 2.8mm	
2004-06	2157cc Eng. F22C V-TEC	2.2 Litre	87.00mm 3.425	4	2C5147	8 - 1.2mm	4 - 2.0mm	
1997-02	2156cc Eng. H22A4, Prelude	2.2 Litre	87.00mm 3.425	4	2C4767	8 - 1.2mm	4 - 2.8mm	
1990-97	2156cc F22A1, F22A4, F22B1, F22B2 Engs. Accord	2.2 Litre	85.00mm 3.346	4	2C4654	8 - 1.2mm	4 - 2.8mm	
1996-02	2254cc F23A1, F23A7, L-4	2.3 Litre	85.00mm 3.386	4	2C4969	8 - 1.2mm	4 - 2.8mm	
1992-00	2259cc Eng., H22A4, H23A1	2.3 Litre	87.00mm 3.425	4	2C4767	8 - 1.2mm	4 - 2.8mm	
2002-06	2354cc Eng., K24A1 DOHC	2.4 Litre	87.00mm 3.425	4	2C5147	8 - 1.2mm	4 - 2.0mm	
1996-97	2559cc Eng., 4ZE1 Isuzu, Passport	2.6 Litre	92.60mm 3.646	4	2M4637	8 - 1.5mm	4 - 4.0mm	
1987-97	2675cc Eng., C27A	2.7 Litre	87.00mm 3.425	6	2C4645	12 - 1.2mm	6 - 4.0mm	
1997-98	3000cc Eng., J30A1	3.0 Litre	86.00mm 3.386	6	2C4971	12 - 1.2mm	6 - 2.8mm	
1999-08	3471cc Eng. Odyssey, J35A6, J35A7, J35A9, J35Z1	3.5 Litre	89.00mm 3.504	6	2C4972	12 - 1.2mm	6 - 2.8mm	

SPORT COMPACT *Suitable for Racing*

YEAR AMO MÉLÉSME	MODEL OR ENGINE MODELO O MOTOR MODELE OU MOTEUR	Cyl. Dia. Diám. Cil. Diám/da Cyl	No. Cyl Nº. Cil Nº. Cyl	Piston Rings	Anillos de Pistón	Segmento de Pistón	
				Set No. Juego Nº. Nº. de Jeu	Qty & Width	Cantidad y Ancho	Quantité et largeur
					Comp. Rings Anillos de Comp. Segmento de Comp.	Oil Segments Anillos de Aceite Segmento Raceurs	
MAZDA (Never use Plated Rings in Plated Cylinders)							
1981-86	1296cc Engs. E-3 .	1.3 Litre	77.00mm 3.031	4	2C6154	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1988-95	1323cc Eng. B3 SOHC	1.3 Litre	71.00mm 2.795	4	2C4451	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
1995-98	1498cc Z5, Eng., Protege	1.5 Litre	75.30mm 2.965	4	2C4919	4 - 1.0mm 4 - 1.2mm	4 - 2.5mm
1980-86	1490cc Eng. GLC, E-5	1.5 Litre	77.00mm 3.031	4	2C6154	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1999-On	1597cc Eng. ZL DOHC 16 Valve, Protege	1.6 Litre	78.00mm 3.071	4	2C5115	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
1971-78	1796cc Eng. NA, VB, OHC-4	1.8 Litre	78.00mm 3.071	4	2C4237	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1993-03	1839cc Eng. DOHC FP, FS	1.8 Litre	83.00mm 3.268	4	2C4771	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
1990-05	1839cc Eng. 323 BP, BP01, BP05-VE, Vin:8, P DOHC, SOHC	1.8 Litre	83.00mm 3.268	4	2C4651	8 - 1.5mm	4 - 3.0mm
1979-82	1970cc Eng. 626		80.00mm 3.150	4	2C6141	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1993-03	1991cc Eng. MX6, 626, DOHC	2.0 Litre	83.00mm 3.268	4	2C4749	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
2004-06	1998cc Eng. LF-DE, Miata MX5, DOHC	2.0 Litre	87.50mm 3.445	4	2C5158	8 - 1.2mm	4 - 2.5mm
1963-87	1998cc Eng. FE, F2, F8; 626, B2000 Incl. Turbo	2.0 Litre	86.00mm 3.386	4	2M5664	8 - 1.5mm	4 - 4.0mm
1988-93	2184cc Eng. FE, F2, F8; 626, B2200 Incl. Turbo	2.2 Litre	86.00mm 3.386	4	2M5664	8 - 1.5mm	4 - 4.0mm
2002-06	2260cc Eng. L3-VE, Mazda 3/6 DOHC	2.3 Litre	87.50mm 3.445	4	2C5158	8 - 1.2mm	4 - 2.5mm
2000-01	2495cc Eng. GY	2.5 Litre	81.60mm 3.213	6	2C5160	6 - 1.2mm 6 - 1.5mm	6 - 3.0mm
1988-97	2954cc JE Eng. 929, MPV	3.0 Litre	90.00mm 3.543	6	2M4679	12 - 1.5mm	6 - 4.0mm
1991-07	4016cc Eng. XS, Navajo, B4000 SOHC	4.0 Litre	100.40mm 3.953	6	2M4627	6 - 1.6mm 6 - 1.75mm	6 - 3.5mm
	1839cc Eng. 323 Race	1.8 Litre	83.00mm 3.268	4	2C5573	8 - 1.5mm	4 - 3.0mm
MITSUBISHI							
1997-02	1468cc Eng., 4G15	1.5 Litre	75.50mm 2.973	4	2C4884	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm
1991-96	92cu. in. Eng. Q, 12 Valve G15B, 4G15B, G4AJ, G4DJ	1.5 Litre	75.50mm 2.972	4	2C4668	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
2002-On	1584cc Eng. 4G18, SOHC Proton 96.7cu.in. Korean	1.6 Litre	76.00mm 2.992	4	2C5182	8 - 1.2mm	4 - 2.5mm
1989-93	1595cc Eng. DOHC, 4G31, 4G61, Turbo	1.6 Litre	82.30mm 3.240	4	2C4669	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm

