

Numerical Set Listings with Popular Applications and Ring Types



Ring Size & Type - Numerical Index

120 - 2C144

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
120	1/8	032	1/8	126	5/32	056 732	3 7/8	4	28-34 Ford Cars, Marine Trk. & Bus
121	3/32	032	3/32	126	5/32	056 732	3 1/16	8	32-45 Ford Cars 37-42 Ford Trk. & Bus
122	3/32	032	3/32	126	5/32	056 732	3 1/16	8	32-45 Ford Cars 37-42 Ford Trk. & Bus
123	3/32	102	3/32	401	5/32	058 732	2.600	8	37-40 Ford Cars, Trk. & Bus
132	1/8	032	1/8	126	3/16	860 732	3 5/16	6	35-36 Chevrolet Trk. 32-35 Oldsmobile 38-39 Studebaker
133	1/8	032	1/8	126	3/16	860 732	3 1/2	6	37-53 GMC Eng. 216
2C133	1/8	362	1/8	126	3/16	860 732			
135	3/32	032	1/8	126	3/16	860 732	3 9/16	6	50-52 GMC Eng. 235
2C135	3/32	362	1/8	126	3/16	860 732			
136	3/32	032	3/32	126	3/16	860 732	3 9/16	6	54-63 GMC Eng. 235 41-52 GMC 239
2C136	3/32	362	3/32	126	3/16	860 732			52-53 Ford Eng. 215
137	3/32	032	3/32	126	3/16	860 732	3 3/4	6	54-62 GMC Eng. 261 Waukesha Eng.
2C137	3/32	363	3/32	126	3/16	860 732			
139	5/64	032	5/64	126	3/16	860 732	4.000	8	Chev, GMC, Cars & Trks. 301,302,327,350 Chrysler Eng. 360
2C139	5/64	362	5/64	126	3/16	860 732			Ford Eng. 289, 302, 351, 352, 400
2M139	5/64	327	5/64	126	3/16	860 732			AMC, Cont. Eng.
140	1/8	032	1/8	126	1/8	860 5/32 501 732	3 5/8	4	30-33 Chrysler Eng.
142	1/8	032	1/8	126	5/32	860 5/32 501 732	3 1/8	6	34-40 Chrysler Eng.
143	3/32	032	1/8	126	5/32	860 5/32 501 732	3 1/8	6	41 Chrysler Eng.
144	3/32	032	3/32	126	5/32	860 5/32 501 732	3 1/4	6	41-60 Chrysler Eng. 230 Oliver Tractor-White Motors
2C144	3/32	362	3/32	126	5/32	860 5/32 501 732			Continental Eng.

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
148	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732				3.910	8	57-93 Chrysler Engs. 301 & 318 Case Combines
2C148	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732						
2M148	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732						
205	$\frac{3}{32}$ 020	$\frac{3}{32}$ 020	$\frac{3}{32}$ 020				3 $\frac{3}{16}$	1	60-72 Johnson Outboard
206	$\frac{3}{32}$ 020	$\frac{3}{32}$ 020	$\frac{3}{32}$ 020				3 $\frac{3}{8}$	1	60-70 Johnson Outboard
215	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102				2.000	1	56-60 West Bend Outboard McCulloch Chain Saw
219	$\frac{1}{16}$ 022	$\frac{1}{16}$ 022	$\frac{1}{16}$ 022				2 $\frac{9}{16}$	1	54-72 Mercury Outboard
231	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022				2 $\frac{1}{2}$	1	56-72 Johnson & Evinrude Outboard
235	$\frac{3}{32}$ 032	$\frac{3}{32}$ 401	$\frac{3}{16}$ 871 732				3 $\frac{1}{8}$	1	Clinton Eng. Wisconsin Eng.
236	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 858 732				2 $\frac{3}{8}$	1	Clinton Eng. Kohler Eng.
2C236	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 858 732						Midland Compressor
2C237	$\frac{3}{32}$ 362	$\frac{3}{32}$ 401	$\frac{3}{16}$ 870 732				2 $1\frac{15}{32}$	1	Clinton Eng.
238	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 501 826				2 $1\frac{3}{16}$	1	Clinton Eng.
239	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022					2 $\frac{1}{8}$	1	Choremaster Chain Saw Clinton Eng.; Jacobsen Eng.
240	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{16}$ 858 732				2.000	1	Clinton Eng.
243	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022				2 $\frac{1}{8}$	1	50-59 Johnson & Evinrude Outboard
244	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022				2 $\frac{7}{8}$	1	50-64 Johnson & Evinrude Outboard
245	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022				2 $\frac{3}{8}$	1	50-63 Johnson & Evinrude Outboard
268	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	2 $\frac{1}{2}$	2	Bendix, Westinghouse Compressors
276	$\frac{1}{8}$ 102	$\frac{1}{8}$ 401	$\frac{1}{8}$ 501				2 $\frac{3}{8}$	1	Cushman Eng.
277	$\frac{3}{32}$ 032	$\frac{3}{32}$ 401	$\frac{1}{8}$ 501				2 $\frac{7}{8}$	1	Cushman Eng.
278	$\frac{1}{8}$ 102	$\frac{1}{8}$ 401	$\frac{1}{8}$ 501				2 $\frac{1}{8}$	1	Johnson Iron Horse Eng.
279	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{8}$ 870 732	$\frac{3}{32}$ 126	$\frac{1}{8}$ 501		2 $\frac{1}{2}$	2	Bendix, Westinghouse Compressors
282	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022				2 $\frac{5}{16}$	1	64-72 Johnson & Evinrude Outboard
285	$\frac{1}{16}$ 022	$\frac{1}{16}$ 022	$\frac{1}{16}$ 022				2.000	1	52-72 Mercury Outboard; Disston Chain Saw; Propulsion Eng.
287	$\frac{1}{16}$ 022	$\frac{1}{16}$ 022	$\frac{1}{16}$ 022				2 $\frac{7}{16}$	1	52-61 Mercury & Wizard Outboard Disston, Homelite Chain Saws
294	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 858 732				2.000	2	Midland Compressor
295	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 501 826				2 $\frac{7}{8}$	1	Kohler Eng. International Tractors
297	$\frac{3}{32}$ 001	$\frac{1}{8}$ 401	$\frac{3}{16}$ 858 732				2 $\frac{3}{8}$	1	Kohler Eng.
300	$\frac{3}{32}$ 032	$\frac{3}{32}$ 401	$\frac{3}{16}$ 501 825				3 $\frac{5}{8}$	1	Kohler Eng.
304	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022				2 $\frac{1}{4}$	1	Hiawatha, Sea Bee & Sea King Outboard
310	$\frac{3}{32}$ 027	$\frac{3}{32}$ 027					1 $\frac{7}{8}$	1	Champion Outboard
317	$\frac{1}{16}$ 020	$\frac{1}{16}$ 020					2 $\frac{1}{2}$	1	49-57 Chris-Craft & Oliver Outboard 69-72 Johnson, Evinrude Outboard
322	$\frac{3}{32}$ 125	$\frac{3}{32}$ 125					2.000	1	53-59 Firestone, Scott Atwater & Hiawatha Outboard



Ring Size & Type - Numerical Index

324 - 446

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
324	1/8	027	1/8	027			2.000	1	46-59 Elgin Outboard
331	1/8	102	1/8	102			2 3/4	1	Elto Outboard
332	1/8	020	1/8	020			2 1/2	1	54-58 Champion Outboard
350	3/32	102	3/32	102			2.000	1	Pioneer-I.E.L. Chain Saw
360	1/16	022	1/16	022	1/16	022	2 1/16	1	Remington Chain Saw
365	1/16	102	1/16	102			2.000	1	McCulloch Chain Saw
379	1/8	102	1/8	102	1/8	102	3.000	1	Rototiller Garden Tractor
387	1/16	022	1/16	022	1/16	022	2 1 1/32	1	50-61 Mercury & Wizard Outboard
389	3/32	022	3/32	022	3/32	022	2.000	1	46-54 Elgin & Martin Outboard
390	1/8	001	1/8	001			1 7/8	1	30-38 Johnson Outboard
406	3/32	102	3/32	401	3/16	501 826	2 1/8	1	Clinton & Continental Eng.; Reo Mower
413	3/32	102	3/32	401	3/16	501	2 1/4	1	Continental Eng.
414	1/8	401	1/8	401	3/16	501	3 1/2	1	Westinghouse Compressor 2 Stage, fits 1 7/8 & 3 1/2
422	1/8	102	1/8	126	5/32	056 732	3 3/32	8	34-36 Buick
426	1/8	102	3/32	126	3/16	860 732	3 3/32	8	Buick
428	3/32	032	3/32	126	3/16	860 732	3 3/32	8	40-50 Buick
429	3/32	032	3/32	126	3/16	860 732	3 7/16	8	40-52 Buick
430	3/32	032	3/32	126	3/16	860 732	3 3/16	8	50-53 Buick
436	3/32	032	3/32	126	5/32	860 732	3 1/8	6	49-56 American Motors Nash; Hudson
437	5/64	032	5/64	126	3/16	860 732	4 3/16	8	59-69 Buick 400, 401, 430 59-65 Chrysler 413; Chrysler Marine
2C437	5/64	362	5/64	126	3/16	860 732			
2M437	5/64	327	5/64	126	3/16	860 732			
2C438	3/32	362	3/32	126	5/32	860 732	3 3/8	6	41-51 Nash Massey-Ferguson Balers
439	3/32	032	3/32	126	3/16	860 732	3 1/8	6	41-48 Nash
440	1/8	032	1/8	126	5/32	860 732	3 3/8	6	34-41 Chrysler, Plymouth, Desoto & Dodge Trk.
441	1/8	032	1/8	126	5/32	860 732	3 1/4	6	34-41 Chrysler & Dodge
443	3/32	032	1/8	126	5/32	860 732	3 1/4	6	41 Chrysler & Dodge
445	3/32	032	3/32	126	5/32	860 732	3 7/16	6	42-54 Chrysler, Desoto & Dodge Massey-Ferguson Balers & Combines
2C445	3/32	362	3/32	126	5/32	860 732			Continental Eng.
446	3/32	032	3/32	126	5/32	860 732	3 1/4	8	42-50 Chrysler

450 - 2C549
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
450	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3 $\frac{29}{32}$	8	55-56 Chrysler & Desoto 330 Eng. 64-67 Pontiac 326
2C450	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M450	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
458	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{1}{2}$	8	48-54 Packard
465	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			3 $\frac{5}{16}$	6	International Trk. & Combines 33 Jeep-Eagle Willys
2C465	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860					
467	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{7}{16}$	6	International & GMC Trks. Continental & Hercules Eng. Cockshutt Tractor
2C467	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860					Allis Chalmers Balers & Eng.
2C468	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{9}{16}$	6	GMC Trk.; Buda Eng. Allis Chalmers Eng.
472	$\frac{3}{32}$ 032	$\frac{1}{8}$ 126	$\frac{5}{32}$ 860				3.000	6	39-63 Studebaker Car & Trk.
2C472	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{5}{32}$ 860						
473	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{5}{16}$	6	39-63 Studebaker Car & Trk.
474	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3 $\frac{3}{8}$	8	51-54 Studebaker Car & Trk.
483	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{5}{32}$ 056	$\frac{5}{32}$ 501			3 $\frac{3}{8}$	8	36-38 Cadillac & LaSalle
486	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{7}{16}$	6	39-40 Oldsmobile
487	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{7}{16}$	6	37-38 Oldsmobile & GMC Trk.
488	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{1}{4}$	8	38-48 Oldsmobile 257
492	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860				3 $\frac{7}{16}$	6	37-38 Pontiac & GMC Trk. 37 Packard
2C523	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{5}{32}$ 860	$\frac{5}{32}$ 501			3 $\frac{3}{16}$	4	41-45 Ford Trk., Ford Tractor Ford-Ferguson Tractor
524	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{5}{32}$ 058	$\frac{5}{32}$ 501			3 $\frac{1}{16}$	8	32-45 Ford Car & Trk.
529	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{5}{32}$ 860	$\frac{5}{32}$ 501			3 $\frac{3}{16}$	8	39-49 Ford Car & Trk. 39-48 Mercury
2C531	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{1}{2}$	8	48-51 Lincoln & Ford Trk.
533	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{3}{16}$	8	49-53 Ford Car & Trk. 239 49-53 Mercury 255
2C533	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501					
2C534	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{1}{2}$	6	49-52 Ford Trk.
2C535	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{3}{16}$	4	Ford Tractor
2C549	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{3}{16}$	4	Ford Tractor



Ring Size & Type - Numerical Index

562 - 2C579

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
562	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{1}{2}$	8	48-55 Ford Car & Trk. 49-51 Lincoln
2C562	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
563	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{5}{8}$	6	54-64 Ford Car & Trk. 223 Ford Industrial Eng. Cockshutt & Oliver Tractors-White Motors Mazda Forklift 4052cc
2C563	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
2M563	$\frac{3}{32}$ 327	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
564	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{5}{8}$	8	54-59 Ford Car & Trk. 54 Mercury; International V266 Dearborn Marine
2C564	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
2M564	$\frac{3}{32}$ 327	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
568	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3 $\frac{3}{4}$	8	AMC, Jeep-Eagle 287, 290, 304 Buick, Chev. 265, 300, 340 Ford & Mercury 292 Plymouth 277; Dearborn Marine
2C568	$\frac{5}{64}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
			732						
2M568	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
			732						
571	$\frac{5}{64}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3.800	8	56-57 Ford & Mercury 312 62-65 Ford 260; Hillman 64-67 Sunbeam-Talbot Dearborn Marine
2C571	$\frac{5}{64}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
2M571	$\frac{5}{64}$ 327	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
2C573	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{5}{32}$ 860	$\frac{5}{32}$ 520			3 $\frac{5}{8}$	8	52-59 Ford Trk. 302 Ford Industrial Eng.
			732						
574	$\frac{5}{64}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4.050	8	61-71 Ford & Mercury 390 68-76 Ford Trk. 360, 390 Dearborn Marine 58-59 Ford 361
2C574	$\frac{5}{64}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
2M574	$\frac{5}{64}$ 345	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
575	$\frac{5}{64}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4.200	8	58 Edsel 410
			732						
576	$\frac{5}{64}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4.300	8	59-60 Ford & Mercury 383, 430 58-64 Lincoln 430; Dearborn Marine
			732						
577	$\frac{5}{64}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4.000	8	58-65 Ford Car, Edsel 332, 352 65-67 Ford Trk. 352 61-62 Mercury 352, 368 56-57 Lincoln 352 57-59 GMC Trk.
2C577	$\frac{5}{64}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
2M577	$\frac{5}{64}$ 327	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
578	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			4 $\frac{1}{2}$	8	58-81 Ford Trk. 475, 477, 534 International Trk. V549
2C578	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860					
			732						
2C579	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			4 $\frac{1}{8}$	8	58-80 Ford Trk. 401, 477, 534 International Trk. V401, V461
			732						



582 - 2M595

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications	
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove				
582	5/64	032	5/64	126	3/16	860	3 1/2	6	80 Buick V6 173; 78-79 GMC Trk. 80 Chevrolet V6 173; 78-79 196, 200 60-72 Ford Car & Trk. 144, 170 80 Oldsmobile V6 173 80 Pontiac V6 173; Dearborn Marine	
						732				
2C582	5/64	362	5/64	126	3/16	860				
						732				
2M582	5/64	327	5/64	126	3/16	860				
						732				
2C583	5/64	362	3/32	126	3/16	860	3 23/32	6		
						732				
2C585	5/64	362	3/32	126	3/16	860	4.130	8		
						732				
586	5/64	032	5/64	126	3/16	860	3.680	6	63-84 Ford Car & Trk. 200, 250 63-83 Mercury 200, 250	
						732				
2C586	5/64	362	5/64	126	3/16	860				
						732				
2M586	5/64	327	5/64	126	3/16	860				
						732				
2C587	5/64	362	3/32	126	3/16	860	4.233	8	62-65 Ford & Mercury 427	
						732				
2M587	5/64	327	3/32	126	3/16	860				
						732				
2C589	5/64	363	3/32	126	1/4	860	3 7/8	8		
						732				
2C590	5/64	362	3/32	126	1/4	860	4.050	8	64-67 Ford Trk. 330 (HD) 64-67 Ford Trk. 361, 391	
						732				
2M590	5/64	345	3/32	126	1/4	860				
						732				
591	5/64	032	3/32	126	3/16	860	3 7/8	8		64-84 Ford Trk. 330 (MD)
						732				
2C591	5/64	363	3/32	126	3/16	860				
						732				
2M591	5/64	327	3/32	126	3/16	860				
						732				
592	5/64	032	5/64	126	3/16	860	4.000	6	65-96 Ford Trk. 240, 300, 300 (HD) 65-71 Ford Car 240	
						732				
2C592	5/64	362	5/64	126	3/16	860				
						732				
2M592	5/64	327	5/64	126	3/16	860				
						732				
593	3/32	032	3/32	126	3/16	860	3 5/8	8	55-58 Ford Trk. 272 Ford Cars	
						732				
594	5/64	032	5/64	126	3/16	860	4.050	8		66-67 Ford Car & Trk. 390, 410 66-69 Mercury 390, 410
						732				
2C594	5/64	362	5/64	126	3/16	860				
						732				
2M594	5/64	327	5/64	126	3/16	860				
						732				
595	5/64	032	5/64	126	3/16	860	4.130	8	66-70 Ford & Mercury 428	
						732				
2C595	5/64	362	5/64	126	3/16	860				
						732				
2M595	5/64	327	5/64	126	3/16	860				
						732				



Ring Size & Type - Numerical Index

2C596 - 640

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C596	5/64	362	3/32	126	3/16	860	4.380	8	66-68 Lincoln 462
						732			
2M596	5/64	345	3/32	126	3/16	860			
						732			
2C597	1/16	363	1/16	126	1/8	860	4.233	8	66-69 Ford 427
						732			
598	5/64	032	5/64	126	3/16	860	4.360	8	68-91 Ford Car & Trk. 429, 460
						732			69-78 Mercury 429, 460
2C598	5/64	363	5/64	126	3/16	860			69-78 Lincoln 460
						732			Berkeley Packajet
2M598	5/64	345	5/64	126	3/16	860			
						732			
599	2.0	032	2.5	126	4.0	860	3.575	4	71-74 Ford Pinto 122, 2000cc
						732			71-76 Mercury, Bobcat 2000cc
2C599	2.0	362	2.5	126	4.0	860			Ford British 72 Cortina, 71-74 Capri
						732			
609	3/32	102	3/32	401	3/16	871	2 7/8	12	40-48 Lincoln & Mercury
						732			
611	3/32	032	3/32	126	3/16	860	3 1/2	6	41-48 Oldsmobile 238
						732			
618	3/32	032	3/32	126	3/16	860	3 7/16	6	39-40 Pontiac 222
						732			
619	3/32	032	3/32	126	3/16	860	3 1/4	8	39-49 Pontiac 248
						732			
620	3/32	032	3/32	126	3/32	126	3 1/8	4	33-39 Jeep-Eagle Willys
						871			
						732			
624	3/32	032	3/32	126	3/16	860	3 3/8	8	50-54 Pontiac 268
						732			
626	3/32	032	3/32	126	5/32	860	3 1/2	6	52-56 Nash
						501			
						732			
627	5/64	032	5/64	126	3/16	860	3 7/16	8	53-55 Dodge & Plymouth 241
						732			Chrysler Eng.
630	5/64	032	5/64	126	3/16	860	3 9/16	8	54-58 Packard 289, 359
						732			55-64 Studebaker Car & Trk. 224, 259, 289
633	5/64	032	5/64	126	3/16	860	3 5/8	8	54-55 Buick 264
						732			55-69 Chrysler Prod. 270, 273, 301, 315
2C633	5/64	362	5/64	126	3/16	860			
						732			
2M633	5/64	327	5/64	126	3/16	860			
						732			
636	5/64	032	5/64	126	3/16	860	3 15/16	8	57-59 Chrysler Prod. 354
						732			55 Lincoln 341
2C636	5/64	362	5/64	126	3/16	860			64-67 Oldsmobile 330
						732			56-57 Pontiac 316
2M636	5/64	327	5/64	126	3/16	860			55 Ford Trk. 341
						732			55-57 GMC Trk. 316, 347
639	5/64	032	5/64	126	3/16	860	4 1/16	8	58-66 Pontiac 370, 389
						732			58 Dodge 350
2C639	5/64	362	5/64	126	3/16	860			
						732			
2M639	5/64	327	5/64	126	3/16	860			
						732			
640	5/64	032	5/64	126	3/16	860	4 1/16	4	61-63 Pontiac 195
						732			

641 - 2M657
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
641	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				4 $\frac{3}{32}$	8	65-69 Chevrolet 396 66-69 GMC Trk. 396 63-66 Pontiac 421
2C641	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M641	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
643	$\frac{5}{64}$ 032	$\frac{1}{16}$ 126	$\frac{3}{16}$ 860				4.151	8	70-76 Pontiac 455
2C643	$\frac{5}{64}$ 362	$\frac{1}{16}$ 126	$\frac{3}{16}$ 860						
2M643	$\frac{5}{64}$ 345	$\frac{1}{16}$ 126	$\frac{3}{16}$ 860						
644	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				4.120	8	67-79 Pontiac, Oldsmobile 400, 428
2C644	$\frac{5}{64}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M644	$\frac{5}{64}$ 345	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
645	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				4 $\frac{5}{16}$	8	70-76 Buick 455; 63-66 425 62-65 Chev. & GMC Trks. 409 Gray Marine 455
2C645	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M645	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
650	$\frac{5}{64}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4.000	8	57-60 Oldsmobile 371
651	$\frac{5}{64}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4 $\frac{1}{8}$	8	59-64 Oldsmobile 394
652	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3 $\frac{1}{2}$	8	Buick, Chev, Olds, 215, 260, 267 Pontiac 260 Checker 267 Ford, Mercury 221
2C652	$\frac{5}{64}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M652	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
653	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3 $\frac{5}{8}$	6	62-63 Buick 198 66-70 Holden 186
2C653	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M653	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2C655	$\frac{1}{16}$ 362	$\frac{1}{16}$ 126	$\frac{1}{8}$ 860				4.130	8	64-65 Cadillac 429
656	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3 $\frac{3}{4}$	6	AMC, Jeep-Eagle 199, 225, 232, 258 Buick, Olds 225, Pontiac 215 International Trks. Gray Marine 232, 258
2C656	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M656	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
657	$\frac{1}{16}$ 032	$\frac{1}{16}$ 126	$\frac{3}{16}$ 860				4.130	8	66-67 Cadillac 429
2C657	$\frac{1}{16}$ 362	$\frac{1}{16}$ 126	$\frac{3}{16}$ 860						
2M657	$\frac{1}{16}$ 327	$\frac{1}{16}$ 126	$\frac{3}{16}$ 860						



Ring Size & Type - Numerical Index

660 - 2M669

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
660	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				$3\frac{7}{8}$	8	Chev & GMC Car & Trk. 283, 307, 324, 336 Pontiac 283, 302, 307, 350
2C660	$\frac{5}{64}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						Checker 283, 307 Studebaker
2M660	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						Dodge Trks.
661	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				$4\frac{1}{8}$	8	Chev. Car & Trk. 348, 396, 400, 402, 455 Buick, Dodge, 361, 364, Barr, Berkeley Packajet 455
2C661	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M661	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
662	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				$3\frac{3}{8}$	6	60 Chev. Corvair 140
2C662	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
663	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				$3\frac{7}{16}$	6	61-63 Chev. Corvair 145 54-68 Desoto & Dodge Trk. 251, 265 61-63 Chevrolet Trk. 145 Chrysler Eng. 251
2C663	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M663	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
665	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				$3\frac{7}{8}$	4	62-70 Chevrolet 153 83-95 AMC & Jeep-Eagle 150 GMC Trk. 153
2C665	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M665	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
666	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				$3\frac{9}{16}$	6	62-67 Chevrolet 194 53-66 Pontiac 194, 239 65-66 Studebaker 194 63-67 GMC Truck 194
2C666	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M666	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
667	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				$3\frac{7}{8}$	6	Chev. & GMC 230, 250 86-89 AMC 242 86-92 Jeep-Eagle 242 Also fit Brazilian Piston
2C667	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M667	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
668	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				$3\frac{7}{8}$	6	63-92 Chev. & GMC Trks. 292
2C668	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
2M668	$\frac{3}{32}$ 327	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
669	$\frac{1}{16}$ 032	$\frac{1}{16}$ 126	$\frac{1}{8}$ 860				$3\frac{7}{16}$	6	64-69 Chev. Corvair 164
2C669	$\frac{1}{16}$ 362	$\frac{1}{16}$ 126	$\frac{1}{8}$ 860						
2M669	$\frac{1}{16}$ 327	$\frac{1}{16}$ 126	$\frac{1}{8}$ 860						

670 - 2C682
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
670	1/16	032	1/16	126	3/16	860	3 7/8	6	66-70 Chevrolet 250 68-70 Buick 250 66-70 Oldsmobile 250 70 Pontiac 250
						732			
2C670	1/16	362	1/16	126	3/16	860			
						732			
2M670	1/16	327	1/16	126	3/16	860			
						732			
671	3/32	032	5/64	126	5/64	126 3/16	3 15/16	8	66-90 Chev. & GMC Trks. 366
						732			
2C671	3/32	363	5/64	126	5/64	126 3/16			
						732			
2M671	3/32	327	5/64	126	5/64	126 3/16			
						732			
672	5/64	032	5/64	126	3/16	860	4.165	8	68-77 American Motors 390, 401 74-78 Jeep-Eagle 401
						732			
2C672	5/64	362	5/64	126	3/16	860			
						732			
2M672	5/64	327	5/64	126	3/16	860			
						732			
2C673	5/64	363	5/64	363	3/16	860	3 1/2	4	71-77 Chev. Vega 122, 140
						732			
674	5/64	032	5/64	126	5/32	860	3.391	4	71-73 Plymouth Cricket 1500cc
						732			
2C674	5/64	362	5/64	126	5/32	860			
						732			
675	2.0	032	2.0	126	4.0	056	3.028	4	78-84 Dodge Challenger 71-74 Dodge Colt 77-83 Plymouth Arrow, Champ, Sapporo Hyundai G15B Excel 79-80 Dodge Trks.
						732			
2C675	2.0	362	2.0	126	4.0	056			
						732			
676	5/64	032	5/64	126	3/16	860	4.342	8	72-78 Chrysler Prod. 400
						732			
2C676	5/64	362	5/64	126	3/16	860			
						732			
2M676	5/64	327	5/64	126	3/16	860			
						732			
677	1/16	032	5/64	126	5/32	056	3 3/16	4	70-on Ford British Capri 73-74 Ford Pinto 97.6 1600cc 78-81 Ford Fiesta 97.6 1600cc
						732			
2C677	1/16	363	5/64	126	5/32	056			
						732			
2M677	1/16	327	5/64	126	5/32	056			
						732			
680	3/32	032	3/32	126	3/16	871	3 1/8	6	57-62 American Motors 195 57 Hudson
						732			
2C680	3/32	362	3/32	126	3/16	871			
						732			
681	5/64	032	5/64	126	3/16	860	3 11/16	8	57-58 Desoto & Dodge 325
						732			
2C682	5/64	362	5/64	126	3/16	860	3 25/32	8	57 Desoto 341 GMC Trk. 336 63 Pontiac 326
						732			



Ring Size & Type - Numerical Index

683 - 2M695

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
683	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				4 $\frac{1}{4}$	8	66-69 Chevrolet Cars & Trks. 427 70-90 Chevrolet Cars & Trks. 454
2C683	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						GMC Trks. 454
2M683	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						59-71 Chrysler Prod. 383 72-76 Pontiac 454
686	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3.950	8	59 Chrysler Prod. 326
687	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3.400	6	60-88 Chrysler Prod. 170, 198, 225
2C687	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M687	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
689	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4 $\frac{3}{16}$	8	60-78 Dodge Trk. 413 Chrysler Engs. & Marine
2C689	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
2M689	$\frac{3}{32}$ 327	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
690	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 871				3 $\frac{1}{8}$	6	63-65 American Motors Ford British
2C690	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 871						
2M690	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 871						
692	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				4.320	8	66-78 Chrysler Prod. 440
2C692	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M692	$\frac{5}{64}$ 345	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
693	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				4.080	8	67-79 American Motors 343, 360 71-94 Jeep-Eagle 360 Gray Marine Eng.
2C693	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M693	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
694	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				4.040	8	67-69 Buick 400 68-73 Chrysler Prod. 340
2C694	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M694	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
695	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				4.300	8	68-76 Cadillac 472, 500
2C695	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M695	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						



696 - 2C825

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications		
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove					
696	5/64	032	5/64	126	3/16	860	3.800	8	68-80 Buick 350; 81-89 307		
						732			75-76 Oldsmobile 350; 80-89 307		
2C696	5/64	362	5/64	126	3/16	860			75-80 Pontiac 350; 81 307; 86-89 307		
						732			68-71 Jeep-Eagle Willys 350		
2M696	5/64	327	5/64	126	3/16	860			52-57 Ford Trks. 317, 332		
						732					
697	5/64	032	5/64	126	3/16	860	4.058	8	77-80 Buick 350		
						732			75-80 Cadillac 350		
2C697	5/64	363	5/64	126	3/16	860			68-80 Oldsmobile 350		
						732			78-80 Pontiac 350		
2M697	5/64	327	5/64	126	3/16	860					
						732					
698	5/64	032	5/64	126	3/16	860	3.870	8	68-69 Oldsmobile 400		
						732					
2C698	5/64	362	5/64	126	3/16	860					
						732					
2M698	5/64	327	5/64	126	3/16	860					
						732					
2C702	1/8	362	1/8	126	1/8	126 3/16	860	4.000	4	Allis Chalmers; Hercules	
						732				Le Roi Eng.; Massey-Ferguson	
2C710	1/8	362	1/8	102	1/8	102 1/8	126 3/16	501	3.000	4	International Eng.
								825			
2C712	3/16	362	3/16	126	3/16	126 3/16	871	3 3/4	4	Continental & Hercules Eng.	
							732				International Eng.
2C714	1/4	362	1/4	126	1/4	126 1/4	860	4 1/4	4	Continental & International Eng.	
							732				
2C716	1/4	362	1/4	102	1/4	102 1/4	501 1/4	501	6 3/4	2	John Deere
								825			
720	5/32	102	5/32	102	5/32	401 5/32	860	4 5/8	4	Case	
							732				
2C720	5/32	362	5/32	102	5/32	401 5/32	860				
							732				
2C722	1/4	362	1/4	102	1/4	102 1/4	710 1/4	501	5 1/2	2	John Deere
								825			
724	3/16	102	3/16	102	3/16	401 3/16	860	4 1/4	4	Climax-Arrow & International Eng.	
							732				Waukesha Eng.
2C724	3/16	362	3/16	102	3/16	401 3/16	860				
							732				
2C725	1/8	363	5/32	102	5/32	401 1/4	860	3 7/8	4	International Eng.	
							732				
2C726	1/8	362	5/32	102	5/32	401 1/4	860	3 3/8	4	International Eng.	
							732				
727	1/8	032	1/8	126	1/8	126 1/4	860	3.000	4	Case & Continental Eng.	
							732				International Eng.
2C727	1/8	362	1/8	126	1/8	126 1/4	860				
							732				
729	1/4	102	1/4	102	1/4	501		4.000	4	Fordson	
774	1/4	102	1/4	126	1/4	501		3 3/4	4	Ford "T" & White Trk.	
776	1/8	032	1/8	126	3/16	501		3 3/4	4	1916-27 Ford "T"	
804	3/32	032	3/32	126	5/32	860 5/32	501	3 3/8	6	42-55 Chrysler Prod.	
							732				34-41 Chrysler Desoto
2C825	3/32	362	3/32	126	5/32	860		3 3/16	4	41-45 Ford Trk, 119	
						732					Ford & Ferguson Tractors



Ring Size & Type - Numerical Index

828 - 2C4118

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
828	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 871				3 $\frac{1}{8}$	4	40-74 AMC; Jeep-Eagle Willys 51-54 Henry-J; Mitsubishi Jeep
2C828	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 871						
834	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3.344	6	63 AMC; 62-66 Jeep-Eagle Willys 230
2C834	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
835	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 871	$\frac{3}{16}$ 501			3 $\frac{1}{8}$	4	40-74 AMC; Jeep-Eagle Willys 134
4000	$\frac{3}{32}$ 032	$\frac{1}{8}$ 126	$\frac{5}{32}$ 056	$\frac{5}{32}$ 501			3 $\frac{1}{2}$	8	39-45 Cadillac
2C4006	$\frac{1}{8}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			4 $\frac{1}{4}$	6	GMC Trk.; Hercules Eng. Wisconsin & Waukesha Engs.
2C4007	$\frac{1}{8}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			4.000	6	Autocar & White Trks. Hercules & Waukesha Engs.
2C4008	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{5}{8}$	6	GMC Trk.; Hercules Eng. International Eng.
4018	$\frac{1}{8}$ 102	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860				3.000	4	Hercules & Waukesha Engs.
2C4018	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860						
4048	$\frac{3}{32}$ 032	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860				3 $\frac{1}{2}$	8	40-53 Packard
2C4052	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $2\frac{3}{32}$	6	GMC Trk.
2C4056	$\frac{1}{8}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			4 $\frac{1}{2}$	6	Autocar, GMC & Mack Trk. Hercules & Waukesha Engs.
4061	$\frac{3}{32}$ 032	$\frac{1}{8}$ 126	$\frac{5}{32}$ 056	$\frac{5}{32}$ 501			3 $\frac{3}{8}$	8	39-40 LaSalle
4064	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501		3 $\frac{7}{8}$	6	Mack Trk.; Buda Eng.
2C4064	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501				
2C4070	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{3}{8}$	6	International & White Trk. Hercules & John Deere
4072	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{1}{4}$	6	White Trk.; Hercules Eng.
2C4072	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860					
4083	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{7}{16}$	4	Continental & Gray Marine Eng.
2C4083	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860					
2C4084	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{5}{8}$	4	Waukesha Eng.
2C4112	$\frac{1}{8}$ ^K 372	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{3}{16}$ 501	$\frac{1}{4}$ 501		4 $\frac{7}{8}$	6	Cummins Eng.
4116	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{3}{16}$	6	Mack Trk. Continental Eng.
2C4116	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860					
2C4118	1.2 398	1.2 610	2.5 533				3.071	4	03-05 Kia 1.6L 1599cc Eng.



2C4120 - 2M4206

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C4120	$\frac{3}{32}$ 363	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501			4.000	6	White Trk.
			732						
4123	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860				3 $\frac{3}{16}$	4	Continental & Gray Marine Eng. International Tractors
			732						
2C4123	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860						
			732						
4124	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{5}{32}$ 055				2 $\frac{1}{2}$	4	Continental Eng.
			732						
4125	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{5}{32}$ 056				2 $\frac{7}{8}$	4	Continental & Gray Marine Eng.
			732						
2C4152	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			3.000	4	Wisconsin Eng.
			732						
4155	$\frac{3}{16}$ 102	$\frac{3}{16}$ 401	$\frac{3}{16}$ 870				3 $\frac{1}{16}$	4	Chevrolet
			732						
4157	$\frac{3}{16}$ 102	$\frac{3}{16}$ 102	$\frac{3}{16}$ 401	$\frac{3}{16}$ 860			4 $\frac{1}{2}$	4	Hercules & Waukesha Eng.
			732						
2C4157	$\frac{3}{16}$ 362	$\frac{3}{16}$ 102	$\frac{3}{16}$ 401	$\frac{3}{16}$ 860					
			732						
2C4170	1.2 398	1.5 126	2.5 533				3.071	6	2000-on Suzuki 2.0L H2O 6 cyl
			732						
4171	2.0 032	2.0 126	4.5 860				3.543	4	75-79 GMC 120cu.in Eng. Export
			732						
2C4174	1.2 398	1.5 126	2.5 995				3.445	4	04-08 GMC Car & Trk 2.4L Eng.
			732						
2C4175	1.5 362	1.5 126	2.0 993				3.012	4	04-06 GMC 1.5L Aveo
			005						
2C4179	1.2 398	1.5 126	2.0 993				3.386	4	09-10 GMC 134cu.in Eng. 2.2L
			005						
2C4181	1.2 398	1.5 401	2.0 993				3.031	4	2008-on BMW 1.6L MINI
			005						
4182	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3.000	6	Continental & Gray Marine Eng.
			732						
2M4197	1.5 335	1.5 126	2.5 995				3.543	4	00-03 Saab 1998cc 2.0L 00-05 Saab 2290cc 2.3L
			732						
4198	$\frac{5}{32}$ 102	$\frac{5}{32}$ 401	$\frac{5}{32}$ 056				3 $\frac{1}{16}$	4	Chevrolet
			732						
2C4200	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 565	$\frac{3}{16}$ 501		4 $\frac{3}{4}$	6	Continental Eng.
			881						
4201	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{1}{4}$ 870				2 $\frac{1}{2}$	4	Continental & Gray Marine Eng.
			732						
4203	2.0 032	2.0 126	4.75 860				3.780	4	74-86 Ford 140 2300cc 74-86 Mercury 140 2300cc
			732						
2C4203	2.0 362	2.0 126	4.75 860						
			732						
2M4203	2.0 327	2.0 126	4.75 860						
			732						
4205	2.0 032	2.5 126	4.0 860				3.661	6	74-79 Ford 2800cc; 83 Ford Trk. 74-79 Mercury 2800cc
			732						
2C4205	2.0 362	2.5 126	4.0 860						83-86 Ford Trks. Ranger, Aerostar
			732						
2M4206	1.5 335	1.5 126	4.0 056				3.445	4	82-93 Chrysler 135, 153 Turbo 82-85 Dodge 135 Turbo 82-85 Plymouth 135 Turbo
			732						



Ring Size & Type - Numerical Index

2M4207 - 4226

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2M4207	1.5	335	1.5	102	4.0	058 732	3.425	4	83-86 Isuzu-Japanese Impulse 92-94 Toyota Camry 2164cc
2C4208	1.2	398	1.5	401	2.8	859 732	2.913	3	85-00 Chevrolet Sprint
2M4210	2.0	335	2.0	401	4.0	056 732	3.386	4	85-86 Mazda 626 Diesel; 86-on Toyota 84-88 Ford 122
4212	2.0	103	2.0	401	4.0	501 825	3.465	4	83-on Isuzu-Japanese Diesel 84-85 GMC Diesel Trk.
2C4212	2.0	362	2.0	401	4.0	056 732			
2C4213	1/8	362	1/8	401	3/16	871 732	2 5/8	4	Hercules Eng.
2C4214	1.75	376	2.0	126	4.0	056 732	3.504	4	70-74 BMW-EMW
4215	3/32	032	3/32	126	3/32	126 3/16	3 1/4	4	Waukesha & Wisconsin Eng.
2C4215	3/32	362	3/32	126	3/32	126 3/16			
4216	1.5	032	1.5	401	4.0	870 732	3.622	4	85-95 Toyota 22R 89-94 Mazda B2600
2C4216	1.5	363	1.5	401	4.0	870 732			
2M4216	1.5	335	1.5	401	4.0	870 732			
4217	1.5	032	1.5	126	4.0	058 732	3.307	4	84-86 Toyota Camry 82-84 Isuzu-Japanese
2M4217	1.5	336	1.5	126	4.0	058 732			
4218	1.5	032	1.5	126	4.0	872 732	3.228	4	84-87 Chev. Chevette 1.6L 84-87 Pontiac 1000 1.6L
2M4218	1.5	327	1.5	126	4.0	872 732			
4219	1.5	032	1.5	401	4.0	058 732	3.386	4	84-92 Toyota Van-Wagon 97-on Nissan 1996cc 2.0L Eng.
2C4219	1.5	362	1.5	401	4.0	058 732			
2M4219	1.5	327	1.5	401	4.0	058 732			
4221	1.5	032	1.5	126	2.8	861 732	3.268	4	Nissan 200SX
2C4221	1.5	376	1.5	126	2.8	861 732			
4222	1.5	032	1.5	126	4.0	872 732	3.445	4	Chry, Dodge, Plym, 135, 153
2C4222	1.5	362	1.5	126	4.0	872 732			
2M4222	1.5	335	1.5	126	4.0	872 732			
2C4223	2.00 ^K	370	2.0	126	4.0	056 732	3.268	4	Toyota Diesel
2C4225	2.00 ^K	370	2.0	126	4.0	056 732	3.622	4	Toyota Diesel
4226	5/32	102	5/32	126	5/32	056 732	3 5/16	6	30-32 Chevrolet Trk.

