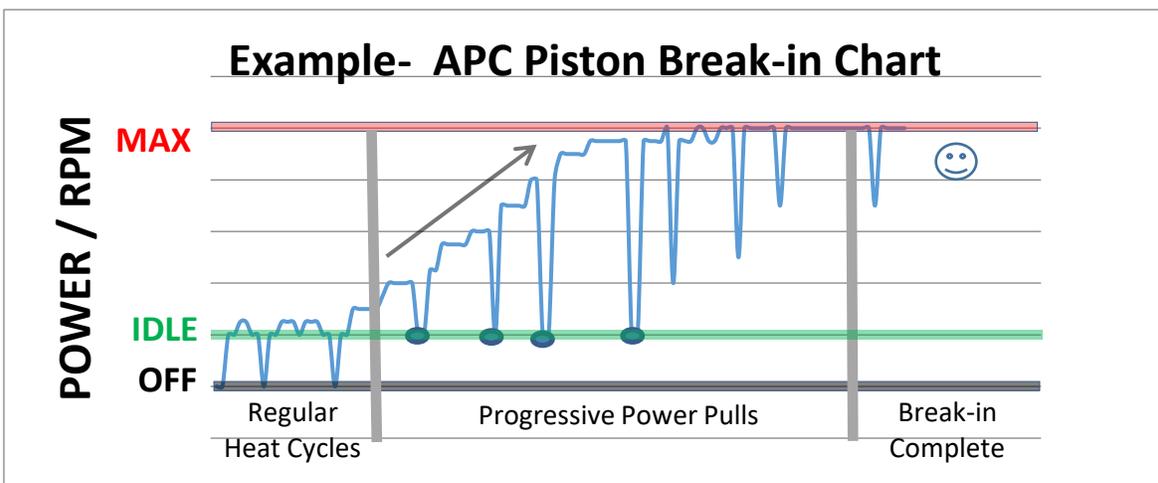




Abradable Powder Coating™ Piston Coating Specification & Installation Instructions.

Specify Your Desired Coating Thickness
<p>1. Do not alter metal to metal clearances to accommodate APC™. L2L needs your bore size(s), the recommended piston clearance, and the actual* piston gage point diameter(s). <i>*Note: We measure one piston for “all same thickness” service or each piston for “individual sizing” option.</i></p>
<p>2. Select Your Strategy A - Ready to run – 35% of Manufacturer’s Recommended Clearance - I am going to assemble this engine and do not want to perform any break in procedure. B - Moderate break-in – 25% of Manufacturer’s Recommended Clearance- I am going to assemble this engine and I plan to carefully break in this engine. C - Careful – ZERO clearance- I will fit the pistons to the cylinder bores and will perform the critical break in procedure that this requires in order to achieve the best results and derive the greatest benefits.</p>
<p>3. Select your nearest Line2Line Applicator (locations listed on “Contact” page). Call if you have questions. Print and complete the Order Form. Include it in the box with the pistons.</p>
When They Return, Fit Your Pistons Perfectly
<p>4. If you chose Strategy 2A or 2B, use the normal assembly and break-in process for your engine and enjoy. If you chose 2C, hand fit each piston. With no rings and no oil, a properly fitted piston will move through its ENTIRE stroke with <i>fingertip</i> pressure but often will not fall through the bore under its own weight. If too tight, lightly scrub with a green scotch brite pad to gently remove the coating in tight spots (as indicated by the witness marks). <i>Be sure to carefully follow break-in instructions upon startup.</i></p>
<p>5. Clean the pistons and oil the skirts and bores at assembly.</p>
<p>6. Refer to Example- APC Piston Break-in Chart. After normal break-in, give the engine time to fit pistons at each power level, idle briefly, progressively raise power levels until happy at full power. <u>Please note that dyno sweeps may not provide enough time for complete break-in. It’s better to hold progressive power levels for 10-20 seconds and let off for a minute before increasing to the next power level. The idea is to pinch the coating for a short time and then let the oil get back in. Each power cycle laps each piston closer to its perfect geometry!</u></p>



Disclaimer: Due to the nature of coating applications, L2L coatings are sold with no express warranty or implied warranty of merchantability or fitness for any particular purpose. Final decisions regarding the suitability, installation or use of L2L coatings for any application are solely the responsibility of the Customer. Line2Line, Inc. shall not, under any circumstances, be liable for any special, incidental or consequential damages related to the use of coated components.