SPORT COMPACT *Suitable for Racing*

YEAR AND MODEL/ENGINE	MODEL OR ENGINE MODELO O MOTOR MODELE OU MOTEUR	Cyl. Dia. Diám. Cil. Diám/ du Cyl	No. Cyl Nº. Cil Nº. Cyl	Piston Rings	Anillos de Pistón		Segmentos de Pistón	
				Set No. Juego Nº. Nº. de Jeu	Qty & Width: Cantidad y Ancho		Quantité et largeur	
					Comp. Rings Anillos de Comp. Segmentos de Comp.	Oil Segments Anillos de Aceite Segmentos Racleurs	Comp. Rings Anillos de Comp. Segmentos de Comp.	Oil Segments Anillos de Aceite Segmentos Racleurs
MITSUBISHI (Continued)								
1992-02	1834cc Eng. 16 Valve 4G93	1.8 Litre	4	2C4769	8 - 1.2mm	4 - 2.8mm		
2002-06	1997cc Eng., 4G94 SOHC	2.0 Litre	4	2C5173	8 - 1.2mm	4 - 2.5mm		
1995-99	1997cc Eng., 4G63 incl. Turbo	2.0 Litre	4	2C4933	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm		
1994-99	1997cc Eng., Eclipse, 420A, A588	2.0 Litre	4	2C4759	8 - 1.2mm	4 - 3.0mm		
1992-97	1997cc Eng. DOHC, 16 Valve, 4G63 Incl. Turbo Begin 5/92, Shallow Oil Groove	2.0 Litre	4	2C4768	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm		
1988-92	1997cc Eng. 4G63, GTX, DOHC Turbo Thru 4/92	2.0 Litre	4	2C4613	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm		
1992-96	2350cc Eng. Pickup 4G64		4	2C4783	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm		
1993-04	2351cc Eng. 16 Valve, Galant, RDS2, 4G64, G4JS Vin: G,Y DOHC, SOHC	2.4 Litre	4	2C4780	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm		
1990-04	2972cc Eng. Diamante, 6G72 Incl. Turbo DOHC, SOHC, Vin:F	3.0 Litre	6	2C4670	6 - 1.2mm 6 - 1.5mm	6 - 3.0mm		
1987-02	2972cc Eng. 181 CID, Montero, Pickup, 6G72 Vin: F,H,P	3.0 Litre	6	2M4453	12 - 1.5mm	6 - 4.0mm		
2003-05	3828cc Eng. 6G75 SOHC Endeavor, Galant, Montero	3.8 Litre	6	2C5169	12 - 1.2mm	6 - 2.0mm		