2C4228 - 2C4248
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C4228	1.75	362	2.0	126	4.0	056 732	3.504	6	71-74 BMW-EMW
4229	2.0	032	2.5	126	4.0	860 732	3.543	6	72-73 Toyota
2C4229	2.0	362	2.5	126	4.0	860 732			
4230	$\frac{3}{32}$	032	$\frac{3}{32}$	126	$\frac{3}{16}$	860 732	3.300	6	42-51 Ford Car & Trk.
2C4230	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{3}{16}$	860 732			
2C4231	$\frac{3}{32}$	363	$\frac{1}{8}$	126	$\frac{3}{16}$	860 732	4.000	6	Hercules Eng.
2C4232	$\frac{3}{32}$	363	$\frac{3}{32}$	126	$\frac{3}{32}$	126 732	4 $\frac{7}{8}$	6	Continental Eng.
4233	$\frac{3}{32}$	032	$\frac{3}{32}$	126	$\frac{5}{32}$	860 732	3 $\frac{5}{16}$	6	Kaiser, Frazer Continental Eng.
2C4233	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{5}{32}$	860 732			Jeep-Eagle Gray Marine Eng.
4234	1.5	032	1.5	126	2.8	859 732	2.579	4	Suzuki 970cc Jimmy
2C4234	1.5	362	1.5	126	2.8	859 732			
4235	$\frac{5}{64}$	032	$\frac{5}{64}$	126	$\frac{3}{16}$	860 732	3 $\frac{1}{2}$	8	46-48 Cadillac
4236	$\frac{5}{64}$	032	$\frac{5}{64}$	126	$\frac{3}{16}$	860 732	3 $\frac{13}{16}$	8	49-55 Cadillac Chry, Dodge 303, 331 cu.in
2C4237	1.2	398	1.5	126	4.0	058 732	3.071	4	Mazda Car & Light Trks. NA Eng.
4239	$\frac{1}{8}$	032	$\frac{1}{8}$	126	$\frac{1}{8}$	126 732	3 $\frac{13}{16}$	6	Buda Eng.
2C4239	$\frac{1}{8}$	362	$\frac{1}{8}$	126	$\frac{1}{8}$	126 732			
4241	1.5	032	2.8	861 732			3.031	4	85-89 GMC Chevrolet Spectrum, Geo Isuzu-Japanese 1471cc
2M4241	1.5	335	2.8	861 732					
4243	2.0	032	2.0	401	4.0	501	3.071	4	Daihatsu 1490cc
4244	$\frac{1}{16}$	102	$\frac{1}{16}$	102	$\frac{3}{16}$	871 732	2.745	2	Harley Davidson
4245	$\frac{3}{32}$	126	$\frac{3}{32}$	126	$\frac{1}{8}$	870 732	2 $\frac{3}{4}$	2	Bendix Compressor
4246	2.0	032	2.0	126	4.0	056 732	3.740	4	Opel
2C4246	2.0	362	2.0	126	4.0	056 732			
4247	2.0	032	2.0	126	4.0	058 732	3.307	4	70-78 Toyota Corona 73-85 Isuzu-Japanese 1817cc
2C4247	2.0	362	2.0	126	4.0	058 732			79-82 Dodge Trk.; 74-82 Dodge Colt 72-84 Chev. Luv Trk.
4248	1.75	032	2.0	401	4.0	056 732	2.953	4	Opel OHC FWD Kadett, Ascona
2C4248	1.75	362	2.0	401	4.0	056 732			



Ring Size & Type - Numerical Index

2M4249 - 2C4274

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2M4249	3.0	335	2.0	126	4.5	860	3.937	4	Nissan ED33 Diesel
						732			
4250	1.5	032	1.75	401	4.0	056	3.307	4	Alfa-Romeo 1499cc Alfasud Sprint & Super
						732			
2C4250	1.5	362	1.75	401	4.0	056			
						732			
4253	1.75	032	2.0	401	4.0	056	3.173	4	83-86 Dodge, Plymouth
						732			Peugeot
2C4253	1.75	363	2.0	401	4.0	056			
						732			
4256	1.5	032	1.5	126	4.75	860	3.504	4	1983-89 Chev. Cars & Trucks, Buick,
						732			Oldsmobile 122 4 Cyl.
2M4256	1.5	327	1.5	126	4.75	860			2.0L Replacement Pistons Only
						732			Deep Oil Groove
2M4257	1.75	327	2.0	126	4.0	056	3.465	4	79-on Citroen 4 Cyl. 1995cc 829-AS
						732			Eng. CX2000 Athena, Reflex GT,
									Break, Familiare, Paklas, TRE
2C4258	1.2	398	1.5	401	2.8	859	2.913	4	86-97 Suzuki 1298cc Eng.
						732			90-97 Chevrolet GEO 1300cc
4261	1.5	032	1.5	126	3.0	054	3.226	4	87-96 Ford Escort,
						732			Mercury Lynx 116 1.9L
2M4261	1.5	327	1.5	126	3.0	054			
						732			
4262	1.5	032	1.5	126	4.0	052	3.811	6	88-95 Ford Car & Trk.,
						005			Mercury, Lincoln 232, 3.8L
2M4262	1.5	327	1.5	126	4.0	052			
						005			
4264	1.75	102	1.75	126	4.0	056	3.063	4	52-58 Rover
						732			
2C4264	1.75	362	1.75	126	4.0	056			
						732			
4265	1.5	032	1.5	126	4.0	058	3.071	4	72-78 Ford Courier 1600cc, 1800cc
						732			71-94 Mazda 1600cc, 1800cc
2C4265	1.5	362	1.5	126	4.0	058			88-94 Mercury Tracer, Capri 98, 1.6L
						732			83-on Nissan 1598cc
2M4265	1.5	327	1.5	126	4.0	058			94-97 Kia 1597cc 1.6L
						732			
4266	2.0	102	2.0	401	4.0	058	2.992	4	70-72 Subaru 1100cc
						732			75-81 Nissan
2C4266	2.0	362	2.0	401	4.0	058			79-on Toyota 1295cc
						732			
2M4267	3.0	335	2.0	126	4.5	860	3.937	6	Nissan ED6, FD6 Diesel 5654cc
						732			
2C4268	1.5	362	1.5	126	2.5	126	3.228	6	63-74 Mercedes-Benz 2306cc
						401			
						732			
2C4269	2.0	363	2.5	126	4.0	056	3.228	6	68-74 Mercedes-Benz
						732			
2C4270	2.0	362	2.0	401	4.5	501	2.677	4	Daihatsu
2C4272	2.0	362	3.0	401	4.0	056	3.386	8	70-on Triumph Stag
						732			
4274	$\frac{5}{64}$	102	$\frac{5}{64}$	401	$\frac{3}{16}$	871	2 $\frac{3}{4}$	1	Lauson-Tecumseh
						732			
2C4274	$\frac{5}{64}$	362	$\frac{5}{64}$	401	$\frac{3}{16}$	871			
						732			

4275 - 2C4293
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications		
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove					
4275	1/16	102	1/16	102	5/32	058	2.618	4	M.G. 1250cc		
						732					
4276	2.0	032	3.0	126	4.0	860	3.543	4	Ford Industrial 1700cc, 2000cc		
						732					
2C4276	2.0	362	3.0	126	4.0	860					
						732					
4277	2.0	032	2.0	401	4.0	058	2.677	4	68-74 Mazda 1000cc		
						732					
2C4277	2.0	362	2.0	401	4.0	058					
						732					
4279	1.5	032	2.0	126	4.0	056	3.465	4	71-89 Peugeot 1971cc		
						732					
2C4279	1.5	362	2.0	126	4.0	056					
						732					
4280	1.5	102	1.75	401	4.5	871	3.307	4	72-90 Alfa-Romeo 2000cc		
						732					
2C4280	1.5	362	1.75	401	4.5	871					
						732					
4281	3/32	102	3/32	401	5/32	501	2 13/16	1	Lauson-Tecumseh		
						826					
4282	2.0	032	2.5	126	4.0	056	3.012	4	74-76 Volkswagen Dasher 1471cc		
						732			Rabbit, Scirocco 1600cc		
2C4282	2.0	363	2.5	126	4.0	056			72-80 Audi		
						732					
4283	1/8	032	1/8	126	1/8	126 1/4	860 3/16	501	4 1/2	6	Buda Eng.
						732					
2C4283	1/8	363	1/8	126	1/8	126 1/4	860 3/16	501			
						732					
4284	1.5	032	1.5	126	3.0	872	3.622	8	88-95 Cadillac 274, 300		
						005					
2M4284	1.5	327	1.5	126	3.0	872					
						005					
4286	1.6	032	2.0	126	4.0	860	3.575	4	83-on Ford British, Sierra KOLN 2.0L		
						732					
2C4286	1.6	363	2.0	126	4.0	860					
						732					
4288	3/32	032	1/8	126	1/8	126 3/16	860 3/16	501	3 7/16	4	Buda Eng.
						732					
2C4288	3/32	362	1/8	126	1/8	126 3/16	860 3/16	501			
						732					
4289	1.6	032	1.6	126	4.75	860	3.500	8	77-89 Rover 3528cc		
						732			79-on Triumph 3522cc		
2C4289	1.6	362	1.6	126	4.75	860					
						732					
2C4290	1.5	362	1.75	126	4.0	056	3.465	6	81-89 Alfa-Romeo 2492cc		
						732					
2C4291	1.5	362	1.75	401	3.5	055	3.150	4	69-79 Alfa-Romeo 1779cc		
						732					
4292	5/64	102	5/64	401	3/16	870	2 25/32	1	Briggs & Stratton		
						732					
4293	2.0	032	2.0	126	4.0	860	3.169	4	71-74 Toyota 1587cc		
						732					
2C4293	2.0	362	2.0	126	4.0	860					
						732					



Ring Size & Type - Numerical Index

4294 - 2C4330

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4294	2.0	032	2.0	126	4.0	056	3.228	4	76-77 Chevette 1400cc 73-77 Chev. Luv 1400cc & 1600cc
						732			
2C4294	2.0	362	2.0	126	4.0	056	3.228	4	71-73 Subaru 1267cc Isuzu-Japanese 1584cc
						732			
2M4294	2.0	327	2.0	126	4.0	056	3.228	4	71-73 Subaru 1267cc Isuzu-Japanese 1584cc
						732			
2C4295	2.0	362	2.0	126	2.5	126 4.0 056	3.425	4	69-on Mercedes-Benz
						732			
4296	1.5	032	1.5	401	2.8	501	2.913	1	Honda Motorcycle 250
4297	2.25	1022.25	1022.25	401	4.0	056	2.992	4	58-67 Moskovitch 1358cc
						732			
2C4297	2.25	3622.25	1022.25	401	4.0	056	2.992	4	58-67 Moskovitch 1358cc
						732			
4298	2.0	032	2.0	126	5.0	871	3.425	4	Volkswagen 1500, 1600 Series
						732			
2C4298	2.0	362	2.0	126	5.0	871	3.425	4	Volkswagen 1500, 1600 Series
						732			
2C4299	1.5	362	1.5	102	5.0	871	3.425	4	Volkswagen 1500 & 1600 Series
						732			
2C4300	1.5	362	2.5	401	4.0	056	3.228	6	64-65 Mercedes-Benz
						732			
4301	1.5	032	1.5	126	4.0	058	3.228	4	85-86 Ford Escort, EXP 85-86 Mercury Lynx, LN7
						732			
2M4301	1.5	327	1.5	126	4.0	058	3.228	4	85-86 Ford Escort, EXP 85-86 Mercury Lynx, LN7
						732			
2C4303	1.75	362	2.5	401	4.0	056	3.386	6	72 Mercedes-Benz
						732			
4304	2.0	032	2.5	126	5.0	860	3.130	4	74-77 Volkswagen 1588cc
						732			
2C4304	2.0	362	2.5	126	5.0	860	3.130	4	74-77 Volkswagen 1588cc
						732			
2C4305	1/8 ^K	372	3/32	126	3/16	565	4 1/2	8	International Trk. 550
						881			
2C4306	1/8 ^K	372	3/32 ^K	095	1/4	860	4 1/2	8	International Trk. 573
						732			
2C4313	1.5	362	1.5	126	2.5	995	3.130	4	99-05 Renault 1598cc 1.6L Eng.
						732			
4314	2.5	032	2.5	126	2.5	126 4.0 860 4.0 501	3.465	2	65-73 Toyota Trk.
						732			
2C4314	2.5	362	2.5	126	2.5	126 4.0 860 4.0 501	3.465	2	65-73 Toyota Trk.
						732			
4320	2.0	032	2.5	126	4.0	056	3.425	4	68-on Mercedes-Benz
						732			
2C4320	2.0	362	2.5	126	4.0	056	3.425	4	68-on Mercedes-Benz
						732			
2C4322	3/32	362	3/32	126	3/32	401 3/16 501	3 1/2	4	Austin-Rover Diesel 2520cc
						732			
4326	2.0	032	3.0	126	4.0	056	3.287	4	69-70 Saab 1709cc Model 99
						732			
2C4326	2.0	362	3.0	126	4.0	056	3.287	4	69-70 Saab 1709cc Model 99
						732			
4330	1.75	102	2.0	401	4.0	056	2.992	4	80-87 Renault Alliance, LeCar, R16
						732			
2C4330	1.75	362	2.0	401	4.0	056	2.992	4	80-87 Renault Alliance, LeCar, R16
						732			

4340 - 2M4366
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4340	1.5	102	2.0	401	4.0	056	3.307	6	82-89 BMW-EMW 528E 84-89 BMW-EMW 325E
2C4340	1.5	362	2.0	401	4.0	056 732			
4341	1.5	032	1.75	126	3.0	054	3.189	4	83-93 Volkswagen 1780cc Fox, GTI, Rabbit, Scirocco 84-85 Audi 1780cc Also fit Brazilian Piston
2C4341	1.5	362	1.75	126	3.0	054 732			
2M4341	1.5	335	1.75	126	3.0	054 732			
4342	2.0	032	2.0	401	4.0	056	2.795	4	73-76 Dodge & Plymouth 83-86 Mitsubishi 4G42
2C4342	2.0	362	2.0	401	4.0	056 732			
2C4344	1.75	362	2.5	401	4.0	056 732	3.425	4	Mercedes-Benz
4346	1.5	032	1.5	126	4.0	635	4.000	8	86-95 Ford, Mercury 302
2M4346	1.5	327	1.5	126	4.0	635 732			
4347	1.5	032	1.5	126	4.0	058	2.874	4	78-80 Mazda; 75-78 Mitsubishi Hyundai Pony Nissan E10 Eng.
2C4347	1.5	362	1.5	126	4.0	058 732			
4353	1.5	032	1.5	126	4.0	058	3.028	4	85-89 Mitsubishi 1597cc 84-90 Chrysler 98
2C4353	1.5	362	1.5	126	4.0	058 732			
4359	1/16	022	1/16	022	1/16	022	2 3/4	1	Harley Davidson Golf Cart
4360	2.0	032	2.5	401	4.0	056	2.953	4	73-on Audi 1296cc
2C4360	2.0	362	2.5	401	4.0	056 732			
4361	5/64	032	5/64	401	5/32	860	3 7/16	4	73-76 Hillman 1600cc Avenger
2C4361	5/64	362	5/64	401	5/32	860 732			
4362	1.5	032	1.5	126	2.8	859	2.795	4	Nissan 1200cc Micra
2C4362	1.5	362	1.5	126	2.8	859 732			
2C4363	1.0	398	1.2	610	2.8	859 732	2.913	4	85-91 Honda 1488cc
2C4364	1.2	398	2.8	859		732	2.913	4	Honda 1342cc
2C4365	1.5	362	1.5	126	4.0	856	3.465	4	85-89 Isuzu-Japanese 1994cc
4366	1.6	032	2.0	126	4.75	860			
2C4366	1.6	362	2.0	126	4.75	860	4.000	4	AMC, Jeep-Eagle 2.5L Chev, Buick, Olds, Pont, 2.5L
2M4366	1.6	327	2.0	126	4.75	860 732			



Ring Size & Type - Numerical Index

4367 - 2C4391

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4367	1.5	032	1.5	401	4.0	058	3.173	4	83-94 Mitsubishi 89-94 Chrysler, Jeep-Eagle 107
2C4367	1.5	363	1.5	401	4.0	058 732			
2C4368	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{3}{16}$	871 732	3 $\frac{3}{8}$	6	Bedford Trk.
4369	1.75	102	2.0	401	3.5	054 732	2.559	4	Renault 956cc
2C4369	1.75	362	2.0	401	3.5	054 732			
4370	$\frac{3}{32}$	032	$\frac{3}{32}$	126	$\frac{3}{16}$	860 732	3.680	6	Ford 250, Australia
2C4370	$\frac{3}{32}$	363	$\frac{3}{32}$	126	$\frac{3}{16}$	860 732			
2C4371	2.5	362	2.5	401	5.0	860 732	3.386	4	Isuzu-Japanese G201 Eng.
4373	2.0	032	2.0	401	4.0	055 732	2.756	4	72 Peugeot 954cc
2C4373	2.0	362	2.0	401	4.0	055 732			
4374	1.75	032	2.0	401	4.0	058 732	2.697	2	68 Citroen 435cc
2C4375	3.0	362	3.0	126	4.0	056 732	3.228	4	Oliver Tractor-White Motors 1250
4377	1.75	102	2.0	401	4.0	056 732	2.913	4	69-71 Simca 1204cc
2C4377	1.75	362	2.0	401	4.0	056 732			
4378	2.0	032	2.0	401	4.0	056 732	2.933	4	Mitsubishi 4G31 Eng. 1499cc
2C4378	2.0	362	2.0	401	4.0	056 732			
2C4379	$\frac{3}{32}$	363	$\frac{3}{32}$	126	$\frac{3}{16}$	860 732	3.740	4	Mazda Diesel 2977cc
2C4380	2.5	376	2.0	126	4.0	056 732	3.465	4	Daihatsu, Isuzu-Japanese Diesel
4381	2.0	032	2.0	126	4.0	056 732	3.071	4	Mazda 1500cc
2C4381	2.0	362	2.0	126	4.0	056 732			
2C4382	2.50 ^K	370	2.5	126	4.0	056 732	3.465	6	Toyota Landcruiser 3576cc Diesel
4386	$\frac{3}{32}$	032	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{3}{16}$ 860 732	3 $\frac{5}{8}$	12	Lycoming Eng.
2C4386	$\frac{3}{32}$	362	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{3}{16}$ 860 732			
2C4389	$\frac{5}{64}$	362	$\frac{5}{64}$	126	$\frac{3}{16}$	860 732	4.000	4	Hercules 163 Eng.
4390	2.5	032	2.0	401	5.0	501 825	3.386	4	Isuzu-Japanese C190, C240 Eng.
2C4390	2.5	362	2.0	401	5.0	860 732			
2C4391	2.5	363	2.0	126	2.0	126 4.5 871 4.5 501 732	3.268	2	Nissan Diesel International Trk.



4392 - 2C4412

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4392	2.0	026	2.0	026	2.0	026	2.421	2	Subaru 356cc, 360cc
4393	1.5	032	1.5	126	4.0	056	3.228	4	76-83 Chev. Chevette 1600cc 81-83 Pontiac T1000
2C4393	1.5	362	1.5	126	4.0	056			
4394	2.0	032	2.0	126	4.0	860	3.386	6	75-80 Nissan 2753cc
2C4394	2.0	362	2.0	126	4.0	860			
4396	1.5	032	1.5	126	4.0	058	2.913	4	79-85 Dodge Colt G12B 75-88 Honda 1500cc, 1600cc 79-85 Plymouth Champ G12B
2C4396	1.5	362	1.5	126	4.0	058			
2M4396	1.5	327	1.5	126	4.0	058			
4398	$\frac{5}{64}$	032	$\frac{5}{64}$	126	$\frac{3}{16}$	860	3.250	2	Wisconsin Eng.
2C4399	2.0	363	2.0	126	2.5	126 4.0 056	3.228	6	Mercedes-Benz
2C4400	$\frac{3}{32}$	363	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{3}{16}$ 860	3 $\frac{23}{32}$	6	GMC Trk.
4401	2.5	001	2.5	001	2.5	001 3.5 710	2.205	1	Bernard W19
4402	2.5	102	2.5	102	3.5	710 2.5 102	2.520	1	Bernard W110
4405	$\frac{5}{32}$	102	$\frac{5}{32}$	102	$\frac{5}{32}$	058	2 $\frac{5}{8}$	1	Clayton Dewandre Compressor 1 Cyl. Model P172
4406	$\frac{1}{16}$	001	$\frac{1}{16}$	001			2.380	1	Lawn Boy Mower
2C4407	2.0	362	2.0	126	3.0	501	2.520	1	Honda Lawn Mower
4408	1.5	032	2.0	126	4.75	860	3.504	4	82-84 Buick 1.8L, 2.0L 82-84 Cadillac 1.8L; 83 2.0L 82-84 Chev. 1.8L, 2.0L 82-86 Chev. & GMC Trks. 2.0L 82-84 Olds. 1.8L, 2.0L 82-84 Pont. 1.8L, 2.0L
2M4408	1.5	327	2.0	126	4.75	860			
4409	1.5	032	1.5	126	4.0	056	3.680	6	Ford Falcon 250, Australia
2C4409	1.5	363	1.5	126	4.0	056			
4410	2.0	032	2.0	401	4.0	058	2.874	6	66-69 Nissan 1973cc
2C4410	2.0	362	2.0	401	4.0	058			
4411	2.0	032	2.5	401	4.0	860	3.406	6	68-72 Mercedes-Benz
2C4411	2.0	362	2.5	401	4.0	860			
2C4412	1.5	362	2.0	126	4.0	056	3.071	4	Ford Courier 1586cc, Australia



Ring Size & Type - Numerical Index

4413 - 4444

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4413	2.0	032	2.0	401	5.0	871	3.110	4	73-on Opel 1200cc
						732			
2C4413	2.0	362	2.0	401	5.0	871			
						732			
4414	1.75	032	2.0	401	4.0	056	3.307	4	71-on BMW-EMW 1600, 1602
						732			
2C4414	1.75	362	2.0	401	4.0	056			
						732			
4415	2.0	032	2.0	126	5.0	871	3.346	4	70 Opel 1600cc
						732			
2C4415	2.0	362	2.0	126	5.0	871			
						732			
4416	2.0	032	2.0	126	5.0	871	3.425	6	72-on Opel 2490cc
						732			
2C4416	2.0	362	2.0	126	5.0	871			
						732			
4417	$\frac{5}{64}$	032	$\frac{5}{64}$	126	$\frac{3}{16}$	860	$3\frac{3}{16}$	4	70-on Vauxhall 1300cc
						732			
2C4417	$\frac{5}{64}$	362	$\frac{5}{64}$	126	$\frac{3}{16}$	860			
						732			
4422	2.0	032	2.0	401	4.0	058	2.677	4	Skoda M13
						732			
2C4422	2.0	362	2.0	401	4.0	058			
						732			
2C4423	2.0	362	2.0	032	2.0	401	3.465	4	72-on Opel Diesel
					5.0	871			
						732			
2C4424	2.0	362	2.0	401	4.0	058	2.835	4	67-81 Skoda S110-1100 MB
						732			
4425	2.0	032	2.5	401	5.0	871	3.228	4	69-on BMW-EMW, Moskovitch 1500 72-76 Audi
						732			
2C4425	2.0	362	2.5	401	5.0	871			
						732			
4426	2.0	032	2.5	401	4.0	860	3.452	4	70-on Ford British Capri 1600 70-on Ford European Capri & Taunus 1600
						732			
2C4426	2.0	362	2.5	401	4.0	860			
						732			
2C4428	1.5	362	2.0	401	4.0	056	2.894	2	Fiat, 594cc Eng.
						732			
2C4429	$\frac{5}{64}$	362	$\frac{1}{16}$	126	$\frac{1}{16}$	126	$3\frac{1}{8}$	4	Perkins Diesel
				$\frac{1}{8}$	401	$\frac{3}{16}$			
						501			
						825			
2C4432	1.5	363	1.5	126	2.8	859	2.638	2	Honda 360cc FA Eng.
						732			
4435	1.5	032	1.5	126	2.8	859	2.913	4	Honda 1488cc EC Eng.
						732			
2C4435	1.5	362	1.5	126	2.8	859			
						732			
4436	$\frac{1}{8}$	032	$\frac{1}{8}$	126	$\frac{1}{8}$	126	$3\frac{3}{16}$	6	Continental Eng.
						$\frac{3}{16}$			
						860			
						732			
2C4441	$\frac{1}{16}$	362	$\frac{5}{64}$	126	$\frac{5}{32}$	056	3.543	12	73-76 Jaguar
						732			
2C4443	1.75	362	1.75	126	4.0	860	3.555	4	75-76 Triumph TR7
						732			
4444	$\frac{3}{32}$	032	$\frac{3}{32}$	126	$\frac{3}{16}$	871	$3\frac{1}{16}$	1	Lauson-Tecumseh
						732			

2C4446 - 2C4459
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C4446	1.2	398	1.5	126	4.0	056 732	3.268	4	Subaru 1298cc EA65 Eng.
2M4447	1.5	335	1.5	126	3.0	872 005	3.465	8	Cadillac Allante Eng. 252
2C4448	1.75	362	2.0	126	4.0	056 732	3.110	4	Renault 1647cc
4449	1.5	032	1.5	126	2.8	859 732	2.441	3	Suzuki 543cc F5A Eng.
2C4449	1.5	362	1.5	126	2.8	859 732			
4450	1.6	032	1.75	126	3.5	058 732	3.661	6	86-89 Ford, Mercury 177 V-6 2.9L 86-95 Ford Trk.
2C4450	1.6	363	1.75	126	3.5	058 732			
2M4450	1.6	327	1.75	126	3.5	058 732			
2C4451	1.2	398	1.5	126	3.0	054 732	2.795	4	88-97 Ford Festiva, Mercury 1.3L 1300cc 88-95 Mazda 1.3L 1323cc
4452	2.0	032	1.5	126	4.0	056 732	3.504	4	85-90 Nissan 720, D21 Pathfinder Van Z24, Z24I Eng. 2389cc
2C4452	2.0	362	1.5	126	4.0	056 732			
2M4452	2.0	327	1.5	126	4.0	056 732			
4453	1.5	032	1.5	126	4.0	870 732	3.587	6	87-00 Mitsubishi 6G72 Eng. 87-04 Chry., Dodge 181 Eng. 3.0L 90-98 Hyundai G6AT
2M4453	1.5	335	1.5	126	4.0	870 732			
4454	$\frac{5}{64}$	032	$\frac{5}{64}$	126	$\frac{3}{16}$	860 732	4.351	8	77-79 Buick 403 77-79 Oldsmobile 403 77-79 Pontiac 403
2C4454	$\frac{5}{64}$	362	$\frac{5}{64}$	126	$\frac{3}{16}$	860 732			
2M4454	$\frac{5}{64}$	345	$\frac{5}{64}$	126	$\frac{3}{16}$	860 732			
2M4455	1.75	327	2.0	126	4.0	872 732	3.465	4	88-89 AMC & Jeep-Eagle 2200cc 2.2L
4456	1.5	032	1.5	126	4.0	872 732	3.504	6	87-95 Buick 2.8L; 87-95 Cadillac 2.8, 3.1L 87-95 Chevrolet 2.8, 3.1L
2M4456	1.5	327	1.5	126	4.0	872 732			87-95 Chev. & GMC Trks. 2.8, 3.1L 87-92 Pont., Olds. 2.8, 3.1L 91-93 Isuzu-Japanese Rodeo GMC 173cc Eng. 2.8L
4457	$\frac{3}{32}$	126	$\frac{3}{32}$	126	$\frac{3}{16}$	871 732	2 $\frac{5}{8}$	2	Bendix Compressor
4458	1.5	032	1.5	126	3.0	872 005	3.799	6	87-95 Buick, Oldsmobile, Pontiac, Chevrolet 231, 3.8L
2M4458	1.5	327	1.5	126	3.0	872 005			
4459	1.5	032	1.5	401	2.8	861 732	2.992	3	Daihatsu Charade G10, CB10, CB32, CB90
2C4459	1.5	362	1.5	401	2.8	861 732			



Ring Size & Type - Numerical Index

4460 - 2C4477

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4460	1.5	032	2.0	401	4.0	055	2.992	4	87-on Lada-Russian Samara 1300cc
2C4460	1.5	362	2.0	401	4.0	055			
4461	1.5	032	2.0	126	4.0	055	3.228	4	87-on Lada-Russian Samara 1500cc
2C4461	1.5	362	2.0	126	4.0	055			
2C4462	2.0	362	2.0	126	2.0	126	2.953	4	Mercedes-Benz Diesel
4463	3.0	032	3.0	126	3.0	126			
2C4463	3.0	362	3.0	126	3.0	126	3.346	2	Fiat
4465	$\frac{3}{32}$	126	$\frac{3}{32}$	126	$\frac{3}{16}$	501			
4466	2.0	032	2.5	126	5.0	871	3.406	4	77-79 American Motors 121 Porsche 924
2C4466	2.0	362	2.5	126	5.0	871			
4467	1.75	032	2.0	401	4.0	056	2.933	4	67 Renault
4468	1.5	032	1.5	126	3.0	054			
2M4468	1.5	335	1.5	126	3.0	054	3.622	4	87-95 Oldsmobile, Pontiac, Buick
4469	$\frac{3}{32}$	126	$\frac{3}{32}$	126	$\frac{3}{16}$	871			
4470	1.75	032	2.0	401	4.0	860	3.020	4	72-76 Simca Deep Oil Ring Groove
2C4470	1.75	362	2.0	401	4.0	860			
4471	1.6	032	2.0	401	4.0	058	2.913	4	76 Ford European
2C4471	1.6	362	2.0	401	4.0	058			
2C4472	1.75	362	2.0	401	3.0	054	3.012	6	Volvo 2383cc Diesel Eng. DL, GL, 760, D-24
4473	2.0	032	2.0	401	4.0	058			
2C4473	2.0	362	2.0	401	4.0	058	3.016	4	Toyota Forklift Trk. 1345cc 3P Eng., 1493cc 4P Eng.
4474	$\frac{3}{32}$	032	$\frac{3}{32}$	401	$\frac{3}{16}$	871			
2C4475	2.0	363	2.0	126	2.8	861	3.228	1	Honda GX-340 Stationary Eng.
4476	1.5	102	2.0	126	4.0	058			
2C4476	1.5	362	2.0	126	4.0	058	3.169	4	81-on Nissan 1800cc J-18 Eng. Mexican
4477	1.75	032	1.75	126	3.5	059			
2C4477	1.75	363	1.75	126	3.5	059	3.780	4	85-93 Volvo 2316cc B230F Eng.
						732			

4478 - 2C4493
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4478	1.5	032	1.5	126	3.0	872	3.701	6	89-95 Buick, Chevrolet, Pontiac, Oldsmobile 204
2M4478	1.5	327	1.5	126	3.0	872 005			
4479	1.5	032	2.0	401	4.0	055	2.992	4	74 Fiat
2C4479	1.5	362	2.0	401	4.0	055 732			
4480	1.5	032	1.5	126	4.0	870	3.583	4	85-90 Toyota 4-Y Eng. 2208cc
2C4480	1.5	362	1.5	126	4.0	870 732			
4481	2.0	032	2.0	401	3.5	055	2.756	2	Fiat
2C4481	2.0	362	2.0	401	3.5	055 732			
4482	2.0	032	2.5	401	4.0	056	3.110	4	71-73 Ford European
2C4482	2.0	362	2.5	401	4.0	056 732			
2C4483	3.0	362	3.0	032	3.0	401 5.5 860 5.5 501	3.346	2	Fiat
2C4484	1.75	362	2.5	401	4.0	055 732			
2C4485	2.0	362	2.0	401	4.0	056	2.992	2	NSU 598cc Eng.
4486	1.5	032	2.0	401	4.0	056 732			
2C4486	1.5	362	2.0	401	4.0	056 732	2.835	4	Peugeot 1124cc Eng.
4487	1.75	102	2.0	401	3.0	054 732			
2C4487	1.75	362	2.0	401	3.0	054 732	3.012	4	77-89 Volkswagen Dasher, Golf, Rabbit 82-83 Audi 1588cc Diesel
4488	1.5	032	2.0	401	4.0	056 732			
2C4488	1.5	362	2.0	401	4.0	056 732	3.465	6	Volvo Peugeot
2C4489	2.38	362	2.38	401	4.0	056 4.0 501			
4490	1.75	032	2.0	126	4.0	056	3.228	2	Pobjeda
2C4490	1.75	362	2.0	126	4.0	056 732			
2M4490	1.75	327	2.0	126	4.0	056 732	3.130	4	78-83 Dodge Omni 78-83 Plymouth Horizon 78-83 Audi 77-on Volkswagen
4491	2.5	102	2.5	102	4.0	501 3.0 401			
4492	2.0	032	2.0	401	4.0	056	3.031	1	Mercedes Compressor
2C4492	2.0	362	2.0	401	4.0	056 732			
4493	1.5	032	2.0	401	4.0	056	3.012	4	Mitsubishi 1378cc
2C4493	1.5	362	2.0	401	4.0	056 732			
4493	1.5	032	2.0	401	4.0	056	2.992	4	Fiat Lada-Russian
2C4493	1.5	362	2.0	401	4.0	056 732			



Ring Size & Type - Numerical Index

4494 - 2C4543

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4494	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{1}{8}$ 501				1 $\frac{7}{8}$	1	Le Roi
4495	$\frac{1}{8}$ 102	$\frac{1}{8}$ 401	$\frac{1}{8}$ 401	$\frac{5}{32}$ 501			2 $\frac{1}{8}$	1	Le Roi
4496	$\frac{1}{8}$ 032	$\frac{1}{8}$ 401	$\frac{1}{8}$ 401	$\frac{5}{32}$ 501			2 $\frac{1}{4}$	1	Le Roi
4497	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{5}{32}$ 501			2 $\frac{1}{2}$	1	Le Roi
2C4498	1.75 362	2.0 401	3.0 054				3.012	5	78-84 5000 Audi 1986cc Volkswagen 2144cc
2C4499	1.5 362	1.5 126	4.0 058				3.256	4	Honda 2000cc A20A Eng. 86-89 Honda Accord 1955cc
2M4499	1.5 327	1.5 126	4.0 058						
2C4510	1.2 398	1.5 126	2.5 995				3.268	1	95-99 Volvo 1783cc Eng. DOHC
2C4511	1.2 398	1.2 610	2.0 991				3.701	6	05-10 Toyota 3456cc Eng. 3.5L
4515	1.5 032	1.5 126	3.0 872				3.780	4	98-01 Ford Ranger 151cu.in 2.5L
2M4515	1.5 327	1.5 126	3.0 872						
2C4516	1.2 398	1.2 610	2.0 990				3.504	4	07-10 Nissan QR25 2.5L
4517	1.5 032	1.5 126	3.0 054				2.798	4	GM Car 61cu.in Eng. 1.0L
2C4517	1.5 362	1.5 126	3.0 054						
2C4519	1.5 362	2.0 401	3.0 054				3.402	4	Fiat 1585cc Eng. 1.6L
4523	1.5 032	1.5 126	3.0 054				3.402	4	1992-on Fiat 1600cc 1.6L
2C4523	1.5 363	1.5 126	3.0 054						
2C4526	1.2 398	1.2 610	2.0 993				3.012	4	01-09 Hyundai 1599cc 1.6L
2M4527	$\frac{1}{16}$ 335	$\frac{1}{16}$ 126	$\frac{3}{16}$ 860				3 $\frac{5}{16}$	8	Ford 258cu. in Eng, "Flat Head" over bore
2C4528	1.2 398	1.75 126	3.0 997				3.268	1	Volvo 1783cc, 2435cc, 2917cc Eng.
4532	2.0 032	1.5 126	4.0 056				3.918	6	Nissan TB45, TB48
2M4532	2.0 335	1.5 126	4.0 056						
4535	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 401	$\frac{1}{4}$ 501			8 $\frac{1}{2}$	1	Superior 510
4536	$\frac{5}{32}$ 102	$\frac{5}{32}$ 102	$\frac{5}{32}$ 102	$\frac{5}{32}$ 102			8 $\frac{1}{2}$	1	Ajax E42
4540	2.0 032	2.5 401	4.0 860				3.433	6	Nissan Forklift
2C4540	2.0 362	2.5 401	4.0 860						
2M4541	1.5 335	1.75 126	3.0 054				3.189	5	Audi 2144cc, Volkswagen 2226cc Diesel Volvo 2319cc B5234F
2C4542	1.5 362	1.5 102	2.5 401	4.0 056			3.425	4	Mercedes-Benz
2C4543	1.5 363	2.5 032	3.0 401	5.0 871			3.150	6	Mercedes-Benz

4544 - 2C4583
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications				
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove							
4544	1.75	032	2.5	401	4.0	860	3.219	6	Mercedes-Benz 230				
						732							
2C4544	1.75	363	2.5	401	4.0	860							
						732							
2C4545	3.0	362	3.0	126	3.0	126	4.5	501	4.5	501	3.622	1	Malkotsis 7, 9 H.P.
2C4546	2.5	362	2.5	126	2.5	126	5.0	501	5.0	501	3.937	1	Malkotsis 15 H.P.
4547	$\frac{3}{32}$	102	$\frac{3}{32}$	102	$\frac{1}{8}$	501	$\frac{3}{32}$	401	$\frac{1}{8}$	501	2 $\frac{5}{8}$	1	Bendix Compressor Tu-Flo 501 2 Stage
2C4548	1.2	398	1.5	126	2.0	993					3.228	4	Ford 1.6L DOHC
						005							
2C4551	1.2	398	1.5	126	3.0	054					3.213	4	GMC Car 1.8L 1799cc Eng.
						732							
4553	$\frac{1}{8}$	102	$\frac{1}{8}$	102	$\frac{3}{16}$	871	$\frac{3}{16}$	501			2 $\frac{3}{4}$	4	Caterpillar Eng.
						732							
4554	$\frac{1}{8}$	032	$\frac{1}{8}$	126	$\frac{1}{8}$	126	$\frac{3}{16}$	501	$\frac{3}{16}$	501	3 $\frac{1}{8}$	2	Caterpillar Eng.
						825							
4555	1.5	032	1.5	126	3.0	054					3.307	4	92-99 Fiat 2000cc Eng. 2.0L
						732							
2C4555	1.5	362	1.5	126	3.0	054							
						732							
4556	$\frac{5}{32}$	102	$\frac{5}{32}$	102	$\frac{5}{32}$	401	$\frac{3}{16}$	501			3 $\frac{5}{8}$	2	Caterpillar Eng.
						825							
4557	1.5	032	1.5	126	2.0	993					3.307	2	1993-on BMW 1.6L, 1.8L, 2.5L, 2.8L, 3.0L, 3.5L
						005							
2C4557	1.5	362	1.5	126	2.0	993							
						005							
2C4558	1.2	398	1.2	610	2.0	993					3.347	4	03-08 Mitsubishi 1998cc Eng. 2.0L 4G63, 4G63T
						732							
2C4559	1.5	362	1.5	126	2.0	993					3.150	6	92-94 BMW Car 2.0L 1991cc Eng.
						005							
2C4561	1.2	398	1.2	610	3.0	997					3.583	8	01-08 Lexus 4293cc Eng. 4.3L
						732							
2C4562	1.2	398	1.5	126	2.0	934					3.248	5	05-10 Volkswagen 2480cc Eng. 2.5L
						935							
2C4563	1.2	398	1.75	126	3.0	997					3.248	1	90-91 Audi 2309cc 2.3L Eng.
						732							
2C4564	1.2	398	1.5	126	2.0	993					3.465	4	09-10 GMC 2.4L Eng. 145cu.in
						005							
2C4565	1.2	398	1.5	126	2.5	995					2.992	4	96-on Ford Import 1388cc Eng. 1.4L
						732							
2C4566	1.2	398	1.2	610	3.0	997					3.701	8	05-10 Toyota 4663cc 4.7L Eng.
						732							
2C4567	1.2	398	1.5	126	2.8	997					3.465	6	01-08 Suzuki 2737cc Eng. 2.7L
						732							
2C4569	1.2	398	1.5	126	2.5	995					3.067	4	GMC Car 1399cc Eng. 1.4L
						732							
2C4571	1.2	398	1.2	610	2.0	934					3.677	6	05-08 Isuzu 3.5L 6VE1
						732							
2C4573	1.2	398	1.5	126	2.0	993					3.307	2	91-95 BMW 1795cc 1.8L 92-96 BMW 2494cc 2.5L 92-93 BMW 2997cc 3.0L
						005							
2C4580	1.2	398	1.2	610	2.5	995					2.638	4	Hyundai 1100cc Eng. G4HC
						005							
2C4583	2.00 ^K	370	1.5	126	3.0	990					3.780	4	Toyota 2982cc Eng. Diesel
						732							



Ring Size & Type - Numerical Index

2M4584 - 2C4623

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2M4584	1.5	335	1.75	126	2.0	993 005	3.189	6	00-05 Audi 2700cc Eng. 2.7L
2C4590	1.0	398	1.2	610	2.0	993 005	3.189	4	Audi, Volkswagen 1595cc Eng. 1.6L
2C4592	$\frac{3}{16}$	362	$\frac{3}{16}$	102	$\frac{3}{16}$	401 $\frac{3}{16}$ 501 825	4 $\frac{3}{4}$	4	Climax-Arrow & Hercules Eng. Oliver Tractor-White Motors
2C4596	1.2	398	1.5	126	2.0	993 005	3.110	4	97-on Opel 1.6L
4600	1.75	032	2.0	126	3.0	054 732	3.189	4	85-89 AMC, Renault 1721cc 1.7L
2C4600	1.75	362	2.0	126	3.0	054 732			
4601	1.5	032	1.5	126	3.0	872 732	3.386	4	87-95 Pontiac, Chevrolet 121 2.0L 91-00 Nissan 1998cc
2M4601	1.5	335	1.5	126	3.0	872 732			91-00 Infiniti 98-00 Isuzu X22SE Rodeo 04-05 GMC L34 Eng. 2.0L
2C4602	1.2	398	1.5	126	3.0	872 732	3.110	4	88-94 Pontiac 04-07 Chevy Aveo, Optra 1.6L
4603	1.5	032	1.5	126	4.0	058 732	3.516	4	86-93 Isuzu-Japanese 4ZD-I
2C4603	1.5	363	1.5	126	4.0	058 732			
4607	2.0	026	2.0	026			2.421	2	Subaru 360cc
4609	$\frac{1}{16}$	032	$\frac{1}{16}$	126	$\frac{3}{16}$	501	3 $\frac{7}{16}$	2	Harley Davidson
2C4611	$\frac{1}{8}$	362	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{1}{4}$ 860 732	3 $\frac{3}{4}$	4	Waukesha Eng.
4612	1.5	032	1.5	126	4.0	870 732	3.701	6	85-90 Toyota Landcruiser 4230cc 3F Eng.
2C4612	1.5	363	1.5	126	4.0	870 732			
2C4613	1.2	398	1.5	126	3.0	054 732	3.346	4	88-94 Mitsubishi, Chry. Dodge, Plymouth 2.0L, DOHC 2000 GTX
4614	1.5	032	1.75	126	4.0	058 732	3.268	4	85-on Seat
2C4614	1.5	362	1.75	126	4.0	058 732			
4617	1.5	102	2.0	126	3.5	055 732	3.150	6	77-on BMW-EMW
2C4617	1.5	362	2.0	126	3.5	055 732			
4618	1.5	032	1.5	126	4.0	058 732	2.795	4	85-87 Mitsubishi 1298 1.3L GIB Eng.
2C4618	1.5	362	1.5	126	4.0	058 732			
2C4619	1.5	362	1.5	126	2.5	533 732	3.071	2	Mitsubishi 2G25 Eng. 2 Cyl.
2C4620	2.0	363	2.0	126	4.0	056 732	3.563	4	84-on Rover 4 Cyl., 12J Diesel 90, 110
2C4621	1.2	398	1.5	126	2.5	995 732	3.110	4	97-on GMC car 1.6L 97-on Opel 1.6L
2C4623	1.0	398	1.2	610	2.0	993 005	3.150	2	95-on Rover 1.8L, 2.0L, 2.5L

4625 - 2C4640
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4625	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3.622	6	71-92 Jaguar XJ6, XJ6 Series III BF 4.2L
2C4625	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
4626	2.0 032	1.5 126	4.0 872				4.000	8	90-02 GMC, Chevrolet 350 Eng. 5.7L Light Wt Piston
2M4626	2.0 327	1.5 126	4.0 872						
4627	1.6 032	1.75 126	3.5 874				3.953	6	90-01 Ford 244 Eng. 91-07 Mazda 4016cc Eng.
2M4627	1.6 335	1.75 126	3.5 874						
4628	1.5 032	1.5 126	3.0 872				3.551	8	96-10 Ford Trk 281 Eng. 4.6L 91-10 Ford Car 281 Eng. 4.6L 96-10 Ford Trk 330 Eng. 5.4L
2M4628	1.5 335	1.5 126	3.0 872						
4630	2.0 032	2.0 126	4.5 870				3.228	4	Mazda 1985cc VA Eng.
2C4630	2.0 363	2.0 126	4.5 870						
2C4631	1.2 398	1.5 401	4.0 058				2.953	4	Honda Civic 1600 KA200 Eng.
4632	1.5 032	1.5 401	4.0 058				2.953	6	Toyota 1988cc 1G, 1GE, 1GEV Eng.
2C4632	1.5 362	1.5 401	4.0 058						
4633	1.5 032	1.5 126	3.0 054				2.874	4	87-94 Toyota 1456cc 4 Cyl. 3E Eng.
2C4633	1.5 363	1.5 126	3.0 054						
4634	1.75 032	2.0 126	3.5 058				3.701	4	86-on Volkswagen Vanagon 2109cc 2.1L 4 Cyl. MV Eng.
2C4634	1.75 362	2.0 126	3.5 058						
4635	1.5 032	1.5 126	3.0 054				3.338	4	86-91 GMC Chev. Monza 110 4 Cyl. 1.8L
2C4635	1.5 362	1.5 126	3.0 054						
4636	1.5 032	1.5 126	3.0 872				3.661	6	88-97 Chrysler, Dodge, Jeep 3.3L 99-10 Chrysler, Dodge, Jeep 3.7L
2M4636	1.5 327	1.5 126	3.0 872						
4637	1.5 032	1.5 126	4.0 870				3.646	4	88-on 2559cc 4ZE1 Eng. Isuzu 96-97 2559cc 4ZE1 Eng. Honda Passport
2M4637	1.5 335	1.5 126	4.0 870						
4638	1.5 032	1.5 126	4.0 058				3.406	4	90-92 Chrysler, Dodge 146cc Eng. 90-92 Hyundai G64B, 2.4L 85-93 Mitsubishi G64B Eng.
2C4638	1.5 362	1.5 126	4.0 058						
2C4639	1.2 398	1.5 126	2.0 934				3.248	4	88-97 Volkswagon 4 Cyl. 2.0L Santana, Voyage, Quantum, Passat
2C4640	1.2 398	1.5 401	2.8 859				2.953	4	86-96 GMC, GEO, Acura D16A1 Eng., Suzuki 1590cc 4 Cyl. 1.6L 88-95 Honda 1493cc D15B1,2,7,8



