



HASTINGS
PERFORMANCE RINGS

HASTINGS[®]

PERFORMANCE RINGS

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Hastings Piston Rings

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

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

Hastings Performance Rings

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

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

- Stainless Steel Nitride PVD
- Steel Series
- Premium Ductile Series
- Claimer Series



Stainless Steel Nitride PVD

Stainless Steel Nitride PVD Racing Rings are the perfect match for extreme performance applications. The stainless steel top rings are gas-nitride and coated through a physical vapor deposition (PVD) process. The CrN coating has extremely high adhesive qualities, is extremely scuff resistant, and has a very low coefficient of friction—making for greater power output.

The second rings in the series are Napier-faced, high-strength ductile iron. The Napier profile provides outstanding cylinder wall oil film control and reduced oil consumption. Our famous Flex-Vent® oil control ring completes this top-of-the-line series.

Steel Series

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



Premium Ductile Series

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

Premium Ductile Moly (2M) and Chrome (2C) Series include top rings made of proprietary shell-mold, ductile, high-tensile strength, premium cast iron. They are coated with plasma moly impact-resistant alloy or chrome. Premium Ductile Series can be found in the 25500, 2M8500 and 2C5500 families.

Claimer Series

As our most economical set of racing rings, Claimer Cast (C prefix) rings feature top and 2nd groove compression rings made of our proprietary shell-mold cast iron that's manganese phosphate coated. Top rings are Torsional Positive-Twist and 2nd rings are Torsional Reverse-Twist taper face.

Claimer Moly rings (CM prefix), are Claimer rings kicked up a notch. Claimer Moly top rings are made of our proprietary shell-mold cast iron with plasma moly impact-resistant alloy, providing a hard-yet-lubricating, low-friction structure. The plasma moly coating improves wear resistance, reduces scuffing, traps lubricating oil, and is compatible with a wide range of cylinder bore materials. Top rings are Torsional Positive-Twist and 2nd rings are Torsional Reverse-Twist taper face.



NOMENCLATURE

Engineering

- 1. Inside Diameter:** Inside diameter (ID) of the ring when fitted (installed) to the cylinder bore diameter
- 2. Outside Diameter:** Outside diameter (OD) of the ring when fitted (installed) to the cylinder bore diameter
- 3. Radial Wall:** Ring width in the radial (horizontal) direction, ID to OD dimension
- 4. Axial Height:** Ring width (also referred to as thickness) in the axial (vertical) direction, from top-side to bottom-side of ring



Clearances

- 5. End Gap:** Gap clearance of the ring when fitted (installed) to the bore diameter
- 6. Free Gap:** Uncompressed (uninstalled) end gap clearance of the ring
- 7. Back Clearance:** When installed, the distance in the piston groove between the ring ID and the back of the ring-groove of the piston (horizontal measurement)
- 8. Groove Clearance:** When installed, the distance between the ring axial height and the piston's ring-groove width (vertical measurement)



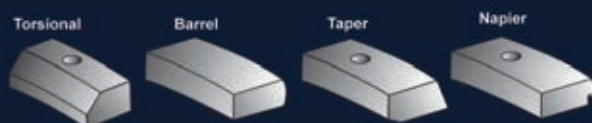
Ring Shapes

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

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

Taper Face: The angled face of a ring

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



Ring Terminology

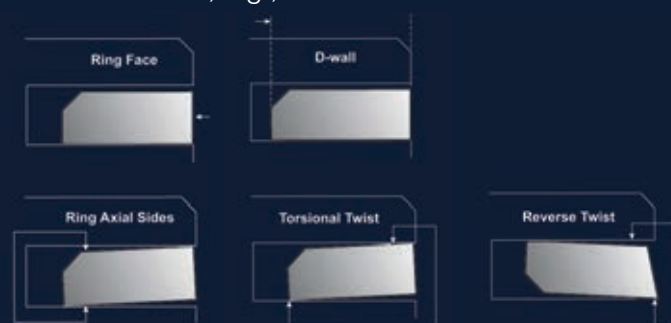
Ring Face: Front face (OD) of the ring that makes contact with the cylinder wall

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

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

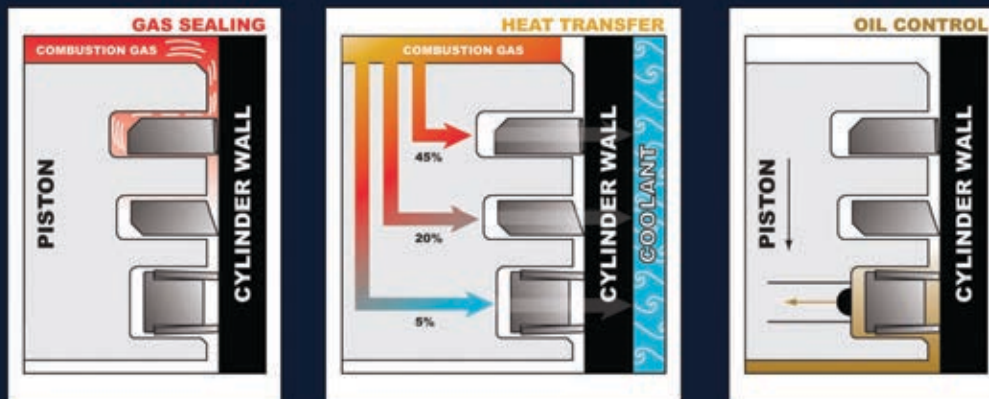
Reverse Twist: An asymmetrical change (created by an ID bevel on bottom ID of ring) used in a 2nd ring cross section that causes it to twist downward; it enhances oil scraping properties

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



PISTON RING FUNCTIONS

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



Top Compression Ring

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

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

Coatings: Chromium Nitride PVD; Plasma Molybdenum Alloy "Moly"; Chrome Plated; Gas-Nitride; Manganese Phosphate; Black Oxide

2nd Groove Ring

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

Materials: Shell Mold Cast Iron; Ductile Cast Iron; Steel

Coatings: Phosphate; Black Oxide

Oil Ring

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

Materials: 1070 Segmental Steel Rails with 201 and 301 Stainless Steel Expander; One-piece or Two-piece Cast Iron or Steel (used primarily for diesel)

Coatings: Chrome

FILE FIT END GAPS – HIGH PERFORMANCE ENGINES

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

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

Use the chart below to determine the ring end gap. Multiply bore size x ring end gap factor. Example: 4.125" bore x .0080" ring end gap factor = .033" minimum ring end gap.

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

Plastigage Checks Bearing Clearances

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

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

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



PERFORMANCE RINGS *by Diameter*

Style	Top	2nd	Oil
1	Ductile iron, torsional, Plasma Moly	Cast iron, reverse twist torsional	Hastings patented Flex-Vent
2	Ductile iron, barrel face, Chrome Plated	Cast iron, reverse twist torsional	Hastings patented Flex-Vent
3	Steel, torsional, Plasma Moly	Cast iron, reverse twist torsional	Hastings patented Flex-Vent
4	Steel, torsional, Plasma Moly	Ductile Iron, Napier	Hastings patented Flex-Vent
5	Steel, barrel face, Chrome Plated	Cast iron, reverse twist torsional	Hastings patented Flex-Vent
6	Ductile iron, torsional, Plasma Moly	Ductile Iron, Napier	Hastings patented Flex-Vent
7	Steel, torsional, Plasma Moly	Ductile Iron, Napier	Hastings patented Flex-Vent
8	Stainless Steel, Barrel Face, Gas-Nitride PVD	Ductile iron, Napier	Hastings patented Flex-Vent
9	Steel, barrel face, Plasma Moly	Ductile iron, Napier	Hastings patented Flex-Vent

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
SC5558	4	Std. 2.9530 .010 2.9630 .020 2.9730 .030 2.9830 .040 2.9930 .060 3.0130	1.2, 1.5, 2.8	5	Std.
2M5546	4	Std. 3.1875 .005 3.1925 .045 3.2325	5/64, 5/64, 5/32	1	Std.
2M5545	4	Std. 3.1875 .005 3.1925 .035 3.2225 .045 3.2325	1/16, 5/64, 5/32	1	Std.
SC5572	4	Std. 3.1890 .010 3.1990 .020 3.2090 .030 3.2190 .040 3.2290	1.0, 1.2, 2.8	5	Std.
2C5573	4	Std. 3.2680 .010 3.2780 .020 3.2880 .030 3.2980 .040 3.3080 .060 3.3275	1.5, 1.5, 3.0	2	Std.
SC8513	4	Std. 3.3075 .020 3.3275 .040 3.3475	1.0, 1.2, 2.8	5	Low
SC5556	4	Std. 3.4450 .010 3.4550 .020 3.4650 .030 3.4750 .040 3.4850 .060 3.5050	1.2, 1.2, 3.0	5	Std.
2M5544	4	Std. 3.5750 .005 3.5800 .025 3.6000 .030 3.6050 .035 3.6100	1/16, 1/16, 1/8	1	Std.
2M5547	8	Std. 3.7360 .035 3.7710 .045 3.7810 .065 3.8010	5/64, 5/64, 3/16	1	Std.
2M5548	8	Std. 3.7360 .035 3.7710 .045 3.7810 .065 3.8010	5/64, 5/64, 3/16	1	Low

PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
2M5567	8	Std. 3.7360 .020 3.7560 .030 3.7660 .035 3.7710 .040 3.7760 .060 3.7960	1/16, 1/16, 3/16	1	Std.
SM8531	8	Std. 3.7800 .005 3.7850 .035 3.8150 .045 3.8250 .065 3.8450	1.5, 1.5, 3.0	7	Low
2M5527	4	Std. 3.7800 .020 3.8000 .030 3.8100 .035 3.8150 .040 3.8200 .045 3.8250 .060 3.8400	1/16, 1/16, 3/16	1	Std.
2M5506	8	Std. 3.8750 .005 3.8800 .030 3.9050 .035 3.9100 .065 3.9400	5/64, 5/64, 3/16	1	Std.
2M5503	8	Std. 3.8750 .030 3.9050 .060 3.9350	5/64, 5/64, 3/16	1	Low
2M5522	8	Std. 3.8750 .005 3.8800 .030 3.9050 .035 3.9100 .060 3.9350 .065 3.9400	1/16, 1/16, 1/8	1	Std.
2M5575	8	Std. 3.9100 .030 3.9400 .040 3.9500 .060 3.9600	1/16, 1/16, 3/16	1	Std.
2M5507	8	Std. 3.9375	5/64, 5/64, 3/16	1	Std.
SM5587	8	Std. 4.0000 .005 4.0050 .010 4.0100 .020 4.0200 .025 4.0250 .030 4.0300 .035 4.0350 .040 4.0400 .045 4.0450 .055 4.0550 .060 4.0600 .065 4.0650 .070 4.0700 .080 4.0800 .100 4.1000	.043, .043, 3.0	3	Low
SM8556	8	Std. 4.0000 .005 4.0050 .025 4.0250 .035 4.0350 .045 4.0450 .055 4.0550 .060 4.0600 .065 4.0650 .070 4.0700	.043, .043, 3.0	7	Low

