

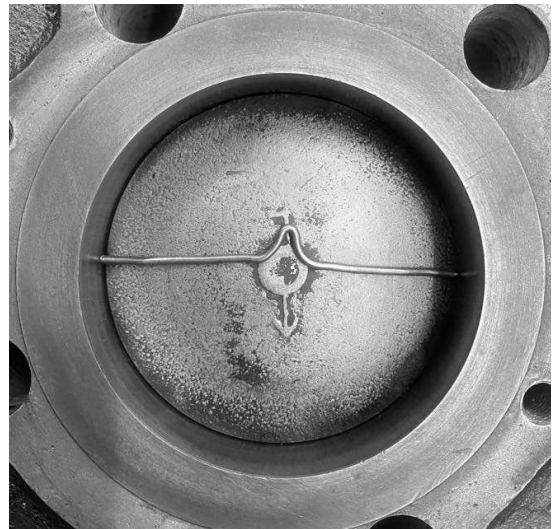


## Instructions to verify Squish Clearance

**These are detailed instructions to accompany your Vintage Performance Installation instructions, specifically for verifying squish clearance.**

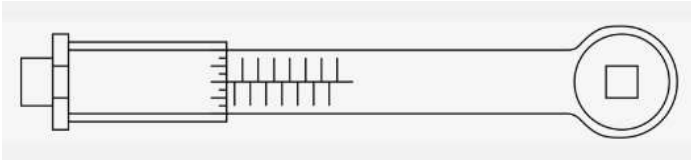
### **Check squish band clearance:**

1. Remove any carbon build-up on the top of the piston if any is present.
2. Install the cylinders, pistons, & base gaskets. Used base gaskets are preferred for this step as they have already taken a set to the sealing surfaces. If the old gaskets have been lost or destroyed, then new base gaskets are acceptable but may reduce thickness after the heat cycles.
3. Bring the piston up to within a ¼” of TDC.
4. Lay in a 1/16” dia. piece of rosin core solder onto the piston.
  - a. The solder must extend to both sides of the bore over the wrist pin. Put a ‘kink’ in the center of the solder so the length can be adjusted once in the bore.
  - b. Extend the solder so it positively contacts the cylinder walls on both sides.
  - c. Align the solder so it is collinear to the wrist pin.



5. If this head is designed for an O-ring, then the O-ring does not need to be installed at this point. If the head is designed to be used with a head gasket, then install the head gasket at this point.

**6. Torque the head down to factory specifications.**



7. Rotate the motor just past TDC. You should be able to feel the solder getting compressed.
8. Remove the head and remove the solder.
9. Record 6 measurements with vernier calipers:

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Used Gaskets

New Gaskets

Left Outer

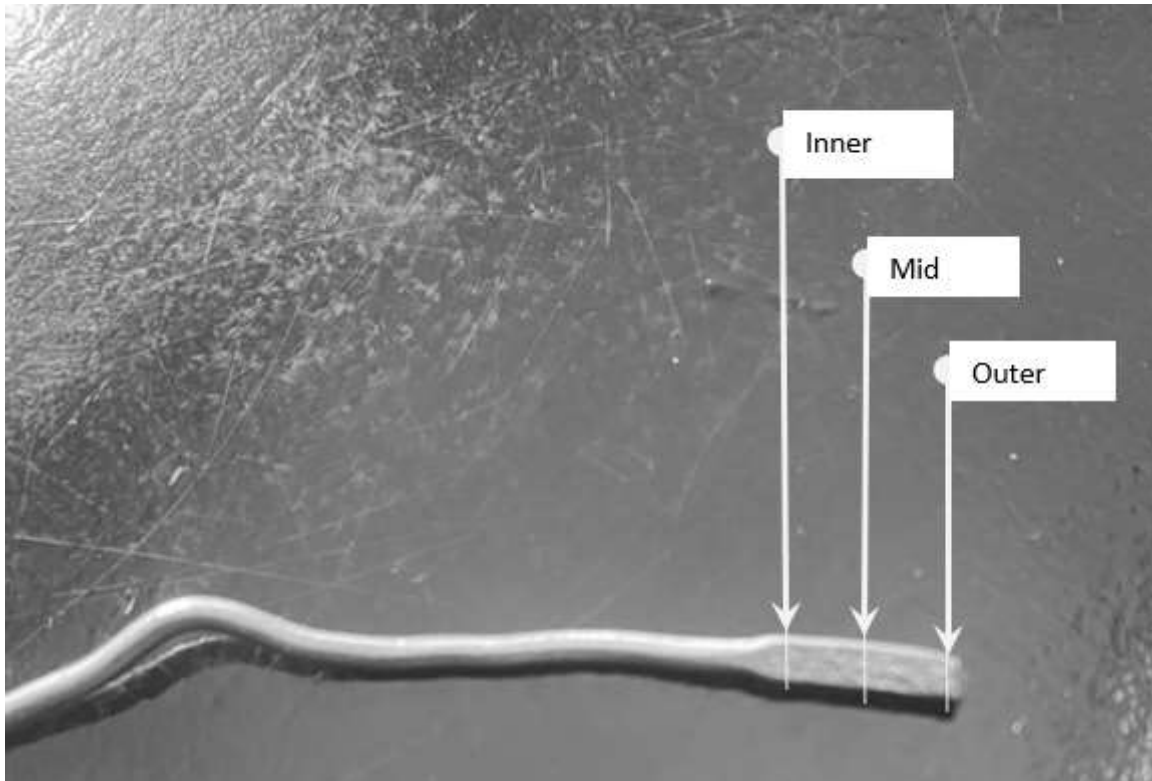
Right Outer

Left Mid

Right Mid

Left Inner

Right Inner



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