Ring Size & Type - Numerical Index

2C4644 - 2C4664

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C4644	1.2	398	1.2	610	4.0	058 732	3.307	6	86-87 Acura 2494cc 6 Cyl. 2.5L C25A1 Eng.
2C4645	1.2	398	1.2	610	4.0	058 732	3.425	6	87-97 Honda, Acura 2675cc 6 Cyl. 2.7L C27A1 Eng.
2C4646	1.2	398	1.2	610	2.8	861 732	3.031	4	87-89 GMC Chev. GEO Spectrum Turbo 85-89 Isuzu-Japanese 1471cc 4 Cyl. 4XC1 Eng.
2C4647	1.2	398	1.2	610	3.0	054 732	3.150	4	90-95 GMC GEO Storm 1588cc 4 Cyl. 1.6L 92-93 Isuzu 1809cc Eng. 4XF1
4648	1.5	032	1.5	126	3.0	872 732	3.780	6	91-00 Chrysler, Dodge, Plymouth V6 214 3.5L & 231 3.8L
2M4648	1.5	327	1.5	126	3.0	872 732			
4649	1.5	032	1.5	126	4.0	870 732	3.622	6	91-97 GMC Chevrolet 207 Eng. V6 3.4L
2M4649	1.5	335	1.5	126	4.0	870 732			
2C4650	1.2	398	1.5	126	2.8	861 732	3.504	6	89-95 Ford Taurus, Mercury 183 V6 3.0L SHO
4651	1.5	032	1.5	126	3.0	054 732	3.268	4	91-96 Ford, 112 Eng., 1.8L 90-05 Mazda 1839cc Eng., 1.8L
2C4651	1.5	376	1.5	126	3.0	054 732			94-97 KIA 1839cc Eng., 1.8L
4652	1.75	032	2.0	401	3.5	055 732	2.756	4	62-on Renault 1108cc Express RIO, R4, R5, R6L, R8, R9, R11
2C4652	1.75	362	2.0	401	3.5	055 732			
2C4653	1.2	398	1.5	401	4.0	058 732	3.386	4	86-94 Toyota 1998cc 3SFE, 3SGE 86-94 3SGELC, 3SGTE
2C4654	1.2	398	1.2	610	2.8	861 732	3.346	4	90-97 Honda Accord 2156cc 96-98 Isuzu 2156cc Eng.
2C4658	1.2	398	1.5	126	2.8	861 732	3.189	4	88-93 Honda Prelude 4 Cyl. 1958cc B20A3, B20A5
4659	1.5	032	1.5	401	2.8	861 732	2.992	4	89-94 Nissan 1597cc, GA16, GA16I, GA16DE Pulsar, Sentra
2C4659	1.5	362	1.5	401	2.8	861 732			
4660	1.5	032	1.5	126	2.8	861 732	3.504	4	89-97 Nissan Axxess, Stanza, Pickup, Van GXE 240SX 4 Cyl. 2389cc
2C4660	1.5	363	1.5	126	2.8	861 732			
2C4661	2.0	362	1.5	126	4.0	058 732	3.346	4	85 Nissan 1952cc 710 Pickup Z-20 Eng.
4662	1.5	032	1.5	102	2.8	861 732	3.071	4	87-88 Nissan Pulsar NA CA16DE Eng.
2C4662	1.5	363	1.5	102	2.8	861 732			
4663	$\frac{3}{32}$	032	$\frac{3}{32}$	126	$\frac{3}{16}$	860 732	$3\frac{3}{16}$	1	Lauson-Tecumseh Model HH-100
4664	1.5	102	1.75	126	4.0	058 732	3.366	4	84-on Volkswagen 1.6L, 1600cc Brazil Also Fit Brazilian Piston
2C4664	1.5	362	1.75	126	4.0	058 732			

4665 - 2C4688
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4665	1.5	032	1.5	126	4.0	056	3.189	4	Mazda 1587cc 1.6L 626 FWD, F6 Eng. Export Only
						732			
2C4665	1.5	363	1.5	126	4.0	056			
						732			
2C4666	1.0	398	1.2	610	2.8	861	3.189	4	90-01 Acura 1834cc B18A1 Eng. 92-93 Acura 1678cc B17A1 Eng. 93-99 Honda 1590cc B16A2 Eng.
						732			
2C4667	1.2	398	1.2	610	2.8	861	3.543	6	91-98 Acura 3206cc 3.2L, C32A1 96-05 Acura 2977cc 3.0L, C30A1
						732			
2C4668	1.2	398	1.5	126	3.0	054	2.972	4	91-96 Chrysler, Jeep-Eagle, Mitsubishi 92 Q Eng. 1.5L 12 Valve Hyundai 1495cc 1.5L G4FK Eng.
						732			
2C4669	1.2	398	1.5	126	3.0	997	3.240	4	89-93 Chrysler 98 K Eng. DOHC Turbo 89-93 Mitsubishi 1595cc 4G31, 4G61 Eng. Turbo
						732			
2C4670	1.2	398	1.5	126	3.0	997	3.587	6	91-05 Chrysler 181 V Eng. 3.0L 6G72 90-04 Mitsubishi Diamante 6G72
						732			
4671	$\frac{5}{64}$	102	$\frac{5}{64}$	102	$\frac{5}{64}$	401	2.000	4	Kohler Eng.
						501			
2C4672	1.75	363	1.75	126	3.5	056	3.661	6	90-91 Chrysler 182 88-93 Jeep-Eagle 182 Eng. Renault
						732			
4673	1.5	032	1.5	126	4.0	055	2.736	4	Mitsubishi 1244cc 4G11 Eng.
						732			
2C4673	1.5	362	1.5	126	4.0	055			
						732			
2M4676	1.5	335	1.5	126	3.0	997	3.445	6	88-91 Toyota 2507cc 2VZFE Eng. 90-91 Toyota Lexus ES250 Eng.
						732			
2M4678	1.5	335	1.5	126	3.0	997	3.445	8	90-98 Toyota Lexus 3969cc 1UZFE Eng. LS400, SC400
						732			
2C4679	1.5	363	1.5	126	4.0	056	3.543	6	88-97 Mazda 929 2954cc JE Eng.
						732			
2M4679	1.5	335	1.5	126	4.0	056			
						732			
4681	1.5	032	1.5	126	2.8	861	3.327	4	89 Nissan 1974cc, CA20E Eng.,
						732			
2C4681	1.5	363	1.5	126	2.8	861			
						732			
2C4682	2.0	362	2.0	401	4.0	052	3.071	6	69-70 Nissan 1988cc, L20A Eng.
						732			
4683	1.5	032	1.5	126	3.0	054	3.189	4	88-93 Toyota 1587cc 4AF, 4AFE Engs. Volkswagen 1.6L Audi 1.6L
						732			
2M4683	1.5	335	1.5	126	3.0	054			
						732			
2C4684	1.2	398	1.5	126	2.8	861	3.189	4	Toyota 1.6L, 4AGE Eng. GEO 98cc 1.6L, 108cc 108L Eng.
						732			
4686	1.5	032	1.5	126	3.0	997	3.425	4	90-94 Toyota 2164cc, 5SFE Eng.
						732			
2M4686	1.5	335	1.5	126	3.0	997			
						732			
4687	1.75	032	1.5	126	4.0	870	3.740	4	90-93 Toyota 2438cc, 2TZFE Eng.
						732			
2C4687	1.75	363	1.5	126	4.0	870			
						732			
2C4688	2.0	363	2.0	126	4.0	870	3.701	6	88-92 Toyota 3955cc, 3FE Eng.
						732			



Ring Size & Type - Numerical Index

4689 - 2C4710

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4689	1.5	032	1.5	126	4.0	856	3.445	6	88-95 Toyota 2959cc, 3VZE Eng. 92-93 Lexus 2959cc, 3VZE Eng.
2M4689	1.5	335	1.5	126	4.0	856			
2C4690	1.0	398	1.2	610	2.8	859	2.953	4	88-95 Honda 1493cc, D15B6 Eng. 96-98 Honda 1590cc, D16Y5 Eng.
4691	1.5	032	1.5	401	3.0	054	3.150	4	88-on Ford European "CVH" Eng.
2C4691	1.5	362	1.5	401	3.0	054			
2M4691	1.5	327	1.5	401	3.0	054			
2C4692	1.2	398	1.5	126	2.8	861	3.071	2	Subaru REX
4693	1.5	032	1.75	401	3.0	054	2.953	4	83-on Audi 80, Passat, Santana 1300cc 1.3L 75mm
2C4693	1.5	363	1.75	401	3.0	054			
4694	1.5	032	1.5	126	4.0	058	2.827	4	Mitsubishi Colt, Mirage 4G36EC Eng.
2C4694	1.5	362	1.5	126	4.0	058			
4695	1.5	032	1.5	401	4.0	058	2.685	4	Mitsubishi 4G11EC, 4G16C Colt Greece
2C4695	1.5	362	1.5	401	4.0	058			
4696	1.5	032	1.5	126	2.8	859	2.677	4	82-on Nissan 987cc, MA10, MA10ET Eng.
2C4696	1.5	363	1.5	126	2.8	859			
4697	1.5	032	1.75	401	4.0	055	2.646	4	74-on Autobianchi A112 Abarth 70 H.P. AB.2C.0 A122 A.2000 967, 1049cc
2C4697	1.5	363	1.75	401	4.0	055			
2C4701	1.2	398	1.5	126	2.5	995	3.504	6	05-10 GMC Car 170ci.in. Eng. 2.8L
2C4703	1.2	398	1.5	126	2.5	995	3.386	4	01-04 Isuzu 2198cc 2.2L
4705	2.0	032	2.0	126	4.75	860	3.504	4	83-84 GMC Trks. 121 S Series 2.0L
2C4705	2.0	362	2.0	126	4.75	860			
2C4706	2.50 ^K	370	2.0	401	5.0	871	3.228	4	Melroe Bobcat, Kubota V1702 Diesel
2C4707	1.2	398	1.5	126	3.0	054	3.819	4	90-99 Subaru Legacy 2200cc 2.2L
						085			
4709	2.0	032	2.0	401	3.0	054	3.150	4	Opel 4/82-on Ascona C, Kadett D 7/84-on Kadett E, 1600cc Diesel Renault 1.9L Diesel
2C4709	2.0	362	2.0	401	3.0	054			
2C4710	2.00 ^K	370	2.0	126	4.0	056	3.780	4	Toyota Hi-Lux Landcruiser 2779cc 3.0L Diesel

4711 - 2C4725
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4711	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3.680	6	Ford Cars & Trks. 200, 250 cu.in. Engs. 6 Cyl. BF
2C4711	$\frac{5}{64}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						For ACL Duralite Pistons
2M4711	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						Shallow Oil Ring Groove
4711			732						
2C4711			732						
2M4711			732						
2C4713	1.5 376	1.5 401	4.0 058				3.386	6	Holden, Opel 2962cc VL Commadore
			732						RD30E Nissan Turbo Eng.
									Lexus, Toyota 2JZGE 3.0L
4714	1.5 032	1.75 401	4.0 056				2.953	4	84-on Seat 4 Cyl. 1193cc 1.2L
			732						Ibiza, Ronda, Malage
2C4714	1.5 363	1.75 401	4.0 056						
			732						
2C4715	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3.280	1	Kohler Model M-18 Twin
			732						Late KT-17 Twin
2C4716	2.50 ^K 370	2.5 126	4.0 056				3.465	4	Toyota 2481cc 2J Eng. Diesel Dyna,
			732						Toyo-Ace JU10/JY16, 30
2M4717	1.5 335	1.5 126	4.0 052				3.811	6	88-95 Ford Cars 232 3.8L 96.8mm
			005						
4718	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872				4 $\frac{1}{4}$	8	91-00 GMC Trks. 454 V8, 7.4L
			732						GM Marine Eng.
2C4718	$\frac{5}{64}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872						
			732						
2M4718	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872						
			732						
4719	$\frac{3}{32}$ 032	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872			3 $\frac{15}{16}$	8	91-97 GMC Trks. 366, 6.0L
				732					4 Ring Piston/Shallow Oil Ring Groove
2C4719	$\frac{3}{32}$ 363	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872					
				732					
2M4719	$\frac{3}{32}$ 327	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872					
				732					
4720	2.0 032	1.5 126	4.0 872				4.000	6	90-95 GMC Cars & Trks. 262cu.in 4.3L
			732						
2M4720	2.0 327	1.5 126	4.0 872						
			732						
4721	2.0 032	2.0 126	4.75 872				4.000	6	88-95 GMC Cars & Trks.
			732						262 4.3L Z Eng.
2M4721	2.0 327	2.0 126	4.75 872						Shallow Oil Ring Groove
			732						
4722	1.5 032	1.5 126	4.0 056				3.617	6	89-92 Ford Car E.A. Falcon 250
			732						OHC Australia
2C4722	1.5 363	1.5 126	4.0 056						
			732						
4723	1.75 032	2.0 401	4.0 056				3.020	4	76 Simca 2R; 75 GLS1307, GT1308
			732						71-76 Rally 1-2; 72 Speciale 1100
2C4723	1.75 363	2.0 401	4.0 056						73 1294cc Eng. Timatrasso Bagheera Mot. 366
			732						French Piston; Shallow Oil Ring Groove
2M4724	3.0 345	2.0 126	4.0 553				3.579	4	78-on Mercedes-Benz 240D, OM616
			881						
4725	$\frac{1}{16}$ 032	$\frac{1}{16}$ 126	$\frac{5}{32}$ 860				3 $\frac{3}{8}$	1	Kohler K-301 Eng. w/Mahle Piston
			732						
2C4725	$\frac{1}{16}$ 363	$\frac{1}{16}$ 126	$\frac{5}{32}$ 860						
			732						



Ring Size & Type - Numerical Index

4726 - 2M4741

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4726	1.5	032	1.5	126	4.0	635	4.000	8	95-04 Dodge 360 93-97 Ford 351 "Lightning" 96-01 Ford 302, 5.0L
2M4726	1.5	335	1.5	126	4.0	635 732			
2M4727	2.0	336	1.5	126	4.0	872 732	4.468	8	88-95 Mercruiser 502, H.O. Marine Eng.
2C4728	1/8 ^K	372	3/32	126	3/32	126 3/16	4.400	4	Ford Tractor 256 Eng. 7000 Series
4729	5/64	032	5/64	126	5/64	126 3/16	3.280	6	59-69 Austin-Rover 3000 Sport 67-69 M.G. 2912cc w/Austin Piston
2C4729	5/64	362	5/64	126	5/64	126 3/16			
4730	2.5	032	2.5	126	4.0	056 732	3.661	4	Toyota Forklift 2771cc, 5P Gas Eng.
2C4730	2.5	362	2.5	126	4.0	056 732			
4731	1/16	102	1/16	102	5/32	058 732	2.780	4	80-84 Austin-Rover Morris Ital. 82-on M.G. Metro Turbo; 81-on Allegro 80-on M.G. Metro
4732	1/16	032	1/16	401	1/16	401 5/32	2.543	4	80-on Austin-Rover Metro L, H, LE1000 68-69 Mini 1000 MKII
2C4733	1.2	398	1.5	126	3.0	054 732			
2M4734	1.5	335	1.5	126	3.0	054 732	3.445	4	93-97 GMC Geo, 98cc Eng. 1.6L 96-97 GMC Geo, 110cc Eng. 1.8L
4735	2.0	032	2.0	126	4.0	872 732	3.910	8	91-03 Dodge Trk., Jeep 318 Eng. 5.2L Shallow Oil Ring Groove
2C4735	2.0	363	2.0	126	4.0	872 732			
2M4735	2.0	327	2.0	126	4.0	872 732			
4736	1.5	032	2.0	401	3.5	058 732	3.622	6	82-on BMW-EMW 635csi, 735i; 83-on 745i 85-on 535i, M5, M535i
2C4736	1.5	362	2.0	401	3.5	058 732			
2M4736	1.5	327	2.0	401	3.5	058 732			
4737	1.5	032	1.5	126	3.0	054 732	3.071	4	Mazda B6Y2 Eng. KIA 1.6L Sephia
2C4737	1.5	362	1.5	126	3.0	054 732			
2C4738	1.2	398	2.8	859		732	2.913	3	89-95 GMC Chev. GEO Metro 61 Eng. 74mm Suzuki Eng.
2C4739	1.2	398	1.2	610	2.8	861 732	3.268	4	90-91 Honda Prelude 2056cc B21A1 Eng. 16 Valve
4740	2.0	032	2.0	126	4.0	871 732	4.358	8	92-98 Ford Trks. 429, 460 Eng. V8 7.0L Shallow Oil Ring Groove
2C4740	2.0	363	2.0	126	4.0	871 732			
2M4740	2.0	345	2.0	126	4.0	871 732			
2M4741	3.0	336	2.0	130	3.5	553 881	4.110	8	89-95 Ford Trk. 445 7.3L Diesel Navistar

4742 - 2M4760
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4742	2.0	032	2.0	126	4.75	872	3.736	8	93-02 GMC & Chev. Trks. 265, 305, 5.0L Shallow Oil Ring Groove
2M4742	2.0	327	2.0	126	4.75	872			
2C4743	2.5	363	2.5	126	5.0	553	3.978	4	63-on Perkins 4.248.2 4067cc Eng. 101.05mm Sleeved Eng.
2C4744	3.0 ^K	372	2.0	130	4.0	553			
2M4744	3.0 ^K	373	2.0	130	4.0	553	4.055	8	92-06 GMC Trk. 395 Diesel Eng. Hummer 6.5L Diesel Eng.
4745	1.5	032	1.5	126	3.0	054			
2M4745	1.5	327	1.5	126	3.0	054	3.228	4	91-94 GMC Saturn 116 1.9L Eng.
4746	1.5	032	1.5	126	3.5	058			
2M4746	1.5	327	1.5	126	3.5	058	3.661	6	87-on Alfa-Romeo 3000cc Milano
4748	1/16	102	1/16	102	5/32	055			
2C4749	1.2	398	1.5	126	3.0	054	2.688	1	Briggs & Stratton Quantum Eng.
4750	1.5	032	1.5	126	3.0	054			
2C4750	1.5	362	1.5	126	3.0	054	3.268	4	93-97 Ford 121 1991cc Eng. DOHC 2.0L 93-03 Mazda 121 MX6, 626
2C4751	2.0	362	1.5	401	3.0	054			
4753	2.0	032	2.0	401	3.0	054	3.327	6	93-02 Ford, Mazda 152, 2497cc Eng. 2.5L
2C4753	2.0	362	2.0	401	3.0	054			
2M4754	1.5	335	1.5	401	2.8	861	2.992	4	Isuzu-Japanese Gemini 1487cc 4EC1 Diesel Eng. 1.5L
2M4755	1.5	336	1.5	126	2.5	995			
4754	1.5	032	1.5	401	2.8	861	2.677	2	Briggs & Stratton Vanguard 290000 & 300000
2C4754	1.5	376	1.5	401	2.8	861			
2M4755	1.5	336	1.5	126	2.5	995	3.386	6	Nissan RB30E 3000cc, 3.0L
4756	1.5	102	1.5	102	3.0	054			
2M4758	2.0	335	1.5	126	3.0	054	3.551	8	06-10 Ford Car, Mustang 330
2C4759	1.2	398	1.2	610	3.0	872			
4760	2.0	032	2.0	126	4.0	872	3.425	1	Kohler Command Eng. 11, 12 1/2, 14 H.P.
2C4760	2.0	363	2.0	126	4.0	872			
2M4760	2.0	327	2.0	126	4.0	872	3.110	4	Isuzu 1.7L Turbo Diesel
4760	2.0	032	2.0	126	4.0	872			
2C4760	2.0	363	2.0	126	4.0	872	3.445	4	94-05 Chrysler, 121cc Eng.(Mitsubishi)
4760	2.0	032	2.0	126	4.0	872			
2M4760	2.0	327	2.0	126	4.0	872	3.910	6	92-03 Dodge Trk. 239 cu. in. Eng. V6 3.9L Shallow Oil Ring Groove
4760	2.0	032	2.0	126	4.0	872			



Ring Size & Type - Numerical Index

4761 - 2C4780

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4761	1.5	032	1.5	126	3.0	872	3.425	8	94-95 GMC Cars, Olds Aurora 244 cu. in. Eng. 4.0L DOHC
						732			
2M4761	1.5	335	1.5	126	3.0	872			
						732			
2C4762	1.5	362	1.75	401	3.0	054	3.307	6	87-95 BMW 2494cc
						732			
2C4763	1.5	362	1.75	401	3.0	054	3.307	4	87-90 BMW 318I
						732			
2M4764	1.2	397	1.5	126	3.0	872	3.799	6	93-95 GMC Cars 231 cu. in. Eng. 3800cc 3.8L
						005			
2M4765	1.5	335	1.5	401	3.0	054	3.031	1	Kohler Eng. CH18, 20, 22 CV16, 18, 20, 22
						732			
4766	1.75	032	2.0	126	3.0	054	3.228	4	92-95 Renault 1965cc 2.0L F2R, F3R
						732			
2C4766	1.75	362	2.0	126	3.0	054			
						732			
2C4767	1.2	398	1.2	610	2.8	997	3.425	4	98-00 Prelude 2156cc H22A4 92-99 Honda 2259cc H23A1
						732			
2C4768	1.2	398	1.5	126	3.0	997	3.346	4	89-98 Mitsubishi 4G63, 1997cc 93-99 Hyundai 4 Cyl. 1997cc G4CP
						732			
2C4769	1.2	398	1.2	610	2.8	997	3.189	4	92-02 Mitsubishi 4G93 96 Jeep Eagle 1.8L
						732			
2C4770	1.2	398	1.5	126	3.0	997	3.209	4	93-95 Hyundai Elantra 4 Cyl.
						732			
2C4771	1.2	398	1.5	126	3.0	997	3.268	4	93-03 Mazda 1839cc Eng. FP, FS
						732			
4772	1.5	032	1.5	126	3.0	996	2.953	6	92-94 Mazda V6 K-8 Eng. 1844cc
						732			
2C4772	1.5	363	1.5	126	3.0	996			
						732			
2C4773	1.2	398	1.5	126	3.0	997	3.189	4	93-95 Toyota 4 Cyl. 7AFE Eng.
						732			
2C4774	1.2	398	1.2	610	3.0	996	2.913	4	93-95 Toyota Paseo 4 Cyl. 5EFE Eng.
						732			
4775	⅞	032	⅞	126	⅞	860	3 ⅞	4	28 Ford "A"
						732			
4776	1.75	032	2.0	126	4.0	052	3.937	6	94-97 Toyota 6 Cyl. 1FZFE Eng. 96-97 Lexus LX450 4.5L
						732			
2C4776	1.75	363	2.0	126	4.0	052			
						732			
4777	1.5	032	1.5	126	3.0	997	3.815	6	91-92 Subaru 6 Cyl. EJ33 Eng. 3318cc SVX
						732			
2C4777	1.5	363	1.5	126	3.0	997			
						732			
2C4778	1.2	398	1.5	126	2.8	861	3.071	3	87-93 Subaru Justy 3 Cyl. EF-12 Eng. 1189cc
						732			
2C4779	1.2	398	1.2	610	2.8	997	3.346	5	91-98 Acura 5 Cyl. 2456cc Eng. Vigor G25A
						732			
2C4780	1.2	398	1.5	126	2.8	997	3.406	4	93-04 Mitsubishi RDS2, 4G64, G4JS 93-05 Chrysler, Dodge 146cc, 2.4L, G4JS 99-05 Hyundai, 2400cc, 2.4L 00-04 Kia, 2351cc, 2.4L, G4JS
						732			

2C4781 - 4799
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C4781	1.2	398	1.2	610	2.5	995	3.661	6	95-01 Nissan 3.0L, VQ Eng. 97-05 Acura 3.2L, C32B Eng. 2001 GMC Trk 4.2L 256cu.in
2M4781	1.2	397	1.2	610	2.5	995			
						732			
4782	1.5	032	1.5	126	3.0	996	2.972	4	93-00 Hyundai 4 Cyl. 1.5L
2C4782	1.5	363	1.5	126	3.0	996			
						732			
2C4783	1.2	398	1.5	126	3.0	997	3.406	4	92-96 Mitsubishi 4G64, 2350cc Eng. 93-96 Chrysler 146cc, 2.4L Eng.
						732			
2C4784	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{3}{32}$	126 $\frac{1}{4}$	3 $\frac{3}{16}$	4	Continental Eng.
						860			
						732			
2M4785	1.5	335	1.5	126	4.0	872	4.000	10	94-03 Dodge 488cu.in Eng.
						732			
2C4786	2.5	363	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{1}{4}$	4.250	6	Allis Chalmers 3400, 3500 Diesel Eng.
						501			
						825			
2M4787	1.6	335	2.0	126	4.0	056	3.200	4	1984-on Ford Eurpean
						732			
4788	1.5	032	2.0	126	4.0	058	3.307	4	82-on Toyota 21R 1972cc Export Only
						732			
2C4788	1.5	362	2.0	126	4.0	058			
						732			
2M4789	1.5	336	1.5	126	3.5	058	3.819	6	77-on Porsche 930 Turbo w/Nicasil Cylinders
						716			
4790	1.5	032	1.5	126	3.0	872	3.661	8	93-95 GMC 281 Eng. 4.6L(Cadillac) 99-07 Chry, Dodge, Jeep 4.7L
						732			
2M4790	1.5	335	1.5	126	3.0	872			
						732			
2M4791	1.5	327	1.5	126	4.0	870	3.678	6	92-96 Isuzu 3156cc, 6VD1 96-98 Honda Passport 3.2L
						732			
4792	$\frac{1}{16}$	032	$\frac{1}{16}$	126	$\frac{5}{32}$	058	2 $\frac{15}{16}$	1	Kohler Eng. Model M8 Kohler M-8
						732			
2M4792	$\frac{1}{16}$	327	$\frac{1}{16}$	126	$\frac{5}{32}$	058			
						732			
4793	$\frac{1}{16}$	032	$\frac{1}{16}$	126	$\frac{5}{32}$	058	3 $\frac{3}{4}$	1	Kohler Eng. Model M16 Kohler M-16
						732			
2M4793	$\frac{1}{16}$	327	$\frac{1}{16}$	126	$\frac{5}{32}$	058			
						732			
2C4794	1.2	398	1.5	126	3.0	054	3.244	6	95-99 Ford 153 Eng
						732			
4795	$\frac{5}{64}$	032	$\frac{5}{64}$	401	$\frac{3}{16}$	871	3 $\frac{5}{16}$	1	Lauson-Tecumseh Eng.
						732			
4796	$\frac{3}{32}$	102	$\frac{3}{32}$	102	$\frac{3}{16}$	871	2 $\frac{15}{16}$	1	Lauson-Tecumseh Eng.
						732			
4797	$\frac{5}{64}$	102	$\frac{5}{64}$	401	$\frac{3}{16}$	870	2 $\frac{25}{32}$	1	Briggs & Stratton Eng.
						732			
2C4797	$\frac{5}{64}$	362	$\frac{5}{64}$	401	$\frac{3}{16}$	870			
						732			
4798	$\frac{1}{16}$	032	$\frac{1}{16}$	401	$\frac{5}{32}$	058	2 $\frac{9}{16}$	1	Briggs & Stratton Eng.
						732			
4799	$\frac{1}{16}$	032	$\frac{1}{16}$	401.118		054	2 $\frac{9}{16}$	1	Briggs & Stratton Eng.
						732			



®

Ring Size & Type - Numerical Index

4800 - 2C4818

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4800	1.5	032	1.75	401	3.0	054	3.402	4	Fiat (Brazilian Piston)
						732			
2C4800	1.5	363	1.75	401	3.0	054			
						732			
4801	1.5	032	1.5	126	3.0	054	3.228	4	Chevette (Brazilian Piston)
						732			
2C4801	1.5	363	1.5	126	3.0	054			
						732			
4802	1.5	032	1.75	126	4.0	058	3.228	4	GMC (Brazilian) 10.82 Mod. gas/alch.
						732			
2M4802	1.5	327	1.75	126	4.0	058			
						732			
2C4803	1.5	363	1.5	126	3.0	054	3.031	4	Volkswagen (Brazilian Piston)
						732			
4804	1.5	032	2.0	401	4.0	058	3.402	4	Fiat (Brazilian Piston)
						732			
2C4804	1.5	363	2.0	401	4.0	058			
						732			
2M4805	1.5	337	1.5	126	2.5	872	3.750	2	2007-on Harley Davidson 1584cc JED Eng.
						732			
4807	1.5	032	1.5	126	2.8	859	2.441	4	Suzuki FA8, 797cc
						732			
2C4807	1.5	362	1.5	126	2.8	859			
						732			
2C4808	1.2	398	1.5	401	2.0	986	2.642	4	96-on Volkswagen 999cc 1.0L Eng.
						732			
2M4810	.083	327	5/64	126	3/16	871	3 7/16	1	Briggs & Stratton Eng.
						732			
2C4811	2.5	362	2.5	126	5.0	860	4.016	1	Long Tractor Sleeved Eng.
						732			
4812	1.5	032	1.5	401	3.0	054	3.055	4	89-91 Opel 1200cc 88-on Opel 1400cc Astra, Corsa, Kadett, Vectra 1989-91 Opel 1.2L 1988-on Opel 1.4L
						732			
2C4812	1.5	362	1.5	401	3.0	054			
						732			
2C4813	1.2	398	1.2	610	2.5	995	2.835	1	Briggs & Stratton Eng.
						732			
4814	1.5	032	1.5	126	3.0	872	3.551	10	96-07 Ford Trk. 415 Eng. V10 6.8L
						732			
2M4814	1.5	335	1.5	126	3.0	872			
						732			
4815	1.5	032	1.5	126	4.0	056	3.875	6	96-06 Jeep-Eagle 4.0L, 242 Eng.
						732			
2M4815	1.5	327	1.5	126	4.0	056			
						732			
2M4816	1.5	335	1.5	126	3.0	872	4.000	10	94-96 Dodge Viper 488cc
						732			
2C4817	1.2	398	1.5	126	3.0	997	3.461	4	93-on Subaru Impreza 1820cc 1.8 Litre
						732			
2C4818	1.75	363	2.0	126	3.5	058	3.799	8	Mercedes SL, SE, SEL, SLC
						732			

4819 - 2C4842
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4819	1.5	032	1.5	401	3.0	054 732	3.012	4	88-on Dae Woo Racer 1498cc G15 SF Eng.
2C4819	1.5	362	1.5	401	3.0	054 732			
2M4820	1.75	327	2.0	126	3.5	056 732	3.504	4	Mercedes Benz 109, 190E, 200T
2C4821	2.0	363	2.0	401	3.0	054 732	3.248	4	1988-on Opel 1.7L
2C4822	2.5	376	2.0	126	3.0	054 732	3.504	1	Mercedes Benz
2C4823	$\frac{3}{32}$	363	$\frac{3}{32}$	126	$\frac{3}{16}$	871 732	$3\frac{3}{4}$	6	GM Car & Truck (Brazilian Piston)
2C4825	2.0	363	2.5	401	4.0	058 732	3.012	4	Volkswagen (Brazilian Piston)
2C4826	2.0	363	2.0	126	4.0	056 732	3.228	4	Chevy Luv Pickup, Chevette (Brazilian Piston)
4827	$\frac{1}{16}$	102	$\frac{1}{16}$	102	$\frac{5}{32}$	057 732	$2\frac{1}{2}$	4	48-52 Crosley
2C4828	2.0	363	2.5	126	5.0	870 732	3.130	4	Volkswagen (Brazilian Piston)
4829	1.5	032	1.75	126	3.0	054 732	3.189	4	Volkswagen (Brazilian Piston)
2C4829	1.5	363	1.75	126	3.0	054 732			
2C4830	1.5	363	2.0	401	4.0	058 732	2.992	4	Fiat (Brazilian Piston)
4831	1.5	032	2.0	401	4.0	055 732	2.992	4	Fiat (Brazilian Piston)
2C4831	1.5	363	2.0	401	4.0	055 732			
4832	1.75	032	2.0	401	3.0	054 732	3.012	4	Volkswagen (Brazilian Piston)
2C4832	1.75	363	2.0	401	3.0	054 732			
2C4833	1.75	363	2.0	126	4.0	058 732	3.130	4	Volkswagen (Brazilian Piston)
2C4834	1.5	363	1.5	126	3.0	054 732	3.338	4	GM 1.8L (Brazilian Piston)
2C4835	1.2	398	1.2	610	2.0	993 005	3.386	4	06-10 Chry 110cu.in. Eng. 1.8L 06-10 Chry 122cu.in. Eng. 2.0L
2C4837	1.75	363	2.5	401	5.0	870 732	3.130	4	Volkswagen (Brazilian Piston)
2C4840	$\frac{3}{32}$	363	$\frac{3}{32}$	126	$\frac{3}{16}$	860 732	$3\frac{7}{8}$	6	GMC 292cc (Brazilian Piston)
4841	2.0	102	2.0	401	5.0	871 732	3.366	4	Volkswagen (Brazilian Piston)
2C4841	2.0	363	2.0	126	5.0	871 732			
4842	2.0	032	2.0	401	4.0	058 732	3.268	4	Volkswagen (Brazilian Piston)
2C4842	2.0	376	2.0	401	4.0	058 732			



Ring Size & Type - Numerical Index

4843 - 2C4865

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
4843	1.75	032	2.0	401	4.0	058	3.031	4	Ford 1.6L (Brazilian Piston)
						732			
2C4843	1.75	363	2.0	401	4.0	058			
						732			
4844	1.75	032	2.0	401	4.0	058	2.965	4	Ford 1.4L (Brazilian Piston)
						732			
2C4844	1.75	363	2.0	401	4.0	058			
						732			
4848	1.5	032	1.75	126	4.0	058	3.338	4	GM Car 1.8L (Brazilian Piston)
						732			
2M4848	1.5	327	1.75	126	4.0	058			
						732			
4849	2.5	102	2.5	102	4.0	501	3.031	1	Mercedes Air Compressor
						3.0			
2C4849	2.5	362	2.5	102	4.0	501			
						3.0			
2C4850	1.2	398	1.2	610	2.0	993	3.189	4	06-08 Honda 1.8L R18A Eng.
						005			
4851	2.0	102	2.0	401	4.0	058	3.031	4	Volkswagen (Brazilian Piston)
						732			
4853	1/8	102	1/8	401	3/16	870	2 1/2	4	Hercules Eng.
						732			
2C4853	1/8	362	1/8	401	3/16	870			
						732			
4854	1/8	032	1/8	401	3/16	871	2 3/4	4	Wisconsin & Hercules Eng. Le Roi & Waukesha Eng.
						732			
2C4854	1/8	362	1/8	401	3/16	871			
						732			
4856	1.5	032	1.75	126	3.0	054	2.704	4	89-On Ford European Fiesta, Escort, 1.0, 1.1L
						732			
2C4856	1.5	363	1.75	126	3.0	054			
						732			
4858	1.5	032	1.75	401	3.0	054	2.911	4	Ford European 1.3L HCS, OHV
						732			
2C4858	1.5	363	1.75	401	3.0	054			
						732			
4859	1.5	032	1.75	401	3.0	054	2.984	4	Renault, 1.2, 1.4L
						732			
2C4859	1.5	362	1.75	401	3.0	054			
						732			
4860	1.5	032	1.5	126	3.0	872	4.000	8	96-97 GMC 350, 5.7L (VORTEC) 99-05 GMC Trk. 364 cu.in 6.0L
						732			
2M4860	1.5	335	1.5	126	3.0	872			
						732			
4862	1.5	032	1.5	126	3.0	872	4.000	6	1996-10 GMC 262 Eng.
						732			
2M4862	1.5	335	1.5	126	3.0	872			
						732			
4863	1.5	032	1.5	126	3.0	872	2.972	4	Skoda 1289cc, 1.3L
						732			
2C4863	1.5	363	1.5	126	3.0	872			
						732			
2C4864	2.0	362	2.0	401	3.0	054	3.071	4	Renault R9D, R11D, 1595cc Eng.
						732			
2C4865	2.0	362	2.0	126	3.0	054	3.268	4	Citroen, BX 19D Diesel, 1.9L
						732			

2M4866 - 2C4890
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2M4866	1.2 397	1.5 126	2.0 934 935				3.799	6	96-09 GMC Car 231 cu. in. Eng. 3800cc V6, 3.8L
2C4867	1.5 363	1.5 126	4.0 058 732				3.189	4	83-93 Mazda 1600cc 1.6L
2C4868	1.2 398	1.5 401	2.8 996 732				2.953	4	00-04 Tata 1390cc 1.4L
2C4871	1.75 362	2.0 126	3.0 054 732				3.189	4	Volk, 1968cc Eng. AAC, 75VC, 90VC Golf II
2C4875	1.2 398	1.5 126	3.0 996 732				2.992	4	Diahatu, 1589cc, 1.6L Eng.
4876	1.6 102	1.75 126	3.0 997 732				3.386	4	88-Ford German
2C4876	1.6 362	1.75 126	3.0 997 732						
2C4877	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732			4 $\frac{1}{4}$	6	Fageol Twin Coach
2C4878	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860 732				3 $\frac{7}{16}$	6	Hercules Eng.
4879	2.0 032	2.0 126	4.0 872 732				4.000	6	95-97 Ford Trk. 300 cu. in. Eng 4.9L
2M4879	2.0 327	2.0 126	4.0 872 732						
2M4880	1.5 335	1.5 126	4.0 872 732				3.445	4	94-97 Chry, 153 cu. in. Turbo
2C4881	1.2 398	1.5 401	2.8 861 732				3.622	6	93-96 Ford Taurus, Yamaha Eng.
2M4882	3.00 ^K	2.0	3.46				4.110	8	94-03 Ford 445cc Diesel Turbo 7.3L
4883	1.5 032	1.5 126	3.0 997 732				3.661	6	94-04 Mitsubishi 6G74
2M4883	1.5 327	1.5 126	3.0 997 732						
2C4884	1.2 398	1.5 126	2.8 996 732				2.973	4	97-02 Mitsubishi, 1.5L Eng. 4G15
4885	1.5 032	1.5 126	3.0 872 732				3.811	6	96-03 Ford Car & Trk 232cu.in. Eng. 3.8L 05-07 Ford Trk 238cu.in. Eng. 3.9L 97-07 Ford Trk 256cu.in. Eng. 4.2L
2M4885	1.5 335	1.5 126	3.0 872 732						
2C4886	1.2 398	1.5 126	3.0 054 732				3.244	8	96-99 Ford Car 207, 3.4L Eng.
4887	1.5 032	1.75 126	3.0 054 732				3.341	4	95-04 Ford Cars 121 Eng. 2.0L 98-on Ford European 1988cc Mondeo 2.0L
2M4887	1.5 327	1.75 126	3.0 054 732						
2C4888	1.2 398	1.5 126	3.0 872 005				3.504	6	96-98 Ford 183cu., 3.0L 96-99 GM 189cu., 3.1L
4889	1.5 032	1.5 126	3.0 054 732				3.341	4	95-02 Ford Escort, 2000cc, 2.0L
2M4889	1.5 335	1.5 126	3.0 054 732						
2C4890	1.2 398	1.5 126	3.0 872 732				3.780	6	96-08 Chry. V-6, 215, 3.5L 01-10 Dodge & Chry 231, 3.8L 07-08 Dodge & Chry 241cu.in 4.0L 01-10 Jeep 231, 3.8L



Ring Size & Type - Numerical Index

2C4891 - 2M4915

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C4891	1.2	398	1.5	126	3.0	054 732	3.228	4	95-98 Saturn, 1.9L
2M4892	1.5	335	1.5	126	2.8	861 732	3.661	8	90-04 Infiniti, VH41DE, VH45DE
2C4893	1.2	398	1.5	126	4.0	872 005	3.622	6	96-99 GMC Cars & Trks. 207cc, 3.4L
2M4893	1.2	397	1.5	126	4.0	872 005			
2C4894	1.2	398	1.5	126	3.0	872 732	3.661	8	96-99 GMC 281 Eng. 4.6L
2C4895	1.2	398	1.5	126	3.0	872 732	3.425	8	96-04 GM Aurora, 244cu, 4.0L
2M4896	1.5	335	1.5	126	3.0	997 732	3.386	6	97-00 GMC 181 Eng. 3.0L Catera
2M4897	1.5	335	1.5	126	3.0	872 732	3.898	8	97-04 GM Corvette 350 Eng. 5.7L
2C4898	1.2	398	1.5	126	3.0	872 732	3.543	4	96-02 GMC, 146 Eng. 2.4L
2M4898	1.2	397	1.5	126	3.0	872 732			
2C4899	1.5	362	1.5	126	2.8	997 732	3.602	6	96-04 Nissan VG33, Pathfinder
4900	1.6	032	2.0	401	4.0	056 732	3.394	4	84-88 Ford European, 1796cc. Eng. 1.8L
2C4900	1.6	363	2.0	401	4.0	056 732			
2C4901	1.2	398	1.2	610	2.5	995 732	2.953	4	97-02 GM GEO, 1.6L Eng. 96-02 Suzuki 1590cc Eng.
2C4902	1.2	398	1.2	610	3.0	997 732	3.445	6	94-05 Toyota 2995cc Eng. 1MZFE 94-05 Lexus 2995cc Eng. 1MZFE
2C4903	1.2	398	1.5	126	3.0	054 005	3.622	6	98-01 Chrysler 3.2L Eng. 96-09 GMC 3.4L Eng. 207cu. in.
2M4907	1.5	336	1.5	126	3.0	054 732	4.055	8	Chry, Dodge, Jeep 370cu.in Eng. 6.1L
4908	1.5	032	1.5	126	4.0	870 732	3.740	4	95-96 Toyota 2366cc Eng. 2RZFE 94-98 Toyota 2693cc Eng. 3RZFE
2C4908	1.5	362	1.5	126	4.0	870 732			
2C4909	1.2	398	1.5	126	2.0	934 935	3.256	4	2004-on Renault 2000cc Eng. 2.0L
4911	1.5	032	1.5	126	4.0	052 732	3.681	6	95-04 Toyota 3378cc, 3.4L
2C4911	1.5	363	1.5	126	4.0	052 732			
4912	1.5	032	1.5	126	3.0	054 732	3.780	4	96-97 Ford Ranger 140cu.in. 2.3L 98-01 Mazda B2500 2.5L
2C4912	1.5	362	1.5	126	3.0	054 732			
2M4912	1.5	327	1.5	126	3.0	054 732			
2C4914	3.0 ^K	372.2.35	126	4.0	553 881		4.016	6	88-09 Dodge 359 Turbo Diesel Cummins B Eng.
2M4915	1/16	327	1/16	126	5/32	860 732	3 3/16	1	Harley Davidson

2M4916 - 2C4933
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2M4916	1/16	327	1/16	126	5/32	860	3 7/16	1	Harley Davidson
						732			
2M4917	1/16	327	1/16	126	5/32	860	3.498	1	Harley Davidson
						732			
4918	1.5	032	1.5	401	3.0	054	3.161	6	95-02 Mazda 2255cc KJ Eng.
						005			
2C4918	1.5	363	1.5	401	3.0	054			
						005			
2C4919	1.0	398	1.2	610	2.5	995	2.965	4	95-97 Mazda 1.5L, 1498cc
						732			
4920	1/16	102	1/16	126	5/32	056	3.500	1	Kohler K321 Late Design
						732			
2C4920	1/16	362	1/16	126	5/32	056			
						732			
4921	1.5	032	1.75	126	3.0	054	3.189	6	90-05 Volkswagen 2.8L
						732			
2C4921	1.5	363	1.75	126	3.0	054			
						732			
4922	1.75	032	2.0	126	3.0	054	3.189	5	91-96 Volkswagen 2.5L, 2459cc
						732			
2C4922	1.75	362	2.0	126	3.0	054			
						732			
2M4923	1.5	335	1.75	126	2.0	993	3.189	4	1997-06 Audi, Volkswagen 1.8L
						005			
2C4924	1.2	398	1.5	126	2.0	934	3.248	6	96-04 Audi, 2.8L & 3.0L
						935			
4925	1.5	032	1.5	126	4.0	056	3.875	4	96-02 Dodge 153 Eng. 96-02 Jeep 150 Eng.
						732			
2M4925	1.5	327	1.5	126	4.0	056			
						732			
2C4926	1.5	362	1.5	126	4.0	058	3.228	4	Isuzu 1600cc, 4ZA1 Eng.
						732			
2C4927	1.5	362	1.75	126	3.0	997	3.248	1	Audi 2.3L Volkswagen 1.9L
						732			
2C4928	1.2	398	1.5	126	3.0	054	3.287	6	95-00 Chrysler 2.5L (Mitsubishi)
						732			
4929	5/64	032	5/64	126	5/64	126	3/16	872	95-98 Chev. & GMC Trks., 427
						732			
2C4929	5/64	363	5/64	126	5/64	126	3/16	872	
						732			
2M4929	5/64	327	5/64	126	5/64	126	3/16	872	
						732			
4930	1.5	032	1.5	126	3.0	872	3.701	8	1989-95 Rover, 3.9L 1993-95 Rover, 4.2L
						005			
2M4930	1.5	327	1.5	126	3.0	872			
						005			
2C4931	1.2	398	1.5	126	3.0	997	3.632	6	1994-on Ford European 3984cc 4.0L
						732			
4932	1.5	032	1.5	126	3.0	054	2.992	4	92-on Fiat, E201, Fiorino 1.5L
						732			
2C4932	1.5	362	1.5	126	3.0	054			
						732			
2C4933	1.2	398	1.5	126	2.8	997	3.346	4	Mitsubishi 4G63, 2.0L Eng. Jeep-Eagle 122cu.in Eng. 2.0L
						732			