NISSAN

Cars & Trucks

1979-82	1397cc A14, 1488cc A15 Engs. 210		4	2C6146	4 - 1.2mm 4 - 2.0mm	4 - 4.0mm		
2002-On	1595cc Eng. Platina, Renault Eng made in Mexico	1.6 Litre	4	2C5135	4 - 1.2mm 4 - 1.5mm	4 - 2.5mm		
2000-04	1769cc Eng. QG18DE DOHC Sentra XE/GXE	1.8 Litre	4	2C5143	8 - 1.2mm	4 - 2.5mm		
1984-89	1809cc Eng. CA18DE, CA18ET Turbo	1.8 Litre	4	2C4221	8 - 1.5mm	4 - 2.8mm		
1991-00	1998cc Eng. SR20DE Vin:G	2.0 Litre	4	2M4601	8 - 1.5mm	4 - 3.0mm		
1999-04	2389cc Eng. KA24DE, DOHC	2.4 Litre	4	2C5099	8 - 1.2mm	4 - 2.5mm		
2000-04	2488cc Eng. QR25DE Altima, Sentra SR-E	2.5 Litre	4	2C5099	8 - 1.2mm	4 - 2.5mm		
1981-83	280ZX Turbo, L28ET		6	2C6150	6 - 1.5mm 6 - 2.0mm	6 - 4.0mm		
1984-98	2960cc Eng., 300ZX, VG30E, VG30DE, VG30DETT Incl. Turbo	3.0 Litre	6	2M6196	12 - 1.5mm	6 - 2.8mm		

SPORT COMPACT *Suitable for Racing*

YEAR AND MILEAGE	MODEL OR ENGINE MODELO O MOTOR MODELE OU MOTEUR	Cyl. Dia. Diám. Cil. Diám. du Cyl	No. Cyl Nº. Cil Nº. Cyl	Piston Rings		Anillos de Piston		Segments de Piston	
				Set No. Juego Nº. Nº. de Jeu	Qty & Width	Cantidad y Ancho	Quantité et largeur	Comp. Rings	
								Anillos de Comp. Segments de Comp.	Cil Segments Anillos de Acabte Segments Raciers
NISSAN (Continued)									
Cars & Trucks									
1995-01	2987cc Eng. V6, DOHC, Maxima, VQ30DE	3.0 Litre	93.00mm 3.661	6	2C4781 2M4781	12 - 1.2mm	6 - 2.5mm		
	3000cc Eng. RB30E	3.0 Litre	86.00mm 3.386	6	2C4754 2M4754	12 - 1.5mm	6 - 2.8mm		
2001-07	3498cc Eng. VQ35DE, DOHC	3.5 Litre	95.50mm 3.760	6	2C5112	12 - 1.2mm	6 - 2.5mm		
SUBARU									
	700cc Eng. Rex, E42		78.00mm 3.071	2	2C4692	2 - 1.2mm 2 - 1.5mm	2 - 2.8mm		
1967-93	1189cc Eng. Justy, EF10, EF12		78.00mm 3.071	3	2C4778	3 - 1.2mm 3 - 1.5mm	3 - 2.8mm		
	1298cc Eng. EA65		83.00mm 3.268	4	2C4446	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm		
1982-93	1781cc Eng. EA71, EA81, EA82 Incl. Turbo		92.00mm 3.622	4	2C5657	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm		
1993-On	1820cc Eng. Impreza, EJ18 Eng.	1.8 Litre	87.90mm 3.461	4	2C4817	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm		
2002-04	1994cc Eng. 122CU, IN. EJ20 DOHC W/2.5mm oil rings	2.0 Litre	92.00mm 3.622	4	2C5134	8 - 1.2mm	4 - 2.5mm		
1993-On	2000cc Eng. Impreza, EJ20 Eng.	2.0 Litre	92.00mm 3.622	4	2C5027	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm		
1997-On	2000cc Eng. Forester, EJ20 Eng. Turbo	2.0 Litre	92.00mm 3.622	4	2C5027	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm		
1990-99	2212cc Eng. Legacy, EJ22E	2.2 Litre	97.00mm 3.819	4	2C4707	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm		
2005-08	2457cc Eng. WRX Sti DOHC EJ257	2.5 Litre	99.50mm 3.918	4	2C5219	8 - 1.2mm	4 - 2.0mm		
1996-99	2457cc Eng. EJ25, EJ25D	2.5 Litre	99.50mm 3.918	4	2C4957	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm		
1999-05	2458cc Eng. EJ25, 16V SOHC Phase II H4 Forester, Impreza, Legacy	2.5 Litre	99.50mm 3.918	4	2C5140	8 - 1.2mm	4 - 2.5mm		
TOYOTA									
	1000cc Eng. 1E, 1EL Starlet FWD	1.0 Litre	70.50mm 2.775	4	2M5015	8 - 1.5mm	4 - 3.0mm		
2000-05	1497cc Eng. 1NZFE, 1NZFXE Echo, Prius	1.5 Litre	75.00mm 2.953	4	2C5091	8 - 1.2mm	4 - 2.0mm		
1993-98	1497cc Eng. 5EFE, DOHC Paseo	1.5 Litre	74.00mm 2.913	4	2C4774	8 - 1.2mm	4 - 3.0mm		
1993-97	1587cc Eng. 4AFE	1.6 Litre	81.00mm 3.189	4	2C4733	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm		
1993-94	1587cc Eng. 98cu.in. Vin.6	1.6 Litre	81.00mm 3.189	4	2C4733	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm		
1990-93	1587cc Eng., 5, 4AGE	1.6 Litre	81.00mm 3.189	4	2C4684	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm		
1988-93	1587cc Eng., 6, 4AF, 4AFE	1.6 Litre	81.00mm 3.189	4	2M4683	8 - 1.5mm	4 - 3.0mm		