PERFORMANCE RINGS *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
SM8527	8	Std. 4.0000	.043, 1/16, 3/16	3	Std.
		.005 4.0050			
		.025 4.0250			
		.035 4.0350			
		.045 4.0450			
		.065 4.0650			
		.080 4.0800			
SM8537	8	Std. 4.0000	.043, 1/16, 3/16	3	Low
		.005 4.0050			
		.025 4.0250			
		.035 4.0350			
		.045 4.0450			
		.065 4.0650			
		.080 4.0800			
2M5535	8	Std. 4.0000	1.5, 1.5, 4.0	1	Std.
		.005 4.0050			
		.030 4.0300			
		.035 4.0350			
		.040 4.0400			
		.045 4.0450			
		.060 4.0600			
		.065 4.0650			
2M5540	8	Std. 4.0000	1.5, 1.5, 3.0	1	Low
		.005 4.0050			
		.025 4.0250			
		.030 4.0300			
		.035 4.0350			
		.040 4.0400			
		.045 4.0450			
		.060 4.0600			
		.065 4.0650			
		.085 4.0850			
		.090 4.0900			
		.095 4.0950			
		.105 4.1050			
		.125 4.1250			
		.140 4.1400			
		.155 4.1550			
2M8521	8	Std. 4.0000	1.5, 1.5, 3.0	6	Low
		.005 4.0050			
		.035 4.0350			
		.045 4.0450			
		.065 4.0650			
SM8521	8	Std. 4.0000	1.5, 1.5, 3.0	9	Std.
		.005 4.0050			
		.035 4.0350			
		.045 4.0450			
		.065 4.0650			
2M5538	8	Std. 4.0000	1/16, 1/16, 3.0	1	Low
		.005 4.0050			
		.010 4.0100			
		.020 4.0200			
		.025 4.0250			
		.030 4.0300			
		.035 4.0350			
		.040 4.0400			
		.045 4.0450			
		.060 4.0600			
		.065 4.0650			
		.075 4.0750			
		.085 4.0850			
		.103 4.1025			

PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
2M5502	4	Std. 4.0000 .020 4.0200 .030 4.0300 .060 4.0600	5/64, 5/64, 3/16	1	Std.
2M5508	8	Std. 4.0000 .005 4.0050 .020 4.0200 .025 4.0250 .030 4.0300 .035 4.0350 .040 4.0400 .045 4.0450 .060 4.0600 .065 4.0650	5/64, 5/64, 3/16	1	Std.
2M5504	8	Std. 4.0000 .020 4.0200 .030 4.0300 .040 4.0400 .045 4.0450	5/64, 5/64, 3/16	1	Low
2M5521	8	Std. 4.0000 .005 4.0050 .010 4.0100 .020 4.0200 .025 4.0250 .030 4.0300 .035 4.0350 .040 4.0400 .045 4.0450 .060 4.0600 .065 4.0650	1/16, 1/16, 1/8	1	Std.
2M8571	8	Std. 4.0000 .005 4.0050 .030 4.0300 .035 4.0350 .045 4.0450 .065 4.0650	1/16, 1/16, 1/8	6	Std.
2M5523	8	Std. 4.0000 .005 4.0050 .010 4.0100 .015 4.0150 .020 4.0200 .025 4.0250 .030 4.0300 .035 4.0350 .040 4.0400 .045 4.0450 .060 4.0600 .065 4.0650 .070 4.0700 .080 4.0800 .103 4.1030	1/16, 1/16, 3/16	1	Std.
2M5505	8	Std. 4.0000 .005 4.0050 .010 4.0100 .025 4.0250 .030 4.0300 .035 4.0350 .045 4.0450 .060 4.0600 .065 4.0650	1/16, 1/16, 3/16	1	Low

PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
2M8542	8	Std. 4.0000 .005 4.0050 .030 4.0300 .035 4.0350 .040 4.0400 .045 4.0450 .060 4.0600 .065 4.0650	1/16, 1/16, 3/16	6	Std.
2M8543	8	Std. 4.0000 .005 4.0050 .030 4.0300 .035 4.0350 .040 4.0400 .045 4.0450 .060 4.0600 .065 4.0650	1/16, 1/16, 3/16	6	Low
SN8575	8	Std. 4.0000 .005 4.0050 .035 4.0350 .045 4.0450 .065 4.0650	1/16, 1/16, 3/16	8	Std.
2M5561	8	Std. 4.0400 .030 4.0700 .060 4.1000	5/64, 5/64, 3/16	1	Std.
2M5525	8	Std. 4.0500 .005 4.0550 .030 4.0800 .035 4.0850 .040 4.0900 .060 4.1100 .065 4.1150	1/16, 1/16, 3/16	1	Std.
2M5511	8	Std. 4.0625 .005 4.0675 .035 4.0975 .065 4.1275	5/64, 5/64, 3/16	1	Std.
2M5512	8	Std. 4.0925 .005 4.0975 .030 4.1250 .035 4.1275 .060 4.1550 .065 4.1575	5/64, 5/64, 3/16	1	Std.
2M5524	8	Std. 4.1200 .005 4.1250 .030 4.1500 .035 4.1550 .065 4.1850	1/16, 1/16, 1/8	1	Std.
2M5590	8	Std. 4.1200 .035 4.1550 .045 4.1650 .065 4.1850	1/16, 1/16, 3/16	1	Std.
SM5593	8	Std. 4.1250 .005 4.1300 .010 4.1350 .015 4.1400 .020 4.1450 .025 4.1500 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .050 4.1750 .055 4.1800 .060 4.1850	.043, .043, 3.0	3	Low

PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
SM8550	8	Std. 4.1250 .005 4.1300 .010 4.1350 .015 4.1400 .025 4.1500 .035 4.1600 .045 4.1700	.043, .043, 3.0	7	Std.
SM8547	8	Std. 4.1250 .005 4.1300 .020 4.1450 .025 4.1500 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .060 4.1850	.043, 1/16, 3/16	3	Std.
SM8557	8	Std. 4.1250 .005 4.1300 .020 4.1450 .025 4.1500 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .060 4.1850	.043, 1/16, 3/16	3	Low
2M5581	8	Std. 4.1250 .005 4.1300 .010 4.1350 .015 4.1400 .020 4.1450 .030 4.1550 .035 4.1600 .045 4.1700 .065 4.1900	1.5, 1.5, 3.0	1	Low
2M8505	8	Std. 4.1250 .005 4.1300 .035 4.1600 .045 4.1700 .065 4.1900	1.5, 1.5, 3.0	6	Low
2M5539	8	Std. 4.1250 .005 4.1300 .010 4.1350 .020 4.1450 .030 4.1550 .035 4.1600 .040 4.1650	1/16, 1/16, 3.0	1	Std.
2M5513	8	Std. 4.1250 .005 4.1300 .025 4.1500 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .060 4.1850 .065 4.1900	5/64, 5/64, 3/16	1	Std.
2M5501	8	Std. 4.1250 .005 4.1300 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .060 4.1850 .065 4.1900	1/16, 1/16, 1/8	1	Std.

PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
SN8580	8	Std. 4.1250 .005 4.1300 .035 4.1600 .045 4.1700 .065 4.1900	1/16, 1/16, 3/16	8	Std.
2M5529	8	Std. 4.1250 .005 4.1300 .010 4.1350 .020 4.1450 .025 4.1500 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .060 4.1850 .065 4.1900	1/16, 1/16, 3/16	1	Std.
2M5510	8	Std. 4.1250 .005 4.1300 .020 4.1450 .025 4.1500 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .060 4.1850	1/16, 1/16, 3/16	1	Low
2M8552	8	Std. 4.1250 .005 4.1300 .010 4.1350 .020 4.1450 .025 4.1500 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .060 4.1850 .065 4.1900	1/16, 1/16, 3/16	6	Std.
2M8559	8	Std. 4.1250 .005 4.1300 .030 4.1550 .035 4.1600 .040 4.1650 .045 4.1700 .060 4.1850 .065 4.1900	1/16, 1/16, 3/16	6	Low
2M5543	8	Std. 4.1510 .005 4.1550 .030 4.1800 .035 4.1850 .045 4.1950 .065 4.2150	1/16, 1/16, 3/16	1	Std.
2M5542	8	Std. 4.1650 .005 4.1700 .030 4.1950 .035 4.2000 .045 4.2100 .065 4.2300	1/16, 1/16, 3/16	1	Std.

PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
2M5526	8	Std. 4.2325 .005 4.2370 .010 4.2425 .015 4.2475 .020 4.2525 .025 4.2575 .030 4.2625 .035 4.2675	1/16, 1/16, 3/16	1	Std.
2M5516	8	Std. 4.2325 .005 4.2375 .035 4.2675 .065 4.2975	5/64, 3/32, 3/16	1	Std.
2M5517	8	Std. 4.2330 .005 4.2375 .030 4.2625 .035 4.2675 .065 4.2975	1/16, 1/16, 1/8	1	Std.
SM5597	8	Std. 4.2500 .035 4.2850 .065 4.3150 .130 4.3800	.043, .043, 3.0	7	Std.
SM8577	8	Std. 4.2500	.043, .1/16, 3/16	3	Low
2M8569	8	Std. 4.2500 .030 4.2800	1.5, 1.5, 3.0	1	Low
2M5518	8	Std. 4.2500 .005 4.2550 .030 4.2800 .035 4.2850 .040 4.2900 .045 4.2950 .060 4.3100 .065 4.3150	5/64, 5/64, 3/16	1	Std.
SM8567	8	Std. 4.2500	.043, 1/16, 3/16	3	Std.
2M5514	8	Std. 4.2500 .030 4.2800 .060 4.3100	5/64, 5/64, 3/16	1	Low
2M5519	8	Std. 4.2500 .005 4.2550 .010 4.2600 .020 4.2700 .030 4.2800 .035 4.2850 .040 4.2900 .060 4.3100 .065 4.3150 .125 4.3750	1/16, 1/16, 3/16	1	Std.
2M5515	8	Std. 4.2500 .030 4.2800 .035 4.2850 .060 4.3100 .065 4.3150 .125 4.3750	1/16, 1/16, 3/16	1	Low
2M8562	8	Std. 4.2500 .005 4.2550 .030 4.2800 .035 4.2850 .040 4.2900 .045 4.2950 .060 4.3100 .065 4.3150 .125 4.3750	1/16, 1/16, 3/16	6	Std.

PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
2M8510	8	Std. 4.2500 .005 4.2550 .035 4.2850 .065 4.3150	1.5, 1.5, 3.0	6	Std.
SN8585	8	Std. 4.2500 .005 4.2550 .035 4.2850 .045 4.2950 .065 4.3150	1/16, 1/16, 3/16	8	Std.
2M5577	8	Std. 4.3425 .033 4.3750 .040 4.3825 .060 4.4025	1/16, 1/16, 3/16	1	Std.
2M5528	8	Std. 4.3200 .005 4.3250 .020 4.3400 .025 4.3450 .030 4.3500 .035 4.3550 .040 4.3600 .045 4.3650 .055 4.3750 .060 4.3800 .065 4.3850	1/16, 1/16, 3/16	1	Std.
2M5520	8	Std. 4.3200 .030 4.3500 .035 4.3550	1/16, 1/16, 3/16	1	Low
2M8515	8	Std. 4.3200 .005 4.3250 .035 4.3550 .065 4.3850	1.5, 1.5, 3.0	6	Std.
2M5536	8	Std. 4.3600 .020 4.3800 .024 4.3850 .030 4.3900 .035 4.3950 .040 4.4000 .065 4.4250 .080 4.4400 .085 4.4450	1/16, 1/16, 3/16	1	Std.
2M8520	8	Std. 4.3600 .005 4.3650 .035 4.3950 .065 4.4250	1.5, 1.5, 3.0	6	Std.
2M5537	8	Std. 4.4675 .004 4.4700	1/16, 1/16, 3/16	1	Std.
SM8582	8	Std. 4.5000 .005 4.5050 .035 4.5350 .065 4.5650 .105 4.6050 .130 4.6300	.043, .043, 3.0	7	Low
SM8592	8	Std. 4.5000 .005 4.5050 .035 4.5350 .065 4.5650	.043, 1/16, 3.0	7	Low
2M8525	8	Std. 4.5000 .100 4.6000	1.5, 1.5, 3.0	1	Low

PREMIUM DUCTILE & STEEL SERIES *by Diameter*

SET NO.	CYL.	DIAMETER	RING WIDTHS	STYLE	OIL RING TENSION
2M8535	8	Std. 4.5000 .005 4.5050 .035 4.5350 .065 4.5650	1.5, 1.5, 3.0	6	Std.
2M5589	8	Std. 4.5000 .005 4.5050 .025 4.5250 .030 4.5300 .035 4.5350 .045 4.5450 .060 4.5600 .065 4.5650 .100 4.6000 .105 4.6050	1/16, 1/16, 3/16	1	Std.
2M5596	8	Std. 4.5000 .005 4.5050 .025 4.5250 .030 4.5300 .035 4.5350 .045 4.5450 .060 4.5600 .065 4.5650 .100 4.6000 .105 4.6050	1/16, 1/16, 3/16	1	Low
SN8590	8	Std. 4.5000 .005 4.5050 .035 4.5350 .045 4.5450 .065 4.5650 .105 4.6050 .115 4.6150	1/16, 1/16, 3/16	8	Std.
2M8588	8	Std. 4.5000 .005 4.5050 .035 4.5350 .045 4.5450 .065 4.5650	1/16, 1/16, 3/16	6	Std.
2M8594	8	Std. 4.5000 .005 4.5050 .035 4.5350 .045 4.5450 .065 4.5650	1/16, 1/16, 3/16	6	Low
SN8595	8	Std. 4.6250 .005 4.6300	1/16, 1/16, 3/16	8	Std.

CLAIMER SERIES *by Diameter*

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

PERFORMANCE RINGS *by Application*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Piston Rings		
				Set No.	Qty & Width	
					Comp. Rings	Oil Segments
AMERICAN MOTORS						
Hastings Racing Rings						
1968-70	390 cu. in. Eng.	4.165	8	2M5542	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
1971-74	401 cu. in. Performance Eng.	4.165	8	2M5542	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
CHRYSLER-Performance						
Hastings Racing Rings						
1994-00	121 cu. in. Eng. DOHC/SOHC L4 1997cc Mitsubishi Eng.	2.0 Litre 87.50mm 3.445	4	SC5556	8 - 1.2mm	4 - 3.0mm
1957-58	292 cu. in. Eng. Chry.	4.000	8	2M5508	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
1957-58	292 cu. in. Eng. Chry.	4.000	8	2M5504	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
Low Tension Oil Ring						
1968-73	340 cu. in. Eng. Chry., Dodge, Trans-Am Standard Size Piston	4.040	8	2M5561	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
1958	350 cu. in. Eng. Plymouth	4 $\frac{1}{16}$	8	2M5511	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
1956-58	354 cu. in. Eng. Chry.	3 $\frac{15}{16}$	8	2M5507	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
For .060 oversize, use Std. Set 2M5508						
1956-58	354 cu. in. Eng. Chry.	4.000	8	2M5504	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
Low Tension Oil Ring						
1971-75	360 cu. in. Eng. Chry.	4.000	8	2M5508	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
	360 cu. in. Eng. Chry.	4.000	8	SM5587	16 - .043	8 - 3.0mm
contains Steel Moly top rings						
	360 cu. in. Eng. Chry	4.000	8	SM8556	16 - .043	8 - 3.0mm
contains Steel Moly top ring						
Napier ductile iron 2nd ring						
1971-75	360 cu. in. Eng. Chry.	4.000	8	2M5504	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
Low Tension Oil Ring						
	360 cu. in. Eng. Chry. Racing Piston w/napier 2nd ring	4.000	8	2M8571	16 - $\frac{1}{16}$	8 - $\frac{1}{8}$
Contains 1/8" Oil Rings						
1971-75	360 cu. in. Eng. Chry. Racing Piston	4.000	8	2M5521	16 - $\frac{1}{16}$	8 - $\frac{1}{8}$
	361 cu. in. Eng. Chry.	4.125	8	SM5593	16 - .043	8 - 3.0mm
contains Steel Moly top rings						
	361 cu. in. Eng. Chry.	4.125	8	SM8550	16 - .043	8 - 3.0mm
w/napier 2nd ring						
1961-64	361 cu. in. Eng. Chry.	4.125	8	2M5513	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
	383, 426 Eng. Chry.	4.250	8	SM5597	16 - .043	8 - 3.0
contains Steel Moly top rings						
	383, 426 cu. in. Eng. Chry.	4.250	8	SM8567	8 - .043 8 - $\frac{1}{16}$	8 - $\frac{3}{16}$
contains Steel Moly top ring						
1961-72	383, 426 cu. in. Eng. Chry.	4.250	8	2M5515	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
Low Tension Oil Ring						
1961-72	383, 426 cu. in. Eng. Chry.	4 $\frac{1}{4}$	8	2M5518	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
1961-72	383, 426 cu. in. Eng. Chry.	4 $\frac{1}{4}$	8	2M5514	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
Low Tension Oil Ring						
1961-72	383, 426 cu. in. Eng.	4 $\frac{1}{4}$	8	2M5519	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$

PERFORMANCE RINGS *by Application*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Piston Rings		
				Set No.	Qty & Width	
					Comp. Rings	Oil Segments
CHRYSLER-Performance (Continued)						
Hastings Racing Rings						
	383, 426 cu. in. Engs. Chry. top ring PVD coated, Stainless Napier ductile iron 2nd ring	4 1/4	8	SN8585	16 - 1/16	8 - 3/16
	383, 426 cu. in. Engs. Chry w/Napier ductile iron 2nd ring	4 1/4	8	2M8562	16 - 1/16	8 - 3/16
	390 cu. in. Eng. Chry.	3.910	8	2M5575	16 - 1/16	8 - 3/16
	426 cu. in. Eng. Chry. Hemi-Head Street Model	4 1/4	8	2M5518	16 - 5/64	8 - 3/16
	426 cu. in. Eng. Chry. Hemi-Head Street Model	4 1/4	8	2M5519	16 - 1/16	8 - 3/16
	383, 426 cu. in. Engs. contains Steel Moly top rings Low Tension oil rings	4.250	8	SM8577	8 - .043 8 - 1/16	8 - 3/16
	440 cu. in. Eng. Chry. Race Low Tension Oil Ring	4.320	8	2M5520	16 - 1/16	8 - 3/16
	440 cu. in. Eng. Chry. Race w/Napier 2nd rings	109.73mm 4.320	8	2M8515	16 - 1.5mm	8 - 3.0mm
1966-75	440 cu. in. Eng. Chry., Dodge, Plymouth - Performance	4.320	8	2M5528	16 - 1/16	8 - 3/16
	498 cu. in. Eng.	4.343	8	2M5577	16 - 1/16	8 - 3/16
CLAIMER RING SETS						
	292, 354, 360 cu. in. Eng. w/metric widths Claimer Ring Sets	101.60mm 4.000	8	CM5540 C5540	16 - 1.5mm	8 - 3.0mm
	292, 354, 360 cu. in. Eng. 1/8" Oil Ring Claimer Ring Sets	4.000	8	CM5521	16 - 1/16	8 - 1/8
	292, 354, 360 cu. in. Eng. Claimer Ring Sets	4.000	8	CM5531 C5531	16 - 5/64	8 - 3/16
	292, 354, 360 cu. in. Eng. Claimer Ring Sets	4.000	8	CM5532 C5532	16 - 1/16	8 - 3/16
	361 cu. in. Eng. Claimer Ring Sets	4.125	8	CM5533 C5533	16 - 5/64	8 - 3/16
	361 cu. in. Eng. Claimer Ring Sets	4.125	8	CM5534 C5534	16 - 1/16	8 - 3/16
	383, 426 cu. in. Eng. Claimer Ring Sets	4.250	8	CM5541 C5541	16 - 1/16	8 - 3/16
	440 cu. in. Eng. Claimer Ring Sets	4.320	8	CM5574	16 - 1/16	8 - 3/16
FORD-Performance						
Hastings Racing Rings						
1973	97.6 cu. in. 1599cc High Performance Ford Pinto 75 H.P.	3 3/16	4	2M5545	4 - 1/16 4 - 5/64	4 - 5/32
	122 cu. in. Eng. 2000cc Ford Pinto TRW Piston L2395	3.575	4	2M5544	8 - 1/16	4 - 1/8
	140 cu. in. Eng. 2300cc 2.3 Litre	3.780	4	2M5527	8 - 1/16	4 - 3/16
	289, 302, 351, 400 cu. in. Engs. contains Steel Moly top ring	4.000	8	SM5587	16 - .043	8 - 3.0mm
	289, 302, 351, 400 cu. in. Engs. contains Steel Moly top ring w/napier 2nd ring	4.000	8	SM8556	16 - .043	8 - 3.0mm
	289, 302, 351 Engs. contains Steel Moly top ring	4.000	8	SM8527	8 - .043 8 - 1/16	8 - 3/16

