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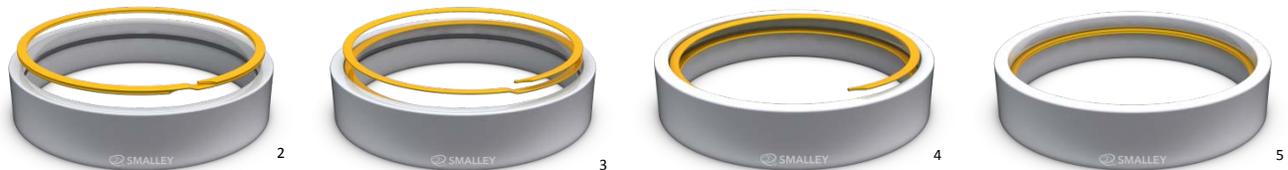
CP-Carrillo Spiral Lock installation instructions:

The spiral lock is a thin clip that is shaped like a spring. The spiral lock is known for its excellent wrist pin retention ability.

First you should gently pull apart the spiral lock, resembling a coil. This will allow you to easily “walk” the lock in to the groove. Start a leading edge of a spiral lock at one of two places, 8 o’clock or 2 o’clock, then using a flathead mini screwdriver push the lock down into the groove and “walk” the lock around the hole until the entire lock is installed. See fig. 2, 3, 4 and 5.

Make sure the lock is sitting flat and bottomed out against the inside edge of the lock groove.

Next repeat the same procedure but start on the opposite side of where you started before. Walk the lock around again making sure it is securely locked into place. Please use caution and make sure the lock is flush all the way around. Sometimes the lock is damaged during installation or debris gets into the groove and the lock does not properly seat, leading to engine failure. It is very important to check all locks once they have been installed and once again a final time when the engine is being assembled.



CP-CARRILLO and BULLET Series Pistons include double Spiral locks with most off-the-shelf pistons. Most shelf pistons that are designed to use Spiral locks utilize 2 per side (4 per piston). For instance, an 8 cylinder motor would come with 32 Spiral Locks whereas a 4 cylinder would only come with 16. Wire locks only require one per side (2 per piston).

Warning: do not overstretch Spiro Locks and do not reuse Spiro Locks!