SPORT COMPACT *Suitable for Racing*

YEAR AMO MILESIOME	MODEL OR ENGINE MODELO O MOTOR MODELE DU MOTEUR	Cyl. Dia. Cilms. Cil Diámetro Cyl	No. Cyl Nº. Cil Nº. Cyl	Piston Ring Set No. Juego Nº. Nº. de Jeu	Anillos de Piston		Segmento de Piston
					Qty & Width	Cantidad y Ancho	Quantite et largeur
							Comp. Rings Anillos de Comp. Segmento de Comp.
TOYOTA (Continued)							
1993-97	1762cc Eng. 7AFE Eng.	1.8 Litre	81.00mm 3.189	4	2C4773	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
1998-06	1762cc Eng., 1ZZFE	1.8 Litre	79.00mm 3.110	4	2C4947	8 - 1.2mm	4 - 3.0mm
2001-06	1796cc Eng., 2ZZEE, 2ZZGE DOHC	1.8 Litre	82.00mm 3.228	4	2C5087	8 - 1.2mm	4 - 3.0mm
1986-On	1897cc Eng., 10R		86.00mm 3.386	4	2M4210	8 - 2.0mm	4 - 4.0mm
1984-86	1995cc Eng. Camry, 2SELC, 21RC		84.00mm 3.307	4	2M4217	8 - 1.5mm	4 - 4.0mm
1998	1998cc Eng. 3SFE, L4, RAV 4	2.0 Litre	86.00mm 3.386	4	2C5005	8 - 1.2mm	4 - 3.0mm
2001-04	1998cc Eng. 1AZFE, L4, RAV4	2.0 Litre	86.00mm 3.386	4	2C5089	8 - 1.2mm	4 - 2.0mm
1986-94	1998cc Eng. 3SGELC, 3SGTE		86.00mm 3.386	4	2C4653	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1986-89	1998cc Eng.		86.00mm 3.386	4	2C4653	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1999-02	2164cc Eng. 5SFE	2.2 Litre	87.00mm 3.425	4	2C5006	8 - 1.2mm	4 - 3.0mm
1992-98	2164cc Eng. Camry, 4 Cyl., 16 Valve, 5SFE, DOHC	2.2 Litre	87.00mm 3.425	4	2M4207	8 - 1.5mm	4 - 4.0mm
1990-94	2164cc Eng. 5SFE	2.2 Litre	87.00mm 3.425	4	2M4686	8 - 1.5mm	4 - 3.0mm
2001-07	2398cc Eng. 2AZFE L4 DOHC Camry, Highlander, Solara	2.4 Litre	88.50mm 3.484	4	2C5090	8 - 1.2mm	4 - 2.0mm
1998-04	2438cc Eng., 2RZFE Shallow Oil Ring Groove	2.4 Litre	95.00mm 3.740	4	2M4999	8 - 1.5mm	4 - 4.0mm
1988-91	2507cc Eng., 2VZFE	2.5 Litre	87.50mm 3.445	6	2M4676	12 - 1.5mm	6 - 3.0mm
2006-07	2693cc Eng. 2TREF, Hiace	2.7 Litre	95.00mm 3.740	4	2C5261	8 - 1.2mm	4 - 2.0mm
1999-04	2693cc Eng., 3RZFE, DOHC Shallow Oil Ring Groove	2.7 Litre	95.00mm 3.740	4	2M4999	8 - 1.5mm	4 - 4.0mm
1988-95	2959cc Eng. 3VZE	3.0 Litre	87.50mm 3.445	6	2M4689	12 - 1.5mm	6 - 4.0mm
1994-05	2995cc Eng. 1MZF DOHC	3.0 Litre	87.50mm 3.445	6	2C4902	12 - 1.2mm	6 - 3.0mm
1993-98	2997cc Eng. 2JZGE, 2JZGTE DOHC Incl. Turbo	3.0 Litre	86.00mm 3.386	6	2C4713	12 - 1.5mm	6 - 4.0mm
2003-08	3310cc Eng. 3MZF Highlander, Sienna, Solara	3.3 Litre	92.00mm 3.622	6	2C5183	12 - 1.2mm	6 - 3.0mm
2003-06	3955cc Eng. 1GRFE DOHC Tacoma, Tundra	4.0 Litre	94.00mm 3.701	6	2C5151	12 - 1.2mm	6 - 2.0mm
1991-97	3969cc Eng. LS400, SC400, 1UZFE	4.0 Litre	87.50mm 3.445	8	2M4678	16 - 1.5mm	8 - 3.0mm
1999-04	4663cc Eng. 2UZFE Eng. DOHC Landcruiser, Tundra, 4Runner	4.7 Litre	94.00mm 3.701	8	2M5017	16 - 1.5mm	8 - 4.0mm