Ring Size & Type - Numerical Index

2M4934 - 2M4955

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2M4934	3.0	345	2.0	126	4.0	553 881	3.579	5	Mercedes Benz 300D, TD, CD
4935	1.5	032	1.5	126	3.0	872 732	2.992	4	Nissan 1597cc, GA16DS Eng.
2C4935	1.5	362	1.5	126	3.0	872 732			
2C4936	3.0 ^K	372	2.35	126	4.0	553 881	4.016	4	Cummins 4T-390 B Series Eng.
4937	1.5	032	1.5	126	3.0	872 005	3.632	6	1994-on Ford Falcon, 3984cc, Australian
2M4937	1.5	327	1.5	126	3.0	872 005			
4938	2.0	032	2.0	126	4.0	056 732	3.780	6	1987-on Nissan 4169cc Patrol, Australian
2M4938	2.0	327	2.0	126	4.0	056 732			
2C4939	2.5	363	2.0	126	4.0	056 732	3.780	6	1987-on Nissan TD42 Patrol Diesel
2M4940	1.5	335	1.2	610	2.8	861 732	3.543	6	96-00 Acura 3474cc C35A 3.5L
2M4941	1.5	337	1.5	126	2.5	872 005	3.875	2	Harley Davidson 1550cc Twin Cam 88
2M4942	1.5	337	1.5	126	3.0	872 732	3.750	2	Harley Davidson 1450cc Twin Cam 88
2C4943	1.2	398	1.2	610	2.5	995 732	3.228	4	96-00 Hyundai 1800cc G4CN 97-08 Hyundai 1997cc
2C4944	1.2	398	1.2	610	2.5	995 732	2.913	4	98-01 GMC GEO Metro 1.3L Suzuki 1298cc, G13KS
2M4945	1.5	327	1.5	126	3.0	997 732	3.678	6	Isuzu 6VD1, 6VE1 Eng. Honda 3165cc, 3.2L Eng.
2M4946	1.5	335	1.5	126	3.0	054 732	3.386	6	98-10 Chrysler 167cu.in 2.7L
2C4947	1.2	398	1.2	610	3.0	996 732	3.110	4	98-06 GMC 110cu. in. Eng. 1.8L 98-06 Toyota, 1ZZFE Engine 1.8L
2C4948	1.2	398	1.5	126	3.0	872 732	3.445	4	98-05 Chry-Dodge 148cu.in. Eng. 2.4L, 2429cc
2M4949	1/16	336	1/16	126	3/16	860 732	3 5/8	6	95-98 Holden 202cu.in. Eng.
2M4950	1/16	327	1/16	126	5/32	860 732	3 13/16	1	Harley Davidson 100" Big Twin
4951	1.5	102	1.5	126	4.0	058 732	3.268	4	1978-on Nissan 1.8L
2C4951	1.5	362	1.5	126	4.0	058 732			
2M4952	1/16	336	1/16	126	3/16	860 732	3 5/8	8	1997-on Holden 253cu.in Race (Australia)
2M4953	1/16	327	1/16	126	3/16	860 732	3 13/16	1	Harley Davidson 100" Big Twin
2C4954	2.0	376	2.0	126	3.0	054 732	3.327	4	Nissan, 1974cc CD20, Diesel Eng.
2M4955	1.5	336	1.5	126	3.5	058 732	3.307	4	Alfa Romeo 1962cc, 2.0L

2C4957 - 2M4979
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C4957	1.2	398	1.5	126	2.8	861 732 085	3.918	4	96-99 Subaru 2457cc, EJ25D
2C4958	1.5	362	2.8	996 732			2.992	4	95-99 Nissan Sentra, 1.6L
2C4959	1.2	398	1.5	126	2.5	995 732	3.307	4	96-04 Suzuki, 1.8L, 2.0L 99-04 GMC Trk 2.0L Tracker
4960	1/8	102	1/8	401	3/16	501 826	2 7/8	2	Le Roi Eng.
2C4961	1.5	362	1.5	126	4.0	058 732	3.071	2	Ural Motorcycle
2C4962	1.2	398	1.5	401	3.0	054 732	2.953	4	Honda D15B8, D15Z1 Rover 1120cc, 1396cc Eng.
2C4963	1.2	398	1.5	126	2.5	995 005	3.524	6	99-03 GMC 214cu.in Olds 3.5L
4964	3.0	102	3.0	102	3.0	401 4.0 058 732	3.150	1	Bendix Compressor
2C4965	3/16	362	3/16	102	3/16	102 3/16 401 5/16 501 825	4 1 1/16	2	John Deere Tractor
4966	3/32	102	3/32	102	3/16	860 3/16 501 732	3 3/8	1	Bendix Compressor
4967	3/32	102	3/32	102	3/16	870 3/32 126 3/16 501 732	2.780	2	Bendix Compressor
2C4969	1.2	398	1.2	610	2.8	997 732	3.386	4	98-02 Acura, Honda, 2254cc 2.3L Eng.
4970	1/8	032	1/8	401	3/16	860 732	3 1/2	4	David Brown Tractor Le Roi Eng.
2C4970	1/8	362	1/8	401	3/16	860 732			
2C4971	1.2	398	1.2	610	2.8	997 732	3.386	6	97-98 Acura, Honda J30A1 Eng.
2C4972	1.2	398	1.2	610	2.8	997 732	3.504	6	1999-08 Honda 3471cc Eng. 3.5L 1999-08 Acura 3206cc Eng. 3.2L 2001-08 Acura 3471cc Eng. 3.5L 2004-07 GMC Car 212cu.in 3.5L
2C4973	1.2	398	1.2	610	2.8	997 732	3.307	4	97-02 Honda 2.0L B20B4 CRV
2C4974	1.0	398	1.2	610	2.8	996 732	2.953	4	1999-on Honda 1.6L 1590cc
2C4975	3.0 ^K	372	2.0	130	4.0	860 732	3.978	8	1982-95 GMC Trk. 379cu.in.
2M4976	1.5	335	1.75	126	3.0	054 732	3.484	6	Mercedes M103, M104 Eng.
4977	1.5	032	1.5	401	1.75	993 005	3.031	4	Ford Escort (Brazil) Volkswagen GOL (Brazil)
2C4977	1.5	363	1.5	401	2.0	993 005			
2M4978	1.5	335	1.5	126	3.0	872 732	3.780	8	99-10 GMC Trk. 4.8L & 5.3L
2C4979	1.2	398	1.5	126	3.0	997 732	3.504	6	99-05 GMC Car 189cu.in Eng. 3.1L
2M4979	1.2	397	1.5	126	3.0	997 732			



®

Ring Size & Type - Numerical Index

2C4980 - 2C5008

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C4980	1.2 398	1.2 610	2.5 995				3.307	6	99-01 Hyundai 2.5L
			732						
2C4981	2.0 363	1.75 102	3.0 054				3.031	4	1995-on Peugeot Diesel 1.5L
			732						
2C4982	2.0 363	2.0 401	3.0 054				3.248	4	1988-on Ford European 1753cc 1.8L Diesel
			732						
2C4984	1.2 398	1.5 126	2.5 995				3.228	4	99-02 Saturn 1.9L, 116cu.in.
			732						
2M4985	1/16 327	1/16 126	3/16 860				3 7/8	2	Harley Davidson
			732						
4986	5/32 102	5/32 102	5/32 401	3/16 860			5.000	4	International Trk. Le Roi Eng.
			732						
2C4986	5/32 362	5/32 102	5/32 401	3/16 860					
			732						
2M4987	1.5 335	1.75 130	3.0 054				3.341	4	98-04 Ford Car 121cu.in Eng., 2.0L
			732						
4988	1.5 032	1.75 401	3.0 054				2.913	4	Mazda 1.4L 1397cc
			732						
2C4988	1.5 362	1.75 401	3.0 054						
			732						
2M4989	2.0 335	2.0 401	3.0 997				3.386	4	Mazda 2184cc Eng., 2.2L
			732						
2C4990	1.5 362	1.75 401	3.0 054				3.256	4	Volvo 460 Eng. 2.0L Renault 1794cc 1.8L
			732						
2C4991	1.2 398	1.75 126	3.0 054				3.341	4	1995-on Ford European Mondeo 2.0L
			732						
2C4992	1.2 398	1.5 126	2.5 995				3.341	4	Ford European Mondeo 2.0L
			732						
2C4993	1.2 398	1.75 126	3.0 054				3.189	5	Volvo, 850 Eng. 2.0L
			732						
2C4994	1.2 398	1.5 126	2.5 533				3.071	4	Suzuki 2.0L Escudo SOHC 4cyl
			732						
2C4995	1.5 363	1.5 126	2.5 995				2.717	4	1998-on Renault 1.2L, D7F, CL10
			732						
2C4996	1.2 398	1.5 401	3.0 054				3.386	6	99-05 GMC Saturn 3.0L
			732						
2C4997	1.75 363	2.0 126	3.0 872				3.661	4	91-on Saab 2.1L
			732						
2C4998	1.2 398	1.5 126	3.0 872				3.701	8	Rover, 4.6L Eng.
			005						
4999	1.5 032	1.5 126	4.0 856				3.740	4	99-04 Toyota, 2693cc. 2.7L 98-04 Toyota, 2438cc. 2.4L
			732						
2M4999	1.5 335	1.5 126	4.0 856						
			732						
2C5004	3/32 362	3/32 126	3/32 126	3/16 860			3 5/16	6	International Trk.
			732						
2C5005	1.2 398	1.2 610	3.0 997				3.386	4	1998 Toyota 1998cc 2.2L 3SFE Eng.
			732						
2C5006	1.2 398	1.2 610	3.0 997				3.425	4	99-02 Toyota 5SFE 2.2L
			732						
2C5008	1/8 363	1/8 126	1/8 126	3/16 860			4 1/8	6	GMC & International Trk. Hercules, Waukesha & Wisconsin Eng.
			732						

5009 - 5030
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
5009	$\frac{3}{32}$ 032	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501			4.250	6	Diamond T Trk. Hercules Eng.
2C5009	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501					
2C5010	1.5 363	1.5 126	3.0 996				2.638	1	Kohler, Command Eng.
2C5011	$\frac{1}{8}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{7}{32}$ 565	$\frac{7}{32}$ 565		4 $\frac{1}{2}$	6	Caterpillar Eng.
2C5012	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501		3 $\frac{1}{2}$	6	Buda, Continental & Hercules Eng. Mack Trk.
5013	1.5 032	1.5 126	3.0 054				2.756	4	Fiat, 1.0L, 1.1L Peugeot, GL, XE, XL, XR
2C5013	1.5 363	1.5 126	3.0 054						
2M5014	1.5 335	1.5 126	3.0 872				3.661	6	98-05 Chrysler 201cu.in 3.3L 98-05 Dodge Caravan 201cu.in 3.3L
2M5015	1.5 335	1.5 126	3.0 996				2.775	4	Toyota, 1000cc Eng. 1E, 1EL
2C5016	2.00 ^K 370	2.0 126	3.0 054				3.268	4	Toyota 1C, 1839cc Eng.
2M5017	1.5 335	1.5 126	4.0 856				3.701	8	1999-06 Lexus 4700cc Eng. LX470 1999-04 Toyota 4700cc Eng. 2UZFE
2C5018	1.2 398	1.5 126	3.0 872				3.551	8	99-02 281 Ford Triton, DOHC, 4.6L
5019	1.6 032	2.0 401	4.0 056				3.041	4	86-on 1392cc Eng. European
2M5019	1.6 327	2.0 401	4.0 056						
2M5020	1.5 327	1.5 401	2.0 993				3.189	6	Audi, Volkswagen 2.4L 5Valve Diesel
2C5021	1.5 362	1.5 401	2.5 995				2.953	4	Volkswagen, 1043cc, 1272cc, 1391cc
2C5022	1.5 362	1.5 401	2.5 995				3.012	4	93-on Volkswagen, 1.6L Golf
2M5023	2.0 335	2.5 401	4.0 056				3.504	2	Onan, 4A, 6A Series
2C5024	1.2 398	1.5 126	2.5 995				3.661	8	2000-10 Cadillac, 281 4.6L
2C5025	1.2 398	1.2 610	3.0 996				2.913	2	John Deere w/Kawasaki Eng.
2M5026	1.5 327	1.75 401	3.5 058				3.071	4	63-89 Alfa Romeo 1600cc
2C5027	1.2 398	1.5 126	3.0 054				3.622	4	Subaru EJ20 Eng. Incl. Turbo
2C5028	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{3}{4}$	6	Buda & Continental Eng.
5029	1.75 032	2.0 401	3.0 054				3.130	1	1991-on Volkswagen, 1.7L, 1.9L, 2.4L incl. Turbo Diesel
2C5029	1.75 363	2.0 401	3.0 054						
5030	2.0 102	2.0 401	4.0 058				2.953	1	Bendix Model 159



Ring Size & Type - Numerical Index

2C5031 - 2C5054

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications				
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove							
2C5031	1/8	363	1/8	126	1/8	126	3/16	860	3 25/32	6	GMC Trk.		
								732					
5032	1.5	102	1.5	102	3.0	054			3.150	1	Bendix Model 190		
						732							
2C5033	1/8	363	1/8	126	1/8	126	3/16	860	3/16	501	4.000	6	Buda & Continental Eng. Mack Trk.
								732					
5034	2.5	032	2.5	401	4.0	872			3.465	1	Knorr Compressor Model 220		
						732							
5035	2.5	102	2.5	102	2.5	401	4.0	058	2.953	1	Knorr Compressor Model 150, OM366		
								732					
5036	2.5	102	2.5	401	4.0	056			3.543	1	Westinghouse Compressor Mod 220		
						732							
5037	1/8	032	1/8	126	1/8	126	3/16	860	3 1/8	6	Continental, Hercules, Waukesha Eng. Oliver Tractor-White Motors		
								732					
5038	2.0	102	2.0	401	4.0	058			3.150	1	Perkins Phaser, compressor		
						732							
2C5039	1.2	398	1.5	126	2.8	859			2.697	3	Suzuki 660cc Dae Woo 600cc & 800cc		
						732							
2M5040	2.0	336	2.0	126	3.0	872			3.720	4	Kia Diesel, K2700 2.7L		
						005							
5041	1/8	102	1/8	102	1/8	102	3/16	860	1/8	401	4 5/8	6	Hercules Eng.
								732					
2C5041	1/8	363	1/8	102	1/8	102	3/16	860	1/8	401			
								732					
2M5042	2.0	336	2.0	126	3.0	997			3.587	4	Hyundai, H100 Diesel		
						732							
2C5043	2.50 ^K	372	2.5	401	3.0	872			3.386	4	1990-on Renault J8S Turbo Diesel		
						732							
5044	3/32	102	3/32	102	1/8	501			2.745	2	Harley Davidson Motorcycle		
5045	3/32	032	3/32	126	3/32	126	5/32	860	3 1/4	2	Indian Motorcycle		
								732					
5046	1.75	032	1.75	126	4.0	056			3.268	4	Peugeot 205, 305,405 1.9L		
						732							
2C5046	1.75	362	1.75	126	4.0	056							
						732							
2C5047	3/32	362	1/8	126	1/8	126	3/16	860	3 9/16	6	GMC & International Trk.		
								732					
2C5048	3.25 ^K	372	3.0	102	4.0	553			4.724	6	Berliet Diesel		
						881							
5049	3/32	032	5/64	126	3/16	872			3 15/16	8	91-97 GMC Trks. 366, 6.0L 3 Ring Piston/Shallow Oil Groove		
						732							
2C5049	3/32	363	5/64	126	3/16	872							
						732							
2M5049	3/32	327	5/64	126	3/16	872							
						732							
2C5050	1/8	363	1/8	126	1/8	126	3/16	860	3/16	102	5.000	6	GMC & Mack Trk.
								732					
2C5051	1.2	398	1.2	610	2.5	995			2.756	4	1992-on Fiat 1108cc, 1.1L		
						732							
2C5052	1.2	398	1.2	610	2.5	995			2.788	4	1996-on Fiat 1242cc Eng.		
						732							
2C5054	2.00 ^K	370	1.5	126	4.0	553			3.918	4	Toyota 3000cc 5L Diesel, Hi-Ace		
						881							

2C5055 - 2C5076
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications		
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove					
2C5055	1/8	363	1/8	126	1/8	126	3/16	860 732	4 3/8	6	GMC & International Trk. Hercules & Waukesha Eng.
2C5056	2.50 ^K	372	2.0	126	4.0	553 881			3.740	4	Mitsubishi, 2835cc Diesel Turbo
5057	2.0	032	2.0	126	4.0	501			3.662	4	Isuzu 2499cc Diesel Eng.
2C5057	2.0	363	2.0	126	4.0	056 732					
2C5058	2.0	376	2.0	126	4.0	860 732			3.347	6	Nissan RD28 Turbo Diesel, 2.8L
2C5059	1.2	398	1.5	126	3.0	996 732			2.677	4	Kia 1100cc Eng. Pride, 1.1L
5060	1/8	032	1/8	126	3/16	860 732			3 1/4	4	Allis Chalmers Tractor Hercules, Scripps, Waukesha Eng.
2C5060	1/8	362	1/8	126	3/16	860 732					
2M5061	2.38	335	2.38	126	4.0	870 732			3.622	4	Kia K2400 Diesel Eng.
2C5062	1.2	398	1.5	126	2.8	996 732			2.756	3	Daihatsu, 3 cyl Towner
5063	1/8	032	1/8	126	1/8	126	3/16	860 732	3 7/16	4	Buda & Continental Eng.
2C5063	1/8	362	1/8	126	1/8	126	3/16	860 732			
5064	1/8	032	1/8	126	1/8	126	3/16	860 732	3 13/16	6	Buda Eng.
2C5064	1/8	362	1/8	126	1/8	126	3/16	860 732			
2M5065	1.5	335	1.75	126	3.0	054 732			3.386	4	Peugeot 1998cc Eng
2C5066	2.5	362	2.0	126	4.5	860 732			3.937	4	Kia 3455cc Eng. SL Diesel
2M5067	2.0	335	2.0	126	3.0	997 732			3.937	4	Kia, K3600 Diesel
2C5068	1.75	362	2.0	126	3.0	054 732			2.953	4	Peugeot 1400cc 205GTi
2M5069	1.2	397	1.5	126	2.5	872 005			3.498	1	Harley Davidson XB984
2M5070	1.5	327	1.75	126	3.0	054 732			3.539	2	Mercedes-Benz
2C5071	1.75	362	2.0	126	3.5	058 732			3.760	4	Mercedes Benz 2299cc Eng. 2.3L
5072	1/8	032	1/8	126	1/8	126	3/16	860 732	3 3/16	4	Continental Eng.
2C5072	1/8	362	1/8	126	1/8	126	3/16	860 732			
2C5074	1.5	362	1.75	126	3.0	054 732			3.264	6	Mercedes Benz 2599cc Eng. 2.6L
5075	5/64	032	5/64	126	3/16	860 732			3 3/16	8	1939-53 Ford "Flat Head"
5076	1.5	032	1.5	401	3.0	054 732			2.953	4	Opel 1300cc Eng. w/3.0mm oil
2C5076	1.5	362	1.5	401	3.0	054 732					



Ring Size & Type - Numerical Index

2C5077 - 2C5098

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications		
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove					
2C5077	1.2	398	1.5	126	2.5	872 005	3.504	6	01-05 Ford Car & Trk 183cu.in 3.0L 01-08 Mazda 3.0L		
5078	1/16	102	1/16	102	1/16	102 5/32	058 5/32	501	2.968	4	M.G. 1588cc Eng. MarkI
5079	1/16	102	1/16	102	1/16	102 5/32	058 5/32	501	3.000	4	M.G. 1622cc Eng. MGA, Mark II, IV
2M5080	1.5	327	1.5	126	2.5	872 732	4.000	1	Harley Davidson		
5081	1/8	032	1/8	126	1/8	126 3/16	860 3/16	501	4 1/2	6	Hall Scott & Waukesha Eng. Mack Trk.
2C5081	1/8	363	1/8	126	1/8	126 3/16	860 3/16	501			
2C5082	1/8	363	1/8	102	1/8	102 1/4	501 1/4	501	4 3/4	4	International Eng.
2C5083	1.5	362	1.5	126	2.8	859 732	2.697	4	Suzui 1061cc Eng. 1.0L		
5084	2.0	032	2.0	401	5.0	860 732	3.622	6	1965-on Opel 2784cc Eng.		
2C5084	2.0	362	2.0	401	5.0	860 732					
5085	2.0	032	2.0	126	4.0	872 732	4.250	8	01-06 GMC Trk 496 cu.in Eng. 8.1L		
2C5085	2.0	363	2.0	126	4.0	872 732					
2M5085	2.0	336	2.0	126	4.0	872 732					
2C5086	1.75	362	2.0	401	3.0	054 732	2.953	4	Audi, 1.0L & 1.3L Eng Volkswagen, Golf 1.3L		
2C5087	1.2	398	1.2	610	3.0	997 732	3.228	4	01-05 Toyota 1796cc 2ZZGE 1.8L 04-06 Chevy 1.8L 110ci Vibe GT		
5088	1/8	032	1/8	126	3/16	860 732	3 3/8	4	Allis Chalmers Eng. Continental Eng.		
2C5089	1.2	398	1.2	610	2.0	993 005	3.386	4	01-04 Toyota 1998cc Eng. 1AZFE 2.0L 02-06 Acura, Honda 1998cc K20A3 2.0L		
2C5090	1.2	398	1.2	610	2.0	991 005	3.484	4	01-07 Toyota 2398cc Eng. 2.4L 2AZFE		
2C5091	1.2	398	1.2	610	2.0	993 005	2.953	4	00-05 Toyota 1497cc, 1.5L Eng.		
5092	1/8	032	1/8	126	1/8	126 1/4	860 1/8	401	3 5/16	6	Mack Trk.
2C5092	1/8	362	1/8	126	1/8	126 1/4	860 1/8	401			
2C5093	3/32	362	1/8	126	1/8	126 3/16	860	732	3 7/16	6	International Trk.
2M5094	1.5	335	1.5	126	3.0	872 732	3.386	6	98-03 Chrysler 176cu.in. 2.7L w/Deep Oil Ring Grv.		
2C5095	1.2	398	1.5	126	2.0	934 935	3.189	4	87-on Volkswagen 1.6L, 1.8L Eng. Made in Brazil		
5097	1.5	032	1.5	126	3.0	997 732	3.918	8	2003-08 348cu.in Hemi 5.7L Chry, Dodge, Jeep		
2M5097	1.5	335	1.5	126	3.0	997 732					
2C5098	1/8	363	1/8	126	1/8	126 1/4	860 3/16	501	4 5/16	6	Continental Eng.



2C5099 - 5124

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C5099	1.2	398	1.2	610	2.5	995 732	3.504	4	98-04 2389cc 2.4L Nissan 00-06 2488cc 2.5L QR25DE
2C5100	$\frac{3}{32}$	363	$\frac{1}{8}$	126	$\frac{1}{4}$	860 $\frac{1}{4}$ 501 732	3 $\frac{7}{8}$	6	White Trk.
2C5101	$\frac{1}{8}$	363	$\frac{3}{32}$	126	$\frac{3}{32}$	126 $\frac{7}{32}$ 565 $\frac{7}{32}$ 881 501	4 $\frac{1}{2}$	4	Caterpillar Eng.
2C5102	$\frac{1}{8}$	362	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{3}{16}$ 501 $\frac{3}{16}$ 825 501	3 $\frac{7}{16}$	6	Allis Chalmer Tractor Buda Eng.
2C5103	$\frac{5}{32}$	362	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{1}{4}$ 860 $\frac{5}{32}$ 401 732	3 $\frac{5}{16}$	6	Continental Eng.
2C5104	1.2	398	1.5	126	2.8	997 732	3.209	4	93-95 1796cc G4CN Hyundia EXPORT ONLY
2C5105	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{3}{32}$	126 $\frac{1}{4}$ 860 732	3 $\frac{3}{16}$	6	Continental Eng.
5106	$\frac{3}{32}$	032	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{3}{16}$ 860 $\frac{3}{16}$ 501 732	3 $\frac{7}{16}$	6	Buda Eng.
2C5106	$\frac{3}{32}$	362	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{3}{16}$ 860 $\frac{3}{16}$ 501 732			
5107	1.5	032	1.5	126	3.0	872 005	3.504	6	98-01 Ford 183cu.in 3.0L Ranger w/3.00mm oil ring
2M5107	1.5	327	1.5	126	3.0	872 005			
2C5109	1.2	398	1.5	126	2.5	995 732	3.307	6	99-04 Suzuki H25A 2.5L
2C5110	$\frac{3}{32}$	363	$\frac{3}{32}$	126	$\frac{3}{16}$	860 $\frac{3}{16}$ 501 732	4 $\frac{1}{8}$	6	Reo Trk.
2C5111	1.0	398	1.2	610	2.0	993 005	2.953	4	2001-05 Honda 1668cc Eng. 1.7L
2C5112	1.2	398	1.2	610	2.5	995 732	3.760	6	01-04 Nissan 3498cc VQ35DE 3.5L 05-10 Nissan 3954cc VQ40DE 4.0L 01-04 Infiniti 3498cc G35, I35, QX4 3.5L
2C5114	1.2	398	1.5	126	2.5	995 732	3.632	6	2002-on Ford European 4.0L Eng.
2C5115	1.2	398	1.5	126	3.0	054 732	3.071	4	1999-on Mazda 1597cc ZL Eng.
5116	$\frac{1}{8}$	102	$\frac{1}{8}$	401	$\frac{1}{8}$	501	2 $\frac{5}{8}$	1	Cushman Eng.
2C5117	$\frac{1}{8}$	362	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{3}{16}$ 860 732	3 $\frac{1}{2}$	4	Wisconsin Eng.
5119	$\frac{1}{16}$	102	$\frac{1}{16}$	102	$\frac{1}{8}$	501	2.993	2	Triumph Motorcycle
2M5120	1.5	335	1.5	126	3.0	872 732	3.583	6	1997-on Jaguar XJR6 4.0L
5121	$\frac{3}{32}$	102	$\frac{3}{32}$	102	$\frac{3}{32}$	401 $\frac{3}{16}$ 871 732	2 $\frac{7}{8}$	1	Wisconsin Eng.
2C5121	$\frac{3}{32}$	362	$\frac{3}{32}$	102	$\frac{3}{32}$	401 $\frac{3}{16}$ 871 732			
5122	$\frac{3}{32}$	102	$\frac{3}{32}$	401	$\frac{3}{16}$	870 732	2 $\frac{1}{4}$	1	Continental, Onan, Wisconsin Eng.
5123	$\frac{3}{32}$	032	$\frac{3}{32}$	126	$\frac{3}{32}$	126 $\frac{3}{16}$ 860 732	3 $\frac{1}{4}$	2	Wisconsin Eng.
2C5123	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{3}{32}$	126 $\frac{3}{16}$ 860 732			
5124	$\frac{3}{32}$	102	$\frac{3}{32}$	102	$\frac{3}{32}$	401 $\frac{3}{16}$ 870 732	2 $\frac{1}{2}$	1	Wisconsin Eng.



®

Ring Size & Type - Numerical Index

2C5125 - 2C5155

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C5125	1.2	398	1.5	126	2.5	995	3.445	4	04-06 Chrysler 2.4L Turbo
						732			
5126	$\frac{3}{32}$	032	$\frac{3}{32}$	126	$\frac{1}{4}$	860	2 $\frac{7}{8}$	4	Continental Eng.
						732			
2C5126	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{1}{4}$	860			
						732			
2C5127	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{3}{16}$	860	3 $\frac{7}{16}$	6	Hercules Eng.
						732			
5128	2.5	102	2.5	401	5.0	871	3.071	2	KMZ, DNEPR Russian Motorcycle
						732			
2C5130	1.2	398	1.5	126	2.5	995	3.386	4	04-07 122ci, GMC Car 2.0L Cobalt, Ion
						732			00-06 134ci, GMC Car 2.2L Ecotech Eng.
2C5131	1.2	398	1.5	126	2.5	995	3.445	6	03-04 197ci. GMC Car, 3.2L Buick, Cadillac
						732			
2C5133	1.2	398	1.5	126	2.5	995	3.701	6	04-10 GMC 220cu.in Eng. 3.6L
						732			
2C5134	1.2	398	1.2	610	2.5	995	3.622	4	02-04 Subaru 2.0L EJ20
						732			
						085			
2C5135	1.2	398	1.5	126	2.5	995	3.130	4	2002-on Nissan 1.6L (Renault Eng)
						732			
2C5136	1.2	398	1.2	610	2.5	995	2.598	4	Hyundai 999cc Eng. G4HC 1.0L
						732			
2C5137	1.2	398	1.5	126	2.5	995	3.662	4	04-06 GMC Trk 169ci. Eng. 2.8L
						732			
2C5139	1.2	398	1.5	126	2.5	995	3.661	5	04-06 GMC Trk. 211ci Eng. 3.5L
						732			
2C5140	1.2	398	1.2	610	2.5	995	3.918	4	99-05 Subaru EJ25 2.5L
						732			
						085			
2M5141	1.2	397	1.2	610	2.0	989	3.917	8	09-11 Chry, Dodge 348cu.in. Hemi 5.7L
						732			Chry, Dodge
2C5142	1.2	398	1.5	126	2.5	995	3.386	8	00-05 Ford 240cu.in Eng. 3.9L
						732			
2C5143	1.2	398	1.2	610	2.5	995	3.150	4	00-04 Nissan 1.8L QG18DE
						732			
2C5144	1.2	398	1.5	126	2.0	993	3.230	4	2003-on Ford 1600cc 1.6L Eng
						005			Courier, Fiesta
2M5145	1.5	327	2.0	126	3.5	056	3.504	6	86-on BMW 3.0L 530i, 730i
						732			79-82 BMW 3.2L 745i
2C5147	1.2	398	1.2	610	2.0	993	3.425	4	02-06 Honda 2354cc Eng. 2.4L
						005			
2C5148	1.2	398	1.2	610	2.0	990	3.425	4	04-09 Mitsubishi 4G69 2.4L
						732			
5149	$\frac{3}{32}$	102	$\frac{3}{32}$	102	$\frac{3}{32}$	401	$\frac{3}{16}$	871	Wisconsin Eng.
						732			
2C5150	1.2	398	1.5	126	3.0	054	3.341	4	97-04 Ford 121ci.in. Eng. 2.0L
						732			
2C5151	1.2	398	1.2	610	2.0	991	3.701	6	03-06 Toyota 3955cc Eng. 4.0L
						005			
2C5154	1.2	398	1.2	610	2.5	995	3.012	4	01-05 Hyundai 1599cc 1.6L
						732			03-08 Kia 1599cc 1.6L
2C5155	$\frac{3}{32}$	363	$\frac{1}{8}$	126	$\frac{1}{8}$	126	$\frac{3}{16}$	860	Mack Trk.
						$\frac{3}{16}$	$\frac{3}{16}$	501	
						732			



2C5156 - 2C5186

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C5156	$\frac{3}{32}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860 732			4.000	6	50-52 Chrysler Eng. Dodge Trk.
2M5157	1.5 336	1.5 126	3.0 621 005				4.125	2	Harley Davidson
2C5158	1.2 398	1.2 610	2.5 995 732				3.445	4	01-06 Ford 122ci 2.0L 01-06 Ford 138ci 2.3L 02-06 Mazda 1998cc 2.0L, 2260cc 2.3L
2C5159	1.2 398	1.2 610	2.5 995 732				3.031	4	03-10 BMW 1598cc Eng. 1.6L MINI Cooper, incl./Turbo
2C5160	1.2 398	1.5 126	3.0 054 732				3.213	6	00-01 Ford 153cu.in 2.5L Eng. 00-01 Mazda 2495cc GY Eng.
5161	1.75 032	1.5 126	3.5 058 732				3.740	4	1984-on Opel, 2.2L 2197cc
2C5161	1.75 362	1.5 126	3.5 058 732						
2C5163	2.0 362	2.0 126	3.0 054 732				3.425	1	Mercedes Diesel OM601, OM602, OM603
2C5164	1.2 398	1.5 126	2.5 995 732				3.642	6	07-10 Ford 213cu. in. 3.5L Eng.
2M5165	1.2 397	1.5 126	2.5 995 732				3.661	8	08-12 Chry, Dodge 4.7L 285cu.in. Eng.
2C5167	1.2 398	1.2 610	2.5 995 732 085				3.815	4	2000-on Subaru 2.2L EJ22
2C5169	1.2 398	1.2 610	2.0 991 005				3.740	6	03-05 Mitsubishi 3828cc 3.8L 6G75 Eng.
2M5170	1.2 397	1.5 126	2.5 995 732				4.000	8	05-10 GMC Trk. 364 cu.in. Eng. 6.0L
5172	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{1}{8}$ 102	$\frac{3}{16}$ 501 825			3.000	2	Onan Eng.
2C5173	1.2 398	1.2 610	2.5 995 732				3.209	4	02-05 Mitsubishi 4G94 2.0L
5174	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 401	$\frac{3}{16}$ 871 732			2 $\frac{3}{4}$	1	Onan & Wisconsin Eng.
2C5177	1.2 398	1.5 401	2.5 995 732				3.012	4	Daewoo 1.4L Hyundia 1.6L Volkswagen 1.4L, 1.6L
2C5179	1.2 398	1.2 610	2.5 995 732				3.425	4	03-05 Acura K24A2 2.4L Eng.
2C5180	2.38 363	2.38 102	2.38 102	6.35 860 732			5.000	6	Scania Swedish Diesel
2C5181	$\frac{3}{32}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860 732			3 $\frac{25}{32}$	6	GMC Trk.
2C5182	1.2 398	1.2 610	2.5 995 732				2.992	4	2002-on Mitsubishi 1584cc 4G18 2.0L
2C5183	1.2 398	1.2 610	3.0 997 732				3.622	6	03-10 Toyota 3310cc 3MZFE 3.3L
2C5184	1.2 398	1.2 610	2.5 934 732				2.972	4	00-06 Kia 1493cc 1.5L Eng.
2C5185	1.2 398	1.2 610	2.0 993 005				3.169	4	02-on GMC Car 1.8L Opel Eng. Opel 1800cc Eng. 1.8L
2C5186	1.2 398	1.2 610	2.5 995 732				3.661	8	2006-on Infiniti VK45DE Eng. 4.5L



Ring Size & Type - Numerical Index

2C5187 - 2C5223

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C5187	1.2	398	1.5	126	3.0	054 732	3.953	6	04-11 Ford 238 Eng. 4.0L Car/Trk
5188	1.5	032	1.5	126	2.5	995 732	3.858	8	04-10 Nissan 5552cc, 5.6L 04-06 Infiniti VK56DE 5.6L
2M5188	1.5	327	1.5	126	2.5	995 732			
2C5189	1.2	398	1.2	610	2.5	995 732	2.835	3	2003-on Kia 0.8L Eng. 2003-on Chevy QQ Eng.
5193	$\frac{3}{32}$	032	$\frac{3}{32}$	126	$\frac{3}{16}$	501	3 $\frac{7}{16}$	2	1948-64 Harley Davidson Motorcycle
2C5193	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{3}{16}$	860 732			
5194	1.5	032	1.6	126	2.5	995 732	3.173	4	1995-on Ford 1.8L ETEC
2C5194	1.5	363	1.6	126	2.5	995 732			
2C5196	1.2	398	1.2	610	2.5	995 732	3.047	4	1996-on Hyundai 1596cc Eng. 1.6L Elantra
2C5199	$\frac{1}{8}^K$	372	$\frac{3}{32}$	102	$\frac{3}{32}$	102 $\frac{3}{16}$ 565 $\frac{3}{16}$ 102 881	4 $\frac{7}{8}$	6	Mack Diesel
5200	1.5	032	1.5	401	3.0	054 732	3.213	4	1997-on Opel 1799cc, 1.8L
2C5200	1.5	363	1.5	401	3.0	054 732			
5201	1.5	032	1.5	126	4.0	058 732	3.209	4	1994-on Nissan 1.6L
2C5203	1.2	398	1.5	126	2.0	993 005	3.346	4	1996-on BMW 318i, 1.9L
5204	$\frac{1}{8}$	032	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{1}{4}$ 860 $\frac{5}{32}$ 501 732	3 $\frac{5}{16}$	6	Continental Eng.
2C5205	1.2	398	1.5	401	2.0	989 732	2.704	4	Ford Car 1.0L
2C5209	$\frac{3}{32}$	363	$\frac{3}{32}$	126	$\frac{3}{32}$	126 $\frac{3}{16}$ 860 732	4.000	6	GMC Trk.
2C5211	1.2	398	1.5	126	2.0	991 005	3.622	8	BMW 4398cc Eng. 735
5213	$\frac{3}{32}$	032	$\frac{1}{8}$	126	$\frac{3}{16}$	860 732	4.000	6	Hercules Eng.
2C5213	$\frac{3}{32}$	362	$\frac{1}{8}$	126	$\frac{3}{16}$	860 732			
2C5215	1.2	398	1.5	126	2.5	995 732	3.760	5	07-10 GMC Trk 223cu.in 3.7L
2C5217	$\frac{3}{32}$	363	$\frac{3}{32}$	126	$\frac{3}{32}$	126 $\frac{3}{16}$ 860 $\frac{3}{16}$ 501 732	4 $\frac{5}{16}$	6	Continental Eng.
2C5218	1.2	398	1.5	401	2.0	993 005	3.055	4	Opel 1389cc Eng. 1.4L
2C5219	1.2	398	1.2	610	2.0	989 732 085	3.918	4	05-10 Subaru 2457cc Eng. 2.5L WRX
2C5220	$\frac{3}{32}$	363	$\frac{3}{32}$	126	$\frac{3}{32}$	126 $\frac{1}{4}$ 860 $\frac{3}{16}$ 501 732	4.000	6	Continental Eng.
2C5221	1.2	398	1.5	401	2.5	995 732	3.150	6	99-on Kia 2497cc 2.5L
2C5223	1.2	398	1.2	610	2.0	993 005	3.307	4	07-10 Nissan 1.8L MR18DE, MR20DE 2.0L

2M5227 - 2C5269
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2M5227	1.2	397	1.5	126	2.5	995 732	3.661	6	2002-09 GMC Trk. 4.2L 256cu.in
2C5228	1.2	398	1.5	126	2.5	995 732	3.465	4	06-09 GMC Car 145cu.in Eng. 2.4L
5235	1/8	032	1/8	126	3/16	501 825	4 1/2	6	Schramm Eng.
2C5236	1.2	398	1.5	126	2.5	995 732	3.760	4	07-10 GMC Trk 177cu.in Eng. 2.9L
2C5239	1.2	398	1.5	126	2.0	993 005	3.386	6	BMW 2.0L, 2.9L, 3.2L
2C5241	3/32	363	1/8	126	1/8	126 3/16 860 732	3 13/16	6	International Trk.
2C5242	3/32	363	3/32	126	3/32	126 3/16 860 3/16 501 732	4 1/16	6	Mack Trk.
2C5243	3/32	363	3/32	126	3/32	126 3/16 860 732	3 25/32	6	GMC Trk.
2C5245	1.5	363	1.5	401	3.0	054 732	3.213	4	04-05 110 GMC Car 1.8L
5247	1.5	032	1.75	401	3.0	054 732	3.169	4	88-01 Fiat 1372cc 1.4L Eng.
2C5247	1.5	362	1.75	401	3.0	054 732			
5248	1.5	032	1.6	102	2.5	995 732	2.992	4	95-on Ford Escort 1.6L DOHC
2C5248	1.5	362	1.6	102	2.5	995 732			
2C5250	1.2	398	1.2	610	2.8	999 732	2.638	4	Hyundai 1100cc Eng.G4HC
2C5251	1.5	363	1.5	126	3.0	054 732	2.835	4	Opel 1196cc Eng. 1.2L
2C5253	1.0	398	1.2	610	2.0	990 732	2.874	4	07-08 Honda 1497cc Eng. 1.5L
5254	1.5	032	2.0	126	4.0	056 732	3.169	4	1990-on Fiat 1372cc Eng. 1.4L
2C5255	3/32	363	3/32	126	3/32	126 3/16 860 732	3 23/32	6	GMC Trk.
5256	3/16	102	3/16	102	3/16	401 1/4 501 825	5 3/8	6	Waukesha Eng.
2C5257	3/32	362	3/32	126	3/32	126 3/16 860 732	3 9/16	6	GMC Trk.
2C5259	1.2	398	1.5	126	2.0	993 732	2.911	4	Ford European 1297cc 1.3L
2C5261	1.2	398	1.2	610	2.0	991 005	3.740	4	06-10 Toyota 2693cc 2.7L
2C5263	3/32	362	1/8	126	3/16	860 3/16 501 732	3 7/16	6	Hercules Eng.
5264	1.5	032	1.5	126	3.0	054 732	2.815	4	1996-on Hyundai 1341cc 1.3L Eng.
2C5265	1.2	398	1.2	610	2.5	995 732	3.413	6	01-08 Hyundai 6GBA 2.7L 05-08 Kia 6GBA 2.7L
2C5266	1.2	398	1.2	610	2.0	990 732	2.835	4	05-08 Toyota 1298cc 1.3L 05-08 Daihatsu 1298cc 1.3L
2C5269	1.5	363	1.5	401	3.0	997 732	3.213	2	Opel Car 1.8L & 2.4L



®

Ring Size & Type - Numerical Index

2C5270 - 2C5320

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C5270	1.2	398	1.5	126	2.5	995 732	3.898	6	04-10 Chevy, 214cu.in 3.5L 04-10 Chevy, 238cu.in 3.9L
2C5271	$\frac{3}{32}$	363	$\frac{3}{32}$	126	$\frac{3}{16}$	860 $\frac{3}{16}$ 501 732	4 $\frac{7}{16}$	6	Mack Trk.
2C5273	1.2	398	1.2	610	2.5	995 732	2.697	1	2003-on Daewoo 796cc Eng. 2003-on Daewoo 995cc Eng.
2C5276	1.2	398	1.5	126	2.0	989 732	2.798	4	02-on GMC 61cu.in. Eng. 1.0L
2C5278	1.2	398	1.2	610	2.5	995 732	3.543	4	04-08 Suzuki 2294cc 2.3L
2C5280	$\frac{3}{32}$	362	$\frac{1}{8}$	126	$\frac{3}{16}$	860 732	3 $\frac{9}{16}$	6	International Trk.
5281	1.75	032	1.5	126	4.0	058 732	3.386	4	Toyota Hi Lux 2.0L 1RZ Eng.
2C5283	1.5	362	1.5	126	3.0	054 732	3.496	6	Opel 2600cc Eng. 2.6L
2C5284	$\frac{3}{32}$	363	$\frac{1}{8}$	102	$\frac{1}{4}$	565 $\frac{1}{4}$ 501 881	4 $\frac{3}{4}$	6	White Trk.
2C5286	$\frac{3}{32}$	363	$\frac{1}{8}$	126	$\frac{1}{4}$	860 $\frac{1}{4}$ 501 732	4 $\frac{1}{2}$	6	White Trk.
5289	1.5	032	1.5	126	3.0	996 732	3.071	6	1993-on Mazda 626 2.0L
2C5289	1.5	363	1.5	126	3.0	996 732			
2M5292	1.5	336	1.5	406	2.5	985 732	4.065	8	07-10 GMC Car & Trk. 378 6.2L
2C5294	1.2	398	1.5	401	2.5	995 732	3.012	4	96-on Volkswagen 1423cc 1.4L
2M5296	1.5	335	1.5	126	2.0	991 005	3.622	8	98-01 BMW 4398cc 4.4L 740i 00-03 BMW 4398cc 4.4L X5 03-05 Rover 4398cc 4.4L
2C5297	1.2	398	1.2	610	2.0	993 005	3.465	4	06-10 Chry 144cu.in. Eng. 2.4L
2C5298	1.2	398	1.2	610	2.0	989 732	2.638	4	Hyundai 1100cc Eng. G4HC
5300	1.5	032	1.5	401	4.0	058 732	3.169	4	1986 Toyota 5K 1.5L
2C5301	1.2	398	1.5	126	3.0	054 732	3.110	4	GMC car 1.6L 1598cc Eng.
2M5304	1.5	336	1.75	126	2.5	985 732	3.657	6	05-08 Mercedes 3498cc Eng. 3.5L
2C5311	$\frac{3}{32}$	362	$\frac{3}{32}$	401	$\frac{3}{16}$	860 732	3 $\frac{3}{4}$	1	Kohler Eng.
2C5315	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{3}{16}$	860 $\frac{3}{16}$ 501 732	3 $\frac{7}{8}$	6	Bedford Trk.
2C5316	1.2	398	1.2	610	2.5	995 732	3.268	4	Ford Focus 1.8L Eng.
2C5319	$\frac{1}{8}^K$	372	$\frac{3}{32}$	126	$\frac{3}{16}$	860 732	3 $\frac{7}{8}$	4	International Tractor
2C5320	$\frac{1}{8}^K$	372	$\frac{3}{32}^K$	394	$\frac{1}{4}$	565 881	4.300	6	International Tractor