PERFORMANCE RINGS *by Application*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Piston Rings		
				Set No.	Qty & Width	
					Comp. Rings	Oil Segments
FORD-Performance (Continued)						
Hastings Racing Rings						
	289, 302, 351 Engs. contains Steel Moly top ring Low tension Oil Ring	4.000	8	SM8537	8 - .043 8 - $\frac{1}{16}$	8 - $\frac{3}{16}$
	289, 302, 351, 400 cu. in. Engs. Ford, Mercury Low Tension Oil Ring	4.000	8	2M5504	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
	289, 302, 351, 400 cu. in. Engs. Ford, Mercury	4.000	8	2M5508	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
	289, 302, 351 cu. in. Engs. Ford, Mercury Contains 1/8" Oil Rings Napier ductile iron 2nd rings	4.000	8	2M8571	16 - $\frac{1}{16}$	8 - $\frac{1}{8}$
	289, 302, 351 cu. in. Engs. Ford, Mercury Contains 1/8" Oil Rings	4.000	8	2M5521	16 - $\frac{1}{16}$	8 - $\frac{1}{8}$
	289, 302, 351 cu. in. Engs. Ford, Napier ductile iron 2nd ring	4.000	8	2M8542	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
	289, 302, 351 cu. in. Engs. Ford, Mercury	4.000	8	2M5523	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
	289, 302, 351 cu. in. Engs. Ford top ring PVD coated, Stainless Napier ductile iron 2nd ring	4.000	8	SN8575	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
	289, 302, 351 cu. in. Engs. Ford Low Tension Oil Ring	4.000	8	2M5505	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
	289, 302, 351 cu. in. Engs. Ford Napier ductile iron 2nd ring Low Tension Oil Ring	4.000	8	2M8543	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
	289, 302, 351 cu. in. Engs. Ford, Mercury Contains 3.0MM Oil Rings	4.000	8	2M5538	16 - $\frac{1}{16}$	8 - 3.0
	302 cu. in. Eng 5.0 Litre	101.60mm 4.000	8	2M5535	16 - 1.5mm	8 - 4.0mm
1968-71	390 cu. in. Eng. Ford, Mercury	4.050	8	2M5525	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
	289, 302, 351, 400 cu. in. Engs. Ford, Mercury	4 $\frac{1}{16}$	8	2M5511	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
	302, 351, 400 cu. in. Engs. Ford, Mercury Napier ductile iron 2nd ring w/1.5mm Comp. & 3.0mm Oil	101.60mm 4.000	8	2M8521 SM8521	16 - 1.5mm	8 - 3.0mm
	302, 351, 400 cu. in. Engs. Ford, Mercury w/1.5mm Comp. & 3.0mm Oil	101.60mm 4.000	8	2M5540	16 - 1.5mm	8 - 3.0mm
	427 cu.in.Eng. Ford Stroked KB piston w/ 3/16 oil groove	4.233	8	2M5526	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
1966-69	427 cu. in. Eng. Ford, Mercury	4.233	8	2M5517	16 - $\frac{1}{16}$	8 - $\frac{1}{8}$
1963-65	427 cu. in. Eng. Ford, Mercury Original Equipment Piston	4.233	8	2M5516	8 - $\frac{5}{64}$ 8 - $\frac{3}{32}$	8 - $\frac{3}{16}$
	460 cu. in. Eng.	4.360	8	2M5536	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
	460 cu. in. Eng. w/1.5mm Comp. & 3.0mm Oil Napier 2nd ring	110.74mm 4.360	8	2M8520	16 - 1.5mm	8 - 3.0mm
Claimer Ring Sets						
	302 cu. in. Eng Claimer Ring Sets w/4.00mm Oil Ring	101.60mm 4.000	8	CM5530 C5530	16 - 1.5mm	8 - 4.0mm
	289, 302, 351, 400 cu. in. Eng. w/metric widths Claimer Ring Sets	101.60mm 4.000	8	CM5540 C5540	16 - 1.5mm	8 - 3.0mm
	289, 302, 351 cu. in. Eng. 1/8" Oil Ring Claimer Ring Sets	4.000	8	CM5521	16 - $\frac{1}{16}$	8 - $\frac{1}{8}$

PERFORMANCE RINGS *by Application*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Piston Rings		
				Set No.	Qty & Width	
					Comp. Rings	Oil Segments
FORD-Performance (Continued)						
Claimer Ring Sets						
	289, 302, 351, 400 cu. in. Eng.	4.000	8	CM5531	8 - $\frac{5}{64}$	8 - $\frac{3}{16}$
	Claimer Ring Sets			C5531		
	289, 302, 351, 400 cu. in. Eng.	4.000	8	CM5532	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
	Claimer Ring Sets			C5532		
	429, 460 cu. in. Eng.	4.360	8	CM5576	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
	Claimer Ring Sets					
GENERAL MOTORS						
CAUTION--SHALLOW oil groove,.170 or less/DEEP .190 plus						
Hastings Racing Rings						
	151cu. in. Eng. Chevrolet	2.5 Litre	4.000	4	2M5502	8 - $\frac{5}{64}$
	323cu.in. Eng.	5.3 Litre	96.01mm	8	SM8531	16 - 1.5mm
	Steel Moly top ring		3.780			8 - 3.0mm
	Napier ductile iron 2nd ring					
	283, 307 Eng. Racing Pistons Chevrolet		3 $\frac{7}{8}$	8	2M5522	16 - $\frac{1}{16}$
	1957-67 283 Eng. Chevrolet		3 $\frac{7}{8}$	8	2M5506	16 - $\frac{5}{64}$
	1957-67 283 Eng. Chevrolet		3 $\frac{7}{8}$	8	2M5503	16 - $\frac{5}{64}$
	Low Tension Oil Ring					8 - $\frac{3}{16}$
	302, 327, 350 Eng.		4.000	8	2M8571	16 - $\frac{1}{16}$
	Contains 1/8" Oil Rings					8 - $\frac{1}{8}$
	w/napier 2nd ring					
	302, 327, 350 Eng.		4.000	8	2M5521	16 - $\frac{1}{16}$
	302, 327, 350 Eng.		4.000	8	2M8542	16 - $\frac{1}{16}$
	w/Napier 2nd ring					8 - $\frac{3}{16}$
	302, 327, 350 Eng.		4.000	8	2M5523	16 - $\frac{1}{16}$
	327, 350, Eng. Performance		4.000	8	SN8575	16 - $\frac{1}{16}$
	top ring PVD coated, Stainless					8 - $\frac{3}{16}$
	Napier ductile iron 2nd ring					
	302, 327, 350 Eng.		4.000	8	2M5505	16 - $\frac{1}{16}$
	Low Tension Oil Ring					8 - $\frac{3}{16}$
	302, 327, 350 Eng.		4.000	8	2M8543	16 - $\frac{1}{16}$
	Napier 2nd ring					8 - $\frac{3}{16}$
	Low Tension Oil Ring					
	302, 327, 350 Eng.		4.000	8	2M5538	16 - $\frac{1}{16}$
	Contains 3.0MM Oil Ring					8 - 3.0
	327, 350, cu. in. Eng.		4.000	8	SM5587	16 - .043
	contains Steel Moly top rings					8 - 3.0mm
	327, 350, cu. in. Eng.		4.000	8	SM8556	16 - .043
	contains Steel Moly top ring					8 - 3.0mm
	w/napier 2nd ring					
	302, 327, 350 Eng.		4.000	8	SM8527	8 - .043
	contains Steel Moly top rings					8 - $\frac{3}{16}$
	302, 327, 350 Eng.		4.000	8	SM8537	8 - .043
	contains Steel Moly top rings					8 - $\frac{3}{16}$
	Low Tension Oil Ring					8 - $\frac{1}{16}$
	1967-68 302 Eng. Chevrolet		4.000	8	2M5508	16 - $\frac{5}{64}$
	1967-68 302 Eng. Chevrolet		4.000	8	2M5504	16 - $\frac{5}{64}$
	Low Tension Oil Ring					8 - $\frac{3}{16}$
	305 Eng. Buick, Chev., Pont.		3.736	8	2M5547	16 - $\frac{5}{64}$
	305 Eng. Buick, Chev., Pont.		3.736	8	2M5548	16 - $\frac{5}{64}$
	Low Tension Oil Ring					8 - $\frac{3}{16}$
	305 Eng. Buick, Chev., Pont.		3.736	8	2M5567	16 - $\frac{1}{16}$
	1968-73 307 Eng. Chevrolet		3 $\frac{7}{8}$	8	2M5506	16 - $\frac{5}{64}$
						8 - $\frac{3}{16}$