FILE FIT END GAPS - HIGH PERFORMANCE ENGINES

A common practice in racing applications is file fitting piston ring end gaps. Most Hastings Tough Guy™ Racing Rings are available in file fit (+.005") oversizes. Professional racers and high performance engine builders understand that the exact setting of the ring end gaps by file fitting is beneficial to obtaining the precise engine efficiency desired.

Today's performance piston designs are moving the top compression ring higher for optimum 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 ring end gap. Multiplying bore size x ring end gap factor.
Example: 4.125" bore x .0080" ring end gap factor = .033" minimum ring end gap.

FUEL APPLICATION	RING END GAP FACTOR
Street Normally Aspirated	.0065"
Drag Fuel and Alcohol	.0075"
Street Nitrous, Supercharged; Street Towing; Circle Track Unrestricted & Alcohol; Marine	.0080"

PLASTIGAGE CHECKS BEARING CLEARANCES

Check bearing clearances the modern, fast, accurate way with Hastings Plastigage. Plastigage is a special extruded plastic thread with accurately controlled "crush" properties. It is 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 Plastigage 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 .152 mm	Red
HPB1	.004 to .009" -- .102 to .229 mm	Blue
HPY1	.009 to .020" -- .23 to .51 mm	Yellow



HASTINGS GL SPACERS (GROOVE LOCK) .030 WIDTH

Pistons may have top ring grooves worn in excess of allowable limits which will impair the function of the new compression rings. The installation of Hastings GL Spacers will restore the top groove to its original width, eliminating breakage of the top groove ring and ensuring new ring and piston sealing characteristics. Shallow top groove pistons use the GL 902 Spacer modified wall. Deep compression ring grooves require the GL 901 Spacer (deep wall).

Widening the groove and installing Hastings positive-locking type GL Spacers assures a perfect ring job. Listed below are some of the available GL Spacers. Listing is by diameter, in both fraction and decimal sizes, where applicable. For sizes not listed, contact Hastings Tech Services at 800-776-1088 or 269-945-2491.

