



MORGO

RING FITTING INSTRUCTIONS

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Check ring gap in cylinder bore 1.5" up from the bottom, in line with cylinder base mounting flange. When checking ring gap ring must be square to cylinder bore, otherwise false reading will be given on inserting feeler gauge in gap. If the ring is out of square with bore it is possible for gap to be 50% different than feeler gauge indication. Care must be taken to maintain squareness of open ends of ring gap ie. 90 Deg to each other. Remove material from one side only. Match side being adjusted to original true end of ring. No attempt must be made to re-gap apex type oil rings. One piece oil rings follow procedure as above with the exception in some cases it may be necessary to adjust both ends of ring to avoid breaking into centre slot in ring body.

Minimum gap for road use .009" (0.23mm)

Minimum gap for racing .015" (0.38mm)

Mk1 Ring sets (Discontinued)

Chrome ring is supplied fit to top groove (This ring is none directional).
Taper ring marked 'TOP' in second groove with word 'TOP' at the top.
Oil ring in third groove.

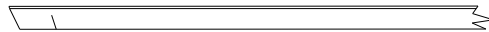
Mk2 Ring sets (Discontinued)

Two taper rings are supplied fit to top and second groove with word 'TOP' at the top in both cases.

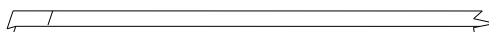
Mk3 Ring sets (Current)

Have a taper ring in the top groove, a dovetail in the middle and a 1 piece oil ring in the bottom, see Fig. 1

Fig. 1 MORGO PISTON RINGS POSITIONS



TOP GROOVE TAPER RING



SECOND GROOVE DOVETAIL RING



THIRD GROOVE OIL RING