PERFORMANCE RINGS *by Application*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Piston Rings		
				Set No.	Qty & Width	
					Comp. Rings	Oil Segments
GENERAL MOTORS (Continued)						
CAUTION--SHALLOW oil groove,.170 or less/DEEP .190 plus						
Hastings Racing Rings						
1968-73	307 Eng. Chevrolet Low Tension Oil Ring	3 7/8	8	2M5503	16 - 5/64	8 - 3/16
1954-56	324 Eng. Oldsmobile	3 7/8	8	2M5506	16 - 5/64	8 - 3/16
1954-56	324 Eng. Oldsmobile Low Tension Oil Ring	3 7/8	8	2M5503	16 - 5/64	8 - 3/16
1962-69	327 Eng. Chevrolet	4.000	8	2M5508	16 - 5/64	8 - 3/16
1962-69	327 Eng. Chevrolet Low Tension Oil Ring	4.000	8	2M5504	16 - 5/64	8 - 3/16
	327, 350, Eng. Chevrolet Napier ductile iron 2nd ring w/1.5mm Comp & 3.0mm Oil	101.60mm 4.000	8	2M8521 SM8521	16 - 1.5mm	8 - 3.0mm
	327, 350, Eng. Chevrolet w/1.5mm Comp & 3.0mm Oil	101.60mm 4.000	8	2M5540	16 - 1.5mm	8 - 3.0mm
1964-67	330 Eng. Oldsmobile For .060 oversize, use Std. Set 2M5508	3 15/16	8	2M5507	16 - 5/64	8 - 3/16
1958-61	348 Eng. Chevrolet	4.125	8	2M5513	16 - 5/64	8 - 3/16
1968-75	350 Eng. Pontiac	3 7/8	8	2M5506	16 - 5/64	8 - 3/16
1968-75	350 Eng. Pontiac Low Tension Oil Ring	3 7/8	8	2M5503	16 - 5/64	8 - 3/16
1968-75	350 Eng. Pontiac For .060 oversize, use Std. Set 2M5508	3 15/16	8	2M5507	16 - 5/64	8 - 3/16
1966-75	350 V8 Eng. Chevrolet	4.000	8	2M5508	16 - 5/64	8 - 3/16
1966-75	350 V8 Eng. Chevrolet Low Tension Oil Ring	4.000	8	2M5504	16 - 5/64	8 - 3/16
1956-63	365, 390 Engs. Cadillac	4.000	8	2M5508	16 - 5/64	8 - 3/16
1956-63	365, 390 Engs. Cadillac Low Tension Oil Ring	4.000	8	2M5504	16 - 5/64	8 - 3/16
1959-66	370, 389 Eng. Pontiac	4 1/16	8	2M5511	16 - 5/64	8 - 3/16
1970-75	396, 400, 402 Engs. Chevrolet	4.125	8	2M5513	16 - 5/64	8 - 3/16
1965-69	396 Eng. Chevrolet	4 3/32	8	2M5512	16 - 5/64	8 - 3/16
	400, 428 Engs. GM/KB Piston	4.120	8	2M5590	16 - 1/16	8 - 3/16
	400, 402 Engs. Chevrolet Napier 2nd ring Low Tension Oil Ring	4.125	8	2M8559	16 - 1/16	8 - 3/16
	400, 402 Engs. Chevrolet contains Steel Moly top rings Low Tension Oil Ring	4.125	8	SM8557	8 - .043 8 - 1/16	8 - 3/16
	400, 402 Engs. Chevrolet Napier 2nd ring	4.125	8	2M8552	16 - 1/16	8 - 3/16
	400, 402 Engs. Chevrolet w/1.5mm Comp & 3.0mm Oil	104.78mm 4.125	8	2M5581	16 - 1.5mm	8 - 3.0mm
	400, 402 Engs. Chevrolet Napier 2nd ring w/1.5mm Comp & 3.00mm Oil	104.78mm 4.125	8	2M8505	16 - 1.5mm	8 - 3.0mm
1970-77	400 Eng., small block	4.125	8	2M5501	16 - 1/16	8 - 1/8
	400, 402 Engs. contains Steel Moly top rings	4.125	8	SM5593	16 - .043	8 - 3.0mm
	400, 402 Engs. w/napier 2nd ring	4.125	8	SM8550	16 - .043	8 - 3.0mm
	400, 402 Engs. contains Steel Moly top rings	4.125	8	SM8547	8 - .043 8 - 1/16	8 - 3/16

PERFORMANCE RINGS *by Application*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Set No.	Piston Rings	
					Qty & Width	
					Comp. Rings	Oil Segments
GENERAL MOTORS (Continued)						
CAUTION--SHALLOW oil groove,.170 or less/DEEP .190 plus						
Hastings Racing Rings						
1970-75	400, 402 Engs. TRW Piston Chevrolet	4.125	8	2M5529	16 - 1/16	8 - 3/16
	400, 402 Engs. TRW Piston Chevrolet	4.125	8	2M5510	16 - 1/16	8 - 3/16
	Low Tension Oil Ring					
	348, 400, 402 Engs. Performance Chevrolet	4.125	8	SN8580	16 - 1/16	8 - 3/16
	top ring PVD coated, Stainless					
	Napier ductile iron 2nd ring					
	400, 402 Engs. Chevrolet	4.125	8	2M5539	16 - 1/16	8 - 3.0mm
	Contains 3.0MM Oil Ring					
1967-75	400, 428 Eng. Performance Pontiac	4.121	8	2M5524	16 - 1/16	8 - 1/8
1967-69	400, GS400 Eng. Buick	4.040	8	2M5561	16 - 5/64	8 - 3/16
1965-67	400 Eng. Oldsmobile	4.000	8	2M5508	16 - 5/64	8 - 3/16
1965-67	400 Eng. Oldsmobile	4.000	8	2M5504	16 - 5/64	8 - 3/16
	Low Tension Oil Ring					
1959-66	400, 401 Engs. Buick	4.250	8	2M5518	16 - 5/64	8 - 3/16
1959-66	400, 401 Engs. Buick	4.250	8	2M5514	16 - 5/64	8 - 3/16
	Low Tension Oil Ring					
1963-66	421 Eng. Pontiac	4 3/32	8	2M5512	16 - 5/64	8 - 3/16
1965-67	425 Eng. Oldsmobile	4.125	8	2M5513	16 - 5/64	8 - 3/16
1966-75	427, 454 Engs. Performance Chevrolet	4 1/4	8	2M5519	16 - 1/16	8 - 3/16
	427, 454 Engs. Performance Chevrolet	4 1/4	8	SN8585	16 - 1/16	8 - 3/16
	top ring PVD coated, Stainless					
	Napier ductile iron 2nd ring					
	427, 454 Engs. Performance Chevrolet	4 1/4	8	2M8562	16 - 1/16	8 - 3/16
	w/Napier ductile iron 2nd ring					
	427, 454 Engs. Performance Chevrolet	107.95mm	8	2M8569	16 - 1.5mm	8 - 3.0mm
	w/1.5mm Comp & 3.0mm Oil	4.250				
	427, 454 Engs. Performance Chevrolet	107.95mm	8	2M8510	16 - 1.5mm	8 - 3.0mm
	w/Napier 2nd ring	4.250				
	427, 454 Engs. Performance Chevrolet	4.250	8	SM5597	16 - .043	8 - 3.0
	contains Steel Moly top rings					
	427, 454 Engs. Performance Chevrolet	4.250	8	SM8567	8 - .043	8 - 3/16
	contains Steel Moly top rings				8 - 1/16	
	427, 454 Engs. Performance Chevrolet	4.250	8	SM8577	8 - .043	8 - 3/16
	contains Steel Moly top rings				8 - 1/16	
	427, 454 Engs. Performance Chevrolet	4.250	8	2M5515	16 - 1/16	8 - 3/16
	Low Tension Oil Ring					
1966-70	427 Eng. Chevrolet	4.250	8	2M5518	16 - 5/64	8 - 3/16
1966-70	427 Eng. Chevrolet	4.250	8	2M5514	16 - 5/64	8 - 3/16
	Low Tension Oil Ring					
1967-69	430 Eng. Buick	4.250	8	2M5518	16 - 5/64	8 - 3/16
1967-69	430 Eng. Buick	4.250	8	2M5514	16 - 5/64	8 - 3/16
	Low Tension Oil Ring					
1968-75	455 Eng. Oldsmobile	4.125	8	2M5513	16 - 5/64	8 - 3/16
	455 Eng. Performance Pontiac	4.151	8	2M5543	16 - 1/16	8 - 3/16
	502 Eng. Performance	4.466	8	2M5537	16 - 1/16	8 - 3/16
	502 Eng. Performance	4.500	8	2M5589	16 - 1/16	8 - 3/16
	502 Eng. Performance	4.500	8	2M5596	16 - 1/16	8 - 3/16
	Low Tension Oil Ring					
	502 Eng. Performance	4.500	8	SN8590	16 - 1/16	8 - 3/16
	top ring PVD coated, Stainless					
	Napier ductile iron 2nd ring					

PERFORMANCE RINGS *by Application*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Set No.	Piston Rings	
					Qty & Width	
					Comp. Rings	Oil Segments

GENERAL MOTORS (Continued)

CAUTION--SHALLOW oil groove,.170 or less/DEEP .190 plus

Hastings Racing Rings

502 Eng. Performance Napier ductile iron 2nd ring	4.500	8	2M8588	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
502 Eng. Performance contains Steel Moly top rings	4.500	8	SM8582	16 - .043	8 - 3.0mm
502 Eng. Performance contains Steel Moly top rings 1/16" Napier ductile iron 2nd ring	4.500	8	SM8592	8 - .043 8 - $\frac{1}{16}$	8 - 3.0mm
540 Eng. Performance	114.30mm 4.500	8	2M8525	16 - 1.5mm	8 - 3.0mm
502 Eng. Performance w/Napier 2nd ring	114.30mm 4.500	8	2M8535	16 - 1.5mm	8 - 3.0mm
502 Eng. Performance Napier ductile iron 2nd ring Low Tension Oil Ring	4.500	8	2M8594	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
502 Eng. Performance top ring PVD coated, Stainless Napier ductile iron 2nd ring	4.625	8	SN8595	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$

Claimer Ring Sets

302, 327, 350, 365, 390, 400 cu. in. Eng. Claimer Ring Set	4.000	8	CM5531 C5531	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
302, 327, 350, cu. in. Eng. w/metric widths Claimer Ring Set	101.60mm 4.000	8	CM5540 C5540	16 - 1.5mm	8 - 3.0mm
302, 327, 350 cu. in. Eng. 1/8" Oil Rings Claimer Ring Set	4.000	8	CM5521	16 - $\frac{1}{16}$	8 - $\frac{1}{8}$
302, 327, 350, 365, 390, 400 cu. in. Eng. Claimer Ring Set	4.000	8	CM5532 C5532	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
348, 396, 400, 402, 425, 455 cu. in. Eng. 1/8" oil rings Claimer Ring Set	4.125	8	CM5501	16 - $\frac{1}{16}$	8 - $\frac{1}{8}$
348, 396, 400, 402, 425, 455 cu. in. Eng. Claimer Ring Set	4.125	8	CM5533 C5533	16 - $\frac{5}{64}$	8 - $\frac{3}{16}$
348, 396, 400, 402, 425, 455 cu. in. Eng. Claimer Ring Set	4.125	8	CM5534 C5534	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
427, 454 cu. in. Eng. Claimer Ring Set	4.250	8	CM5541 C5541	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$
502 cu. in. Eng. Claimer Ring Set	4.500	8	CM5580	16 - $\frac{1}{16}$	8 - $\frac{3}{16}$