AVAILABLE TYPES AND SIZES

Type No. 901 (Deep Groove) Spacer			Type No. 901 (Deep Groove) Spacer (Cont.)			Type No. 902 (Regular Groove) Spacer		
Fraction	Decimal	Part No.	Fraction	Decimal	Part No.	Fraction	Decimal	Part No.
2 5/8	2.6250	33230	4 1/8	4.1250	33370	2 1/2	2.5000	33766
2 3/4	2.7500	33239	4 3/16	4.1875	33373	2 7/8	2.8750	33767
2 7/8	2.8750	33247	4 1/4	4.2500	33379	3	3.0000	33774
3 1/8	3.1250	33273	4 5/16	4.3125	33385	3 1/8	3.1250	33700
3 3/16	3.1875	33278	4 3/8	4.3750	33388	3 3/16	3.1875	33703
3 1/4	3.2500	33282	4 1/2	4.5000	33397	3 1/4	3.2500	33770
3 5/16	3.3125	33291	4 5/8	4.6250	33406	3 5/16	3.3125	33706
3 3/8	3.3750	33298	4 3/4	4.7500	33412	3 7/16	3.4375	33712
3 7/16	3.4375	33308	4 7/8	4.8750	33418	3 1/2	3.5000	33715
3 1/2	3.5000	33311	5	5.0000	33425	3 5/8	3.6250	33721
3 9/16	3.5625	33317	5 1/4	5.2500	33437	3 3/4	3.7500	33724
3 5/8	3.6250	33321	5 1/2	5.5000	33446	3 13/16	3.8125	02145
3 11/16	3.6875	33324	5 7/8	5.8750	33455	3 7/8	3.8750	33727
3 3/4	3.7500	33331				4	4.0000	33733
3 7/8	3.8750	33343				4 1/8	4.1250	33736
3 15/16	3.9375	33352				4 1/4	4.2500	33742
4	4.0000	33358				4 3/8	4.3750	33745





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Hastings Tough Guy™ Racing Rings offer superior race-winning performance even in the most extreme engine applications. And that means more speed. So no matter what you race, from Circle Track to Drag, from Performance Boat to Serious Motorcyclists, Hastings Tough Guy Racing Rings will give you that extra edge...*the winning edge.*

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More Efficient Combustion • Reduced Engine Friction • Light Weight

Photo Courtesy of Randy Elen



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HASTINGS

TOUGH GUY™ RACING RINGS

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Hastings Tough Guy Racing Rings are engineered to enhance the performance of high-speed racing engines. They reduce friction, improve heat transfer and oil control, and maximize the sealing of compression gases. And that means more horsepower!



DOUBLE COMPRESSION RING

Maximizes heat transfer, improves oil control, and reduces friction.

TOP COMPRESSION RING

Maximizes heat transfer, improves oil control, and reduces friction.

FLAT TOP RING

Maximizes heat transfer, improves oil control, and reduces friction.

TOUGH GUY CLAIMER SERIES:

Claimer Call (CC) are used as a sealant set of racing rings. Suitable for wet and glow plug engines. They are made of high speed steel and are coated with a plasma nitride layer to increase their strength and hardness. 800-776-1088, 10470001-00000000

TOUGH GUY PREMIUM DUCTILE SERIES:

As the name implies, the Tough Guy Premium Ductile Series are made of high speed ductile, premium ductile. They are coated with silver plasma nitride to increase their strength and hardness. 800-776-1088, 10470001-00000000

TOUGH GUY STEEL SERIES:

All this level of racing the Hastings steel series are made of high speed steel and are coated with silver plasma nitride to increase their strength and hardness. They are coated with silver plasma nitride to increase their strength and hardness. 800-776-1088, 10470001-00000000



