GT XTREME PISTONS TIP SHEET

PLEASE READ BEFORE INSTALLATION!

Our high-pressure GT xTreme piston skirt coating (Dry Film Lubricant) requires slight clearance changes to compensate for the coating. Do so assuming that the coating is NOT there…using factory spec piston OD measured where the factory suggests to measure from. It would be safe to say that the coating has added around .0005”-.0007” to the overall piston diameter. Once the piston is installed and put into service, the coating will “burnish in” and basically turn into a very thin, glass-like film practically bringing it back to factory OD dimensions. That is why you have to account for this coating before honing your bores to the final size or you might have looser than desired piston to wall clearances.

Much like with our SST coated bearings, the coating (although it might not be seen) lives at the microscopic level. By using a media blaster set at a certain pressure and using specific media to open the pores of the substrate, our GT xTreme skirt coating will “fill in” all of those newly opened pores. That is actually where the real magic exists!

But what shall I do with the top coating?

Absolutely nothing! Unlike dry-film lubricants, it never burnishes, fades, or wears away from the piston top. It will not only evenly distribute the heat better within the combustion cycle allowing for more efficient flame travel, but our coating's extreme heat insulating polymers reduce heat saturation INTO the piston, which maintains more heat in the combustion chamber. This allows more fuel and more timing, thus building more power**.** This is good!

That’s it and enjoy!

Warranty Disclaimer: Due to the intended use, there is NO warranty stated or implied to Racing Components, as we have no control over their installation or use.