HONDA

Hastings Racing Rings

1590cc Eng. D16A Race	1.6 Litre	75.00mm 2.953	4	SC5558	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm
1590cc Eng. B16A Race	1.6 Litre	81.00mm 3.189	4	SC5572	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm
1600cc Eng. B16	1.6 Litre	84.00mm 3.307	4	SC8513	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm
2000cc Eng. B20	2.0 Litre	84.00mm 3.307	4	SC8513	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm

PERFORMANCE RINGS *by Application*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Piston Rings			
				Set No.	Qty & Width		
					Comp. Rings	Oil Segments	
MAZDA (Never use Plated Rings in Plated Cylinders)							
Mazda RACING Rings							
	1839cc Eng. 323 Race	1.8 Litre	83.00mm 3.268	4	2C5573	8 - 1.5mm	4 - 3.0mm

SPORT COMPACT *Suitable for Racing*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Set No.	Piston Rings		
					Qty & Width		
					Comp. Rings	Oil Segments	
ACURA							
1986-89	1590cc Eng. D16A1	1.6 Litre	75.00mm 2.953	4	2C4640	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm
1992-93	1678cc Eng. B17A1	1.7 Litre	81.00mm 3.189	4	2C4666	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm
1990-01	1797cc Eng. B18C1 1834cc Eng. B18A1, B18B1, B18C5	1.8 Litre	81.00mm 3.189	4	2C4666	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm
2002-06	1998cc Eng. K20A2, K20A3, K20Z1 Civic, RSX DOHC, i-VTEC	2.0 Litre	86.00mm 3.386	4	2C5089	8 - 1.2mm	4 - 2.0mm
1998	2254cc Eng. F23A1	2.3 Litre	86.00mm 3.386	4	2C4969	8 - 1.2mm	4 - 2.8mm
2003-10	2354cc Eng. K24A2, DOHC 16V i-VTECH	2.4 Litre	87.00mm 3.425	4	2C5179	8 - 1.2mm	4 - 2.5mm
1991-98	2456cc Eng. G25A Vigor	2.5 Litre	85.00mm 3.346	5	2C4779	10 - 1.2mm	5 - 2.8mm
1986-87	2494cc Eng. C25A1	2.5 Litre	84.00mm 3.307	6	2C4644	12 - 1.2mm	6 - 4.0mm
1987-97	2675cc Eng. C27A1	2.7 Litre	87.00mm 3.425	6	2C4645	12 - 1.2mm	6 - 4.0mm
1996-05	2977cc Eng. C30A1	3.0 Litre	90.00mm 3.543	6	2C4667	12 - 1.2mm	6 - 2.8mm
1997-98	2977cc Eng. J30A1	3.0 Litre	86.00mm 3.386	6	2C4971	12 - 1.2mm	6 - 2.8mm
1999-08	3206cc Eng. J32A1, J32A2, J32A3 SOHC/DOHC	3.2 Litre	89.00mm 3.504	6	2C4972	12 - 1.2mm	6 - 2.8mm
1997-05	3179cc Eng. C32B1	3.2 Litre	93.00mm 3.661	6	2C4781 2M4781	12 - 1.2mm	6 - 2.5mm
1991-98	3206cc Eng. C32A6	3.2 Litre	90.00mm 3.543	6	2C4667	12 - 1.2mm	6 - 2.8mm
2001-08	3471cc Eng. J35A3, J35A5, SOHC, MDX	3.5 Litre	89.00mm 3.504	6	2C4972	12 - 1.2mm	6 - 2.8mm
1996-04	3474cc Eng. C35A1 RL	3.5 Litre	90.00mm 3.543	6	2M4940	6 - 1.5mm 6 - 1.2mm	6 - 2.8mm

HONDA

Cars

1982-83	1335cc Eng. EJZ Civic	1.3 Litre	72.00mm 2.835	4	2C6174	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm
2006-13	1339cc Eng. LDA-MF3 SOHC Gas/Electric Civic Hybrid, Insight w/1.50mm oil grv.	1.3 Litre	73.00mm 2.874	4	2C5723	8 - 1.0mm	4 - 1.5mm
2003-05	1339cc Eng. LDA-MF3 SOHC Civic Hybrid w/VTECH	1.3 Litre	73.00mm 2.874	4	2C5253	4 - 1.0mm 4 - 1.2mm	4 - 2.0mm
	1342cc Eng. D13A2, EV1 2 Ring Piston		74.00mm 2.913	4	2C4364	4 - 1.2mm	4 - 2.8mm
1985-91	1488cc Eng. D15A2, EJ2, EW1 CRX, HF	1.5 Litre	74.00mm 2.913	4	2C4363	4 - 1.0mm 4 - 1.2mm	4 - 2.8mm

SPORT COMPACT *Suitable for Racing*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Set No.	Piston Rings	
					Qty & Width	
					Comp. Rings	Oil Segments
HONDA (Continued)						
Cars						
1983-87	1488cc Eng. D15A2, EM1, Exc. HF, EW1	1.5 Litre	74.00mm 2.913	4	2C6173	8 - 1.2mm 4 - 2.8mm
1988-95	1493cc Eng. D15B1, D15B2 16 Valve D15B7, D15B8 Eng.	1.5 Litre	75.00mm 2.953	4	2C4640	4 - 1.2mm 4 - 1.5mm 4 - 2.8mm
1988-95	1493cc Eng. D15B6, D15Z1 8 Valve	1.5 Litre	75.00mm 2.953	4	2C4690	4 - 1.0mm 4 - 1.2mm 4 - 2.8mm
2007-13	1497cc Eng. L15A1 SOHC	1.5 Litre	73.00mm 2.874	4	2C5253	4 - 1.0mm 4 - 1.2mm 4 - 2.0mm
1992-96	D15B8, D15Z1,	1.5 Litre	75.00mm 2.953	4	2C4962	4 - 1.2mm 4 - 1.5mm 4 - 3.0mm
1993-99	1590cc Eng. B16A2 V-TEC Series	1.6 Litre	81.00mm 3.189	4	2C4666	4 - 1.0mm 4 - 1.2mm 4 - 2.8mm
1999-On	1590cc Eng. D16Y8 SOHC V-TEC w/ shallow oil groove	1.6 Litre	75.00mm 2.953	4	2C4974	4 - 1.0mm 4 - 1.2mm 4 - 2.8mm
1996-98	1590cc Eng. D16Y5, D16Y7, D16Y8	1.6 Litre	75.00mm 2.953	4	2C4690	4 - 1.0mm 4 - 1.2mm 4 - 2.8mm
1988-95	1590cc Eng. D16A6, D16A7, D16Z6	1.6 Litre	75.00mm 2.953	4	2C4640	4 - 1.2mm 4 - 1.5mm 4 - 2.8mm
	1600cc Eng. KA200 Civic	1.6 Litre	75.00mm 2.953	4	2C4631	4 - 1.2mm 4 - 1.5mm 4 - 4.0mm
2001-05	1668cc Eng. D17A1, D17A2/6, SOHC, VTEC Civic DX, EX, HX L4	1.7 Litre	75.00mm 2.953	4	2C5111	4 - 1.0mm 4 - 1.2mm 4 - 2.0mm
2006-14	1799cc Eng. R18A1 SOHC Civic	1.8 Litre	81.00mm 3.189	4	2C4850	8 - 1.2mm 4 - 2.0mm
1988-93	1958cc Eng. B20A3, B20A5 Prelude	2.0 Litre	81.00mm 3.189	4	2C4658	4 - 1.2mm 4 - 1.5mm 4 - 2.8mm
1997-02	1972cc Eng. B20B4, B20Z2 CRV DOHC	2.0 Litre	84.00mm 3.307	4	2C4973	8 - 1.2mm 4 - 2.8mm
2000-03	1997cc Eng. F20C V-TEC	2.0 Litre	87.00mm 3.425	4	2C5147	8 - 1.2mm 4 - 2.0mm
2002-11	1998cc Eng. K20A3, Civic, RSX DOHC I-VTECH	2.0 Litre	86.00mm 3.386	4	2C5089	8 - 1.2mm 4 - 2.0mm
1990-91	2056cc Eng. B21A1 Prelude 16 Valve	2.1 Litre	83.00mm 3.268	4	2C4739	8 - 1.2mm 4 - 2.8mm
2004-06	2156cc Eng. F22C V-TEC	2.2 Litre	87.00mm 3.425	4	2C5147	8 - 1.2mm 4 - 2.0mm
1997-02	2156cc Eng. H22A4, Prelude	2.2 Litre	87.00mm 3.425	4	2C4767	8 - 1.2mm 4 - 2.8mm
1990-97	2156cc Eng. F22A1, F22A4, F22B1, F22B2 Accord	2.2 Litre	85.00mm 3.346	4	2C4654	8 - 1.2mm 4 - 2.8mm
1998-02	2254cc Eng. F23A1, F23A4, F23A7, L-4	2.3 Litre	86.00mm 3.386	4	2C4969	8 - 1.2mm 4 - 2.8mm
1992-00	2259cc Eng. H22A4, H23A1	2.3 Litre	87.00mm 3.425	4	2C4767	8 - 1.2mm 4 - 2.8mm
2013-14	2354cc Eng. K24Z7	2.4 Litre	87.00mm 3.425	4	2C4122	4 - 1.2mm 4 - 1.0mm 4 - 2.0mm
2002-12	2354cc Eng. K24A1 K24A4 K24Y1 SOHC, DOHC	2.4 Litre	87.00mm 3.425	4	2C5147	8 - 1.2mm 4 - 2.0mm
1996-97	2559cc Eng. 4ZE1 Isuzu, Passport	2.6 Litre	92.60mm 3.646	4	2M4637	8 - 1.5mm 4 - 4.0mm
1987-97	2675cc Eng. C27A	2.7 Litre	87.00mm 3.425	6	2C4645	12 - 1.2mm 6 - 4.0mm