RING FUNCTIONS

Visit Our Tough Guy Gear Store
800-776-1088, 10470001-00000000

PREMIUM DUCTILE & STEEL SERIES by Diameter

SET NO.	SET DIA.	DIAMETER	SET NO.	SET DIA.	DIAMETER	SET NO.	SET DIA.	DIAMETER	SET NO.	SET DIA.	DIAMETER
10000	1.75	1.75	10001	1.875	1.875	10002	2.0	2.0	10003	2.125	2.125
10004	2.25	2.25	10005	2.375	2.375	10006	2.5	2.5	10007	2.625	2.625
10008	2.75	2.75	10009	2.875	2.875	10010	3.0	3.0	10011	3.125	3.125
10012	3.25	3.25	10013	3.375	3.375	10014	3.5	3.5	10015	3.625	3.625
10016	3.75	3.75	10017	3.875	3.875	10018	4.0	4.0	10019	4.125	4.125
10020	4.25	4.25	10021	4.375	4.375	10022	4.5	4.5	10023	4.625	4.625
10024	4.75	4.75	10025	4.875	4.875	10026	5.0	5.0	10027	5.125	5.125
10028	5.25	5.25	10029	5.375	5.375	10030	5.5	5.5	10031	5.625	5.625
10032	5.75	5.75	10033	5.875	5.875	10034	6.0	6.0	10035	6.125	6.125
10036	6.25	6.25	10037	6.375	6.375	10038	6.5	6.5	10039	6.625	6.625
10040	6.75	6.75	10041	6.875	6.875	10042	7.0	7.0	10043	7.125	7.125
10044	7.25	7.25	10045	7.375	7.375	10046	7.5	7.5	10047	7.625	7.625
10048	7.75	7.75	10049	7.875	7.875	10050	8.0	8.0	10051	8.125	8.125
10052	8.25	8.25	10053	8.375	8.375	10054	8.5	8.5	10055	8.625	8.625
10056	8.75	8.75	10057	8.875	8.875	10058	9.0	9.0	10059	9.125	9.125
10060	9.25	9.25	10061	9.375	9.375	10062	9.5	9.5	10063	9.625	9.625
10064	9.75	9.75	10065	9.875	9.875	10066	10.0	10.0	10067	10.125	10.125
10068	10.25	10.25	10069	10.375	10.375	10070	10.5	10.5	10071	10.625	10.625
10072	10.75	10.75	10073	10.875	10.875	10074	11.0	11.0	10075	11.125	11.125
10076	11.25	11.25	10077	11.375	11.375	10078	11.5	11.5	10079	11.625	11.625
10080	11.75	11.75	10081	11.875	11.875	10082	12.0	12.0	10083	12.125	12.125
10084	12.25	12.25	10085	12.375	12.375	10086	12.5	12.5	10087	12.625	12.625
10088	12.75	12.75	10089	12.875	12.875	10090	13.0	13.0	10091	13.125	13.125
10092	13.25	13.25	10093	13.375	13.375	10094	13.5	13.5	10095	13.625	13.625
10096	13.75	13.75	10097	13.875	13.875	10098	14.0	14.0	10099	14.125	14.125
10100	14.25	14.25	10101	14.375	14.375	10102	14.5	14.5	10103	14.625	14.625
10104	14.75	14.75	10105	14.875	14.875	10106	15.0	15.0	10107	15.125	15.125
10108	15.25	15.25	10109	15.375	15.375	10110	15.5	15.5	10111	15.625	15.625
10112	15.75	15.75	10113	15.875	15.875	10114	16.0	16.0	10115	16.125	16.125
10116	16.25	16.25	10117	16.375	16.375	10118	16.5	16.5	10119	16.625	16.625
10120	16.75	16.75	10121	16.875	16.875	10122	17.0	17.0	10123	17.125	17.125
10124	17.25	17.25	10125	17.375	17.375	10126	17.5	17.5	10127	17.625	17.625
10128	17.75	17.75	10129	17.875	17.875	10130	18.0	18.0	10131	18.125	18.125
10132	18.25	18.25	10133	18.375	18.375	10134	18.5	18.5	10135	18.625	18.625
10136	18.75	18.75	10137	18.875	18.875	10138	19.0	19.0	10139	19.125	19.125
10140	19.25	19.25	10141	19.375	19.375	10142	19.5	19.5	10143	19.625	19.625
10144	19.75	19.75	10145	19.875	19.875	10146	20.0	20.0	10147	20.125	20.125
10148	20.25	20.25	10149	20.375	20.375	10150	20.5	20.5	10151	20.625	20.625