5325 - 2C5414

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications		
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove					
5325	3.0	032	2.0	126	4.0	553	3.583	4	74 Mercedes-Benz Diesel		
						881					
2M5325	3.0	345	2.0	126	4.0	553					
						881					
2C5331	.118 ^K	372	.093	126	.138	501	4.193	4	John Deere Tractor		
						825					
2C5332	1/8 ^K	372	3/32	126	3/32	126 3/16	565 3/16	501	3 7/8	4	Hercules Eng.
						881					
2C5343	1/8	363	1/8	102	1/8	102 1/4	501 1/4	501	5 5/8	1	Buda Eng.
						825					
5346	5/64	032	3/32	126	3/32	126 1/4	501 1/4	501	4.221	6	Leyland Diesel
						825					
2C5360	3/32	362	3/32	126	3/16	860	3 9/16	2	Onan Eng.		
						732					
2C5362	1/8 ^K	372	1/8 ^K	372	1/4	565	4.300	6	International Tractor		
						881					
2C5363	.098	362	.098	126	.217	501	3.937	1	Oliver Tractor-White Motors		
						825					
5364	2.0	032	2.0	401	4.0	056	3.622	4	AVF Eng. 242, 244, 245 Series		
						732			Volks. 1679cc; Volks.-Overbore		
						085			Subaru 1595cc, 1781cc EA71 Eng.		
2C5364	2.0	362	2.0	401	4.0	056			76-85 Volvo 2127cc B21F,		
						732					
						085					
2M5364	2.0	327	2.0	401	4.0	056					
						732					
						085					
2C5367	3/32 ^K	390	3/32	401	3/16	565	3 11/16	4	Ford Industrial Eng. Diesel Transit		
						881					
5369	5/64	032	5/64	401	3/16	860	4.130	4	Ford Industrial Eng.		
						732					
2C5369	5/64	362	5/64	401	3/16	860					
						732					
5373	1.75	032	2.5	126	4.0	860	3.691	4	74 Mercedes-Benz		
						732					
2C5373	1.75	363	2.5	126	4.0	860					
						732					
2C5374	2.30 ^K	372	2.0	130	3.5	553	3.740	8	03-10 Ford Diesel 6.0L		
						881					
5376	1.5	032	1.5	126	3.0	054	3.268	2	Kohler CH25,26 CV25,26		
						732					
5377	3/16	102	3/16	102	3/16	860 3/16	4.000	4	Caterpillar Tractor		
						732			Hercules & Waukesha Eng.		
2C5377	3/16	362	3/16	102	3/16	860 3/16					
						732					
2C5388	3/32	363	1/8	126	1/8	126 3/16	565 3/16	501	4.000	6	Mack Trk.
						881					
5397	3/32	032	3/32	401	1/8	501	3 7/16	2	41-47 Harley Davidson Motorcycle		
2C5399	3/16	362	3/16	102	3/16	102 3/16	401 1/4	501 1/4	5.000	1	Witte-Gemini Eng.
						825					
2C5407	3/32	362	3/32	126	3/16	565 3/16	4 1/4	8	Massey-Ferguson Tractor		
						881					
2C5414	1.5	362	1.5	126	3.0	872	3.563	2	Onan Eng.		
						732					



Ring Size & Type - Numerical Index

2C5424 - 2M5485

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C5424	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			3.976	6	Perkins Diesel
2C5428	2.5 362	2.5 126	5.5 860 732				3.740	2	Fiat Diesel
2C5431	2.5 362	2.5 126	2.5 126	4.0 501 825	4.0 501		3.543	6	Hino-Japanese Eng.
2C5432	3.18 362	3.18 126	3.0 126	3.0 126	4.75 501 825		4.331	1	Nissan Diesel
2C5440	$\frac{3}{16}$ 362	$\frac{3}{16}$ 102	$\frac{3}{16}$ 401	$\frac{1}{4}$ 860 732			4 $\frac{5}{8}$	4	Minneapolis-Moline Tractor White Motors
5457	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 401	$\frac{1}{4}$ 501			7 $\frac{1}{4}$	1	Le Roi Eng.
2C5461	3.50 ^K 361	3.5 102	3.5 401	6.5 565 881			5.039	6	Mercedes-Benz Trk.
5462	2.0 032	2.5 126	4.0 860 732				3.701	6	74-87 Toyota Landcruiser 2F 4200cc
2C5462	2.0 362	2.5 126	4.0 860 732						
2M5462	2.0 327	2.5 126	4.0 860 732						
2C5464	$\frac{1}{8}$ ^K 372	$\frac{1}{8}$ ^K 372	$\frac{3}{16}$ 565 881				4 $\frac{3}{8}$	6	Case Tractor
2C5466	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732				3 $\frac{3}{4}$	1	Wisconsin Eng.
2C5469	3.00 ^K 370	3.0 102	3.0 401	6.0 501 825	6.0 501		4.646	6	Pegaso Eng.
2C5470	3.00 ^K 370	3.0 102	3.0 401	6.0 501 825	6.0 501		4.724	6	Pegaso Eng.
5472	$\frac{3}{16}$ ^K 165	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	183 501 825			4 $\frac{1}{2}$	1	Lister Diesel
5474	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732				3.800	6	75-86 Buick 231; 82-88 181 75-86 Chevrolet 231; 82-88 181 75-86 Oldsmobile 231; 82-88 181 75-86 Pontiac 231; 82-88 181 78-86 Chev. & GMC Trk. 231
2C5474	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732						
2M5474	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732						
5477	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732				3.671	8	75-76 Chev. Trk. 262
2C5477	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732						
2M5477	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732						
2C5480	3.00 ^K 361	3.0 032	3.0 401	5.5 553 881	5.5 501		3.819	2	64-on Mercedes-Benz 3780cc, 5675cc
2C5481	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 501 825	$\frac{3}{16}$ 501		3.858	6	Leyland Diesel
2C5482	$\frac{5}{32}$ ^K 381	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 501 825	$\frac{1}{4}$ 501		3 $1\frac{5}{16}$	1	Leyland Diesel
5485	$\frac{3}{32}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732				4.050	8	68-95 Ford Trk.
2C5485	$\frac{3}{32}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732						
2M5485	$\frac{3}{32}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732						



5486 - 2M5510

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications				
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove							
5486	2.0	032	2.0	126	2.0	126	4.5	860 732	3.543	4	70 Peugeot 2112cc		
2C5486	2.0	362	2.0	126	2.0	126	4.5	860 732					
5487	1.75	032	2.0	126	4.0	056 732			3.445	4	Volkswagen		
2C5487	1.75	362	2.0	126	4.0	056 732							
2C5489	2.5	362	2.5	032	2.5	032	2.5	401	5.0	501 825	4.331	4	O.M. Diesel
5490	1.75	032	2.5	126	4.0	860 732			3.622	8	69-on Mercedes-Benz M16		
2C5490	1.75	362	2.5	126	4.0	860 732							
5494	3.43 ^K	1603.43 ^K	1606.35	5016.35	501	825			4.221	6	Leyland Diesel		
5496	2.0	032	2.5	126	4.0	056 732			3.425	4	Saab 99		
2C5496	2.0	362	2.5	126	4.0	056 732							
5497	1.75	032	2.0	126	4.0	056 732			3.425	4	70-73 Saab 1854cc Model 99		
2C5497	1.75	362	2.0	126	4.0	056 732							
5499	$\frac{5}{64}$	032	$\frac{5}{64}$	126	$\frac{3}{16}$	860 732			3.736	8	76-93 GMC 305 5.0L Buick, Chev., Pontiac 77-81 Checker 305 5.0L		
2C5499	$\frac{5}{64}$	362	$\frac{5}{64}$	126	$\frac{3}{16}$	860 732							
2M5499	$\frac{5}{64}$	327	$\frac{5}{64}$	126	$\frac{3}{16}$	860 732							
CM5501	$\frac{1}{16}$	339	$\frac{1}{16}$	126	$\frac{1}{8}$	622 732			4.125	8	Chevrolet, Claimer 70-77 Chevrolet 400 V8 Small Block Eng.		
2M5501	$\frac{1}{16}$	336	$\frac{1}{16}$	126	$\frac{1}{8}$	622 732							
2M5502	$\frac{5}{64}$	336	$\frac{5}{64}$	126	$\frac{3}{16}$	622 732			4.000	4	GMC Marine 151 Eng. 2.5L Mercury Marine 181 Eng. 3.0L		
2M5503	$\frac{5}{64}$	336	$\frac{5}{64}$	126	$\frac{3}{16}$	621 732			3 $\frac{7}{8}$	8	GMC Race 283, 307, 324, 350 Low Tension Oil Ring		
2M5504	$\frac{5}{64}$	336	$\frac{5}{64}$	126	$\frac{3}{16}$	621 732			4.000	8	Chrys., Ford, GMC Race V-8 Low Tension Oil Ring		
2M5505	$\frac{1}{16}$	336	$\frac{1}{16}$	126	$\frac{3}{16}$	621 732			4.000	8	Ford Race 289, 302, 351 GMC Race 327, 350 Low Tension Oil Ring		
2M5506	$\frac{5}{64}$	336	$\frac{5}{64}$	126	$\frac{3}{16}$	622 732			3 $\frac{7}{8}$	8	57-67 Chevrolet 283; 68-73 307 54-56 Oldsmobile 324 68-75 Pontiac 350		
2M5507	$\frac{5}{64}$	336	$\frac{5}{64}$	126	$\frac{3}{16}$	622 732			3 $1\frac{5}{16}$	8	57-67 Chevrolet 283; 68-73 307 56-58 Chrysler 354 54-56 Oldsmobile 324 68-75 Pontiac 350		
2M5508	$\frac{5}{64}$	336	$\frac{5}{64}$	126	$\frac{3}{16}$	622 732			4.000	8	Cadillac, Chev, 302, 350, 365, 390 Chry, Dodge, Plym, 340, 354, 360 Ford, Mercury 289, 302, 351, 400		
2M5510	$\frac{1}{16}$	336	$\frac{1}{16}$	126	$\frac{3}{16}$	621 732			4.125	8	GMC Race 400, 402 Low Tension Oil Ring		



Ring Size & Type - Numerical Index

2M5511 - CM5532

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2M5511	$\frac{5}{64}$ 336	$\frac{5}{64}$ 126	$\frac{3}{16}$ 622 732				4 $\frac{1}{16}$	8	GMC 302, 327, 350, 365, 390 Chry, Dodge, Plym, 350, 360 Ford, Mercury, 289, 302, 351
2M5512	$\frac{5}{64}$ 336	$\frac{5}{64}$ 126	$\frac{3}{16}$ 622 732				4 $\frac{3}{32}$	8	65-69 Chevrolet 396 63-66 Pontiac 421
2M5513	$\frac{5}{64}$ 336	$\frac{5}{64}$ 126	$\frac{3}{16}$ 622 732				4.125	8	GMC 348, 396, 400, 402, 425, 455 Chry. 350, 361
2M5514	$\frac{5}{64}$ 336	$\frac{5}{64}$ 126	$\frac{3}{16}$ 621 732				4 $\frac{1}{4}$	8	Chrysler Race 426 Low Tension Oil Ring
2M5515	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 621 732				4.250	8	Chrysler Race 383, 426 GMC Race 427, 454 Low Tension Oil Ring
2M5516	$\frac{5}{64}$ 336	$\frac{3}{32}$ 126	$\frac{3}{16}$ 622 732				4.233	8	63-65 Ford & Mercury 427
2M5517	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{1}{8}$ 622 732				4.233	8	66-69 Ford 427 67-69 Mercury 427
2M5518	$\frac{5}{64}$ 336	$\frac{5}{64}$ 126	$\frac{3}{16}$ 622 732				4 $\frac{1}{4}$	8	66-70 Chrysler, Dodge 426 66-69 Plymouth 426
2M5519	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622 732				4 $\frac{1}{4}$	8	Chevrolet 427, 454 Chrysler 383, 426
2M5520	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 621 732				4.320	8	Chrysler Race 440 Low Tension Oil Ring
CM5521	$\frac{1}{16}$ 339	$\frac{1}{16}$ 126	$\frac{1}{8}$ 622 732				4.000	8	Chevy, Ford, Chry, Claimer Chevrolet 302, 327, 350; Ford & Mercury 289, 302, 351
2M5521	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{1}{8}$ 622 732						
2M5522	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{1}{8}$ 622 732				3 $\frac{7}{8}$	8	Chevrolet 283, 307
2M5523	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622 732				4.000	8	Chevrolet 302, 327, 350; Ford & Mercury 289, 302, 351
2M5524	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{1}{8}$ 622 732				4.121	8	67-75 Pontiac 400, 428
2M5525	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622 732				4.050	8	68-71 Ford & Mercury 390
2M5526	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622 732				4.233	8	427cu.in Eng. Ford Race
2M5527	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622 732				3.780	4	Ford Race 140 cu. in. Eng.
2M5528	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622 732				4.320	8	66-75 Chrysler, Dodge, Plymouth 440
2M5529	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622 732				4.125	8	70-75 Chevrolet 400, 402
C 5530	1.5 102	1.5 126	4.0 622 732				4.000	8	Ford, 302 cu. in. Claimer
CM5530	1.5 339	1.5 126	4.0 622 732						
C 5531	$\frac{5}{64}$ 102	$\frac{5}{64}$ 126	$\frac{3}{16}$ 622 732				4.000	8	Chry, Ford, GMC, Claimer
CM5531	$\frac{5}{64}$ 339	$\frac{5}{64}$ 126	$\frac{3}{16}$ 622 732						
C 5532	$\frac{1}{16}$ 102	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622 732				4.000	8	Chry, Ford, GMC, Claimer
CM5532	$\frac{1}{16}$ 339	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622 732						

C 5533 - 2C5554
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
C 5533	$\frac{5}{64}$ 102	$\frac{5}{64}$ 126	$\frac{3}{16}$ 622				4.125	8	Chry, Ford, GMC, Claimer
			732						
CM5533	$\frac{5}{64}$ 339	$\frac{5}{64}$ 126	$\frac{3}{16}$ 622						
			732						
C 5534	$\frac{1}{16}$ 102	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622				4.125	8	Chry, Ford, GMC, Claimer
			732						
CM5534	$\frac{1}{16}$ 339	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622						
			732						
2M5535	1.5 336	1.5 126	4.0 622				4.000	8	Ford, 302 cu. in. Eng.
			732						
2M5536	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622				4.360	8	Ford 460
			732						
2M5537	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622				4.466	8	GMC Race, 502 cu.in. Eng.
			732						
2M5538	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	3.0 621				4.000	8	Chevrolet 302, 327, 350
			005						Ford 289, 302, 351
2M5539	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	3.0MM 621				4.125	8	Chevrolet 400, 402 Race
			005						
C 5540	1.5 102	1.5 126	3.0 621				4.000	8	Chevy, Chrysler, Ford, Claimer
			005						Chevrolet 302, 327, 350, 365, 390, 400
CM5540	1.5 339	1.5 126	3.0 621						Chrysler 292, 354, 360
			005						Ford 289, 302, 351, 400
2M5540	1.5 336	1.5 126	3.0 621						
			005						
C 5541	$\frac{1}{16}$ 102	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622				4.250	8	Chry, GMC, Claimer
			732						
CM5541	$\frac{1}{16}$ 339	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622						
			732						
2M5542	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622				4.165	8	68-70 American Motors 390
			732						71-74 401
2M5543	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622				4.151	8	Pontiac 455
			732						
2M5544	$\frac{1}{16}$ 336	$\frac{1}{16}$ 126	$\frac{1}{8}$ 622				3.575	4	Ford Pinto 122 2000cc
			732						
2M5545	$\frac{1}{16}$ 336	$\frac{5}{64}$ 126	$\frac{5}{32}$ 622				3 $\frac{3}{16}$	4	Ford Pinto, Escort
			732						Capri, Cortina
2M5546	$\frac{5}{64}$ 335	$\frac{5}{64}$ 126	$\frac{5}{32}$ 860				3.188	4	60 Ford British 105E
			732						Ford Anglia, Formula V
2M5547	$\frac{5}{64}$ 336	$\frac{5}{64}$ 126	$\frac{3}{16}$ 622				3.736	8	305cu.in. Eng. Race
			732						
2M5548	$\frac{5}{64}$ 336	$\frac{5}{64}$ 126	$\frac{3}{16}$ 621				3.736	8	305cu.in. Eng. Race, w/Low Tension Oil Rings
			732						
2C5549	.118 ^K 372.093	126.138	501				4.193	3	John Deere Tractor
			825						
2C5550	$\frac{3}{32}$ 363	$\frac{1}{8}$ 032	$\frac{1}{8}$ 401	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501		5.000	6	Mack Trk.
			732						
2C5551	$\frac{1}{8}$ ^K 372	$\frac{3}{32}$ 126.197	565				4.016	4	John Deere Tractor
			881						
2C5552	$\frac{3}{32}$ 363	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{16}$ 565	$\frac{3}{16}$ 501		4 $\frac{9}{16}$	6	Bedford Trk.
				881					
2C5553	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 565	$\frac{3}{16}$ 501		4 $\frac{1}{8}$	6	Bedford Trk.
				881					
2C5554	2.5 362	2.5 401	5.5 553				3.937	1	Fiat Trk.
			881						



Ring Size & Type - Numerical Index

2C5555 - CM5574

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications		
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove					
2C5555	3/32	363	1/8	401	1/8	401	3/16	860 732	4 3/8	6	International Trk.
SC5556	1.2	398	1.2	610	3.0	621		732	3.445	4	Chrysler Performance 121cu.in
2C5557	3.50 ^K	372	3.0	102	3.0	102	5.5	565 881	4.803	6	Fiat
SC5558	1.2	398	1.5	401	2.8	859		732	2.953	4	Honda Race 1590cc D16A
2C5559	1/8 ^K	372	1/8	126	1/8	126	3/16	565 881	3 7/8	4	International Tractor
5560	5/64	032	5/64	126	3/16	860		732	3.910	6	87-91 Chrysler, Dodge Trks. 71-on Plymouth 265
2C5560	5/64	362	5/64	126	3/16	860		732			
2M5560	5/64	327	5/64	126	3/16	860		732			
2M5561	5/64	336	5/64	126	3/16	622		732	4.040	8	67-69 Buick 400 68-73 Chrysler Prod. 340
5562	1.75	032	2.0	401	4.0	860		732	3.543	4	72-on Saab 1985cc
2C5562	1.75	362	2.0	401	4.0	860		732			
2C5563	3/32	363	1/8	401	1/8	401	3/16	860 732	4 3/4	6	Volvo
2C5564	3.0	362	2.0	126	4.0	553		881	3.583	1	Mercedes-Benz Diesel
2C5565	2.38	363	2.38	102	2.38	102	6.35	565 881	5.000	6	Scania-Vabis-Swedish Diesel
2C5566	3/32	362	1/8	102	1/8	102	3/16	565 881	5 1/8	6	Volvo
2M5567	1/16	336	1/16	126	3/16	622		732	3.736	8	305cu. in. Eng. Race
5568	5/64	032	5/64	126	3/16	860		732	4.082	8	77-79 GMC Cadillac 425 7.0L
2C5568	5/64	362	5/64	126	3/16	860		732			
2M5568	5/64	345	5/64	126	3/16	860		732			
5569	1/8	102	1/8	102	5/32	501			2 1/2	4	Waukesha Eng.
5570	5/64	032	5/64	126	3/16	860		732	4.000	4	79-80 Buick, Chev, Olds, Pont,151 80 American Motors, Jeep-Eagle 151
2C5570	5/64	362	5/64	126	3/16	860		732			Mercruiser Marine 181
2M5570	5/64	327	5/64	126	3/16	860		732			
2C5571	3/32	363	3/32	352	3/16	860		732	3.976	6	Perkins Diesel
SC5572	1.0	398	1.2	610	2.8	861		732	3.189	4	Honda Race 1590cc B16A
2C5573	1.5	376	1.5	126	3.0	054		732	3.268	4	Mazda Performance 1839cc 1.8L Eng.
CM5574	1/16	339	1/16	126	3/16	622		732	4.320	8	Chrysler 440 cu. in. Claimer

2M5575 - SM5597
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications	
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove				
2M5575	1/16 336	1/16 126	3/16 860				3.910	8	Chrysler Race 390 ci. in.	
CM5576	1/16 339	1/16 126	3/16 622				4.360	8	Ford 429, 460, Claimer	
2M5577	1/16 336	1/16 126	3/16 860				4.343	8	Chrysler Race 498 cu.in Eng.	
2C5578	2.5 362	2.5 126	2.5 401	5.0 553			4.331	2	O.M. Diesel	
2C5579	3.5 362	3.0 102	3.0 102	3.0 102	5.5 565	5.5 501	4.921	2	Fiat	
CM5580	1/16 339	1/16 126	3/16 622				4.500	8	GMC 502cu.in Eng. Claimer	
2M5581	1.5 336	1.5 126	3.0 621				4.125	8	Chevrolet Race 400, 402cu. in. Eng.	
2C5584	1/8 ^K 365	3/32 126	3/32 126	3/16 871	3/16 501			3 3/4	1	Lister Diesel
5585	1/8 032	1/8 126	3/16 860				3 3/16	6	41-49 Chev. & GMC Trk. 235	
5586	5/64 032	5/64 126	3/16 860				3.760	6	Chrysler Australia	
2C5586	5/64 362	5/64 126	3/16 860							
SM5587	.043 395.043	6103.0MM	621005				4.000	8	Performance Chevy 327, 350 Chry 360 Ford 289, 302	
2C5588	3.0 363	3.0 126	3.0 126	6.0 501	6.0 501			4.724	6	61-65 Isuzu-Japanese
2M5589	1/16 336	1/16 126	3/16 622				4.500	8	GMC Race, 502 cu.in. Eng.	
2M5590	1/16 336	1/16 126	3/16 860				4.120	8	400, 428 Chevy Engs.	
2C5591	2.0 362	2.0 401	4.0 056				3.406	4	75-81 Opel Diesel Rekord 2000	
2C5592	3/32 363	1/8 126	3/16 860				3 13/16	6	International Trk.	
SM5593	.043 395.043	6103.0MM	621005				4.125	8	Chevy Race 400, 402 cu.in Eng. Chry Race 361 cu.in Eng	
5594	1.75 032	2.0 126	4.0 860				3.701	4	76-84 Volkswagen 1971cc Vanagon 2 Series 211, 221	
2C5594	1.75 362	2.0 126	4.0 860							
5595	2.0 032	2.0 126	4.0 870				3.587	4	78-83 Chrysler Arrow, Challenger, Sapporo G54B	
2C5595	2.0 362	2.0 126	4.0 870						78-84 Chrysler, Plymouth 156	
2M5595	2.0 327	2.0 126	4.0 870						79-83 Dodge Trks. 156 D50 82-87 Mitsubishi 4G54	
2M5596	1/16 336	1/16 126	3/16 009				4.500	8	GMC Race, 502 cu.in. Eng. Low Tension	
SM5597	.043 395.043	4063.0MM	872005				4.250	8	Chevy 427, 454 cu.in. Eng. Chry 383, 426 cu.in. Eng.	



Ring Size & Type - Numerical Index

5598 - 2M5617

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
5598	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 860				4 $\frac{5}{8}$	8	International Trk.
			732						
2C5598	$\frac{3}{32}$ 363	$\frac{3}{32}$ 401	$\frac{3}{16}$ 860						
			732						
2C5599	1.5 362	1.75 126	4.0 056				3.701	4	73-74 Porsche 914, 2000cc
			732						
2C5600	2.0 362	3.0 401	4.0 860				3.543	4	68-74 Saab
			732						
2C5601	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{1}{4}$ 871				3.600	1	Perkins
			732						
2C5603	3.50 ^K 361	3.0 401	5.5 565				4.528	6	Mercedes-Benz
			881						
2C5604	3.0 363	3.0 126	3.0 126	5.0 553	5.0 501		4.134	6	Toyota
			881						
2C5606	$\frac{3}{32}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 553			3 $\frac{3}{4}$	6	Volvo
			881						
2C5607	$\frac{3}{32}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 553	$\frac{3}{16}$ 501		3 $\frac{3}{4}$	6	Volvo
			881						
2C5608	$\frac{3}{32}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3 $\frac{7}{8}$	8	64-77 Ford Trk. 330
			732						
2M5609	$\frac{5}{64}$ 335	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3 $\frac{1}{2}$	8	79-80 Oldsmobile 260 Diesel
			732						
2C5610	$\frac{5}{64}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				4.058	8	78-85 GMC Buick, Chevrolet, Oldsmobile, Pontiac 350 Diesel
			732						78-85 Cadillac 350 Diesel
2M5610	$\frac{5}{64}$ 335	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						78-82 Chev. & GMC Trk. 350 Diesel
			732						80-82 Checker 350 Diesel
2M5612	$\frac{5}{64}$ 336	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3.800	6	78-89 Buick 231 Turbo
			732						80-89 Chevrolet 231 Turbo
2M5613	2.0 336	2.0 126	4.75 860				3.780	4	79-89 Ford & Mercury 2300cc Turbo
			732						
5614	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872				3.800	8	80-84 Cadillac 368
			732						
2M5614	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872						
			732						
5615	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872				4.000	8	80-81 Buick, Pontiac 301 Non Turbo
			732						86-96 GMC, Chevrolet 350
2C5615	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872						
			732						
2M5615	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872						
			732						
5616	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872				3 $\frac{3}{4}$	8	80-81 Buick, Oldsmobile, Pontiac 265
			732						
2C5616	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872						
			732						
2M5616	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872						
			732						
5617	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3.736	6	80-85 Chevrolet 229
			732						80-85 Chev. & GMC Trk. 229
2C5617	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						80-82 Checker 229
			732						80-82 Pontiac 229
2M5617	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
			732						

5618 - 2C5643
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
5618	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3.680	8	80-82 Ford, Mercury 255 81-82 Ford Trks. 255
2C5618	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M5618	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
5619	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3.965	6	80-84 Buick 252 81-82 Cadillac 252 81-84 Oldsmobile 252 81-82 Pontiac 252
2C5619	$\frac{5}{64}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M5619	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M5620	$\frac{5}{64}$ 336	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872				4.000	8	80-81 Buick 301 Turbo 80-81 Pontiac 301 Turbo
5621	$\frac{3}{32}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				4.360	8	79-94 Ford Trk.
2C5621	$\frac{3}{32}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2M5621	$\frac{3}{32}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2C5622	$\frac{1}{8}^K$ 372	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4.000	1	Hercules Diesel
5623	2.0 032	2.5 401	4.0 056				3.484	4	72-80 Toyota
2C5623	2.0 362	2.5 401	4.0 056						
2C5624	$\frac{1}{8}^K$ 361	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{7}{8}$	6	Massey-Ferguson Tractor
2C5628	2.5 362	2.5 126	5.0 860				3.819	4	Aro-Rumania
2C5629	$\frac{1}{8}^K$ 361	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{7}{8}$	6	Perkins Diesel
5630	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872				4.000	4	81 AMC & Jeep-Eagle 151 81 Buick, Chevy, Olds, Pont. 151 Also Fit Brazilian Piston
2C5630	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872						
2M5630	$\frac{5}{64}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872						
5632	1.5 032	2.0 126	4.75 860				3.504	6	81-84 Buick 173 81-84 Chevrolet 173 82-84 Chev. & GMC Trk. 173 84-84 Jeep-Eagle 81-84 Oldsmobile 173 81-84 Pontiac 173
2C5632	1.5 362	2.0 126	4.75 860						
2M5632	1.5 327	2.0 126	4.75 860						
2C5633	2.0 362	2.0 126	4.0 860				3.701	4	78-81 Peugeot 504, 505D Diesel
2C5635	3.00 ^K 372	3.00 ^K 372	2.5 126	5.0 553			4.016	1	Deutz-German Diesel BFL913 Turbo
5638	$\frac{1}{8}$ 032	$\frac{1}{8}$ 032	$\frac{1}{8}$ 401	$\frac{3}{16}$ 860			3 $\frac{1}{2}$	1	Wisconsin Eng.
2C5643	2.5 376	2.0 126	4.0 860				3.543	4	Toyota



Ring Size & Type - Numerical Index

5645 - 2C5661

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
5645	2.0	032	2.5	126	4.0	870	3.622	4	81-84 Toyota 22R, 22REC 4.3L Celica Nissan Industrial H25
						732			
2C5645	2.0	362	2.5	126	4.0	870			
						732			
2M5645	2.0	327	2.5	126	4.0	870			
						732			
2C5646	3.00 ^K	372	2.5	126	2.5	126 5.0	4.016	1	Deutz-German Diesel
						881			
2C5647	$\frac{5}{64}$	363	$\frac{5}{64}$	352	$\frac{5}{64}$	126 $\frac{3}{16}$	3.900	8	69-84 Ford Trk.
						732			
5649	2.0	032	2.0	126	4.0	860	3.811	6	81-87 Ford Cars & Trks. 232 82-87 Lincoln 232 82-87 Mercury 232
						732			
2C5649	2.0	363	2.0	126	4.0	860			
						732			
2M5649	2.0	327	2.0	126	4.0	860			
						732			
5650	1.5	032	2.0	126	4.75	872	3.504	4	82-84 Buick, Olds., Pontiac 112; 82-83 122 82-84 Cadillac 112; 83 122 82-84 Chevrolet 112; 83-84 122 82-83 Chev. & GMC Trks 122
						732			
2M5650	1.5	327	2.0	126	4.75	872			
						732			
2M5651	2.0	335	2.0	126	4.75	860	4.058	6	82-85 Buick, Chevrolet, Oldsmobile, Pontiac 263 Diesel
						732			
5652	1.5	032	1.5	126	4.0	056	3.445	4	82-85 Chrysler 135; 86 Chrysler 153 81-85 Dodge 135; 86 Dodge 153 81-85 Dodge Trks.; 81-85 Plymouth 135 85 Plymouth 153
						732			
2C5652	1.5	363	1.5	126	4.0	056			
						732			
2M5652	1.5	327	1.5	126	4.0	056			
						732			
5653	1.6	032	2.0	126	4.0	860	3.147	4	81-85 Ford Escort 98 1600cc 81-85 Mercury Lynx 98 1600cc
						732			
2C5653	1.6	363	2.0	126	4.0	860			
						732			
2M5653	1.6	327	2.0	126	4.0	860			
						732			
5654	2.0	032	2.0	126	4.0	872	3.465	8	82-87 Cadillac 252
						732			
2C5654	2.0	362	2.0	126	4.0	872			
						732			
2M5654	2.0	327	2.0	126	4.0	872			
						732			
2C5655	3.0 ^K	372	2.0	126	4.0	860	3.978	8	82-95 Chev. & GMC Trks. 379 Diesel
						732			
2C5656	2.0	376	2.0	362	2.0	401 5.0	3.268	4	Isuzu-Japanese Diesel
						871 5.0			
						525			
						732			
2C5657	1.2	398	1.5	401	4.0	056	3.622	4	82-93 Subaru EA71, EA81, EA82
						732			
						085			
2C5658	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{3}{16}$	565	4 $\frac{1}{4}$	8	Massey-Ferguson; Perkins Diesel
						881			
2C5659	2.0	363	2.0	126	4.0	860	3.583	1	Continental
						732			
2C5660	2.00 ^K	370	2.0	126	4.0	056	3.543	4	81-83 Toyota LN40 Diesel 2188cc
						732			
2C5661	2.5	376	2.0	126	4.0	860	3.583	1	Continental TM27
						732			

2M5662 - 2C5689
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2M5662	$\frac{5}{64}$ 336	$\frac{5}{64}$ 126	$\frac{5}{32}$ 860				4.000	8	83-84 Ford Trk. 420 Diesel International Trk.
5663	$\frac{1}{16}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872				4.000	4	82-88 AMC 82-84 Jeep-Eagle 151
2C5663	$\frac{1}{16}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872						82-93 GMC Buick, Chevrolet, Oldsmobile, Pontiac 151
2M5663	$\frac{1}{16}$ 327	$\frac{5}{64}$ 126	$\frac{3}{16}$ 872						85-93 GMC Trks. 151
5664	1.5 032	1.5 401	4.0 058				3.386	4	83-93 Mazda2.0L, 2.2L 89-94 Ford 2.2L
2M5664	1.5 335	1.5 401	4.0 058						94-02 KIA 2.2L
2C5666	2.50 ^K 370	2.00 ^K 370	4.0 860				3.587	4	83-85 Dodge Trk. Diesel D50 83-85 Mitsubishi 4D55 Diesel
5667	1.5 032	1.5 126	4.0 056				3.587	4	83-89 Chrysler, Plymouth, Dodge Cars & Trks. 156
2C5667	1.5 363	1.5 126	4.0 056						83-89 Mits. 2555cc 4G54 Eng. Starion 87-88 Mazda B2600 Pickup
5668	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			$3\frac{7}{16}$	6	Continental & Gray Marine Eng.
2C5668	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860					
5669	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			$3\frac{7}{16}$	4	Continental Eng.
2C5669	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860					
5671	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 870				$2\frac{9}{8}$	4	Allis Chalmers Tractor Continental Eng.
2C5671	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 870						
5673	1.5 032	1.5 126	4.0 056				3.504	4	83-84 Nissan Z24 Eng.
2C5673	1.5 363	1.5 126	4.0 056						
2C5674	2.5 376	2.0 126	4.5 871				3.504	4	83-88 Nissan SD25 Diesel
5677	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 501			$3\frac{3}{4}$	1	Le Roi
5678	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 501			4.000	1	Le Roi
2C5679	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860	$\frac{5}{32}$ 501		$3\frac{5}{16}$	6	Continental Eng.
2C5683	$\frac{1}{8}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 501			$4\frac{1}{2}$	1	Le Roi
5684	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 501			5.000	1	Le Roi
2C5687	$\frac{3}{32}$ 362	$\frac{3}{32}$ 362	$\frac{3}{32}$ 401	$\frac{3}{16}$ 565			$3\frac{15}{16}$	3	David Brown Tractor Model AD4 49 770 Selectamatic
5688	2.0 032	2.0 126	4.75 860				3.680	4	85 Ford Tempo, Taurus 85 Mercury Topaz, Sable
2C5688	2.0 363	2.0 126	4.75 860						84-93 Ford, Mercury 140 2.3L 86-91 Ford 153 2.5L
2M5688	2.0 327	2.0 126	4.75 860						
2C5689	$\frac{5}{64}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4.000	4	Ford Tractor



Ring Size & Type - Numerical Index

5690 - 2M5716

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
5690	2.0	032	2.0	126	4.75	860	3.517	4	83-89 Ford Trk., Ranger 122
						732			
2C5690	2.0	362	2.0	126	4.75	860			
						732			
2M5690	2.0	327	2.0	126	4.75	860			
						732			
5691	1.5	032	2.0	126	4.0	860	3.583	6	80-86 Volvo 2849cc B28, B28F Eng. 760 1981-on De Lorean
						732			
2C5691	1.5	362	2.0	126	4.0	860			
						732			
5692	1.75	032	2.0	401	4.0	056	3.622	4	79-82 Volvo B21 Eng.
						732			
2C5692	1.75	363	2.0	401	4.0	056			
						732			
2M5693	5/64	336	5/64	126	7/64	046	4.000	8	83 Ford Trks. 420 6.9L 83 International 420 6.9L
						732			
5695	1.75	032	2.0	126	4.0	860	3.780	4	79-85 Volvo B23 Eng.
						732			
2C5695	1.75	363	2.0	126	4.0	860			
						732			
5696	1/8	102	1/8	102	5/32	501	2 1/4	1	Lauson-Tecumseh Eng.
						826			
2M5697	5/64	336	5/64	130	7/64	046	4.000	8	83-88 Ford Trk. 420 Eng., 6.9L w/International Diesel
						732			
5705	5/64	001	5/64	401	5/32	710	2.230	4	35-51 Ford British
						716			
						826			
5706	5/64	102	5/64	401	5/32	710	2 1/2	4	39-59 Ford British
						716			
						826			
5708	3/32	102	3/32	401	5/32	710	2 1/2	4	32-47 Austin-Rover
						716			
						826			
5710	2.5	102	2.5	102	4.0	710	3.071	4	46-60 Citroen
						716			
						825			
5712	2.0	032	2.0	126	4.75	871	4.000	6	85-93 Buick & Chevrolet 262 85-94 Chev. & GMC Trks. 262 85-93 Pontiac 262
						732			
2C5712	2.0	362	2.0	126	4.75	871			
						732			
2M5712	2.0	327	2.0	126	4.75	871			
						732			
5713	2.5	001	2.5	001	2.5	401	2.283	4	38-56 Renault Juvaquatre Four, Dauphine
						716			
						826			
5714	2.5	102	2.5	401	4.5	871	2.953	4	56 Volvo
						732			
5716	1.5	032	1.5	126	4.0	058	2.972	4	85-92 Dodge & Plymouth w/Mitsubishi Eng. 85-92 Hyundai; 85-on Mitsubishi 88-92 Jeep-Eagle
						732			
2C5716	1.5	363	1.5	126	4.0	058			
						732			
2M5716	1.5	327	1.5	126	4.0	058			
						732			

5719 - 2C5760
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications		
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove					
5719	2.5	102	2.5	102	4.0	710	4.0	501	3.071	6	46-55 Citroen
						716					
						825					
2M5721	1/16	327	1/16	126	3/16	860			3 5/8	1	85 Harley Davidson
						732					
2M5722	5/64	327	5/64	126	3/16	860			3 5/8	1	85 Harley Davidson
						732					
5724	5/64	102	5/64	102	5/32	058	5/32	501	3.346	4	48-61 Standard
						732					
5726	2.0	102	2.0	401	4.0	058			2.894	4	49-54 Morris
						732					
5730	.089	102.089	401.158			710			2.618	4	40-55 M.G. Saloon, Midget
						716					53-57 Wolseley
						826					
5735	3/32	102	3/32	401	5/32	055			2.736	6	49-52 Vauxhall
						732					
5736	3/32	102	3/32	401	5/32	055			2.736	4	39-52 Vauxhall
						732					
5738	2.5	032	2.5	401	4.75	871			3.374	6	63-64 Nissan
						732					
2C5738	2.5	362	2.5	401	4.75	871					
						732					
5739	2.5	102	2.5	102	2.5	401	3.5	710	2.677	4	35-55 Fiat
						716					
						825					
5740	2.0	102	2.0	102	2.0	401	3.5	710	2.165	4	47-50 Renault
						716					
						826					
5744	5/64	102	5/64	102	5/32	710	5/32	501	2 9/16	4	50-59 Commer & Hillman
						716					
						826					
5747	1/8	102	1/8	401	3/16	710			3 1/8	4	46-56 Austin-Rover
						716					
						825					
5748	3.0	102	3.0	102	3.0	401	4.5	870	3.228	4	49-50 Fiat
						732					
5749	3.0	102	2.5	102	2.5	401	4.5	870	2.953	4	49-56 Peugeot
						732					
2C5749	3.0	362	2.5	102	2.5	401	4.5	870			
						732					
5753	2.5	102	2.5	102	2.5	401	5.0	871	2.953	4	49-57 Mercedes-Benz
						732					
5755	3.0	102	3.0	401	5.0	501			3.150	4	52-55 Porsche
5757	3.0	102	3.0	401	5.0	871			2.953	4	39-54 Volkswagen
						732					
2C5757	3.0	362	3.0	401	5.0	871					
						732					
5758	3.0	102	3.0	401	5.0	870			2.657	4	34-50 Opel P4 Kadette, Olympia
						732					
2C5760	1.75	363	2.0	401	3.5	059			3.622	8	Mercedes-Benz
						732					



Ring Size & Type - Numerical Index

5761 - 5819

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
5761	1.5	032	1.5	126	4.0	870	3.780	4	84-97 Ford Cars & Trks., 140, 2.3L 94-97 B2300 Mazda Pickup
						732			
2C5761	1.5	362	1.5	126	4.0	870			
						732			
2M5761	1.5	327	1.5	126	4.0	870			
						732			
5762	1.5	032	1.5	126	4.0	052	3.504	6	86-00 Ford Car & Trk 3.0L 94-06 Mazda B3000 Pickup
						005			
2C5762	1.5	363	1.5	126	4.0	052			
						005			
2M5762	1.5	327	1.5	126	4.0	052			
						005			
5763	$\frac{3}{32}$	032	$\frac{3}{32}$	032	$\frac{3}{32}$	401 $\frac{5}{32}$	3 $\frac{7}{16}$	4	47-56 Austin-Rover
						058 732			
5765	2.0	001	2.0	001	2.0	401 3.5	2.146	4	50-62 Renault
						710			
						716 826			
5779	.089	102	.089	102	.158	058.156	2.618	4	39-52 M.G.
						501 732			
5781	$\frac{3}{32}$	102	$\frac{3}{32}$	102	$\frac{5}{32}$	710 $\frac{5}{32}$	3.169	4	38-59 Riley
						501			
						716 825			
5782	2.0	102	2.0	401	4.0	058	3.268	6	49-62 Jaguar
						732			
5784	$\frac{5}{64}$	102	$\frac{5}{64}$	102	$\frac{5}{32}$	056 $\frac{5}{32}$	2.894	4	49-54 Morris
						501 732			
5789	$\frac{3}{32}$	102	$\frac{3}{32}$	102	$\frac{5}{32}$	710 $\frac{5}{32}$	2.579	4	47-52 Austin-Rover
						501			
						716 826			
5792	1.75	102	1.75	102	2.25	401 4.0	2.736	4	51-54 Rover
						710			
						716 826			
5794	2.0	102	2.0	102	2.0	401 4.0	2.677	4	50-61 Skoda
						710			
						716 825			
5797	.089	001	.089	001	.158	710.158	2.244	4	39-47 Morris
						501			
						716 826			
5798	2.0	001	2.0	401	4.0	710	2.480	4	49-61 Triumph
						716			
						826			
5803	$\frac{5}{64}$	102	$\frac{5}{64}$	102	$\frac{5}{32}$	057 $\frac{5}{32}$	2 $\frac{1}{2}$	4	Ford British
						501 732			
5806	3.0	102	3.0	401	4.75	871	3.150	6	37-53 Opel
						732			
2C5809	$\frac{3}{32}$	362	$\frac{1}{8}$	126	$\frac{1}{8}$	126 $\frac{3}{16}$	3 $\frac{15}{16}$	6	Volvo
						501 $\frac{3}{16}$ 825			
5810	1.75	102	1.75	102	2.25	401 4.0	2.567	6	51-53 Rover
						710			
						716 826			
5819	.071	001	.071	001	.071	401.126	2.280	4	52-57 Austin-Rover
						710			
						716 826			

5829 - 5870
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
5829	2.0	102	2.0	102	4.0	058 4.0 501 732	2.894	4	49-54 Morris
5830	$\frac{5}{64}$	102	$\frac{5}{64}$	102	$\frac{5}{64}$	401 $\frac{5}{32}$ 710 716 826	2.579	4	53-57 Austin-Rover & Morris
5833	2.5	102	2.5	102	2.5	401 4.0 710 716 826	2.835	4	50-60 Skoda
5835	3.0	102	3.0	102	3.0	401 4.5 871 732	3.346	4	37-56 Renault
5836	$\frac{3}{32}$	102	$\frac{3}{32}$	401	$\frac{5}{32}$	058 732	2 $\frac{7}{8}$	4	49-58 Singer
2C5837	$\frac{3}{32}$	362	$\frac{3}{32}$	126	$\frac{3}{32}$	126 $\frac{3}{16}$ 501 $\frac{3}{16}$ 501 825	3 $1\frac{1}{16}$	4	Ford Diesel Tractor
5838	$\frac{1}{8}$	126	$\frac{1}{8}$	126	$\frac{3}{16}$	860 732	3 $\frac{5}{8}$	1	David Brown Tractor Cummins Compressor
2C5838	$\frac{1}{8}$	362	$\frac{1}{8}$	126	$\frac{3}{16}$	860 732			
5842	2.5	032	2.5	032	3.0	401 5.0 871 732	3.150	6	51-62 Mercedes-Benz
2C5842	2.5	362	2.5	032	3.0	401 5.0 871 732			
5844	1.75	102	1.75	102	2.25	401 4.0 058 732	3.063	4	52-59 Rover
2C5849	$\frac{3}{32}$	363	$\frac{1}{8}$	401	$\frac{1}{8}$	401 $\frac{3}{16}$ 860 $\frac{3}{16}$ 501 732	4 $\frac{3}{4}$	6	Volvo Diesel
5850	$\frac{3}{32}$	102	$\frac{3}{32}$	102	$\frac{3}{32}$	401 $\frac{3}{16}$ 870 732	3 $\frac{1}{8}$	4	46-66 Austin-Rover
2C5857	$\frac{5}{64}$	362	$\frac{5}{64}$	102	$\frac{5}{64}$	401 $\frac{5}{32}$ 710 732 825	3 $\frac{3}{16}$	4	Ferguson Tractor
5859	$\frac{5}{64}$	102	$\frac{5}{64}$	102	$\frac{5}{64}$	401 $\frac{5}{32}$ 058 732	2.875	4	58-62 AMC 54-60 Austin-Rover
2C5859	$\frac{5}{64}$	362	$\frac{5}{64}$	102	$\frac{5}{64}$	401 $\frac{5}{32}$ 710 732 826			54-59 M.G. 54-62 Morris
5861	2.5	102	2.5	102	2.5	102 5.0 871 5.0 501 732	3.071	4	Borgward-Hansa
5862	3.0	102	3.0	401	5.0	871 732	3.228	4	51-55 Fiat
5865	$\frac{5}{64}$	102	$\frac{5}{64}$	102	$\frac{5}{32}$	056 $\frac{5}{32}$ 501 732	3.268	6	49-58 Jaguar
5867	$\frac{1}{16}$	102	$\frac{1}{16}$	102	$\frac{5}{32}$	710 716 826	2.835	4	54-56 M.G.
5868	2.5	102	2.5	401	4.0	056 732	3.031	4	54-65 Volkswagen
2C5868	2.5	362	2.5	401	4.0	056 732			
5869	2.0	102	2.0	102	2.5	401 4.5 871 732	2.953	4	Borgward-Hansa
5870	2.5	102	2.5	401	3.5	054 732	2.362	4	55-56 Fiat