SPORT COMPACT *Suitable for Racing*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Set No.	Piston Rings		
					Qty & Width		
					Comp. Rings	Oil Segments	
HONDA (Continued)							
Cars							
1997-07	3000cc Eng. J30A1,JNA1,4,5 SOHC	3.0 Litre	86.00mm 3.386	6	2C4971	12 - 1.2mm	6 - 2.8mm
1999-14	3471cc Eng. Odyssey, J35A6, J35A7, J35A9, J35Z1	3.5 Litre	89.00mm 3.504	6	2C4972	12 - 1.2mm	6 - 2.8mm
MAZDA (Never use Plated Rings in Plated Cylinders)							
1981-86	1296cc Engs. E-3 .	1.3 Litre	77.00mm 3.031	4	2C6154	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1988-95	1323cc Eng. B3 SOHC	1.3 Litre	71.00mm 2.795	4	2C4451	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
1995-98	1498cc Z5, Eng., Protege	1.5 Litre	75.30mm 2.965	4	2C4919	4 - 1.0mm 4 - 1.2mm	4 - 2.5mm
1980-86	1490cc Eng. GLC, E-5	1.5 Litre	77.00mm 3.031	4	2C6154	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1999-On	1597cc Eng. ZL DOHC 16 Valve, Protege	1.6 Litre	78.00mm 3.071	4	2C5115	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
1971-78	1796cc Eng. NA, VB, OHC-4	1.8 Litre	78.00mm 3.071	4	2C4237	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1993-03	1839cc Eng. DOHC FP, FS	1.8 Litre	83.00mm 3.268	4	2C4771	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
1979-82	1970cc Eng. 626		80.00mm 3.150	4	2C6141	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1993-03	1991cc Eng. MX6, 626, DOHC	2.0 Litre	83.00mm 3.268	4	2C4749	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
2004-10	1998cc Eng. LF-DE, Miata MX5, DOHC	2.0 Litre	87.50mm 3.445	4	2C5158	8 - 1.2mm	4 - 2.5mm
1983-87	1998cc Eng. FE, F2, F8; 626, B2000 Incl. Turbo	2.0 Litre	86.00mm 3.386	4	2M5664	8 - 1.5mm	4 - 4.0mm
1988-93	2184cc Eng. FE, F2, F8; 626, B2200 Incl. Turbo	2.2 Litre	86.00mm 3.386	4	2M5664	8 - 1.5mm	4 - 4.0mm
2002-10	2260cc Eng. L3-VE, Mazda 3/6 DOHC	2.3 Litre	87.50mm 3.445	4	2C5158	8 - 1.2mm	4 - 2.5mm
2006-12	2266cc Eng. L3-VDT DOHC 16V MZR Duatac 23 w/Turbo	2.3 Litre	87.50mm 3.445	4	2M5168	8 - 1.5mm	4 - 2.0mm
2000-01	2495cc Eng. GY	2.5 Litre	81.60mm 3.213	6	2C5160	6 - 1.2mm 6 - 1.5mm	6 - 3.0mm
1989-94	2605cc Eng. B2600	2.6 Litre	92.00mm 3.622	4	2M4216	8 - 1.5mm	4 - 4.0mm
1988-97	2954cc JE Eng. 929, MPV	3.0 Litre	90.00mm 3.543	6	2M4679	12 - 1.5mm	6 - 4.0mm
2001-08	2967cc Eng. DOHC AJ-DE	3.0 Litre	89.00mm 3.504	6	2C5077	6 - 1.2mm 6 - 1.5mm	6 - 2.5mm
MITSUBISHI							
1997-02	1468cc Eng., 4G15	1.5 Litre	75.50mm 2.973	4	2C4884	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm
1991-96	92cu. in. Eng. Q, 12 Valve G15B, 4G15B, G4AJ, G4DJ	1.5 Litre	75.50mm 2.972	4	2C4668	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
2002-On	1584cc Eng. 4G18, SOHC Proton 96.7cu.in. Korean	1.6 Litre	76.00mm 2.992	4	2C5182	8 - 1.2mm	4 - 2.5mm
1989-93	1595cc Eng. DOHC, 4G31, 4G61, Turbo	1.6 Litre	82.30mm 3.240	4	2C4669	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm

SPORT COMPACT *Suitable for Racing*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Piston Rings			
				Set No.	Qty & Width		
					Comp. Rings	Oil Segments	
MITSUBISHI (Continued)							
1992-02	1834cc Eng. 16 Valve 4G93	1.8 Litre	81.00mm 3.189	4	2C4769	8 - 1.2mm	4 - 2.8mm
2009-12	1998cc Eng. 4B11, 4B11T DOHC Lancer, Outlander Sport	2.0 Litre	86.00mm 3.386	4	2C4835	8 - 1.2mm	4 - 2.0mm
2002-06	1997cc Eng., 4G94 SOHC	2.0 Litre	81.50mm 3.209	4	2C5173	8 - 1.2mm	4 - 2.5mm
1995-99	1997cc Eng., 4G63 incl. Turbo	2.0 Litre	85.00mm 3.346	4	2C4933	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm
1994-99	1997cc Eng., Eclipse, 420A, A588	2.0 Litre	87.50mm 3.445	4	2C4759	8 - 1.2mm	4 - 3.0mm
2003-08	1998cc Eng. DOHC Vin:D,F 16V 4G63, 4G63T (turbo)	2.0 Litre	85.00mm 3.347	4	2C4558	8 - 1.2mm	4 - 2.0mm
1992-97	1997cc Eng. DOHC, 16 Valve, 4G63 Incl. Turbo Begin 5/92, Shallow Oil Groove	2.0 Litre	85.00mm 3.346	4	2C4768	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
1988-92	1997cc Eng. 4G63, GTX, DOHC Turbo Thru 4/92	2.0 Litre	85.00mm 3.346	4	2C4613	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
1992-96	2350cc Eng. Pickup 4G64		86.50mm 3.406	4	2C4783	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
1993-04	2351cc Eng. 16 Valve, Galant, RDS2, 4G64, G4JS Vin: G,Y DOHC, SOHC	2.4 Litre	86.50mm 3.406	4	2C4780	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm
2004-12	2378cc Eng. 4G69 SOHC Vin:F	2.4 Litre	87.00mm 3.425	4	2C5148	8 - 1.2mm	4 - 2.0mm
1990-04	2972cc Eng. Diamante, 6G72 Incl. Turbo DOHC, SOHC, Vin:F	3.0 Litre	91.10mm 3.587	6	2C4670	6 - 1.2mm 6 - 1.5mm	6 - 3.0mm
1987-02	2972cc Eng. 181 CID, Montero, Pickup, 6G72 Vin: F,H,P	3.0 Litre	91.10mm 3.587	6	2M4453	12 - 1.5mm	6 - 4.0mm
2007-12	2998cc Eng. Outlander, 6B31 SOHC	3.0 Litre	87.60mm 3.449	6	2C5146	6 - 1.2mm 6 - 1.0mm	6 - 2.0mm
2003-05	3828cc Eng. 6G75 SOHC Endeavor, Galant, Montero	3.8 Litre	95.00mm 3.740	6	2C5169	12 - 1.2mm	6 - 2.0mm

NISSAN

Cars & Trucks

1979-82	1397cc A14, 1488cc A15 Engs. 210		76.00mm 2.992	4	2C6146	4 - 1.2mm 4 - 2.0mm	4 - 4.0mm
2002-On	1595cc Eng. Platina, Renault Eng made in Mexico	1.6 Litre	79.50mm 3.130	4	2C5135	4 - 1.2mm 4 - 1.5mm	4 - 2.5mm
2009-13	1598cc Eng. HR16DE DOHC 16v March, Versa	1.6 Litre	78.00mm 3.071	4	2C4439	8 - 1.2mm	4 - 2.0mm
2007-12	1797cc Eng. MR18DE, DOHC, Tiida, Verso	1.8 Litre	84.00mm 3.307	4	2C5223	8 - 1.2mm	4 - 2.0mm
2000-04	1769cc Eng. QG18DE DOHC Sentra XE/GXE	1.8 Litre	80.00mm 3.150	4	2C5143	8 - 1.2mm	4 - 2.5mm
1991-00	1998cc Eng. SR20DE Vin:G	2.0 Litre	86.00mm 3.386	4	2M4601	8 - 1.5mm	4 - 3.0mm
2007-12	1999cc Eng. MR20DE DOHC 16V Sentra	2.0 Litre	84.00mm 3.307	4	2C5223	8 - 1.2mm	4 - 2.0mm
1999-04	2389cc Eng. KA24DE, DOHC	2.4 Litre	89.00mm 3.504	4	2C5099	8 - 1.2mm	4 - 2.5mm
2007-10	2488cc Eng. QR25 w/2.00mm oil grv.	2.5 Litre	89.00mm 3.504	4	2C4516	8 - 1.2mm	4 - 2.0mm