10152	20.75	20.75	10153	20.875	20.875	10154	21.0	21.0	10155	21.125	21.125
10156	21.25	21.25	10157	21.375	21.375	10158	21.5	21.5	10159	21.625	21.625
10160	21.75	21.75	10161	21.875	21.875	10162	22.0	22.0	10163	22.125	22.125
10164	22.25	22.25	10165	22.375	22.375	10166	22.5	22.5	10167	22.625	22.625
10168	22.75	22.75	10169	22.875	22.875	10170	23.0	23.0	10171	23.125	23.125
10172	23.25	23.25	10173	23.375	23.375	10174	23.5	23.5	10175	23.625	23.625
10176	23.75	23.75	10177	23.875	23.875	10178	24.0	24.0	10179	24.125	24.125
10180	24.25	24.25	10181	24.375	24.375	10182	24.5	24.5	10183	24.625	24.625
10184	24.75	24.75	10185	24.875	24.875	10186	25.0	25.0	10187	25.125	25.125
10188	25.25	25.25	10189	25.375	25.375	10190	25.5	25.5	10191	25.625	25.625
10192	25.75	25.75	10193	25.875	25.875	10194	26.0	26.0	10195	26.125	26.125
10196	26.25	26.25	10197	26.375	26.375	10198	26.5	26.5	10199	26.625	26.625
10200	26.75	26.75	10201	26.875	26.875	10202	27.0	27.0	10203	27.125	27.125
10204	27.25	27.25	10205	27.375	27.375	10206	27.5	27.5	10207	27.625	27.625
10208	27.75	27.75	10209	27.875	27.875	10210	28.0	28.0	10211	28.125	28.125
10212	28.25	28.25	10213	28.375	28.375	10214	28.5	28.5	10215	28.625	28.625
10216	28.75	28.75	10217	28.875	28.875	10218	29.0	29.0	10219	29.125	29.125
10220	29.25	29.25	10221	29.375	29.375	10222	29.5	29.5	10223	29.625	29.625
10224	29.75	29.75	10225	29.875	29.875	10226	30.0	30.0	10227	30.125	30.125
10228	30.25	30.25	10229	30.375	30.375	10230	30.5	30.5	10231	30.625	30.625
10232	30.75	30.75	10233	30.875	30.875	10234	31.0	31.0	10235	31.125	31.125
10236	31.25	31.25	10237	31.375	31.375	10238	31.5	31.5	10239	31.625	31.625
10240	31.75	31.75	10241	31.875	31.875	10242	32.0	32.0	10243	32.125	32.125
10244	32.25	32.25	10245	32.375	32.375	10246	32.5	32.5	10247	32.625	32.625
10248	32.75	32.75	10249	32.875	32.875	10250	33.0	33.0	10251	33.125	33.125
10252	33.25	33.25	10253	33.375	33.375	10254	33.5	33.5	10255	33.625	33.625
10256	33.75	33.75	10257	33.875	33.875	10258	34.0	34.0	10259	34.125	34.125
10260	34.25	34.25	10261	34.375	34.375	10262	34.5	34.5	10263	34.625	34.625
10264	34.75	34.75	10265	34.875	34.875	10266	35.0	35.0	10267	35.125	35.125
10268	35.25	35.25	10269	35.375	35.375	10270	35.5	35.5	10271	35.625	35.625
10272	35.75	35.75	10273	35.875	35.875	10274	36.0	36.0	10275	36.125	36.125
10276	36.25	36.25	10277	36.375	36.375	10278	36.5	36.5	10279	36.625	36.625
10280	36.75	36.75	10281	36.875	36.875	10282	37.0	37.0	10283	37.125	37.125
10284	37.25	37.25	10285	37.375	37.375	10286	37.5	37.5	10287	37.625	37.625
10288	37.75	37.75	10289	37.875	37.875	10290	38.0	38.0	10291	38.125	38.125
10292	38.25	38.25	10293	38.375	38.375	10294	38.5	38.5	10295	38.625	38.625
10296	38.75	38.75	10297	38.875	38.875	10298	39.0	39.0	10299	39.125	39.125
10300	39.25	39.25	10301	39.375	39.375	10302	39.5	39.5	10303	39.625	39.625
10304	39.75	39.75	10305	39.875	39.875	10306	40.0	40.0	10307	40.125	40.125
10308	40.25	40.25	10309	40.375	40.375	10310	40.				