Ring Size & Type - Numerical Index

5871 - 2C5906

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
5871	5/64	102	5/64	401	5/32	058 732	3.000	4	55-64 Hillman & Sunbeam-Talbot
2C5875	3.0	362	3.0	102	3.0	102 3.0 102 5.5 501 5.5 501 825	3.543	6	Mercedes-Benz
5880	3/32	102	3/32	102	3/32	401 3/16 871 732	3 1/8	6	55-60 Austin-Rover & Morris 55-59 Wolseley
2C5880	3/32	362	3/32	102	3/32	401 3/16 871 732			
5883	2.5	102	2.5	102	2.5	401 5.0 871 732	2.835	4	53-55 Simca
5887	2.5	102	2.5	102	2.5	102 5.0 870 5.0 525 732	2.953	4	49-55 Mercedes-Benz
5888	2.0	032	3.0	401	5.0	871 732	3.228	4	55 Ford European
5889	2.5	032	2.5	401	5.0	871 732	3.150	4	54-62 Opel
2C5889	2.5	362	2.5	401	5.0	871 732			
5890	2.5	032	2.5	401	5.0	871 732	3.150	6	54-60 Opel
2C5890	2.5	362	2.5	401	5.0	871 732			
5891	2.0	032	2.0	401	4.5	871 732	3.150	4	55-64 Peugeot
2C5891	2.0	362	2.0	401	4.5	871 732			
5893	1/16	102	1/16	102	5/32	058 732	3.268	4	54-62 Triumph
5897	1/16	102	1/16	102	1/16	102 5/32 058 732	2 7/8	4	56-61 M.G.
5898	1.75	102	1.75	102	2.25	401 4.0 058 732	2.874	6	54-58 Rover
5900	2.5	102	2.5	102	2.5	401 5.0 871 732	2.913	4	56-64 Simca
2C5900	2.5	362	2.5	102	2.5	401 5.0 871 732			
5901	2.0	102	2.0	102	2.0	401 3.5 541 732	2.283	4	56-64 Renault, Dauphine R1090, Floride, Gordini
2C5901	2.0	362	2.0	102	2.0	401 3.5 541 732			
5902	2.5	102	2.5	401	3.5	541 732	2.677	4	53-56 Fiat
5904	2.0	032	2.5	032	3.0	401 5.0 871 732	3.346	4	55-66 Mercedes-Benz
2C5904	2.0	362	2.5	032	3.0	401 5.0 871 732			
5906	.071	001.071	001.071	401	1/8	710 716 826	2.478	4	57-62 Austin-Rover 57-70 Morris
2C5906	.071	362.071	001.071	401	1/8	710 732 826			

5907 - 5937
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
5907	1.5MM	02	3/32	401	5/32	710 716 826	2.500	4	55-59 Ford European
5909	5/64	032	5/64	401	3/16	860 732	3 1/4	4	56-63 Ford British
2C5909	5/64	362	5/64	401	3/16	860 732			63-66 Ford Lotus, 1558cc Eng. Wisconsin W4-1770
5910	2.5	102	2.5	401	4.0	055 732	2.362	4	55-60 Fiat
2C5910	2.5	362	2.5	401	4.0	055 732			
5911	2.5	102	2.5	401	4.0	055 732	2.677	4	55-67 Fiat
2C5911	2.5	362	2.5	401	4.0	055 732			
5912	5/64	102	5/64	102	5/64	102 5/32 710 5/32 501 716 826	2.579	4	53-56 Austin-Rover
5914	5/64	032	5/64	401	3/16	860 732	3 1/4	6	56-63 Ford British
5917	5/64	032	5/64	401	3/16	860 732	3 1/8	4	56-63 Vauxhall 57-62 Volvo
2C5917	5/64	362	5/64	401	3/16	860 732			
2C5920	2.0	362	2.0	102	2.0	102 5.0 501 5.0 501 826	2.953	4	56-63 Mercedes-Benz
5921	5/64	102	5/64	102	5/32	056 5/32 501 732	3.000	4	55-60 Hillman
5923	3.0	032	3.0	032	3.0	401 4.5 871 732	3.465	4	57-60 Renault
5925	2.0	032	3.0	401	5.0	871 732	3.307	4	57-64 Ford European
2C5925	2.0	362	3.0	401	5.0	871 732			
5926	1.5	102	2.5	401	5.0	871 732	2.953	4	57-62 Volvo
5927	2.0	032	2.0	401	4.5	871 4.5 501 732	3.150	4	58-63 Peugeot
5928	1.75	032	1.75	126	4.75	871 732	3.563	4	58-62 Rover
2C5928	1.75	362	1.75	126	4.75	871 732			
5930	5/64	102	5/64	401	5/32	710 5/32 501 716 826	2 1/2	4	52-56 Ford British
5934	1/8	102	1/8	102	3/16	871 3/16 501 732	3 1/8	4	46-54 Austin-Rover
5935	5/64	032	5/64	401	3/16	860 3/16 501 732	3 1/8	4	51-58 Ford British
5936	5/64	032	5/64	401	3/16	860 3/16 501 732	3 1/8	6	Ford British
5937	5/64	102	3/32	102	5/32	057 5/32 501 732	2 1/2	4	54-60 Ford British



Ring Size & Type - Numerical Index

5938 - 5973

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
5938	.071	001.071	001.071	401.126	710.126	501	2.280	4	52-56 Austin-Rover & Morris
					716				
					826				
5941	$\frac{5}{64}$	102 $\frac{5}{64}$	102 $\frac{5}{64}$	102 $\frac{5}{32}$	056 $\frac{5}{32}$	501	2 $\frac{7}{8}$	4	54-60 Austin-Rover
					732				
2C5941	$\frac{5}{64}$	362 $\frac{5}{64}$	102 $\frac{5}{64}$	102 $\frac{5}{32}$	056 $\frac{5}{32}$	501			
					732				
5943	2.0	001 2.0	001 4.0	710 4.0	501		2.283	4	53-56 Standard
					716				
					826				
5946	$\frac{5}{64}$	102 $\frac{5}{64}$	102 $\frac{5}{32}$	056 $\frac{5}{32}$	501		3.110	4	59-61 Hillman & Sunbeam-Talbot
					732				
2C5946	$\frac{5}{64}$	362 $\frac{5}{64}$	102 $\frac{5}{32}$	056 $\frac{5}{32}$	501				
					732				
5948	$\frac{3}{32}$	032 $\frac{3}{32}$	401 $\frac{3}{16}$	871			3.031	4	Volkswagen
				732					
5949	1.75	102 1.75	401 4.0	058			3.063	4	57 Rover
				732					
5950	.057	102.057	102.057	102 $\frac{5}{32}$	056		2.969	4	59-60 M.G.
					732				
5951	2.5	102 2.5	401 4.0	056			2.835	4	59-64 Fiat
				732					
5953	$\frac{1}{16}$	102 $\frac{1}{16}$	102 $\frac{5}{32}$	710 $\frac{5}{32}$	501		2.835	4	54-56 M.G.
					716				
					826				
5955	2.0	102 2.0	401 4.5	871			2.953	4	60-on Peugeot
				732					
2C5955	2.0	362 2.0	401 4.5	871					
				732					
5957	$\frac{5}{64}$	032 $\frac{5}{64}$	401 $\frac{5}{32}$	056			3.425	6	59-64 Jaguar
				732					
2C5957	$\frac{5}{64}$	362 $\frac{5}{64}$	401 $\frac{5}{32}$	056					
				732					
5958	2.0	102 2.0	102 2.0	401 4.0	055		2.598	2	59-60 Fiat
					732				
5960	2.25	102 2.25	102 2.25	102 4.75	871 4.75	501	3.375	4	59 Rover
					732				
5961	2.0	032 2.0	126 2.0	126 5.0	871 5.0	525	2.953	4	56-59 Mercedes-Benz
					732				
2C5961	2.0	362 2.0	126 2.0	126 5.0	871 5.0	525			
					732				
5964	.071	001.071	001.071	401 $\frac{1}{8}$	710 $\frac{1}{8}$	501	2.478	4	57-60 Austin-Rover & Morris
					716				
					826				
2C5966	$\frac{3}{32}$	363 $\frac{1}{8}$	126 $\frac{1}{8}$	126 $\frac{3}{16}$	860 $\frac{3}{16}$	501	3 $\frac{3}{4}$	6	Volvo Trk.
					732				
5970	2.0	102 2.0	401 4.5	870			2.598	2	55-64 Citroen
				732					
2C5970	2.0	362 2.0	401 4.5	870					
				732					
2C5972	$\frac{3}{32}$	363 $\frac{3}{32}$	126 $\frac{3}{32}$	126 $\frac{1}{4}$	501 $\frac{1}{4}$	501	3.740	6	Austin-Rover & Morris Nuffield Tractor
					825				
5973	$\frac{3}{32}$	032 $\frac{3}{32}$	032 $\frac{3}{32}$	401 $\frac{5}{32}$	058		3 $\frac{7}{16}$	6	48-59 Austin-Rover
					732				

2C5979 - 6009
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C5979	3.5 363	3.5 032	3.5 032	3.5 401	6.5 501	6.5 501	5.039	6	Mercedes-Benz
					825				
5980	2.0 001	2.0 401	3.5 710	3.5 501			2.146	4	50-59 Renault
			716						
			826						
5981	$\frac{5}{64}$ 032	$\frac{5}{64}$ 401	$\frac{5}{32}$ 860				3.188	4	71-72 Ford Pinto 1600cc
			732						97.6, 1.6L
2C5981	$\frac{5}{64}$ 362	$\frac{5}{64}$ 401	$\frac{5}{32}$ 860						62-72 Ford British
			732						
5986	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 871			3.280	6	59-69 Austin-Rover
				732					
2C5986	$\frac{3}{32}$ 362	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 871					
				732					
5987	2.0 102	2.5 102	4.0 058	4.0 501			3.071	4	60-61 Citroen
			732						
5988	2.0 102	2.0 401	4.0 058				2.913	4	55-70 Alfa-Romeo
			732						
2C5988	2.0 362	2.0 401	4.0 058						
			732						
5989	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{5}{32}$ 058			2.969	4	60-61 M.G.
				732					
5990	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{1}{8}$ 710				2.478	4	Austin-Rover
			716						
			826						
2C5991	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501	$\frac{3}{16}$ 501		3 $\frac{5}{16}$	4	Massey-Ferguson
				825					
5992	2.0 032	2.5 032	3.0 401	5.0 871			3.150	6	55-63 Mercedes-Benz
				732					
2C5992	2.0 362	2.5 032	3.0 401	5.0 871					
				732					
5993	2.5 032	2.5 401	5.0 871				3.346	4	59-64 Opel
			732						
2C5993	2.5 362	2.5 401	5.0 871						
			732						
5994	2.5 032	2.5 401	5.0 871				3.346	6	59-64 Opel
			732						
2C5994	2.5 362	2.5 401	5.0 871						
			732						
5996	2.0 102	2.5 102	4.0 056				3.071	2	59-63 Goggomobil
			732						
2C5997	$\frac{3}{32}$ 362	$\frac{3}{32}$ 032	$\frac{3}{32}$ 032	$\frac{3}{16}$ 501	$\frac{3}{16}$ 501		3 $\frac{1}{4}$	4	Austin-Rover
				825					
5998	2.0 102	2.0 102	2.5 401	4.0 058			2.835	1	Isetta
				732					
2C6002	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			4 $\frac{1}{8}$	8	Reo Trk.
			732						
2C6006	$\frac{1}{8}$ 363	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501		4 $\frac{5}{8}$	6	Waukesha Eng.
				732					
2C6007	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501		4.000	6	Continental Eng.
				732					
6008	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 871				2 $\frac{3}{4}$	2	Bendix & Onan Eng.
			732						
6009	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 871	$\frac{3}{16}$ 501		2 $\frac{3}{4}$	2	Bendix Compressor
				732					



®

Ring Size & Type - Numerical Index

2C6012 - 6098

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C6012	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4 $\frac{1}{2}$	6	International Trk.
			732						
2C6015	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{1}{16}$	6	International Trk.
			732						
2C6016	$\frac{1}{8}^K$ 372	$\frac{1}{8}^K$ 170	$\frac{1}{8}^K$ 170	$\frac{3}{16}$ 565			4 $\frac{1}{8}$	6	Cummins Eng.
				881					
6022	$\frac{3}{32}$ 032	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860				3 $\frac{1}{4}$	4	Hercules Eng.
			732						
2C6022	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860						
			732						
6023	$\frac{3}{32}$ 032	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{1}{4}$	4	Hercules Eng.
			732						
2C6023	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501					
			732						
6028	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 871				2 $\frac{7}{8}$	4	Le Roi Eng.
			732						
2C6028	$\frac{3}{32}$ 362	$\frac{3}{32}$ 401	$\frac{3}{16}$ 871						
			732						
6032	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{5}{32}$ 501				2 $\frac{5}{8}$	4	Kohler Eng.
			826						
2C6036	$\frac{1}{8}^K$ 372	$\frac{1}{8}^K$ 372	$\frac{1}{8}^K$ 372	$\frac{3}{16}$ 565	$\frac{3}{16}$ 102		4 $\frac{7}{8}$	6	Mack Diesel
				881					
6050	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102			2 $\frac{1}{4}$	1	Fairbanks-Morse
6051	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 501			2 $\frac{3}{8}$	1	Fairbanks-Morse
6053	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 501				3 $\frac{5}{8}$	1	Fairbanks-Morse
6054	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{5}{32}$ 501				2 $\frac{1}{2}$	1	Gladden, Lauson-Tecumseh, Onan Eng.
			826						
6069	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{5}{32}$ 501				2 $\frac{1}{4}$	1	Utimotor Eng.
6071	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{5}{32}$ 501				3.000	1	Cushman Eng.
2C6073	$\frac{3}{16}$ 362	$\frac{3}{16}$ 102	$\frac{3}{16}$ 102	$\frac{1}{4}$ 501	$\frac{1}{4}$ 501		6 $\frac{1}{4}$	6	Waukesha Eng.
6081	$\frac{3}{16}$ 102	$\frac{3}{16}$ 435	$\frac{3}{16}$ 501				5.000	1	Fairbanks-Morse
			825						
2C6081	$\frac{3}{16}$ 362	$\frac{3}{16}$ 435	$\frac{3}{16}$ 860						
			732						
6082	$\frac{3}{16}$ 102	$\frac{3}{16}$ 435	$\frac{3}{16}$ 501				5 $\frac{3}{4}$	1	Fairbanks-Morse
			825						
2C6082	$\frac{3}{16}$ 362	$\frac{3}{16}$ 435	$\frac{3}{16}$ 710						
			732						
			825						
2C6090	$\frac{1}{8}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 501			5 $\frac{1}{4}$	1	Le Roi Eng.
				825					
2C6092	$\frac{1}{8}$ 363	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 501	$\frac{1}{4}$ 501		5 $\frac{3}{8}$	6	Waukesha Eng.
				825					
6094	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4 $\frac{1}{8}$	8	Dodge & International Trks.
			732						
2C6094	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
2M6094	$\frac{3}{32}$ 327	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
6098	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{5}{32}$ 058				2 $\frac{5}{8}$	1	Lauson-Tecumseh Eng.
			732						

6100 - 6136
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6100	2.0	032	2.5	401	5.0	871	3.307	4	Audi
						732			
2C6100	2.0	362	2.5	401	5.0	871			
						732			
6113	2.0	032	2.5	401	5.0	871	3.150	4	Audi
						732			
2C6113	2.0	362	2.5	401	5.0	871			
						732			
2C6115	1.5	362	1.5	126	2.8	859	2.756	4	72-73 Honda Civic 1169cc EB1 Eng.
						732			
6116	1.5	032	1.5	126	2.8	859	2.835	4	Honda
						732			
2C6116	1.5	362	1.5	126	2.8	859			
						732			
6117	1.75	032	2.0	126	5.0	860	3.130	4	Volkswagen
						732			
2C6117	1.75	362	2.0	126	5.0	860			
						732			
6118	1.75	032	2.5	126	5.0	860	3.130	4	Volkswagen 75-80 Audi
						732			
2C6118	1.75	362	2.5	126	5.0	860			
						732			
6119	2.0	032	2.0	126	4.0	056	3.661	4	74-on Porsche 914, 1795cc 74-75 Volkswagen Buss 412
						732			
2C6119	2.0	362	2.0	126	4.0	056			
						732			
6121	2.0	032	2.0	126	2.8	999	3.465	1	Honda Stationary Engine 13HP
						732			
6126	2.0	032	2.0	126	2.0	126	3.386	4	Isuzu
						501 825			
6127	1/16	032	1/16	126	3/16	860	3.498	2	Harley Davidson
						732			
2M6127	1/16	327	1/16	126	3/16	860			
						732			
6128	3/16	126	3/16	126	3/16	871	2 3/4	1	Midland Comp.
						732			
6130	3/32	032	1/8	126	3/16	860	3 1/2	1	Hercules Eng.
						732			
2C6130	3/32	362	1/8	126	3/16	860			
						732			
6131	1.5	032	1.5	126	4.0	058	2.835	4	78-81 Honda Car
						732			
2C6131	1.5	362	1.5	126	4.0	058			
						732			
2C6132	3/32	363	3/32	126	1/4	860	3 3/16	2	Continental Eng.
						732			
6134	1.5	032	1.5	401	4.0	058	3.031	4	79-83 Honda Accord, Prelude 79-80 Mazda
						732			
2C6134	1.5	363	1.5	401	4.0	058			
						732			
2C6135	1.5	362	1.5	126	4.0	058	2.756	4	Honda 4 Cyl. EB-3 Eng.
						732			
6136	3/16 ^K	165	1/8	126	1/8	126	4 1/2	1	Lister, Model Dito
						501 825			



Ring Size & Type - Numerical Index

6137 - 2C6150

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6137	2.0	032	3.0	401	5.0	871	3.307	6	64-72 Ford European Taurus V6, 2.0L
2C6137	2.0	362	3.0	401	5.0	871			
6138	$\frac{5}{64}$	032	$\frac{5}{64}$	126	$\frac{3}{16}$	860	4.360	4	Mercruiser
2C6138	$\frac{5}{64}$	362	$\frac{5}{64}$	126	$\frac{3}{16}$	860			
2M6138	$\frac{5}{64}$	345	$\frac{5}{64}$	126	$\frac{3}{16}$	860			
6139	1.5	032	2.0	401	4.0	860	3.402	4	79 Fiat Strada X-19 1500cc Eng.
2C6139	1.5	362	2.0	401	4.0	860			
6140	1.5	032	1.5	126	2.8	861	3.051	4	80 Toyota Tercel
2C6140	1.5	363	1.5	126	2.8	861			
2C6141	1.2	398	1.5	126	4.0	056	3.150	4	79-82 Ford Courier 79-82 Mazda
6142	1.5	032	2.0	126	4.0	056			
2C6142	1.5	362	2.0	126	4.0	056	3.386	6	81-83 Nissan L28E, L28ET Engs., 280ZX
6143	1.5	032	2.0	126	4.0	056			
2C6143	1.5	362	2.0	126	4.0	056	3.110	4	76-81 Lada-Russian
6144	1.75	032	2.0	401	4.0	056			
2C6144	1.75	362	2.0	401	4.0	056	3.386	6	68-76 BMW-EMW
2C6145	1.75	362	2.0	126	4.0	056			
2C6146	1.2	398	2.0	401	4.0	056	3.130	5	Audi
6148	1.5	032	2.0	401	4.0	860			
2C6146	1.2	398	2.0	401	4.0	056	2.992	4	79-82 Nissan A14, A15 Engs. 210
2C6147	2.5	363	2.0	126	4.5	871			
6148	1.5	032	2.0	401	4.0	860	3.268	4	80-82 Nissan Pickup
2C6148	1.5	362	2.0	401	4.0	860			
6149	1.5	102	1.5	102	4.0	058	3.268	6	81-83 Nissan
2C6149	1.5	362	1.5	102	4.0	058			
2M6149	1.5	327	1.5	102	4.0	058	3.425	4	81-84 Nissan Pickup 83-84 Isuzu-Japanese 83-85 Chev. & GMC Trks.
2C6150	1.5	376	2.0	126	4.0	056			
						732	3.386	6	81-83 Nissan 280ZX, Turbo.
						732			

6151 - 2M6164
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6151	1.5	032	1.5	126	4.0	058	2.992	4	82-86 Nissan Sentra, 310
						732			
2C6151	1.5	362	1.5	126	4.0	058			
						732			
2M6151	1.5	327	1.5	126	4.0	058			
						732			
6152	1.5	032	1.5	401	4.0	056	3.310	4	82-84 GMC Chev. Luv Trk. 82-84 Isuzu-Japanese
						732			
2C6152	1.5	376	1.5	401	4.0	056			
						732			
6153	1.5	032	1.5	126	2.8	861	2.992	2	Daihatsu EK23 Fuji Eng. 544cc Subaru EK23 Eng. 544cc Rex, Sanba
						732			
2C6153	1.5	362	1.5	126	2.8	861			
						732			
2C6154	1.2	398	1.5	401	4.0	058	3.031	4	81-86 Mazda GLC, 1490cc E3, E5 Eng.
						732			
6155	1.5	032	2.0	126	4.0	058	3.150	4	82-84 Courier; 82-84 Mazda 626
						732			
2C6155	1.5	362	2.0	126	4.0	058			
						732			
6156	1.5	032	1.5	126	4.0	056	3.327	4	82-88 Nissan Stanza CA20E, CA20S Eng. 83-84 Toyota Camry 2SEL Eng.
						732			
2C6156	1.5	363	1.5	126	4.0	056			
						732			
6157	2.0	032	2.0	126	4.0	056	3.425	4	82 Chev. S10; GMC S15 Isuzu-Japanese G200Z 119 Eng.
						732			
2C6157	2.0	362	2.0	126	4.0	056			
						732			
2M6157	2.0	327	2.0	126	4.0	056			
						732			
2C6158	2.5	376	2.0	126	4.5	871	3.465	4	81-84 Chev. Luv & GMC Trks. Diesel 81-83 Isuzu-Japanese C223 Diesel
						732			
2C6159	$\frac{3}{32}$	376	$\frac{3}{32}$	126	$\frac{3}{16}$	860	3 $\frac{1}{2}$	4	81-84 Mazda Diesel Trks. 83-84 Ford Diesel Trks.
						732			
2C6160	2.0	376	2.0	126	4.0	056	3.327	6	82-84 Nissan Maxima Diesel LD28
						732			
2C6161	2.5	376	2.0	352	4.0	056	3.307	4	82-86 Chev. Chevette Diesel 82-83 Isuzu-Japanese 82-86 Pontiac
						732			
6162	1.5	032	1.5	126	4.0	058	3.268	6	82-85 Nissan Maxima 810 L24E2 Eng.; 82-83 Toyota Supra 82-93 Toyota 5MGE, 5MGEN, 7MGE, 7MGTE 2954cc
						732			
2C6162	1.5	362	1.5	126	4.0	058			
						732			
2M6162	1.5	327	1.5	126	4.0	058			
						732			
6163	1.5	032	1.5	126	2.8	859	2.756	3	Daihatsu Charade 843cc
						732			
2C6163	1.5	362	1.5	126	2.8	859			
						732			
6164	$\frac{1}{16}$	032	$\frac{1}{16}$	126	$\frac{5}{32}$	860	3.498	2	Harley Davidson
						732			
2M6164	$\frac{1}{16}$	327	$\frac{1}{16}$	126	$\frac{5}{32}$	860			
						732			



Ring Size & Type - Numerical Index

6165 - 2M6180

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6165	1.75	032	2.0	401	5.0	860	3.366	4	79-on Volkswagen
						732			
2C6165	1.75	362	2.0	401	5.0	860			
						732			
6166	1/16	032	1/16	126	5/32	056	3 3/16	2	85-92 Harley Davidson 1000
						732			
2M6166	1/16	327	1/16	126	5/32	056			
						732			
6167	1.75	032	2.0	401	4.0	860	3.500	4	68-on Volvo B-20
						732			
2C6167	1.75	362	2.0	401	4.0	860			
						732			
6168	1.75	032	2.0	401	4.0	860	3.500	6	68-85 Volvo B19E, B30
						732			
2C6168	1.75	362	2.0	401	4.0	860			
						732			
6169	1.5	032	1.5	126	4.75	872	3.504	4	85-86 Buick, Chev., Olds., Pont. 122 2.0L; 84-86 Chev. & GMC Trks.
						732			
2M6169	1.5	327	1.5	126	4.75	872			
						732			
2C6170	1/16	363	1/16	126	5/32	058	3 1/8	2	Kohler KT17
						732			
6171	2.0	032	2.0	126	4.0	058	3.346	4	83-84 Mitsubishi A Eng. 83-87 Chry. Dodge, Plym. Hyundai Stellar
						732			
2C6171	2.0	362	2.0	126	4.0	058			
						732			
6172	2.0	032	2.0	401	4.0	056	3.173	4	83-85 Mitsubishi 4G62B
						732			
2C6172	2.0	363	2.0	401	4.0	056			
						732			
2C6173	1.2	398	1.2	610	2.8	996	2.913	4	83-84 Honda EM1, EM1 Eng.
						732			
2C6174	1.0	398	1.2	610	2.8	859	2.835	4	82-83 Honda Civic
						732			
6175	1.5	032	2.0	401	4.0	058	3.031	4	81-85 Mazda GLC 1500 E3, E5, 323 Engs.
						732			
2C6175	1.5	362	2.0	401	4.0	058			
						732			
2C6176	1.75	363	2.0	401	3.0	054	3.150	4	83-84 Nissan Pulsar
						732			
6177	1.5	102	1.5	126	4.0	056	3.150	4	83-87 Honda Accord, Prelude ES1, 1829cc
						732			
2C6177	1.5	363	1.5	126	4.0	056			
						732			
6179	1.5	032	1.5	401	4.0	058	2.953	4	83-84 Toyota Starlet 4KE
						732			
2C6179	1.5	362	1.5	401	4.0	058			
						732			
6180	1.5	032	1.5	126	2.8	861	3.189	4	83-89 Toyota Corolla 83-89 Chevrolet Nova 97 cu. in., 1600cc, 1.6L
						732			
2C6180	1.5	362	1.5	126	2.8	861			
						732			
2M6180	1.5	327	1.5	126	2.8	861			
						732			

6181 - 6206
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6181	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{1}{8}$ 870				3.000	1	Le Roi
			732						
6182	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 501			3 $\frac{1}{8}$	1	Le Roi
6183	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{1}{8}$ 860				3 $\frac{1}{2}$	1	Le Roi
			732						
6184	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860			3 $\frac{1}{4}$	2	Wisconsin
			732						
2C6184	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860					
			732						
2C6185	1.5 362	1.5 126	2.8 859				2.697	3	Suzuki Fronte 800cc
			732						
6186	1.5 032	1.5 126	2.8 859				2.819	2	Daihatsu Van/Core, 547cc
			732						
2C6186	1.5 362	1.5 126	2.8 859						
			732						
6187	1.5 032	1.5 126	2.5 989				2.677	1	Honda Stationary Engine 5HP
			732						
2C6188	$\frac{5}{64}$ 363	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860				3 $\frac{3}{16}$	2	Continental Y112
			732						
2C6189	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{1}{2}$	4	Ford Tractor
			732						
6190	1.5 032	1.5 126	1.75 934				3.248	4	Volkswagen (Brazilian Piston)
			935						
2C6190	1.5 363	1.5 126	2.0 934						
			935						
6192	1.75 032	2.0 401	4.0 055				2.736	4	74-75 Audi 1100cc, Volkswagen 1100 Golf 1093cc
			732						
2C6192	1.75 362	2.0 401	4.0 055						
			732						
6193	1.5 032	1.75 126	4.0 056				3.339	4	82-86 Buick, Olds., Pont. 112 "O" Eng. Made in Brazil
			732						
2C6193	1.5 362	1.75 126	4.0 056						
			732						
2M6193	1.5 327	1.75 126	4.0 056						
			732						
6194	1.5 032	2.0 126	4.75 872				3.504	6	85-89 Buick, Cad., Chev. Olds., Pont. V6, 173
			732						
2M6194	1.5 327	2.0 126	4.75 872						89-91 Isuzu-Japanese Trooper 85-86 Jeep-Eagle
			732						
6195	2.0 032	2.0 401	2.8 859				2.874	1	Honda Stationary Engine 8HP
			732						
6196	1.5 032	1.5 126	2.8 861				3.425	6	84-97 Nissan, 2960cc Eng. 93-97 Ford, 183 Eng. 90-95 Infiniti
			732						
2M6196	1.5 335	1.5 126	2.8 861						
			732						
6197	1.75 032	2.0 401	4.0 860				3.071	4	77-84 Peugeot 204GL, 304L, LS, SLS, 305SR
			732						
2C6197	1.75 362	2.0 401	4.0 860						
			732						
2M6198	1.5 334	1.5 126	2.8 861				3.000	1	85 Harley Davidson XL883
			732						
2M6199	1.5 334	1.5 126	2.8 861				3.350	1	85 Harley Davidson XL1100
			732						
6206	$\frac{3}{16}$ 401	$\frac{3}{16}$ 401	$\frac{3}{16}$ 501				3 $\frac{1}{4}$	1	Bendix Comp. & Cushman Eng.



Ring Size & Type - Numerical Index

6209 - 2C6299

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6209	1.5	032	1.5	126	3.0	872	3.504	4	87-89 GMC, 122 2.0L 96-99 Isuzu 2197cc 2.2L 87-05 Chevy 134 2.2L
2M6209	1.5	327	1.5	126	3.0	872 005			
2C6214	¼	362	¼	102	¼	102 ¼ 401 ¼ 501 ¼ 501	6.000	1	Witte Eng.
6215	⅜	032	⅜	126	⅜	501	3 ⅝	2	Caterpillar & Waukesha Eng.
6217	¼	102	¼	102	¼	435 ¼ 501	5.000	1	Climax Eng.
2C6217	¼	362	¼	102	¼	435 ¼ 710 732 825			
6220	⅜	102	⅜	102	⅜	501 ⅜ 501	4.000	1	Ingersoll-Rand 2 Stage Comp.
6226	⅜	032	⅜	126	⅜	126 ¼ 501	3 ⅝	6	Continental Eng.
2C6228	¼	362	¼	126	¼	126 ¼ 501	6 ¾	2	Le Roi Eng.
2C6234	⅜	363	⅜	126	⅜	860	3 1 ⅜	6	International Trk.
6237	⅜	102	⅜	102	⅜	102 ⅜ 102 ⅜ 870 732			
6238	⅜	032	⅜	126	⅜	860	3 1 ⅜	6	International Trk.
2C6238	⅜	363	⅜	126	⅜	860 732			
2C6239	2.0	362	1.5	126	2.8	861	3.425	6	85-95 Nissan V6 FI 3.0L Pickup & Pathfinder
6240	1.5	032	1.5	102	2.8	861	3.071	6	86-93 Nissan 2.0L 1998cc VG20E, ET Eng.
2C6240	1.5	363	1.5	102	2.8	861 732			
6257	¼	102	¼	102	¼	869 ¼ 501	6.000	1	Ingersoll-Rand 2 Stage Comp.
2C6258	⅜	362	⅜	102	⅜	401 ¼ 501	5.000	1	Witte Eng.
6261	⅜	032	⅜	126	⅜	860	3 ¼	2	Onan Eng.
6265	⅜	102	⅜	102	⅜	435 ⅜ 501	7.000	6	Waukesha Eng.
2C6271	⅜	363	⅜	126	⅜	565 881			
2C6279	⅛ ^K	372	⅜	126	⅜	126 ⅜ 501 ⅜ 501	3 ¾	6	Hercules Eng.
2C6286	⅜	363	⅜	126	⅜	860	4 ⅜	6	International Trk.
2C6288	⅜	362	⅜	126	⅜	860 ⅜ 501			
2C6294	⅛ ^K	372	⅜	126	⅜	126 ⅜ 501 ⅜ 501	4.000	1	Hercules Eng.
2C6299	⅜	363	⅜	126	⅜	860 ⅜ 501	4 ¼	6	Reo Trk.

6302 - 2C6341
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6302	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{7}{8}$	8	International Trk.
			732						
2C6302	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
2M6302	$\frac{3}{32}$ 345	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
6303	$\frac{1}{8}$ 032	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{1}{4}$	4	Waukesha Eng.
				732					
2C6303	$\frac{1}{8}$ 362	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860					
				732					
6304	$\frac{1}{8}$ 102	$\frac{1}{8}$ 401	$\frac{3}{16}$ 501				5 $\frac{3}{4}$	2	Le Roi Eng.
6306	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			4 $\frac{9}{16}$	6	73-74 GMC Trks. 379 cu. in. Eng. 60-72 GMC Trks. 351 cu. in. Eng. 60-63 GMC Trks. 702 cu. in. Eng.
				732					
2C6306	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860					
				732					
2M6306	$\frac{3}{32}$ 345	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860					
				732					
6308	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			4 $\frac{1}{4}$	6	GMC Trk.
				732					
2C6308	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860					
				732					
6309	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4 $\frac{1}{2}$	8	Dodge & International Trks.
				732					
2C6309	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
				732					
2C6310	$\frac{3}{32}$ ^K 394	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860				3 $1\frac{1}{16}$	6	International Tractor
				732					
2C6314	$\frac{3}{32}$ ^K 372	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501				4.000	1	Hercules Eng.
				825					
6323	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{5}{32}$ 860	$\frac{5}{32}$ 501			3 $\frac{7}{16}$	4	Continental Eng. Oliver Tractor
				732					
2C6323	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{5}{32}$ 860	$\frac{5}{32}$ 501					
				732					
6324	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			4 $\frac{7}{8}$	6	GMC Trks. 401, 401M cu. in. Eng. 60-74 GMC 432 cu. in. Eng.
				732					
2C6324	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860					
				732					
2M6324	$\frac{3}{32}$ 345	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860					
				732					
2C6333	$\frac{1}{8}$ ^K 394	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860				3 $1\frac{3}{16}$	6	International Trk.
				732					
6336	$\frac{5}{64}$ 102	$\frac{5}{64}$ 401	$\frac{3}{16}$ 501				2 $\frac{3}{4}$	1	Briggs & Stratton Eng.
				826					
2C6336	$\frac{5}{64}$ 362	$\frac{5}{64}$ 401	$\frac{3}{16}$ 710						
				732					
				826					
6337	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{1}{2}$	6	GMC Trk.
				732					
6338	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{9}{16}$	6	GMC Trk.
				732					
2C6341	$\frac{1}{8}$ ^K 372	$\frac{1}{8}$ ^K 170	$\frac{1}{8}$ ^K 170	$\frac{3}{16}$ 860			4 $\frac{7}{16}$	6	Cummins Eng.
				732					



Ring Size & Type - Numerical Index

6353 - 2C6457

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6353	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{7}{8}$	4	International Trk.
			732						
2C6353	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
6361	$\frac{3}{32}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{3}{4}$	4	Continental Eng.
				732					
2C6361	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860					
				732					
6366	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{5}{32}$ 501				2 $\frac{3}{4}$	1	Onan Eng.
			825						
2C6368	$\frac{1}{8}$ ^K 372	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{16}$ 565	$\frac{3}{16}$ 501		5.000	6	Mack Eng.
				881					
2C6371	$\frac{3}{32}$ 363	$\frac{3}{32}$ 102	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			4 $\frac{9}{16}$	6	Mack Trk.
			732						
6372	$\frac{3}{16}$ ^K 165	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 871	$\frac{3}{16}$ 501		4.000	1	Lister Diesel
				732					
6373	$\frac{5}{32}$ ^K 165	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{5}{32}$ 058	$\frac{5}{32}$ 501		3 $\frac{3}{16}$	1	Lister Diesel
				732					
2C6374	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 501	$\frac{3}{16}$ 526		3 $1\frac{1}{16}$	4	Continental Eng.
				825					
2C6376	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{32}$ 401		3 $\frac{1}{2}$	4	Wisconsin Eng.
				732					
6380	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{1}{4}$ 871				3 $\frac{3}{16}$	4	Continental Eng.
			732						
2C6380	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{1}{4}$ 871						
			732						
6381	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 501	$\frac{1}{4}$ 435		7 $\frac{1}{2}$	2	Climax Eng.
6385	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 401	$\frac{1}{4}$ 501	$\frac{1}{4}$ 501		5 $\frac{3}{4}$	1	Climax & Continental Engs.
				825					
2C6385	$\frac{1}{4}$ 362	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 435	$\frac{1}{4}$ 501				
				825					
6390	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102		5.000	1	Ajax Eng.
6391	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102		6 $\frac{1}{2}$	1	Ajax Eng.
6392	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102		7 $\frac{1}{2}$	1	Ajax Eng.
6393	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102		7 $\frac{1}{4}$	1	Ajax Eng.
6394	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102	$\frac{5}{16}$ 102		8 $\frac{1}{2}$	1	Ajax Eng.
2C6395	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4 $\frac{1}{4}$	6	GMC Trk.
			732						
6404	$\frac{3}{32}$ 020	$\frac{3}{32}$ 020	$\frac{3}{32}$ 020				3.000	1	Buccaneer Outboard
6409	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{32}$ 401		2 $\frac{1}{2}$	2	Bendix Comp.
6422	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{5}{32}$ 056				2 $\frac{3}{4}$	4	Homelite Eng.
			732						
6427	$\frac{3}{32}$ 032	$\frac{3}{32}$ 401	$\frac{3}{16}$ 501				3 $\frac{1}{2}$	1	Cushman Eng.
6437	$\frac{3}{32}$ 020	$\frac{3}{32}$ 020	$\frac{3}{32}$ 020				2 $\frac{3}{4}$	1	Mercury Outboard
6440	$\frac{1}{16}$ 022	$\frac{1}{16}$ 022					2 $\frac{1}{16}$	1	West Bend Outboard
6443	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102				2 $\frac{1}{8}$	1	Lawn Boy Eng.
6444	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102					2 $\frac{1}{8}$	1	Lawn Boy Eng.
6457	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{3}{16}$ 860				3.000	2	Harley Davidson
			732						
2C6457	$\frac{1}{16}$ 362	$\frac{1}{16}$ 362	$\frac{3}{16}$ 860						
			732						

6459 - 2C6580
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6459	$\frac{5}{64}$ 102	$\frac{5}{64}$ 401	$\frac{3}{16}$ 870				2 $\frac{1}{2}$	1	Briggs & Stratton Eng.
			732						
2C6459	$\frac{5}{64}$ 362	$\frac{5}{64}$ 401	$\frac{3}{16}$ 870						
			732						
6468	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{1}{8}$ 501				2 $\frac{1}{2}$	1	Lauson Eng.
			826						
6470	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 871				2 $\frac{15}{16}$	1	Kohler Eng.
			732						
6473	$\frac{5}{64}$ 102	$\frac{5}{64}$ 401	$\frac{3}{16}$ 870				2 $\frac{9}{16}$	1	Briggs & Stratton Eng.
			732						
6474	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3 $\frac{3}{8}$	1	Kohler Eng.
			732						
2C6474	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
			732						
6480	$\frac{1}{16}$ 022	$\frac{1}{16}$ 022	$\frac{1}{16}$ 022				2 $\frac{7}{8}$	1	Mercury Outboard
6482	$\frac{1}{16}$ 032	$\frac{1}{16}$ 126	$\frac{3}{16}$ 860				3 $\frac{7}{16}$	2	Harley Davidson
			732						
2M6482	$\frac{1}{16}$ 327	$\frac{1}{16}$ 126	$\frac{3}{16}$ 860						
			732						
6493	$\frac{1}{8}^K$ 165	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{5}{32}$ 058	$\frac{5}{32}$ 501		3 $\frac{1}{2}$	1	Lister Diesel
			732						
2C6500	$\frac{5}{32}^K$ 381	$\frac{5}{32}^K$ 180	$\frac{5}{32}^K$ 180	$\frac{1}{4}^K$ 579			5 $\frac{1}{8}$	6	Cummins Diesel Eng.
			881						
2C6502	$\frac{5}{32}^K$ 381	$\frac{1}{8}^K$ 180	$\frac{1}{8}^K$ 180	$\frac{3}{16}$ 565			5 $\frac{1}{2}$	2	Cummins Eng.
			881						
2C6514	$\frac{3}{32}$ 362	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501			3 $\frac{1}{4}$	1	Onan Eng.
			825						
2M6517	$\frac{3}{32}$ 345	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{1}{4}$ 565			5 $\frac{1}{8}$	6	GMC Trks.
			881						
6519	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501				4.000	2	Onan Eng.
			825						
6520	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{5}{32}$ 501				2 $\frac{9}{16}$	4	Universal Marine Eng.
			826						
2C6531	$\frac{3}{32}$ 362	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 871			4 $\frac{1}{4}$	1	Gardner Diesel Eng.
			732						
2C6532	2.5 363	2.0 362	2.0 126	4.5 871	4.5 501		3.268	6	Nissan CN6-33 SD33 Industrial
			732						
6535	$\frac{3}{32}$ 032	$\frac{3}{32}$ 401	$\frac{3}{16}$ 860				3 $\frac{1}{4}$	1	Kohler Eng.
			732						
2C6535	$\frac{3}{32}$ 362	$\frac{3}{32}$ 401	$\frac{3}{16}$ 860						
			732						
2C6537	$\frac{5}{32}^K$ 381	$\frac{1}{8}^K$ 180	$\frac{3}{16}$ 565				5 $\frac{1}{2}$	2	Cummins Eng.
			881						
2C6543	$\frac{3}{32}$ 363	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860				3 $\frac{3}{4}$	6	Divco Trk.
			732						
2C6544	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860	$\frac{3}{16}$ 501		4 $\frac{9}{16}$	6	Continental Eng.
			732						
2C6546	$\frac{1}{8}^K$ 372	$\frac{1}{8}^K$ 372	$\frac{3}{32}$ 102	$\frac{3}{16}$ 565	$\frac{3}{16}$ 102		4 $\frac{7}{8}$	6	Mack Diesel
			881						
6578	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			3.000	2	Continental Eng.
			732						
2C6580	$\frac{1}{8}^K$ 372	$\frac{1}{8}^K$ 170	$\frac{3}{32}$ 126	$\frac{3}{16}$ 565			4 $\frac{7}{16}$	6	Mack Diesel
			881						