SPORT COMPACT *Suitable for Racing*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Piston Rings			
				Set No.	Qty & Width		
					Comp. Rings	Oil Segments	
NISSAN (Continued)							
Cars & Trucks							
2000-06	2488cc Eng. QR25DE Altima, Sentra SR-E w/2.5mm oil grv.	2.5 Litre	89.00mm 3.504	4	2C5099	8 - 1.2mm	4 - 2.5mm
1984-98	2960cc Eng., 300ZX, VG30E, VG30DE, VG30DETT Incl. Turbo	3.0 Litre	87.00mm 3.425	6	2M6196	12 - 1.5mm	6 - 2.8mm
1995-01	2987cc Eng. V6, DOHC, Maxima, VQ30DE	3.0 Litre	93.00mm 3.661	6	2C4781 2M4781	12 - 1.2mm	6 - 2.5mm
	3000cc Eng. RB30E	3.0 Litre	86.00mm 3.386	6	2M4754	12 - 1.5mm	6 - 2.8mm
2007-12	3498cc Eng. VQ35HR, VQ35DE DOHC 24V Altima, Maxima, Murano, 350Z Roadster	3.5 Litre	95.50mm 3.760	6	2C5293	12 - 1.2mm	6 - 2.0mm
2001-10	3498cc Eng. VQ35DE, DOHC	3.5 Litre	95.50mm 3.760	6	2C5112	12 - 1.2mm	6 - 2.5mm
2009-14	3699cc Eng. VQ37VHR DOHC 370Z	3.7 Litre	95.50mm 3.760	6	2C5293	12 - 1.2mm	6 - 2.0mm
2005-10	3954cc Eng. VQ40DE, DOHC Pathfinder, Xterra	4.0 Litre	95.50mm 3.760	6	2C5112	12 - 1.2mm	6 - 2.5mm
SUBARU							
	700cc Eng. Rex, E42		78.00mm 3.071	2	2C4692	2 - 1.2mm 2 - 1.5mm	2 - 2.8mm
1987-93	1189cc Eng. Justy, EF10, EF12		78.00mm 3.071	3	2C4778	3 - 1.2mm 3 - 1.5mm	3 - 2.8mm
	1298cc Eng. EA65		83.00mm 3.268	4	2C4446	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1982-93	1781cc Eng. EA71, EA81, EA82 Incl. Turbo		92.00mm 3.622	4	2C5657	4 - 1.2mm 4 - 1.5mm	4 - 4.0mm
1993-On	1820cc Eng. Impreza, EJ18 Eng.	1.8 Litre	87.90mm 3.461	4	2C4817	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
2002-04	1994cc Eng. 122cu. in. EJ20 DOHC, incl. Turbo w/2.5mm oil rings	2.0 Litre	92.00mm 3.622	4	2C5134	8 - 1.2mm	4 - 2.5mm
1993-On	2000cc Eng. Impreza, EJ20 Eng.	2.0 Litre	92.00mm 3.622	4	2C5027	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
1997-On	2000cc Eng. Forester, EJ20 Eng. Turbo	2.0 Litre	92.00mm 3.622	4	2C5027	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
2000-On	2212cc Eng. EJ22	2.2 Litre	96.90mm 3.815	4	2C5167	8 - 1.2mm	4 - 2.5mm
1990-99	2212cc Eng. Legacy, EJ22E	2.2 Litre	97.00mm 3.819	4	2C4707	4 - 1.2mm 4 - 1.5mm	4 - 3.0mm
2005-12	2457cc Eng. EJ257 WRX Sti DOHC Caution; w/2.0mm oil grv.	2.5 Litre	99.50mm 3.918	4	2C5219	8 - 1.2mm	4 - 2.0mm
1999-12	2458cc Eng. EJ255, 16V SOHC Caution; w/2.5mm oil grv	2.5 Litre	99.50mm 3.918	4	2C5140	8 - 1.2mm	4 - 2.5mm
1996-99	2457cc Eng. EJ25, EJ25D	2.5 Litre	99.50mm 3.918	4	2C4957	4 - 1.2mm 4 - 1.5mm	4 - 2.8mm
2005-10	2999cc Eng. EZ30 H6 DOHC	3.0 Litre	89.20mm 3.512	6	2C5863	12 - 1.2mm	6 - 2.5mm
2008-13	3629cc ENG. EZ36D DOHC FI Legacy, Outback, Tribeca	3.6 Litre	92.00mm 3.622	6	2C5877	12 - 1.2mm	6 - 2.0mm

SPORT COMPACT *Suitable for Racing*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Piston Rings		
				Set No.	Qty & Width	
					Comp. Rings	Oil Segments
TOYOTA						
2005-On	996cc Eng. 1KR-FE 12V Aygo, Vitz, Yaris	1.0 Litre	71.00mm 2.795	3	2C4598	6 - 1.0mm 3 - 1.5mm
	1000cc Eng. 1E, 1EL Starlet FWD	1.0 Litre	70.50mm 2.775	4	2M5015	8 - 1.5mm 4 - 3.0mm
2005-08	1298cc Eng. K3-VE Myvi, Scion	1.3 Litre	72.00mm 2.835	4	2C5266	8 - 1.2mm 4 - 2.0mm
2000-05	1497cc Eng. 1NZFE, 1NZFXE Echo, Prius	1.5 Litre	75.00mm 2.953	4	2C5091	8 - 1.2mm 4 - 2.0mm
1993-98	1497cc Eng. 5EFE, DOHC Paseo	1.5 Litre	74.00mm 2.913	4	2C4774	8 - 1.2mm 4 - 3.0mm
1993-97	1587cc Eng. 4AFE, 4AG	1.6 Litre	81.00mm 3.189	4	2C4733	4 - 1.2mm 4 - 1.5mm 4 - 3.0mm
1993-94	1587cc Eng. 98cu.in, Vin:6	1.6 Litre	81.00mm 3.189	4	2C4733	4 - 1.2mm 4 - 1.5mm 4 - 3.0mm
1990-93	1587cc Eng. 5, 4AGE	1.6 Litre	81.00mm 3.189	4	2C4684	4 - 1.2mm 4 - 1.5mm 4 - 2.8mm
1988-93	1587cc Eng. 6, 4AF, 4AFE 4AGZE Super charged	1.6 Litre	81.00mm 3.189	4	2M4683	8 - 1.5mm 4 - 3.0mm
1993-97	1762cc Eng. 7AFE Eng.	1.8 Litre	81.00mm 3.189	4	2C4773	4 - 1.2mm 4 - 1.5mm 4 - 3.0mm
1998-08	1762cc Eng., 1ZZFE	1.8 Litre	79.00mm 3.110	4	2C4947	8 - 1.2mm 4 - 3.0mm
2001-06	1796cc Eng., 2ZZEE, 2ZZGE DOHC	1.8 Litre	82.00mm 3.228	4	2C5087	8 - 1.2mm 4 - 3.0mm
2009-13	1798cc Eng. 2ZRFE DOHC Corolla, Matrix	1.8 Litre	80.50mm 3.169	4	2C4113	8 - 1.0mm 4 - 1.5mm
1998	1998cc Eng. 3SFE, L4, RAV 4	2.0 Litre	86.00mm 3.386	4	2C5005	8 - 1.2mm 4 - 3.0mm
2001-04	1998cc Eng. 1AZFE, L4, RAV4	2.0 Litre	86.00mm 3.386	4	2C5089	8 - 1.2mm 4 - 2.0mm
1986-94	1998cc Eng. 3SGELC, 3SGTE		86.00mm 3.386	4	2C4653	4 - 1.2mm 4 - 1.5mm 4 - 4.0mm
1986-89	1998cc Eng.		86.00mm 3.386	4	2C4653	4 - 1.2mm 4 - 1.5mm 4 - 4.0mm
1999-02	2164cc Eng. 5SFE	2.2 Litre	87.00mm 3.425	4	2C5006	8 - 1.2mm 4 - 3.0mm
1992-98	2164cc Eng. Camry, 4 Cyl., 16 Valve, 5SFE, DOHC	2.2 Litre	87.00mm 3.425	4	2M4207	8 - 1.5mm 4 - 4.0mm
1990-94	2164cc Eng. 5SFE	2.2 Litre	87.00mm 3.425	4	2M4686	8 - 1.5mm 4 - 3.0mm
1985-95	2366cc Eng., 22R, 22RE, 22RGC, 22RTEC	2.4 Litre	92.00mm 3.622	4	2M4216	8 - 1.5mm 4 - 4.0mm
2007-12	2362cc Eng. 2AZFE L4 DOHC Corolla, Camry, Matrix, Cion XB	2.4 Litre	88.50mm 3.484	4	2C5267	8 - 1.0mm 4 - 2.0mm
2001-07	2398cc Eng. 2AZFE L4 DOHC Camry, Highlander, Solara	2.4 Litre	88.50mm 3.484	4	2C5090	8 - 1.2mm 4 - 2.0mm
1998-04	2438cc Eng. 2RZFE Shallow Oil Ring Groove	2.4 Litre	95.00mm 3.740	4	2M4999	8 - 1.5mm 4 - 4.0mm
2009-12	2494cc Eng. 2ARFE DOHC VVT-i Camry, RAV4	2.5 Litre	90.00mm 3.543	4	2C4132	8 - 1.0mm 4 - 2.0mm
1988-91	2507cc Eng. 2VZFE	2.5 Litre	87.50mm 3.445	6	2M4676	12 - 1.5mm 6 - 3.0mm
2009-12	2672cc Eng. 1ARFE DOHC Highlander, Venza	2.7 Litre	90.00mm 3.543	4	2C4132	8 - 1.0mm 4 - 2.0mm

SPORT COMPACT *Suitable for Racing*

YEAR	MODEL OR ENGINE	Cyl. Dia.	No. Cyl	Set No.	Piston Rings	
					Qty & Width	
					Comp. Rings	Oil Segments
TOYOTA (Continued)						
2006-13	2693cc Eng. 2TRFE, Hiace	2.7 Litre	95.00mm 3.740	4	2C5261	8 - 1.2mm 4 - 2.0mm
1999-04	2693cc Eng., 3RZFE, DOHC Shallow Oil Ring Groove	2.7 Litre	95.00mm 3.740	4	2M4999	8 - 1.5mm 4 - 4.0mm
1988-95	2959cc Eng. 3VZE	3.0 Litre	87.50mm 3.445	6	2M4689	12 - 1.5mm 6 - 4.0mm
1994-06	2995cc Eng. 1MZFE DOHC	3.0 Litre	87.50mm 3.445	6	2C4902	12 - 1.2mm 6 - 3.0mm
2003-10	3310cc Eng. 3MZFE Highlander, Sienna, Solara	3.3 Litre	92.00mm 3.622	6	2C5183	12 - 1.2mm 6 - 3.0mm
2005-12	3456cc Eng. 2GRFE Vin: W	3.5 Litre	94.00mm 3.701	6	2C4511	12 - 1.2mm 6 - 2.0mm
2003-13	3955cc Eng. 1GRFE DOHC Tacoma, Tundra	4.0 Litre	94.00mm 3.701	6	2C5151	12 - 1.2mm 6 - 2.0mm
1991-97	3969cc Eng. LS400, SC400, 1UZFE	4.0 Litre	87.50mm 3.445	8	2M4678	16 - 1.5mm 8 - 3.0mm
2009-13	4608cc Eng. 1URFE DOHC Sequoia, Tundra	4.6 Litre	94.00mm 3.701	8	2C4586	16 - 1.2mm 8 - 2.0mm
2005-10	4663cc Eng. 2UZFE DOHC V8	4.7 Litre	94.00mm 3.701	8	2C4566	16 - 1.2mm 8 - 3.0mm
1999-04	4663cc Eng. 2UZFE DOHC Landcruiser, Tundra, 4Runner	4.7 Litre	94.00mm 3.701	8	2M5017	16 - 1.5mm 8 - 4.0mm
2007-13	5663cc Eng. 3URFE DOHC Land Crusier, Sequoia, Tundra	5.7 Litre	94.00mm 3.701	8	2C4586	16 - 1.2mm 8 - 2.0mm



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