Ring Size & Type - Numerical Index

2C6581 - 2C6607

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C6581	$\frac{3}{32}$ 363	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{3}{4}$	1	Hercules Eng.
			732						
2C6583	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860				4 $\frac{1}{8}$	6	Waukesha Eng.
			732						
2M6586	$\frac{3}{32}$ 345	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				5 $\frac{1}{8}$	8	GMC Trk.
			732						
2C6587	$\frac{1}{8}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			4 $\frac{1}{4}$	6	Waukesha Eng.
			732						
6588	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{7}{16}$	1	Cummins Eng.
			732						
2C6588	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
6591	$\frac{5}{32}$ 102	$\frac{5}{32}$ 102	$\frac{5}{32}$ 102	$\frac{5}{32}$ 435			7 $\frac{1}{4}$	1	Ajax Eng.
2C6593	2.35 363	2.35 126	4.75 860				4.125	4	International Trk.
			732						
6594	$\frac{3}{32}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{1}{8}$	4	Continental Eng.
			732						
2C6595	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				4 $\frac{1}{8}$	8	International Trk.
			732						
2C6597	$\frac{5}{32}$ ^K 381	$\frac{1}{8}$ 102	$\frac{3}{16}$ 565				5 $\frac{1}{8}$	6	Cummins Eng.
			881						
2C6598	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 565				4 $\frac{1}{2}$	8	International Trk.
			881						
2C6600	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			5 $\frac{1}{8}$	6	GMC Trk.
			732						
6601	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860			4.050	8	Ford Trk. Industrial
			732						
2C6601	$\frac{5}{64}$ 363	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860					
			732						
2M6601	$\frac{5}{64}$ 345	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860					
			732						
2C6602	$\frac{3}{32}$ ^K 372	$\frac{3}{32}$ 102	$\frac{3}{16}$ 565				4 $\frac{5}{8}$	2	Case Eng., Cummins Eng.
			881						
6603	$\frac{3}{32}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{7}{16}$	4	Continental Eng.
			732						
2C6603	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860					
			732						
6604	$\frac{3}{32}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{5}{16}$	6	Continental Eng.
			732						
2C6604	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860					
			732						
2C6605	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{7}{16}$	6	Continental Eng.
			732						
6606	$\frac{3}{32}$ 032	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860			4 $\frac{1}{4}$	8	68-94 Chev. & GMC Trks., 427, 454
			732						
2C6606	$\frac{3}{32}$ 362	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860					
			732						
2M6606	$\frac{3}{32}$ 345	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860					
			732						
6607	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860			3 $\frac{7}{8}$	8	Ford Trk.
			732						
2C6607	$\frac{5}{64}$ 363	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860					
			732						

2C6608 - 2C6685
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C6608	$\frac{3}{32}$ 363	$\frac{3}{32}$ 363	$\frac{3}{32}$ 401	$\frac{3}{16}$ 565 881			3 $\frac{15}{16}$	6	Ford Trk.
2C6609	$\frac{3}{32}$ 362	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 565 881			4 $\frac{1}{8}$	2	Ford Trk.
6615	$\frac{3}{16}$ 102	$\frac{3}{16}$ 102	$\frac{3}{16}$ 102	$\frac{1}{4}$ 501			6 $\frac{1}{2}$	2	Gardner Denver Comp.
6616	$\frac{1}{8}$ 032	$\frac{1}{8}$ 401	$\frac{1}{8}$ 401	$\frac{3}{16}$ 501			3 $\frac{1}{2}$	2	Gardner Denver Comp.
2C6620	$\frac{1}{8}^K$ 372	$\frac{1}{8}^K$ 372	$\frac{1}{8}^K$ 462	$\frac{3}{16}$ 565 881			4 $\frac{7}{8}$	6	Mack Eng.
6627	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732				3 $\frac{5}{16}$	1	Lauson Eng.
2C6629	$\frac{5}{64}$ 362	$\frac{5}{64}$ 401	$\frac{3}{16}$ 860 732				3 $\frac{1}{16}$	1	Briggs & Stratton Eng.
2C6638	$\frac{5}{64}$ 362	$\frac{5}{64}$ 362	$\frac{3}{16}$ 860 732				3 $\frac{7}{16}$	1	Briggs & Stratton Eng.
2C6646	$\frac{5}{32}^K$ 381	$\frac{1}{8}^K$ 180	$\frac{1}{8}^K$ 180	$\frac{1}{8}^K$ 180	$\frac{3}{16}$ 565 881		5 $\frac{1}{2}$	2	Cummins Eng.
6647	$\frac{3}{16}$ 102	$\frac{3}{16}$ 102	$\frac{3}{16}$ 501				3 $\frac{1}{2}$	1	Cushman Eng.
6650	$\frac{5}{64}$ 032	$\frac{5}{64}$ 401	$\frac{3}{16}$ 860 732				3.000	1	Briggs & Stratton Eng.
2C6650	$\frac{5}{64}$ 362	$\frac{5}{64}$ 401	$\frac{3}{16}$ 860 732						
6654	1.5 032	1.5 126	2.5 501				2.756	2	Honda Motorcycle Mitsubishi 600cc
2C6660	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860 732				3 $\frac{7}{8}$	6	Volvo D60
2C6664	$\frac{3}{32}$ 362	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732			3.750	4	Wisconsin Eng.
2C6665	$\frac{3}{32}$ 362	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501 825			3.750	4	Wisconsin Eng. V465D
6667	$\frac{3}{32}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732				3.500	1	Kohler Eng. K321S
2C6667	$\frac{3}{32}$ 363	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732						
6677	$\frac{5}{64}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			3 $\frac{7}{16}$	4	Continental Eng.
2C6677	$\frac{5}{64}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732					
2M6677	$\frac{5}{64}$ 327	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732					
6678	$\frac{5}{64}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			3 $\frac{7}{16}$	6	Continental Eng.
2C6678	$\frac{5}{64}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732					
6683	$\frac{5}{32}^K$ 165	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 871 732			4 $\frac{1}{4}$	1	Lister Diesel
6685	$\frac{3}{32}$ 032	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732			3 $\frac{7}{8}$	8	Ford Trk.
2C6685	$\frac{3}{32}$ 363	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860 732					



Ring Size & Type - Numerical Index

6686 - 2C6722

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6686	$\frac{3}{32}$ 032	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860			4.050	8	Ford Trk.
				732					
2C6686	$\frac{3}{32}$ 363	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860					
				732					
2M6686	$\frac{3}{32}$ 327	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860					
				732					
6700	$\frac{3}{32}$ 032	$\frac{3}{32}$ 401	$\frac{3}{16}$ 871				3 $\frac{1}{16}$	6	60-61 Holden
			732						
6701	3.0 102	3.0 401	4.0 860	4.0 501			3.543	6	Toyota
			732						
2C6701	3.0 362	3.0 401	4.0 860	4.0 501					
			732						
6703	$\frac{5}{64}$ 032	$\frac{5}{64}$ 401	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3 $\frac{1}{4}$	6	Ford British
			732						
6704	2.0 032	2.5 032	3.0 401	5.0 871			3.346	6	Mercedes-Benz
				732					
6708	2.0 102	2.0 401	4.0 056				2.953	2	NSU
			732						
2C6708	2.0 362	2.0 401	4.0 056						
			732						
6709	2.0 102	2.0 401	4.0 056				2.835	6	Fiat
			732						
2C6709	2.0 362	2.0 401	4.0 056						
			732						
6710	2.0 102	2.5 401	4.0 056				2.913	2	BMW
			732						
6713	2.0 032	2.0 401	4.5 871				3.307	4	Peugeot
			732						
2C6713	2.0 362	2.0 401	4.5 871						
			732						
6714	2.0 032	2.0 401	4.0 058				2.874	4	Mazda; 67-73 Mits. 4G30, 4G33 Engs. 1088cc; Nissan 69-70 Mitsubishi Galant 1289cc, 4G30
			732						
2C6714	2.0 362	2.0 401	4.0 058						
			732						
6715	2.0 102	2.0 401	3.5 710	3.5 501			2.283	4	56-60 Renault Juvaquatre Four, Dauphine
			716						
			826						
6716	$\frac{5}{64}$ 102	$\frac{5}{64}$ 102	$\frac{5}{64}$ 401	$\frac{5}{32}$ 056			3.000	4	Austin-Rover
				732					
2C6716	$\frac{5}{64}$ 362	$\frac{5}{64}$ 102	$\frac{5}{64}$ 401	$\frac{5}{32}$ 056					
				732					
6717	2.0 102	2.0 401	4.0 055				2.441	4	Fiat
			732						
2C6717	2.0 362	2.0 401	4.0 055						
			732						
6718	2.0 102	2.0 102	2.0 401	4.0 055			2.654	2	61-64 Fiat 500D
				732					
2C6718	2.0 362	2.0 102	2.0 401	4.0 055					
				732					
2C6720	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501	$\frac{3}{16}$ 501		3 $\frac{7}{8}$	6	Bedford Trk.
				825					
6722	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{5}{32}$ 058			3.000	4	M.G.
				732					
2C6722	$\frac{1}{16}$ 362	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{5}{32}$ 058					
				732					

2C6723 - 2C6741
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C6723	$\frac{3}{32}$ 362	$\frac{3}{32}$ 032	$\frac{1}{8}$ 401	$\frac{1}{4}$ 871	$\frac{1}{4}$ 501		3 $\frac{1}{2}$	3	Perkins Eng.
				732					
6724	$\frac{1}{16}$ 032	$\frac{1}{16}$ 032	$\frac{1}{16}$ 401	$\frac{1}{8}$ 710			2.458	4	Austin-Rover Morris
				716					
				826					
2C6724	$\frac{1}{16}$ 362	$\frac{1}{16}$ 032	$\frac{1}{16}$ 401	$\frac{1}{8}$ 710					
				732					
				826					
6725	2.5 032	2.5 401	4.0 056				3.268	4	Volkswagen
			732						
2C6725	2.5 362	2.5 401	4.0 056						
			732						
6726	$\frac{5}{64}$ 032	$\frac{5}{64}$ 401	$\frac{3}{16}$ 860				3 $\frac{5}{16}$	4	Volvo
			732						
6727	2.5 102	2.5 401	4.0 056	4.0 501			3.031	4	Toyota
			732						
6728	$\frac{5}{64}$ 032	$\frac{5}{64}$ 401	$\frac{5}{32}$ 056				3.210	4	Sunbeam-Talbot
			732						
2C6728	$\frac{5}{64}$ 362	$\frac{5}{64}$ 401	$\frac{5}{32}$ 056						
			732						
6729	2.0 102	2.0 401	3.5 541				2.283	4	63-67 Renault 830cc 56-64 Renault 845cc
			732						
2C6729	2.0 362	2.0 401	3.5 541						
			732						
6731	$\frac{3}{32}$ 032	$\frac{3}{32}$ 401	$\frac{3}{16}$ 860				3 $\frac{1}{4}$	6	Vauxhall
			732						
2C6731	$\frac{3}{32}$ 362	$\frac{3}{32}$ 401	$\frac{3}{16}$ 860						
			732						
2C6733	$\frac{5}{64}$ 363	$\frac{5}{64}$ 126	$\frac{5}{64}$ 126	$\frac{1}{4}$ 501	$\frac{1}{4}$ 501		3.960	6	Leyland Diesel
			825						
6735	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{5}{32}$ 058				3.386	4	Triumph
			732						
2C6735	$\frac{1}{16}$ 362	$\frac{1}{16}$ 102	$\frac{5}{32}$ 058						
			732						
6736	2.0 102	2.0 401	3.5 054				2.559	4	Renault
			732						
6737	$\frac{5}{64}$ 102	$\frac{5}{64}$ 401	$\frac{5}{32}$ 058				2.728	4	Triumph
			732						
2C6737	$\frac{5}{64}$ 362	$\frac{5}{64}$ 401	$\frac{5}{32}$ 058						
			732						
6738	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{5}{32}$ 056			3.160	4	Austin-Rover M.G.
				732					
2C6738	$\frac{1}{16}$ 362	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102	$\frac{5}{32}$ 056					
				732					
6740	2.0 032	2.0 032	2.0 401	5.0 871			3.346	4	Mercedes-Benz
				732					
2C6740	2.0 362	2.0 032	2.0 401	5.0 871					
				732					
6741	2.0 102	2.0 401	4.0 055				3.031	4	Fiat
			732						
2C6741	2.0 362	2.0 401	4.0 055						
			732						



Ring Size & Type - Numerical Index

6742 - 2C6761

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6742	1/16 032	1/16 032	1/16 401	1/8 716			2.542	4	M.G. Morris
				710					
				826					
2C6742	1/16 362	1/16 032	1/16 401	1/8 710					
				732					
				826					
6743	1.75 102	2.0 401	4.0 055				2.677	4	Simca
			732						
2C6743	1.75 362	2.0 401	4.0 055						
			732						
6744	2.5 027	2.5 027	2.5 027				2.756	3	Saab
6745	5/64 102	5/64 401	5/32 058				2.940	6	Standard
			732						64-73 Triumph 2000, GT6, Vitesse
2C6745	5/64 362	5/64 401	5/32 058						
			732						
6746	2.5 032	2.5 401	5.0 860				3.465	4	Toyota
			732						
2C6746	2.5 362	2.5 401	5.0 860						
			732						
6747	2.0 032	2.0 032	2.0 401	5.0 501			3.248	4	Porsche
6748	2.5 102	2.5 401	5.0 870				2.835	4	Opel
			732						
2C6748	2.5 362	2.5 401	5.0 870						
			732						
2C6749	3.0 362	3.0 126	3.0 126	6.0 501	6.0 501		4.331	1	Deutz Diesel
				825					
2C6751	2.5 363	2.5 126	2.5 126	5.0 501	5.0 501		3.740	1	Deutz Diesel
				825					
6752	2.0 102	2.0 401	4.0 056				2.835	4	Fiat; Subaru
			732						Toyota
2C6752	2.0 362	2.0 401	4.0 056						
			732						
6753	1/16 102	1/16 102	5/32 056	5/32 501			3.268	4	Triumph
			732						
2C6753	1/16 362	1/16 102	5/32 056	5/32 501					
			732						
6754	1/16 102	1/16 102	1/16 102	5/32 058	5/32 501		2 7/8	4	Austin-Rover
				732					
2C6754	1/16 362	1/16 102	1/16 102	5/32 058	5/32 501				
				732					
6755	5/64 ^K 090	5/64 401	3/16 860				3 1/4	4	Ford British
			732						
6757	2.0 102	2.0 401	4.0 056				3.071	6	Fiat
			732						
2C6757	2.0 362	2.0 401	4.0 056						
			732						
6760	1.75 102	1.75 102	4.0 056	4.0 501			3.063	6	Rover
			732						
2C6760	1.75 362	1.75 102	4.0 056	4.0 501					
			732						
6761	2.0 032	2.0 401	4.0 056				3.150	4	Mazda
			732						Nissan
2C6761	2.0 362	2.0 401	4.0 056						
			732						

6762 - 2C6783
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6762	1/16 102	1/16 102	1/8 710				2.677	4	Sunbeam-Talbot
			716						
			826						
2C6762	1/16 362	1/16 102	1/8 710						
			732						
			826						
6763	2.0 027	2.0 027	2.0 027				2.677	3	DKW
2C6764	2.0 362	2.0 032	2.0 401	5.0 871			3.425	4	Mercedes-Benz
				732					
6765	1.75 102	1.75 401	4.0 056				3.071	4	Alfa-Romeo
			732						
2C6765	1.75 362	1.75 401	4.0 056						
			732						
6769	2.5 032	2.5 401	4.0 056				3.228	4	Volkswagen
			732						
6772	2.0 032	3.0 401	5.0 860				3.366	4	Ford European
			732						
6773	2.0 032	3.0 401	5.0 860				3.543	4	Ford European
			732						Saab
2C6773	2.0 362	3.0 401	5.0 860						
			732						
6775	5/64 102	5/64 401	3/16 871				2.925	4	Vauxhall
			732						
6776	3/32 032	3/32 401	3/16 860				3.214	4	Vauxhall
			732						
2C6776	3/32 362	3/32 401	3/16 860						
			732						
6777	1.75 032	1.75 401	4.75 871				3.375	4	Rover
			732						
2C6777	1.75 362	1.75 401	4.75 871						
			732						
6778	3/32 032	3/32 126	3/32 126	3/16 501	3/16 501		4 1/16	2	Bedford Trk.
				825					
2C6778	3/32 362	3/32 126	3/32 126	3/16 860	3/16 501				
				732					
6779	2.0 032	2.0 401	3.5 055				2.756	4	Renault
			732						
2C6779	2.0 362	2.0 401	3.5 055						
			732						
6780	2.0 102	2.0 401	4.0 056				3.031	4	Volkswagen
			732						
2C6780	2.0 362	2.0 401	4.0 056						
			732						
6781	2.0 032	2.0 401	5.0 871				3.366	4	Volkswagen
			732						
2C6781	2.0 362	2.0 401	5.0 871						
			732						
6782	2.5 032	2.5 126	2.5 126	5.0 501			3.740	1	Deutz Diesel
				825					
2C6782	2.5 362	2.5 126	2.5 126	5.0 501					
				825					
6783	2.0 102	2.0 401	5.0 871				2.953	4	Opel
			732						
2C6783	2.0 362	2.0 401	5.0 871						
			732						



Ring Size & Type - Numerical Index

2C6784 - 2C6801

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C6784	2.5 363	3.0 126	3.0 126	5.0 501	5.0 501		4.134	1	Murphy MWM Diesel
6786	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501		3 $\frac{9}{16}$	4	62-64 Rover 2250cc Diesel
2C6786	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501				
6787	1.5 102	2.5 401	5.0 871				3.228	6	Mercedes-Benz
2C6787	1.5 362	2.5 401	5.0 871						
6788	1.5 102	2.5 401	5.0 871				3.425	4	Mercedes-Benz
2C6788	1.5 362	2.5 401	5.0 871						
6789	1.6 102	1.6 401	4.0 056				3.268	6	Alfa-Romeo
6791	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3 $1\frac{1}{16}$	2	Ford British
2C6791	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
6792	2.0 001	2.0 401	3.5 710				2.146	4	63-67 Renault R4, R1120 Station Wagon 750cc
2C6792	2.0 362	2.0 401	3.5 710						
6793	2.0 032	2.0 401	4.0 056				3.268	4	Volkswagen
2C6793	2.0 362	2.0 401	4.0 056						
6794	2.0 102	2.0 401	5.0 870				2.835	4	Opel
2C6794	2.0 362	2.0 401	5.0 870						
6796	1.75 102	2.0 401	4.0 055				2.559	4	Fiat
2C6796	1.75 362	2.0 401	4.0 055						
6797	2.0 102	2.0 401	4.0 056				2.953	6	Toyota
2C6797	2.0 362	2.0 401	4.0 056						
6798	$\frac{5}{64}$ ^K 090	$\frac{5}{64}$ 401	$\frac{3}{16}$ 871				2.925	4	Vauxhall
6799	$\frac{5}{64}$ 032	$\frac{5}{64}$ 401	$\frac{3}{16}$ 871				3 $\frac{1}{16}$	4	Vauxhall
2C6799	$\frac{5}{64}$ 362	$\frac{5}{64}$ 401	$\frac{3}{16}$ 871						
6800	$\frac{5}{64}$ 032	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860				3.622	6	Jaguar
2C6800	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 860						
2C6801	1.5 362	2.0 401	4.0 056				3.248	4	Porsche

6802 - 2C6823
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6802	1/16 102	1/16 102	1/16 102	5/32 058			2.780	4	Austin-Rover
				732					
2C6802	1/16 362	1/16 102	1/16 102	5/32 058					
				732					
6803	1.5 102	1.5 102	2.5 401	5.0 871			3.425	4	Mercedes-Benz
				732					
2C6803	1.5 362	1.5 102	2.5 401	5.0 871					
				732					
6804	2.0 102	2.5 401	4.0 056				3.071	4	Toyota
			732						
2C6804	2.0 362	2.5 401	4.0 056						
			732						
2C6806	3.0 362	3.0 401	3.0 401	6.0 501	6.0 501		4.528	6	Scania-Vabis-Swedish
				825					
2C6809	3.0 363	3.0 126	3.0 126	3.0 126	5.5 860	5.5 501	3.740	6	Mercedes-Benz
					732				
6810	5/64 032	5/64 401	3/16 860				3 1/2	4	Chev. Vega, Olds. & Pont. 140 Volvo
			732						
2C6810	5/64 362	5/64 401	3/16 860						
			732						
2C6811	2.5 362	2.5 126	2.5 126	4.0 860	4.0 501		4.016	6	Isuzu-Japanese
				732					
2C6812	2.5 362	2.5 126	2.5 126	5.0 860			4.016	6	Isuzu-Japanese
				732					
6813	2.0 032	2.0 401	4.0 056				2.953	4	Mazda; 79-82 Nissan A12A Eng. 210; Toyota
			732						
2C6813	2.0 362	2.0 401	4.0 056						
			732						
6814	1.5 102	2.0 401	4.0 056				3.150	4	Fiat
			732						
2C6814	1.5 362	2.0 401	4.0 056						
			732						
6815	1.5 102	2.0 401	4.0 059				2.874	4	Fiat
			732						
2C6815	1.5 362	2.0 401	4.0 059						
			732						
6817	1/16 102	1/16 401	5/32 056				2.940	6	Triumph
			732						
2C6817	1/16 362	1/16 401	5/32 056						
			732						
6818	2.0 032	2.0 401	4.0 856				2.953	4	71-on Mazda 79-on Nissan A12A Eng. 1237cc 68-82 Toyota Shallow Oil Ring Groove
			732						
2C6818	2.0 362	2.0 401	4.0 856						
			732						
2C6821	2.5 362	2.5 126	2.5 126	4.0 860	4.0 501		3.937	6	Isuzu-Japanese
				732					
2C6822	2.5 362	2.5 126	2.5 126	5.0 860			3.937	6	Isuzu-Japanese
				732					
6823	2.0 032	2.0 401	5.0 871				3.248	4	Opel
			732						
2C6823	2.0 362	2.0 401	5.0 871						
			732						



®

Ring Size & Type - Numerical Index

6824 - 2C6844

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6824	2.0	032	2.0	126	5.0	871	3.661	4	65-76 Opel Manta, Ansonda, SR, GT, Rekord, GT1900
2C6824	2.0	362	2.0	126	5.0	871			
6825	$\frac{5}{64}$	032	$\frac{5}{64}$	401	$\frac{3}{16}$	860	3 1/2	6	Volvo
2C6825	$\frac{5}{64}$	362	$\frac{5}{64}$	401	$\frac{3}{16}$	860			
6826	3.0	362	3.0	032	3.0	401	4.252	4	Universal Romanian
6827	1.75	102	2.0	401	4.0	055			
2C6827	1.75	362	2.0	401	4.0	055	2.522	4	Fiat
6828	3.0	363	3.0	102	3.0	102			
6829	2.0	032	2.0	401	4.0	860	4.724	1	Berliet Diesel
2C6829	2.0	362	2.0	401	4.0	860			
6830	2.0	032	2.5	401	4.0	860	3.433	4	Nissan
2C6830	2.0	362	2.5	401	4.0	860			
6831	2.0	032	2.0	401	4.0	056	3.433	4	Nissan
2C6831	2.0	362	2.0	401	4.0	056			
6832	3.0	362	3.0	032	3.0	401	3.268	4	Nissan
6833	1.75	102	1.75	102	1.75	401			
6834	1.75	032	1.75	126	4.75	860	3.346	2	Fiat
2C6832	3.0	362	3.0	032	3.0	401			
6833	1.75	102	1.75	102	1.75	401	3.063	4	Rover
6834	1.75	032	1.75	126	4.75	860			
6834	1.75	032	1.75	126	4.75	860	3.563	4	Rover
2C6834	1.75	362	1.75	126	4.75	860			
6837	2.0	032	2.0	401	5.0	871	3.465	4	Opel
2C6837	2.0	362	2.0	401	5.0	871			
6840	$\frac{1}{16}$	102	$\frac{1}{16}$	401	$\frac{5}{32}$	058	2.900	4	M.G. Triumph
2C6840	$\frac{1}{16}$	362	$\frac{1}{16}$	401	$\frac{5}{32}$	058			
6842	3.43 ^K	160	3.43 ^K	160	6.35	501	4.221	6	Leyland Diesel
6843	2.0	032	2.5	401	5.0	871			
6843	2.0	032	2.5	401	5.0	871	3.307	4	BMW
2C6843	2.0	362	2.5	401	5.0	871			
6844	2.0	032	2.5	401	5.0	860	3.504	4	BMW
2C6844	2.0	362	2.5	401	5.0	860			



6846 - 2C6862

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6846	2.0	032	2.5	401	4.0	860	3.386	4	Toyota
						732			
2C6846	2.0	362	2.5	401	4.0	860			
						732			
2C6848	$\frac{3}{32}$	363	$\frac{3}{32}$	102	$\frac{3}{32}$	102 $\frac{3}{16}$	4 $\frac{9}{16}$	6	Bedford Trk.
						881			
2C6849	$\frac{3}{32}$	363	$\frac{3}{32}$	126	$\frac{3}{32}$	126 $\frac{3}{16}$	4 $\frac{1}{8}$	6	Bedford Trk.
						881			
6850	1.75	102	2.0	401	4.0	059	2.913	4	Simca
						732			
2C6850	1.75	362	2.0	401	4.0	059			
						732			
6851	1.5	102	1.5	102	1.5	102 5.0	3.425	4	Mercedes-Benz
						871			
2C6851	1.5	362	1.5	102	1.5	102 5.0			
						871			
						732			
6852	2.5	032	2.5	126	5.0	860	3.622	4	Volga
						732			
2C6852	2.5	362	2.5	126	5.0	860			
						732			
6853	2.0	032	2.5	401	4.0	860	3.071	6	Nissan
						732			
6854	2.0	032	2.5	401	4.0	056	3.465	4	67-78 Toyota
						732			
2C6854	2.0	362	2.5	401	4.0	056			
						732			
6856	2.0	032	2.0	401	4.0	058	3.268	6	Nissan Toyota
						732			
2C6856	2.0	362	2.0	401	4.0	058			
						732			
6857	1.75	032	2.0	401	4.0	056	3.031	4	Renault
						732			
2C6857	1.75	362	2.0	401	4.0	056			
						732			
2C6858	3.0 ^K	372	2.0	126	2.0	126 4.0	3.425	4	Mercedes-Benz
						501			
						825			
6859	$\frac{3}{32}$	032	$\frac{3}{32}$	401	$\frac{3}{16}$	871	3 $\frac{9}{8}$	6	Bedford Trk.
						732			
2C6859	$\frac{3}{32}$	362	$\frac{3}{32}$	401	$\frac{3}{16}$	871			
						732			
6860	2.0	032	2.0	401	4.0	055	3.071	4	69-71 Fiat 1491cc 1500S, 1600
						732			
2C6860	2.0	362	2.0	401	4.0	055			
						732			
6861	2.0	032	2.0	126	2.0	126 4.5	3.465	4	Peugeot
						871			
2C6861	2.0	362	2.0	126	2.0	126 4.5			
						871			
						732			
6862	2.5	102	2.5	401	4.0	710	2.520	2	Conny
						732			
						826			
2C6862	2.5	362	2.5	401	4.0	710			
						732			
						826			



Ring Size & Type - Numerical Index

6864 - 2C6880

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications	
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove				
6864	2.0	032	2.0	401	5.0	871	3.543	4	Volkswagen	
						732				
2C6864	2.0	362	2.0	401	5.0	871				
						732				
6865	2.0	032	2.5	401	4.0	058	2 7/8	4	Nissan	
						732				
6866	1/16	032	1/16	401	5/32	501	3.425	4	Triumph	
						825				
6868	1.5	102	1.5	102	4.0	056	3.268	4	Volkswagen	
						732				
6869	2.0	032	2.0	401	5.0	871	3.465	4	Volkswagen	
						732				
6870	1.75	032	2.0	401	4.0	056	2.874	4	Renault	
						732				
2C6870	1.75	362	2.0	401	4.0	056				
						732				
6871	2.0	032	2.0	401	4.0	056	3.071	4	70-72 Nissan J15, J16 Engs. 1500	
						732				
2C6871	2.0	362	2.0	401	4.0	056				
						732				
6872	2.0	032	2.0	401	4.0	056	3.346	4	Nissan Toyota	
						732				
2C6872	2.0	362	2.0	401	4.0	056				
						732				
6873	5/64	032	5/64	126	3/16	860	3 3/4	4	Vauxhall	
						732				
2C6873	5/64	362	5/64	126	3/16	860				
						732				
6874	5/64	032	5/64	401	3/16	860	3 3/8	4	Vauxhall	
						732				
2C6874	5/64	362	5/64	401	3/16	860				
						732				
2C6875	2.5	363	2.0	362	2.0	126	4.5	871	4.5	501
						732				
6876	2.0	032	2.0	401	4.0	056	3.150	6	Toyota	
						732				
2C6876	2.0	362	2.0	401	4.0	056				
						732				
2C6877	5/64	362	5/64	102	5/64	401	5/32	058	5/32	501
						732				
6878	5/64	102	5/64	102	5/64	401	5/32	056	5/32	501
						732				
2C6878	5/64	362	5/64	102	5/64	401	5/32	056	5/32	501
						732				
6879	2.0	032	3.0	401	5.0	871	3.150	4	Ford European	
						732				
2C6879	2.0	362	3.0	401	5.0	871				
						732				
6880	2.0	032	2.0	401	4.0	058	2.756	4	Mazda	
						732				
2C6880	2.0	362	2.0	401	4.0	058				
						732				

6881 - 6944
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications						
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove									
6881	2.5	102	2.5	401	4.0	056	2.953	4	Mazda						
						732									
2C6881	2.5	362	2.5	401	4.0	056									
						732									
6882	3.0	032	3.0	126	3.0	126	3.0	126	6.0	860	6.0	501	4.134	4	Belarus
															732
2C6883	$\frac{3}{32}$	362	$\frac{3}{32}$	102	$\frac{3}{32}$	102	$\frac{3}{16}$	501	$\frac{3}{16}$	501		3.000	1	Petter Diesel	
															825
2C6884	$\frac{3}{32}$	362	$\frac{3}{32}$	032	$\frac{3}{32}$	401	$\frac{3}{16}$	501				3.150	1	Petter Diesel	
															825
2C6885	$\frac{3}{32}$	362	$\frac{3}{32}$	032	$\frac{3}{32}$	401	$\frac{3}{16}$	501				3.814	1	Petter Diesel	
															825
6886	2.0	032	2.5	401	4.0	860						3.484	4	72-80 Toyota 16R, 18R, 18RC, 20R Engs.	
						732									
2C6886	2.0	362	2.5	401	4.0	860									
						732									
2C6890	2.5	362	2.5	126	2.5	126	4.0	501				3.150	1	Yanmar Diesel	
2C6891	2.5	362	2.5	102	2.5	102	4.0	501	4.0	501		2.953	1	Yanmar Diesel	
6893	$\frac{1}{16}$	102	$\frac{1}{16}$	102	$\frac{5}{32}$	058						2.718	4	M.G.	
						732									
6894	$\frac{1}{16}$	102	$\frac{1}{16}$	102	$\frac{1}{16}$	102	$\frac{5}{32}$	056	$\frac{5}{32}$	501		3.160	4	M.G.	
								732							
2C6894	$\frac{1}{16}$	362	$\frac{1}{16}$	102	$\frac{1}{16}$	102	$\frac{5}{32}$	056	$\frac{5}{32}$	501					
								732							
2C6895	3.5	362	3.0	102	3.0	401	3.0	401	5.5	565		4.921	2	Fiat Trk.	
										881					
2C6897	2.0	362	2.0	102	2.5	401	4.5	871				2.953	6	Borgward-Hansa	
								732							
6898	1.75	102	2.0	401	3.5	541						2.283	4	70-72 Renault R4 69 Renault R6	
						732									
2C6898	1.75	362	2.0	401	3.5	541									
						732									
6899	1.5	032	1.5	126	4.0	056						3.346	4	87-91 Chry. Dodge, Plym.; Ford British 83-93 Mits. G63B, 4G63 Engs. 80-84 Nissan 78-82 Toyota Corolla	
						732									
2C6899	1.5	362	1.5	126	4.0	056									
						732									
2M6899	1.5	327	1.5	126	4.0	056									
						732									
2C6910	$\frac{1}{8}^K$	372	$\frac{1}{8}^K$	170	$\frac{3}{32}$	126	$\frac{3}{16}$	860				3 $\frac{3}{4}$	6	Hercules Eng.	
						732									
6912	$\frac{5}{64}$	032	$\frac{3}{32}$	126	$\frac{3}{32}$	126	$\frac{1}{4}$	860				3 $\frac{5}{16}$	6	Continental Eng. Gray Marine Eng.	
						732									
2C6912	$\frac{5}{64}$	362	$\frac{3}{32}$	126	$\frac{3}{32}$	126	$\frac{1}{4}$	860							
						732									
6935	$\frac{5}{64}$	032	$\frac{3}{32}$	126	$\frac{3}{32}$	126	$\frac{3}{16}$	860				3 $\frac{1}{8}$	4	Continental Eng.	
						732									
6936	1.5	032	1.75	401	4.0	501						2.913	1	Harley Davidson	
2C6938	$\frac{1}{16}$	362	$\frac{1}{16}$	102	$\frac{1}{8}$	501						2.795	2	Triumph Motorcycle	
6939	$\frac{1}{16}$	102	$\frac{1}{16}$	102	$\frac{1}{8}$	501						2.953	2	BSA Motorcycle	
6940	$\frac{1}{16}$	102	$\frac{1}{16}$	102	$\frac{1}{8}$	501						2.579	2	BSA Motorcycle	
6941	$\frac{1}{16}$	102	$\frac{1}{16}$	102	$\frac{1}{8}$	870						3.110	1	66-70 BSA Motorcycle	
						732									
2C6942	$\frac{1}{16}$	362	$\frac{1}{16}$	102	$\frac{1}{8}$	501						2.638	1	BSA & Triumph Motorcycle	
6944	$\frac{1}{16}$	020	$\frac{1}{16}$	020	$\frac{1}{16}$	020						3 $\frac{7}{16}$	1	Evinrude & Johnson Outboard	



Ring Size & Type - Numerical Index

6946 - 2C7013

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
6946	1/16	102	1/16	102	5/32	056 732	3.000	1	Harley Davidson, Briggs & Stratton
6948	1/16	102	5/32	860		732	3 3/16	1	Harley Davidson
6949	1/16	102	5/32	860		732	3 1/4	1	Harley Davidson
6950	1/16	102	5/32	860		732	3 5/16	1	Harley Davidson
6953	1/16	102	1/16	102	5/32	860 732	3 3/16	1	Harley Davidson
6954	1/16	102	1/16	102	5/32	056 732	3 1/4	1	Harley Davidson
6955	1/16	102	1/16	102	5/32	860 732	3 5/16	1	Harley Davidson
6956	1/16	102	1/16	102	5/32	860 732	3 3/8	1	Harley Davidson
6957	1/16	102	1/16	102	5/32	860 732	3 7/16	1	Harley Davidson, Briggs & Stratton
6958	1/16	102	1/16	102	5/32	860 732	3 5/8	1	Harley Davidson
2M6958	1/16	327	1/16	126	5/32	860 732			
6959	1/16	102	1/16	102	5/32	860 732	3 1 1/16	1	Harley Davidson
6962	5/64	032	5/64	126	3/16	860 732	3 3/16	1	Briggs & Stratton Eng.
6969	2.5	102	2.5	401	5.0	871 732	3.071	2	Toyota
2C6970	1/8 ^K	372	1/8 ^K	372	1/8 ^K	170 3/16 565 881	5 1/4	8	Mack Diesel
6971	1.5	001	1.5	001	2.8	501 826	2.402	4	Honda Motorcycle
6972	1.5	102	1.5	102	2.5	501	2.520	2	Honda Motorcycle
2C6998	3/32	363	3/32	126	3/32	126 1/4 501 3/16 501 825	5 5/8	6	Continental Eng.
7001	1/16	102	1/16	102	5/32	056 732	3 3/16	1	Harley Davidson
7002	1/16	102	1/16	102	5/32	056 732	3 1/2	1	Harley Davidson
7003	1/16	102	1/16	102	3/16	860 732	3 3/16	2	Harley Davidson
2M7003	1/16	327	1/16	126	3/16	860 732			
2C7004	5/64	362	3/32	126	3/32	126 3/16 860 732	3 3/4	4	Continental Eng.
7005	5/32	102	5/32	102	5/32	501	2 5/8	1	Austin & Westinghouse Comp.
7007	1/16	102	1/16	102	5/32	058 732	2.874	2	Norton Motorcycle
7008	1/16	102	1/16	102	1/8	501	2.718	2	Triumph Motorcycle
2C7012	1/8 ^K	372	3/32	126	3/32	126 3/16 565 881	4.400	6	Ford Tractor 6.6L
2C7013	1/8 ^K	372	1/8 ^K	372	1/4	565 881	5 3/8	6	International Tractor

2C7014 - 2C7119
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C7014	1/8 ^K 372	3/32 126	3/16 565				4.400	6	Ford Truck 6.6L, 7.8L (3 Ring) DT
			881						
2C7019	4.00 ^K 372	3.0 102	3.0 102	5.5 565			5.394	6	Fiat
			881						
7020	1/4 102	1/4 102	1/4 401	1/4 869	1/4 501		6.000	1	Oil Well E15
				728					
2C7021	1/8 ^K 372	3/32 126	3/16 565				4.400	2	Ford Tractor, 401, 475cu.in DT
			881						
2C7022	1/8 ^K 372	3/32 ^K 394	1/4 565				5 5/16	8	International Eng.
			881						
2C7023	3/32 362	3/32 362	1/4 565				5.400	1	Caterpillar
			881						
7024	1/16 102	1/16 102	3/16 860				3.313	2	Harley Davidson
			732						
7025	1/8 032	1/8 126	3/16 501	3/16 501			6 1/8	1	Le Roi
2M7027	3.0 335	2.5 126	5.0 553				4.016	2	Isuzu Diesel
			881						
7028	1/16 102	1/16 102	5/32 056				3.307	1	BSA Motorcycle B-50 500cc
			732						
7029	1/16 102	1/16 102	5/32 056				3.031	2	Norton Motorcycle 850cc Eng.
			732						
2C7100	1/8 362	1/8 102	1/8 102	1/4 501	1/8 401	1/4 501	4 1 1/16	2	John Deere Tractor
				825					
2C7102	3/32 363	3/32 126	3/32 126	1/4 501			4 3/8	4	Case Tractor
				825					
7103	3/32 102	3/32 102	3/32 102	1/4 860			4 3/4	6	Minn.-Moline Tractor White Motors
				732					
2C7103	3/32 363	3/32 102	3/32 102	1/4 860					
				732					
7105	3/32 032	1/8 126	3/16 860	3/16 501			3 1/2	3	Oliver Tractor-White Motors
			732						
2C7105	3/32 362	1/8 126	3/16 860	3/16 501					
			732						
2C7106	3/32 362	3/32 126	3/32 126	3/16 501			3 9/16	4	Ford Tractor
				825					
2C7107	3/32 362	1/8 126	1/8 126	1/4 860			3 7/8	4	Massey-Ferguson Tractor
				732					
2C7108	1/4 362	1/4 102	1/4 401	1/4 401	1/4 501		6 1/4	2	John Deere Tractor
				825					
2C7112	3/32 363	3/32 126	3/32 126	1/4 501	1/4 501		4 1/8	2	John Deere Tractor
				825					
2C7113	3/32 362	3/32 126	3/32 126	1/4 860	1/4 501		4.000	2	John Deere Tractor
				732					
2C7114	1/8 ^K 394	1/8 126	1/4 860				3 1 1/16	2	International Tractor
			732						
2C7116	3/32 363	1/8 126	1/8 126	1/4 501	3/16 501		4.000	4	Continental Eng.
				825					
2C7118	3/32 363	3/32 126	3/32 126	3/16 501			3 7/8	2	John Deere Tractor
				825					
7119	3/32 032	3/32 126	3/32 126	3/16 860			3 1/2	4	John Deere Tractor
				732					
2C7119	3/32 362	3/32 126	3/32 126	3/16 860					
				732					



® Ring Size & Type - Numerical Index

2C7120 - 2C7154

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C7120	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			3 $\frac{13}{16}$	4	Case Tractor
				732					
7121	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501		3 $\frac{7}{8}$	6	Oliver Tractor-White Motors
				732					
2C7121	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501				
				732					
2C7122	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			4 $\frac{1}{4}$	4	Case Tractor
				732					
7123	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			3 $\frac{1}{2}$	4	Case Tractor
				732					
2C7123	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860					
				732					
2C7124	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			4 $\frac{1}{8}$	6	Case Tractor GMC Trk.
				732					
2C7125	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 565			3.877	4	Allis Chalmers Tractor D2200 Diesel
				881					
2C7126	$\frac{1}{8}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{7}{32}$ 565			4 $\frac{1}{2}$	2	Caterpillar Eng.
				881					
2C7127	$\frac{1}{8}$ 363	$\frac{3}{32}$ 349	$\frac{7}{32}$ 565				4 $\frac{1}{2}$	2	Caterpillar Eng.
			881						
7131	$\frac{1}{8}$ 103	$\frac{1}{8}$ 103	$\frac{1}{8}$ 103	$\frac{1}{4}$ 502	$\frac{1}{4}$ 502		4 $\frac{1}{2}$	4	Massey-Ferguson Tractor
2C7132	$\frac{3}{16}$ 362	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{1}{4}$ 565			5 $\frac{3}{4}$	2	Caterpillar Eng.
				881					
2C7134	$\frac{1}{8}^K$ 372	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{13}{16}$	4	Case Tractor
			732						
7135	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 860			4 $\frac{5}{8}$	6	Massey-Ferguson Tractor Minn.-Moline Tractor White Motors
				732					
2C7135	$\frac{3}{32}$ 363	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 860					
				732					
2C7136	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501	$\frac{3}{16}$ 501		3 $\frac{9}{16}$	6	Allis Chalmers Tractor
				825					
7137	$\frac{3}{32}$ 103	$\frac{3}{32}$ 103	$\frac{3}{32}$ 103	$\frac{1}{4}$ 502	$\frac{1}{4}$ 502		3 $\frac{7}{8}$	6	Perkins Eng.
2C7137	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 501	$\frac{1}{4}$ 501				
				825					
2C7139	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			3 $\frac{3}{4}$	6	Oliver Tractor-White Motors
				732					
7140	$\frac{3}{32}$ 103	$\frac{3}{32}$ 103	$\frac{1}{8}$ 103	$\frac{1}{4}$ 502	$\frac{1}{4}$ 502		3.600	1	Perkins Eng.
2C7140	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 501	$\frac{1}{4}$ 501				
				825					
2C7142	$\frac{3}{32}$ 363	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 501	$\frac{1}{4}$ 501		4 $\frac{5}{8}$	6	International Eng.
				825					
2C7144	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{3}{8}$	4	International Ind. Eng.
			732						
2C7147	$\frac{3}{32}$ 363	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{1}{4}$ 501	$\frac{1}{4}$ 501		4 $\frac{3}{4}$	4	Minn.-Moline Tractor White Motors
				825					
2C7149	$\frac{5}{32}$ 363	$\frac{3}{32}$ 349	$\frac{1}{4}$ 565				5.400	1	Caterpillar Eng.
			881						
7152	$\frac{3}{32}$ 103	$\frac{3}{32}$ 103	$\frac{3}{32}$ 103	$\frac{3}{16}$ 502	$\frac{1}{4}$ 502		3.600	1	Perkins Eng.
2C7152	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501	$\frac{1}{4}$ 501				
				825					
2C7153	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501			3 $\frac{5}{8}$	6	Ford Tractor
				825					
2C7154	$\frac{3}{32}$ 363	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{1}{4}$ 565			5 $\frac{3}{8}$	6	International Tractor
				881					



2C7155 - 2C7187

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C7155	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501 825				3 $\frac{5}{8}$	4	John Deere Tractor
2C7156	$\frac{3}{32}$ 363	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{1}{4}$ 565 881			4 $\frac{3}{4}$	6	John Deere Tractor
2C7158	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732				3 $\frac{7}{8}$	2	John Deere Combine
2C7159	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			3 $1\frac{13}{16}$	6	International Tractor
2C7160	$\frac{1}{8}^K$ 372	$\frac{3}{32}$ 126	$\frac{1}{4}$ 565 881				4 $\frac{1}{8}$	6	International Tractor
2C7163	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732	$\frac{3}{16}$ 501		3 $1\frac{5}{16}$	6	Oliver Tractor-White Motors
2C7164	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 501 825			4 $\frac{1}{4}$	6	Allis Chalmers Eng.
2C7165	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 871 732	$\frac{3}{16}$ 501		3 $\frac{1}{2}$	4	International Ind. Eng. Perkins 4-154 Eng.
2C7166	$\frac{3}{32}$ 363	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{1}{4}$ 501 825	$\frac{1}{4}$ 501		5 $\frac{3}{8}$	6	Waukesha Eng.
2C7170	$\frac{1}{8}^K$ 372	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 565 881			4 $\frac{1}{2}$	2	International Eng.
2C7171	$\frac{1}{8}$ 362	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 501 825	$\frac{1}{4}$ 501		5 $\frac{1}{2}$	2	John Deere Tractor
2C7172	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501 825				3 $\frac{3}{4}$	4	Minn.-Moline Tractor White Motors
7173	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 860 732			5.319	6	Minn.-Moline Tractor White Motors
2C7173	$\frac{3}{32}$ 363	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{16}$ 860 732					
2C7174	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 565 881			3.877	6	Allis Chalmers Eng.
2C7175	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732			4.000	4	Ford Tractor
2C7177	$\frac{5}{32}^K$ 381	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 501 825	$\frac{1}{4}$ 501		3 $1\frac{5}{16}$	4	Nuffield Tractor
2C7178	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732				3 $\frac{3}{4}$	6	Oliver Tractor-White Motors
2C7179	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732				3 $\frac{7}{8}$	6	Oliver Tractor-White Motors
2C7180	$\frac{3}{32}$ 362	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 565 881			4.400	3	Ford Tractor 401, 6.6L
2C7181	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732				4.200	3	Ford Tractor
2C7182	$\frac{3}{32}$ 362	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 565 881			4.200	1	Ford Tractor
2C7183	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 565 881				4.400	3	Ford Tractor
2C7184	$\frac{1}{8}$ 362	$\frac{1}{8}$ 032	$\frac{1}{8}$ 401	$\frac{3}{16}$ 501 825	$\frac{1}{4}$ 501		6.000	2	John Deere Tractor
2C7185	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732	$\frac{1}{4}$ 501		4 $\frac{1}{4}$	2	John Deere Tractor
2C7186	$\frac{3}{32}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860 732			3 $1\frac{3}{16}$	4	Continental Eng.
2C7187	$\frac{3}{16}$ 363	$\frac{3}{32}$ 349	$\frac{1}{4}$ 565 881				5 $\frac{3}{4}$	2	Caterpillar Eng.



Ring Size & Type - Numerical Index

2C7189 - 2C7226

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C7189	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			4 $\frac{1}{2}$	4	International Tractor
2C7190	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732				3 $\frac{1}{16}$	6	International Combine
2C7191	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			3 $\frac{3}{4}$	4	Oliver Tractor-White Motors
2C7192	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126.197	860 732				3.858	1	John Deere Tractor
2C7193	$\frac{1}{8}$ 362	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732				3 $\frac{13}{16}$	6	International Tractor
2C7195	$\frac{1}{8}$ 363	$\frac{3}{32}$ 349	$\frac{1}{4}$ 565 881				6 $\frac{1}{4}$	2	Caterpillar Eng.
2C7196	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 565 881			4 $\frac{1}{8}$	2	John Deere Tractor
2C7197	$\frac{1}{8}^K$ 372	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 565 881			3 $\frac{7}{8}$	6	International Tractor
2C7201	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 501 825	$\frac{1}{4}$ 501		3.877	4	Perkins Eng. Checker Car
2C7202	$\frac{1}{8}^K$ 372	$\frac{3}{32}$ 126	$\frac{1}{4}$ 565 881				4 $\frac{1}{4}$	2	John Deere Tractor
2C7203	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732			3 $\frac{13}{16}$	4	Case Tractor
2C7204	$\frac{1}{8}$ 363	$\frac{3}{32}$ 349	$\frac{7}{32}$ 565 881				4 $\frac{3}{4}$	1	Caterpillar Eng.
2C7206	$\frac{3}{32}$ 362	$\frac{3}{32}$ 362	$\frac{3}{32}$ 401	$\frac{3}{16}$ 565 881			3 $\frac{15}{16}$	4	David Brown Tractor
2C7207	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860 732			3 $\frac{3}{8}$	4	Continental Eng.
7209	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 869 728	$\frac{1}{4}$ 501		6 $\frac{1}{4}$	1	Oil Well Eng.
2C7210	$\frac{3}{32}$ 362	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 565 881			4.400	4	Ford Tractor
2C7211	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126.197	565 881				4.016	1	John Deere Tractor
2C7212	$\frac{1}{8}^K$ 372	$\frac{3}{32}$ 126.197	565 881				4.016	3	John Deere Tractor
2C7213	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 501 825			4 $\frac{3}{8}$	6	Case Tractor
2C7214	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732				3 $\frac{15}{16}$	4	Case Combine
2C7215	1.75	362	2.0	401	4.0	056 732	3.031	4	Citroen
2C7216	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 501 825			4 $\frac{7}{16}$	2	Allis Chalmers Loader
2C7217	$\frac{1}{8}^K$ 372	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732				3 $\frac{7}{8}$	6	Oliver Tractor-White Motors
2C7220	$\frac{1}{8}$ 362	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732				3 $\frac{13}{16}$	4	International Tractor
2C7221	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860 732			4 $\frac{3}{8}$	6	Waukesha Eng.
2C7223	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 565 881			4 $\frac{3}{8}$	6	Minn.-Moline Tractor White Motors
2C7226	$\frac{5}{32}^K$ 372	$\frac{3}{32}$ 363	$\frac{1}{4}$ 565 881				4 $\frac{3}{4}$	6	John Deere Tractor



7228 - 2C7252

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
7228	1.5	032	1.5	401	4.0	056	2.953	4	Peugeot Opel 1300cc
2C7228	1.5	362	1.5	401	4.0	056 732			
7229	1/8	103	3/32	103	3/32	103 1/4	3 7/8	6	Massey-Ferguson Tractor Perkins Eng.
2C7229	1/8	362	3/32	352	3/32	352 1/4			
2C7230	1/8 ^K	372	3/32	362	1/4	565 881	4.320	6	International Tractor
2C7231	2.50 ^K	372	2.5	126	2.5	126 5.0	3.937	2	Deutz Diesel-German
2C7232	1/8 ^K	372	3/32	126	1/4	565 881	4 3/8	6	Case Tractor
2C7233	1/8 ^K	372	3/32	102	1/4	565 881	4 5/8	2	Case Tractor
2C7234	3/32	362	3/32	126	1/4	860 732	4 1/8	2	Case Tractor
2C7235	3/32	362	3/32	126	1/4	565 881	4 3/8	2	Case Tractor
2C7236	3/32	363	3/32	126	3/16	860 732	4 1/4	2	John Deere Tractor
2C7237	3/32	363	3/32	102	3/32	102 3/16	4 3/4	6	Minn.-Moline Eng. White Motors
7238	5/64	032	1/16	126	1/16	126 3/16	3 1/8	4	Massey-Ferguson Tractor
2C7238	5/64	362	1/16	126	1/16	126 3/16			
2C7239	1.75	362	2.0	401	3.0	054 732	3.071	4	73 Peugeot 204 Diesel, Moteur XL4D
2C7240	3/32	362	3/32	126	3/32	126 1/4	4 1/2	4	Massey-Ferguson Tractor
2C7241	3/32	362	3/32	126	3/32	126 1/4	3.976	4	Massey-Ferguson Loader
2C7242	3.00 ^K	372	2.5	126	2.5	126 5.0	3.937	2	Deutz Diesel-German
2C7243	3/32	362	3/32	126	3/32	126 1/4	3 7/8	4	Massey-Ferguson Tractor
2C7244	3/32	376	3/32	126	3/32	126 1/4	4 1/4	8	Massey-Ferguson Tractor
7245	1/8	103	3/32	103	3/32	103 1/4	3 7/8	6	Perkins Eng.
2C7245	1/8	362	3/32	362	3/32	362 1/4			
2C7246	3/32	362	3/32	362	3/32	126 3/16	4.221	2	Ford Industrial Eng.
2C7247	5/32 ^K	372	3/32	126	3/16	860 732	4 1/4	6	John Deere Tractor
7248	5/32 ^K	165	1/8	126	1/8	126 3/16	4 1/4	1	Lister Diesel
2C7248	5/32 ^K	365	1/8	126	1/8	126 3/16			
7249	1/8	032	1/8	126	1/8	126 1/8	4.500	1	Lister Diesel
2C7252	1/8	362	3/32	126	1/4	860 732			



®

Ring Size & Type - Numerical Index

2C7260 - 2C7536

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications				
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove							
2C7260	1/8 ^K 372	1/8 ^K 372	3/16	565 881			4 5/8	2	Case Tractor				
2C7261	1/8 ^K 372	3/32	345	3/16	565 881		4 1/4	6	John Deere Tractor				
2C7262	5/32 ^K 372	5/32 ^K 372	3/16	565 881			4 1/4	6	John Deere Tractor				
2C7263	3/32	363	3/32	126	3/32	126	1/4	860 732	1/4	501	4 3/16	2	John Deere Tractor
2C7265	3/32	363	3/32	102	3/32	102	3/16	501 825			5.319	6	Minn.-Moline Tractor
2C7275	1.5	362	2.5	401	4.0	056 732					3.425	4	Mercedes-Benz
2C7286	3.0	363	3.0	102	3.0	102	6.0	565 881			4.724	2	Deutz Diesel
2C7294	3.0	363	3.0	102	3.0	102	6.0	501 825			4.646	6	DAF-Holland
2C7295	2.5	362	2.5	401	4.0	056 732					3.150	1	Hatz
2C7297	3.0	362	3.0	401	5.0	871 732					3.346	1	Hatz
2C7326	5/64	362	1/16	126	3/16	501 825					3 1/8	4	Perkins Diesel
2C7333	1.75	362	2.0	401	4.0	056 732					3.228	4	87-89 Renault F3R, GT4 1965cc Volkswagen
2C7336	3/32	363	3/32	126	3/16	860 732					3.255	1	Gravely
2C7501	3/32	362	3/32	126	3/16	860 732					3 7/16	4	Ford Tractor
7502	3/32	032	3/32	401	3/16	860 732					3.000	1	Bantam Tractor Briggs & Stratton Eng.
2C7502	3/32	362	3/32	401	3/16	860 732							
2C7503	3/32	362	3/32	126	3/32	126	1/4	860 732			3 1/2	4	International Tractor
2C7505	3/32	362	3/32	126	5/32	056	5/32	501 732			3 3/16	4	Ford Tractor
7506	3/16	102	3/16	102	3/16	102	3/16	401	5/16	501	5 5/8	2	John Deere Tractor
2C7506	3/16	362	3/16	102	3/16	102	3/16	401	5/16	501			
2C7509	5/32 ^K 381	1/8	126	1/8	126	1/4	860	1/4	501 732		4 1/8	4	International Eng.
2C7510	1/8	362	1/8	126	1/8	126	1/4	860 732			3 3/4	4	International Tractor
2C7511	1/8	362	1/8	126	1/8	126	1/4	860	3/16	501 732	4.000	4	Continental Eng.
2C7513	1/8	362	1/8	126	1/8	126	3/16	501	3/16	501 825	3 3/16	6	Allis Chalmers Tractor
2C7515	3/32	363	3/32	102	3/32	401	3/16	860 732			4 5/8	4	Minn.-Moline Tractor White Motors
7516	3/32	103	3/32	103	3/32	103	1/4	502	1/4	502	3.600	3	Perkins Eng.
2C7516	3/32	362	3/32	126	3/32	126	1/4	501	1/4	501 825			
2C7536	1/8	362	1/8	126	1/8	126	1/4	860 732			3 3/8	4	Case Tractor; Continental Eng.

7537 - 2C7580
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
7537	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{5}{32}$ 860	$\frac{5}{32}$ 501			3 $\frac{5}{16}$	4	Massey-Ferguson Tractor
2C7537	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{5}{32}$ 860	$\frac{5}{32}$ 501					
2C7541	$\frac{1}{8}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501		4 $\frac{1}{2}$	4	International Tractor
2C7543	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{1}{8}$	4	International Tractor
2C7546	$\frac{5}{64}$ 362	$\frac{5}{64}$ 126	$\frac{3}{16}$ 870	$\frac{5}{32}$ 501			3.346	4	Ferguson Tractor
2C7547	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			3 $\frac{9}{16}$	4	International Tractor
7551	$\frac{5}{32}$ 102	$\frac{5}{32}$ 102	$\frac{5}{32}$ 401	$\frac{1}{4}$ 860			4 $\frac{1}{4}$	6	Minn.-Moline Tractor White Motors
2C7551	$\frac{5}{32}$ 362	$\frac{5}{32}$ 102	$\frac{5}{32}$ 401	$\frac{1}{4}$ 860					
2C7553	$\frac{3}{32}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			4 $\frac{1}{8}$	4	Allis Chalmers Tractor
2C7558	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			3 $\frac{3}{8}$	4	Case & International Tractor
2C7559	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			3 $\frac{1}{8}$	4	Case Tractor
7562	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{9}{16}$	4	Oliver Tractor-White Motors
2C7562	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860					
7563	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{9}{16}$	6	Oliver Tractor-White Motors
2C7563	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860					
2C7564	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			3 $\frac{3}{16}$	4	International Tractor
7567	$\frac{1}{8}$ 145	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{5}{8}$	4	Minn.-Moline Tractor White Motors
2C7567	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860					
7568	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 401	$\frac{1}{4}$ 501			5.319	6	Minn.-Moline Tractor White Motors
7570	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3.740	4	Fordson Tractor
2C7570	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501					
7576	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 501				2 $\frac{3}{8}$	1	Briggs & Stratton Eng.
2C7576	$\frac{3}{32}$ 362	$\frac{3}{32}$ 401	$\frac{3}{16}$ 858						
2C7577	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			4.000	4	International Tractor
2C7578	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{5}{16}$	4	Continental Eng.
2C7579	$\frac{3}{32}$ 362	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 860			4 $\frac{7}{8}$	4	Case Tractor
2C7580	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			4 $\frac{1}{8}$	4	Allis Chalmers & Case Tractors International Tractor



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Ring Size & Type - Numerical Index

2C7581 - 2C7647

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C7581	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			3 $\frac{5}{8}$	4	Case & John Deere Tractors Waukesha Eng.
7582	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{5}{32}$ 860	$\frac{5}{32}$ 501			3 $\frac{1}{4}$	4	Massey-Ferguson Tractor
2C7582	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{5}{32}$ 860	$\frac{5}{32}$ 501					
2C7583	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501			3.270	4	Ford Tractor
7584	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			3 $\frac{1}{4}$	4	International Tractor
2C7584	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860					
2C7585	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501		3 $\frac{7}{16}$	4	International Tractor
2C7586	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			3 $\frac{9}{16}$	4	Case & Oliver Tractors White Motors
2C7587	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			3 $\frac{9}{16}$	6	Oliver Tractor-White Motors
2C7588	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			4 $\frac{3}{8}$	4	Minn.-Moline Tractor White Motors
2C7589	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 871	$\frac{1}{4}$ 501		3.740	4	Austin-Rover, Morris & Nuffield Diesel
7593	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			3 $\frac{5}{8}$	4	Allis Chalmers, Case
2C7593	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860					
2C7595	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501		4 $\frac{1}{16}$	4	Massey-Ferguson Tractors
2C7596	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860	$\frac{3}{16}$ 501		3 $\frac{15}{16}$	6	Ford Major Diesel
2C7597	$\frac{3}{32}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501		4 $\frac{1}{2}$	4	International Tractor
7598	$\frac{3}{16}$ 102	$\frac{3}{16}$ 102	$\frac{3}{16}$ 401	$\frac{3}{16}$ 860	$\frac{5}{16}$ 501		4 $\frac{13}{16}$	2	John Deere Tractor
2C7598	$\frac{3}{16}$ 362	$\frac{3}{16}$ 102	$\frac{3}{16}$ 401	$\frac{3}{16}$ 860	$\frac{5}{16}$ 501				
2C7599	$\frac{5}{32}$ ^K 381	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 501	$\frac{1}{4}$ 501		5.755	6	International Tractor
2C7605	$\frac{1}{8}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{7}{32}$ 501	$\frac{7}{32}$ 501		4 $\frac{1}{4}$	4	Caterpillar Eng.
2C7633	$\frac{3}{16}$ 362	$\frac{5}{32}$ 102	$\frac{5}{32}$ 102	$\frac{1}{4}$ 565			5 $\frac{3}{4}$	2	Caterpillar Eng.
2C7638	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501		4	4	Continental H260 Massey Ferguson
2C7640	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{5}{8}$	4	Continental Eng.
2C7641	$\frac{1}{8}$ 362	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 501		4 $\frac{11}{16}$	2	John Deere Tractor
2C7642	$\frac{1}{8}$ 362	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 501		5 $\frac{7}{8}$	2	John Deere Tractor
2C7643	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501		4.000	4	Continental Eng.; International & Massey-Ferguson Tractors
2C7647	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			3 $\frac{7}{8}$	4	International Tractor

2C7650 - 2C7687
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C7650	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732			3 $\frac{1}{16}$	4	International Tractor
2C7654	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			4.000	2	John Deere Tractor
2C7655	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732	$\frac{3}{16}$ 501		4 $\frac{1}{4}$	4	Minn.-Moline Eng. White Motors
2C7656	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			4.000	6	Case Tractor
2C7658	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732	$\frac{3}{16}$ 501		4 $\frac{1}{4}$	6	Minn.-Moline Tractor White Motors
7659	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860 732			3 $\frac{5}{8}$	4	Case Tractor
2C7659	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860 732					
7661	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 860 732			4 $\frac{3}{4}$	4	Case & Minn.-Moline Tractor White Motors
2C7661	$\frac{1}{8}$ 363	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 860 732					
7663	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732			3 $\frac{5}{8}$	4	Case & David Brown Tractor
2C7664	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860 732			4.000	4	Continental Eng. Massey-Ferguson Tractor
2C7666	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860 732			4.000	4	Case Tractor
2C7667	$\frac{3}{32}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860 732	$\frac{1}{4}$ 501		4 $\frac{3}{8}$	4	Minn.-Moline & Oliver Tractors White Motors
2C7668	$\frac{1}{8}$ 363	$\frac{3}{32}$ 102	$\frac{3}{16}$ 401	$\frac{1}{4}$ 860 732	$\frac{1}{4}$ 501		4 $\frac{1}{2}$	4	International Tractors
2C7669	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860 732			3 $\frac{3}{4}$	4	Buda & Hercules Eng. Kermath & Scripps Marine Minn.-Moline Tractor White Motors
2C7670	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860 732			3 $\frac{1}{2}$	6	Oliver Tractor-White Motors
2C7671	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732			3 $\frac{3}{8}$	4	Massey-Ferguson Tractor
2C7673	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732				3.900	4	Ford Tractor
2C7674	$\frac{1}{8}$ 362	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 501 $\frac{1}{4}$ 825	501	6 $\frac{1}{8}$	2	John Deere Tractor
2C7675	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			4 $\frac{1}{4}$	2	John Deere Tractor
2C7677	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			3 $\frac{5}{8}$	4	International Eng.
7679	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 435	$\frac{1}{4}$ 501 825		7.000	1	Climax-Arrow Eng.
2C7681	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			3 $\frac{7}{16}$	4	International Tractor
2C7685	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732			3 $\frac{7}{8}$	6	Oliver Tractor-White Motors
2C7686	$\frac{1}{8}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732			3 $\frac{5}{8}$	4	Minn.-Moline Tractor White Motors
2C7687	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860 732				3 $\frac{9}{16}$	6	International Tractor



Ring Size & Type - Numerical Index

7689 - 2C7743

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
7689	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{1}{4}$	4	International Tractor
			732						
2C7689	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860						
			732						
2C7690	$\frac{5}{32}$ ^K 381	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 501	$\frac{1}{4}$ 501	6 $\frac{1}{8}$	2	John Deere Tractor
					825				
2C7693	$\frac{3}{32}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501		4.400	4	International Tractor
				732					
2C7696	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860				3 $\frac{1}{8}$	4	International Tractor
			732						
2C7697	$\frac{3}{32}$ 363	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{16}$ 501	$\frac{3}{16}$ 501		4 $\frac{5}{8}$	4	Minn.-Moline Tractor White Motors
				825					
2C7698	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860				3 $\frac{3}{16}$	4	International Tractor
			732						
7700	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{3}{16}$ 871	$\frac{3}{16}$ 501			2 $\frac{3}{4}$	2	Caterpillar Eng.
			732						
2C7702	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			3 $\frac{3}{4}$	6	Allis Chalmers Oliver Tractors-White Motors
				732					
2C7703	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			3 $\frac{7}{8}$	6	Allis Chalmers Oliver Tractors-White Motors
				732					
7705	$\frac{3}{32}$ 032	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			3 $\frac{7}{16}$	4	Allis Chalmers & Case Tractors
				732					
2C7705	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860					
				732					
7707	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 501				2.000	4	John Deere Starting Eng.
2C7723	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 710	$\frac{5}{32}$ 501			3.150	4	Ferguson Tractor
			732						
			825						
2C7724	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{4}$ 860			3 $\frac{1}{8}$	4	International Tractor
				732					
2C7725	$\frac{1}{8}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{7}{32}$ 501	$\frac{7}{32}$ 501		4.000	4	Caterpillar Eng.
				825					
2C7726	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $\frac{1}{2}$	4	Buda & Waukesha Eng. Oliver Tractor-White Motors
				732					
2C7731	$\frac{3}{16}$ 362	$\frac{3}{16}$ 401	$\frac{3}{16}$ 401	$\frac{3}{16}$ 401	$\frac{3}{16}$ 501		5 $\frac{1}{2}$	2	John Deere Tractor
2C7733	$\frac{3}{16}$ 362	$\frac{3}{16}$ 102	$\frac{3}{16}$ 102	$\frac{3}{16}$ 501			4 $\frac{1}{2}$	2	John Deere Tractor
				825					
2C7734	$\frac{1}{4}$ 362	$\frac{1}{4}$ 126	$\frac{1}{4}$ 126	$\frac{1}{4}$ 860			4 $\frac{3}{4}$	4	Allis Chalmers Tractor Continental & International Eng.
				732					
7738	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{3}{16}$ 870				3 $\frac{1}{4}$	4	Waukesha Eng.
			732						
2C7738	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{3}{16}$ 870						
			732						
7741	$\frac{3}{16}$ 102	$\frac{3}{16}$ 401	$\frac{3}{16}$ 501	$\frac{3}{16}$ 501			4 $\frac{1}{4}$	2	John Deere Tractor
			825						
2C7741	$\frac{3}{16}$ 362	$\frac{3}{16}$ 401	$\frac{3}{16}$ 501	$\frac{3}{16}$ 501					
			825						
2C7742	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 860	$\frac{1}{4}$ 501			3 $\frac{3}{16}$	2	John Deere Tractor
			732						
2C7743	$\frac{5}{32}$ 362	$\frac{5}{32}$ 102	$\frac{5}{32}$ 401	$\frac{1}{4}$ 860			4 $\frac{1}{4}$	4	Minn.-Moline Eng. White Motors
				732					

7745 - 2C7781
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications			
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove						
7745	1/8	145	1/8	126	1/8	126 3/16	860	3 5/8	4	Minn.-Moline Eng. White Motors		
2C7745	1/8	362	1/8	126	1/8	126 3/16	860 732					
2C7747	1/8	362	1/8	126	1/8	126 1/4	860 732	3 3/4	6	Continental & Waukesha Eng. Oliver Tractor-White Motors		
2C7748	1/8	362	1/8	126	1/8	126 1/4	860 1/4	501	3 5/16	4	Oliver Tractor-White Motors	
2C7751	1/8	362	1/8	126	1/8	126 1/4	860 732		3 1/4	4	Case Tractor	
2C7754	1/8	362	5/32	102	3/16	401 1/4	501 1/4	501	4.400	4	International Eng.	
2C7755	1/8	363	1/8	102	1/8	102 1/8	102 1/4	501 1/4	825	4 3/4	6	International Eng.
2C7756	1/8	362	1/8	126	1/8	126 1/4	871 732		3 1/8	6	Continental Eng. Oliver Tractor-White Motors	
2C7758	1/8	362	1/8	126	1/8	126 3/16	871 732		3.000	4	Continental & International Eng.	
2C7759	1/8	363	1/8	126	1/8	126 1/4	860 732		3 7/8	4	Case Tractor Continental Eng.	
2C7761	1/8	362	1/8	126	1/8	126 1/4	860 732		4.000	6	Continental Eng.	
7762	1/8	032	1/8	126	1/8	126 3/16	860 732		3 3/8	4	Allis Chalmers Tractor Continental Eng.	
2C7762	1/8	362	1/8	126	1/8	126 3/16	860 732					
2C7764	1/8	362	1/8	126	1/8	126 1/4	860 732		3 7/16	6	Continental & Gray Marine Eng.	
7765	5/32	102	5/32	102	5/32	401 1/4	860 1/4	501	4 1/2	4	Allis Chalmers Tractor	
2C7765	5/32	362	5/32	102	5/32	401 1/4	860 1/4	501				
2C7766	1/8	362	1/8	126	3/16	860	732		3 1/8	4	Hercules, Le Roi & Lycoming Eng.	
7768	1/8	032	1/8	126	1/8	126 1/4	860 732		3 5/16	6	Continental & Gray Marine Eng.	
2C7768	1/8	362	1/8	126	1/8	126 1/4	860 732					
7770	1/8	032	1/8	126	1/8	126 1/4	860 732		3 3/16	4	Continental Eng. Massey-Ferguson Oliver Tractors-White Motors	
2C7770	1/8	362	1/8	126	1/8	126 1/4	860 732					
2C7771	5/32	362	5/32	102	1/8	401 1/4	860 732		4.000	2	John Deere Tractor	
2C7776	1/8	363	1/8	126	1/8	126 1/4	860 3/16	501	3 7/8	4	Continental Eng. Massey-Ferguson Tractor	
2C7777	1/8	363	1/8	126	1/8	126 1/4	860 732		4 1/2	4	Continental Eng. Massey-Ferguson Tractor	
2C7778	1/8	362	1/8	126	1/8	126 1/4	501 3/16	501	4 1/2	4	Continental Eng. Massey-Ferguson Tractor	
2C7779	1/8	362	1/8	126	1/8	126 1/4	860 732		3 1/2	6	Buda Eng. Oliver Tractor-White Motors	
2C7781	1/8	362	1/8	126	1/8	126 1/4	860 732		3 5/16	4	Oliver Tractor-White Motors	



Ring Size & Type - Numerical Index

2C7784 - 2C7854

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C7784	1/8 362	1/8 102	1/8 102	1/8 102	1/8 102	1/4 710 732 825	5 3/4	2	John Deere Tractor 7th grv 1/4" 501 oil
7785	3/32 032	3/32 126	3/16 860 732				3 1/4	1	Onan Eng.
2C7785	3/32 362	3/32 126	3/16 860 732						
2C7786	1/8 363	1/8 126	1/8 126	7/32 501 825	7/32 501		4 1/4	6	Caterpillar Eng.
2C7789	1/8 362	1/8 126	1/8 126	3/16 860 732			3 1/4	4	Case & Massey-Ferguson Tractors Continental Eng.
2C7790	3/32 362	3/32 126	1/8 126	1/4 860 732			3 7/16	4	International Tractor
7791	5/64 102	5/64 102	5/64 126	3/16 870 732	5/32 501		3.346	4	Ferguson Tractor
2C7791	5/64 362	5/64 102	5/64 126	3/16 870 732	5/32 501				
2C7793	3/32 363	1/8 126	5/32 126	1/4 860 732	1/4 501		4.000	4	International Eng.
2C7794	3/32 363	3/32 126	1/8 126	1/4 860 732			4 1/8	4	Allis Chalmers & International Tractors
2C7795	3/32 363	3/32 126	3/32 126	1/4 860 732			4.000	4	Case & International Tractor
2C7796	3/32 362	3/32 126	3/32 126	1/4 860 732	1/4 501		4.000	4	International Tractor
7798	3/32 102	3/32 401	3/16 501 826				2 5/16	1	Briggs & Stratton Eng. Continental Eng.
2C7798	3/32 362	3/32 401	3/16 858 732						
2C7799	3/32 362	3/32 126	3/32 126	3/16 860 732			3 1/8	4	International Tractor
2C7804	3/32 362	3/32 126	3/32 126	1/4 501 825	1/4 501		3.600	4	Perkins Eng.
7812	5/32 102	5/32 102	5/32 401	5/32 056 732	5/32 501		4.000	4	Caterpillar Eng.
2C7812	5/32 362	5/32 102	5/32 401	5/32 056 732	5/32 501				
2C7826	1/8 362	1/8 126	1/8 126	1/8 126	7/32 501 825	7/32 501	3 3/4	4	Caterpillar Eng.
7832	5/32 102	5/32 102	5/32 401	7/32 860 732			4 1/8	4	Fordson Tractor
2C7832	5/32 362	5/32 102	5/32 401	7/32 860 732					
2C7842	1/4 362	1/4 102	1/4 102	1/4 102	1/4 501 825		6 1/8	2	John Deere Tractor
7843	1/8 032	1/8 126	3/16 860 732				3 1/4	2	John Deere Tractor
2C7843	1/8 362	1/8 126	3/16 860 732						
2C7844	1/8 362	1/8 126	3/16 860 732				3 1/2	2	John Deere Tractor
2C7854	3/32 362	1/8 126	5/32 401	1/4 860 732	1/4 501		3 7/8	4	International Tractor



7858 - 2C7945

Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
7858	$\frac{5}{32}$ 102	$\frac{5}{32}$ 102	$\frac{5}{32}$ 401	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501		4.400	4	International Eng.
2C7858	$\frac{5}{32}$ 362	$\frac{5}{32}$ 102	$\frac{5}{32}$ 401	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501				
7859	$\frac{3}{32}$ 102	$\frac{3}{32}$ 126	$\frac{3}{16}$ 871				2 $\frac{5}{8}$	4	International Eng.
2C7859	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 871						
7868	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{1}{4}$	1	Schramm & Wisconsin Eng.
7869	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{3}{16}$ 860			3 $\frac{5}{8}$	1	Wisconsin Eng.
2C7870	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 871				3.000	1	Wisconsin Eng.
7887	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{1}{8}$ 126	$\frac{3}{32}$ 126	$\frac{1}{8}$ 126		2 $\frac{1}{2}$	1	Bendix Compressor
7888	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501				2 $\frac{5}{8}$	1	Bendix Compressor
7889	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 871				2 $\frac{5}{8}$	1	Briggs & Stratton Eng.
2C7889	$\frac{3}{32}$ 362	$\frac{3}{32}$ 401	$\frac{3}{16}$ 871						
7890	$\frac{1}{8}$ 102	$\frac{1}{8}$ 401	$\frac{1}{8}$ 501				2 $\frac{1}{4}$	1	Briggs & Stratton Eng. Nelson Eng.
7891	$\frac{1}{8}$ 102	$\frac{1}{8}$ 401	$\frac{3}{16}$ 870				2 $\frac{5}{8}$	1	Briggs & Stratton Eng. Toro Eng.
7894	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{16}$ 501				2.000	1	Briggs & Stratton Eng. Reo Eng.
2C7894	$\frac{3}{32}$ 362	$\frac{3}{32}$ 102	$\frac{3}{16}$ 501						
7895	$\frac{1}{8}$ 102	$\frac{1}{8}$ 401	$\frac{3}{16}$ 501				2 $\frac{1}{4}$	1	Briggs & Stratton Eng. Waukesha Eng.; Bantam Tractor
2C7895	$\frac{1}{8}$ 362	$\frac{1}{8}$ 401	$\frac{3}{16}$ 858						
7896	$\frac{1}{8}$ 102	$\frac{1}{8}$ 401	$\frac{3}{16}$ 870				2 $\frac{3}{4}$	1	Briggs & Stratton Eng.
7897	$\frac{1}{8}$ 032	$\frac{1}{8}$ 126	$\frac{3}{16}$ 870				3.000	1	Briggs & Stratton Eng.
2C7897	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{3}{16}$ 870						
7898	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 870				2 $\frac{1}{2}$	1	Wisconsin Eng.
2C7899	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			3 $\frac{5}{8}$	6	John Deere & Waukesha Eng.
2C7929	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3.578	4	Continental Eng. Massey-Ferguson Tractor
2C7930	$\frac{1}{8}$ 362	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860			3 $1\frac{1}{16}$	4	Continental Eng. Massey-Ferguson Tractor
2C7940	$\frac{1}{8}$ 362	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 501	$\frac{1}{8}$ 102	$\frac{1}{4}$ 501	5 $\frac{1}{2}$	2	John Deere Tractor
2C7941	$\frac{3}{32}$ 362	$\frac{3}{32}$ 102	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860			3 $1\frac{1}{16}$	4	Case Tractor
2C7944	$\frac{3}{32}$ 363	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{1}{4}$ 860	$\frac{1}{4}$ 501		4 $\frac{5}{8}$	4	Minn.-Moline Tractor White Motors
2C7945	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860				3 $\frac{5}{8}$	6	Ford Tractor



Ring Size & Type - Numerical Index

7951 - 2M8552

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
7951	$\frac{3}{32}$ 102	$\frac{3}{32}$ 102	$\frac{3}{32}$ 401	$\frac{3}{16}$ 871 732			2 $\frac{5}{8}$	1	Wisconsin Eng., AC4, AC41
2C7953	$\frac{3}{32}$ 362	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 860 732	$\frac{3}{16}$ 501		3 $\frac{3}{8}$	4	International Tractor
2C7975	$\frac{1}{8}$ 363	$\frac{1}{8}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 501 825	$\frac{1}{4}$ 501 825		4 $\frac{1}{4}$	4	Cockshutt Tractor
7986	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{8}$ 126	$\frac{3}{16}$ 871 732			3.000	1	Wisconsin Eng.
7991	$\frac{3}{16}$ 032	$\frac{3}{16}$ 032	$\frac{3}{16}$ 401	$\frac{1}{4}$ 860 732			4 $\frac{5}{8}$	6	Minn.-Moline Eng. White Motors
2C7991	$\frac{3}{16}$ 362	$\frac{3}{16}$ 032	$\frac{3}{16}$ 401	$\frac{1}{4}$ 860 732					
2C7997	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{1}{8}$ 126	$\frac{1}{4}$ 860 732			4.000	4	Case & International Tractor
2C7998	$\frac{1}{8}$ 362	$\frac{1}{8}$ 102	$\frac{1}{8}$ 102	$\frac{1}{4}$ 401 825	$\frac{1}{8}$ 501 825		6.000	2	John Deere Tractor
2C7999	$\frac{3}{32}$ 363	$\frac{3}{32}$ 126	$\frac{3}{32}$ 126	$\frac{3}{16}$ 501 825	$\frac{3}{16}$ 501		3.900	4	Ford Tractor
8084	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 435	$\frac{1}{4}$ 501 825	$\frac{1}{4}$ 501		7.000	1	Fairbanks-Morse Eng.
2C8084	$\frac{1}{4}$ 362	$\frac{1}{4}$ 102	$\frac{1}{4}$ 435	$\frac{1}{4}$ 501 825	$\frac{1}{4}$ 501				
8085	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 435	$\frac{1}{4}$ 501 825			5 $\frac{3}{4}$	1	Climax & Continental Eng.
8087	$\frac{1}{4}$ 102	$\frac{1}{4}$ 102	$\frac{1}{4}$ 435	$\frac{1}{4}$ 501 825	$\frac{1}{4}$ 501		8.000	1	Fairbanks-Morse Eng.
8201	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102					2 $\frac{1}{2}$	1	Power Prod. McCulloch Chain Saw
8207	$\frac{1}{16}$ 102	$\frac{1}{16}$ 102					2 $\frac{1}{4}$	1	West Bend Chain Saw
8232	$\frac{3}{32}$ 020	$\frac{3}{32}$ 020	$\frac{3}{32}$ 020				3 $\frac{1}{16}$	1	57-59 Johnson, Evinrude, Oliver Outboard
8266	$\frac{1}{8}$ 401	$\frac{1}{8}$ 401	$\frac{1}{8}$ 401	$\frac{1}{8}$ 401			2 $\frac{1}{16}$	2	Bendix Compressor
8305	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022					2 $\frac{1}{8}$	1	Hiawatha & Sea Flyer Outboard Sea King Outboard
8306	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022	$\frac{3}{32}$ 022				1 $\frac{15}{16}$	1	Johnson & Evinrude Outboard
8403	$\frac{3}{32}$ 001	$\frac{3}{32}$ 001					1 $\frac{15}{16}$	1	Lawn Boy Mower Eng.
8411	$\frac{1}{16}$ 001	$\frac{1}{16}$ 001					2 $\frac{3}{32}$	1	Power Products Eng.
SC8513	1.0 398	1.2 610	2.8 861 732				3.307	4	Honda Race 1.6L, 2.0L
2M8525	1.5 336	1.5 126	3.0 872 005				4.500	8	GMC Race 540 Eng. Performance
SM8527	.043 395	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622 732				4.000	8	Ford 289, 302, 351 Eng. Chevy 302, 327, 350 Eng.
SM8537	.043 395	$\frac{1}{16}$ 126	$\frac{3}{16}$ 621 732				4.000	8	Ford 289, 302, 351 Eng. w/low tension Chevy 302, 327, 350 Eng. w/low tension
2M8542	$\frac{1}{16}$ 336	$\frac{1}{16}$ 406	$\frac{3}{16}$ 622 732				4.000	8	Chevrolet 302, 327, 350 Ford 289, 302, 351
2M8543	$\frac{1}{16}$ 336	$\frac{1}{16}$ 406	$\frac{3}{16}$ 621 732				4.000	8	Ford Performance 289,302,351 GMC Performance 327, 350
SM8547	.043 395	$\frac{1}{16}$ 126	$\frac{3}{16}$ 622 732				4.125	8	Chevy Performance 400, 402
2M8552	$\frac{1}{16}$ 336	$\frac{1}{16}$ 406	$\frac{3}{16}$ 622 732				4.125	8	Chevy Performance 400, 402

SM8557 - 2C9377
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
SM8557	.043	395	1/16	126	3/16	621 732	4.125	8	Chevy Performance 400, 402
2M8559	1/16	336	1/16	406	3/16	621 732	4.125	8	Chevy Performance 400, 402 Eng.
2M8562	1/16	336	1/16	406	3/16	622 732	4 1/4	8	Chevrolet 427, 454 Chrysler 383, 426
SM8567	.043	395	1/16	126	3/16	622 732	4.250	8	Chry Performance 383, 426 Chevy Performance 427, 454
2M8569	1.5	336	1.5	126	3.0	872 005	4.250	8	Chevrolet Performance 427, 454cu. in Eng.
2M8571	1/16	336	1/16	406	1/8	622 732	4.000	8	Chry Performance 360 Ford Performance 289, 302, 351 GMC Performance 302, 327, 350
SN8575	1/16	317	1/16	406	3/16	860 732	4.000	8	Ford Performance 302, 351 Engs. GMC Performance 327, 350 Engs.
SM8577	.043	395	1/16	126	3/16	621 732	4.250	8	Chry Performance 383, 426 GMC Performance 427, 454
SN8580	1/16	317	1/16	406	3/16	860 732	4.125	8	GMC Performance 348, 400, 402 Engs.
SM8582	.043	395.043	406	3.0MM	872	005	4.500	8	GMC Performance 502 Eng.
SN8585	1/16	317	1/16	406	3/16	860 732	4 1/4	8	Chry. Performance 383, 426 Engs. GMC Performance 427, 454 Engs.
2M8588	1/16	336	1/16	406	3/16	860 732	4.500	8	GMC Performance 502 Eng.
SN8590	1/16	317	1/16	406	3/16	860 732	4.500	8	GMC Performance 502cu.in. Eng.
9100	2.0	032	3.0	126	4.0	860 732	3.543	6	72-74 Mercury Capri 2600cc, 2.6L
2C9100	2.0	362	3.0	126	4.0	860 732			
2M9100	2.0	327	3.0	126	4.0	860 732			
9101	2.0	032	2.0	401	4.0	056 732	3.310	4	76-80 Opel 1800cc Isuzu-Japanese
2C9101	2.0	362	2.0	401	4.0	056 732			
9266	1/8	401	1/8	501	1/8	401 1/8 826	2 1/16	2	Bendix Compressor
2C9340	1.5	362	2.0	401	3.0	054 732	3.346	4	93-on Lada 1.8L
2M9349	2.5	335	2.0	126	4.0	056 732	3.661	4	87-on Peugeot Diesel 2500cc 2.5L 84-on Citroen C350
2C9356	1.5	362	2.0	401	3.0	054 732	2.835	4	Peugeot 1124cc Eng. 106, 205, 306 Citroen 1124cc Eng. AX11, C15Type
2M9365	1.5	327	1.5	126	3.0	054 732	3.091	4	Peugeot 1587cc 1.5L Citroen 1587cc 1.5L
2C9369	1.2	398	1.5	126	2.5	533 732	3.091	4	Peugeot 1587cc 1.6L
2C9372	1.75	362	2.0	401	3.0	054 732	2.953	4	Peugeot TU3F2, TU3J Eng. Citroen TU3F2, AX Eng.
2C9377	1.5	362	2.0	126	4.0	058 732	3.228	4	2000-on Lada 1499cc Eng. 1.5L



Ring Size & Type - Numerical Index

2C9384 - 2C9520

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
2C9384	3.0	376	2.0	401	4.0	056 732	3.661	4	Fiat 131, 132, Diesel 2.5L Renault P8 Diesel 2.5L T28, T30, T35
9405	$\frac{3}{32}$	102	$\frac{3}{32}$	401	$\frac{1}{8}$	501 826	2 $\frac{5}{16}$	1	Lauson-Tecumseh Eng.
2C9500	1.5	362	1.5	401	2.5	501 825	2.913	2	Honda Car
9501	1.75	102	2.0	401	4.0	056 732	2.961	4	Simca
2C9501	1.75	362	2.0	401	4.0	056 732			
2C9502	$\frac{1}{16}$	363	$\frac{5}{64}$	126	$\frac{5}{32}$	860 732	3 $\frac{3}{16}$	4	Ford Capri, British
2M9502	$\frac{1}{16}$	336	$\frac{5}{64}$	126	$\frac{5}{32}$	860 732			
9503	1.5	102	2.0	401	4.0	058 732	2.913	2	Citroen
2C9503	1.5	362	2.0	401	4.0	058 732			
9505	2.0	032	2.0	126	2.5	126 4.0 860 732	3.406	6	Mercedes-Benz
2C9505	2.0	362	2.0	126	2.5	126 4.0 860 732			
2C9506	3.0	363	2.0	401	4.0	056 732	3.425	4	Mercedes-Benz
2C9507	$\frac{5}{32}^K$	381	$\frac{3}{32}$	126	$\frac{3}{32}$	126 $\frac{1}{4}$ 871 $\frac{1}{4}$ 501 732	3.740	6	Austin-Rover & Morris
2C9508	3.25 ^K	372	3.0	102	3.0	102 5.5 860 732	4.724	1	Berliet Diesel
2C9510	1.75	362	2.0	401	4.0	860 732	3.452	4	Simca
2C9511	$\frac{3}{32}$	362	$\frac{3}{32}$	032	$\frac{3}{32}$	401 $\frac{3}{16}$ 501 825	3 $\frac{7}{16}$	1	Petter Diesel
9513	$\frac{5}{64}$	032	$\frac{5}{64}$	401	$\frac{5}{32}$	056 $\frac{5}{32}$ 501 732	3.210	4	Hillman Sunbeam-Talbot
2C9513	$\frac{5}{64}$	362	$\frac{5}{64}$	401	$\frac{5}{32}$	056 $\frac{5}{32}$ 501 732			
9514	1.5	032	2.0	401	4.0	056 732	3.386	4	Fiat
2C9514	1.5	362	2.0	401	4.0	056 732			
2C9515	2.5	362	2.5	126	2.5	126 2.5 126 5.0 501 5.0 501 825	4.252	2	Fiat
9516	1.5	102	2.0	401	4.0	056 732	3.307	4	Fiat Peugeot
2C9516	1.5	362	2.0	401	4.0	056 732			
2C9518	1.5	362	1.75	401	4.0	056 732	2.913	4	Alfa-Romeo
9519	1.5	032	1.75	401	4.0	056 732	3.150	4	Alfa-Romeo
2C9519	1.5	362	1.75	401	4.0	056 732			
2C9520	1.5	362	1.75	401	4.0	056 732	3.071	4	Alfa-Romeo

9521 - 2M9600
Ring Size & Type - Numerical Index

Part No	Ring Size & Type						Cyl. Dia.	No. Cyl.	Popular Applications
	Top Groove	2nd Groove	3rd Groove	4th Groove	5th Groove	6th Groove			
9521	2.0	032	2.5	401	5.0	871	3.209	4	Audi
						732			
2C9521	2.0	362	2.5	401	5.0	871			
						732			
9522	2.0	032	2.5	401	4.0	056	3.169	4	Toyota
						732			
2C9522	2.0	362	2.5	401	4.0	056			
						732			
9523	1.5	032	2.0	401	4.0	059	2.559	4	Fiat
						732			
2C9523	1.5	362	2.0	401	4.0	059			
						732			
9524	1/16	102	1/16	102	5/32	058 5/32 501	3.386	4	Triumph
						732			
9525	5/64	102	5/64	401	5/32	058 5/32 501	2.728	4	Triumph
						732			
2C9525	5/64	362	5/64	401	5/32	058 5/32 501			
						732			
9526	1/16	102	1/16	102	5/32	056	3.160	4	M.G. 72-76 Austin-Rover
						732			
2C9526	1/16	362	1/16	102	5/32	056			
						732			
2M9600	1.5	335	1.5	126	3.0	872	3.898	8	99-05 Holden Commodore
						732			