

SEQUENCE III BUILD FORM

ENGINE ID : _____

REBUILDER ID: _____

CYLINDER	COMPRESSION RING GAPS*		RING SIDE CLEARANCE		
	TOP, in.	2nd, in.	TOP .033-.079mm	2nd .033-.079mm	OIL .023-.201mm
1	_____	_____	_____	_____	_____
2	_____	_____	_____	_____	_____
3	_____	_____	_____	_____	_____
4	_____	_____	_____	_____	_____
5	_____	_____	_____	_____	_____
6	_____	_____	_____	_____	_____

*IIF ring gap spec: top 0.042 ± 0.002 in., bottom 0.038 ± 0.002 in.

*IIG ring gap spec: top 0.025 ± 0.002 in., bottom 0.042 ± 0.002 in.

CRANKSHAFT MEASUREMENTS

JOURNAL #	CON ROD JOURNALS - SPEC: 57.1170 - 57.1475mm				MAIN JOURNALS - SPEC: 63.470 - 63.495mm		
	HORIZ.	VERT.	OUT OF RD.	SIDE CL. .102-.508mm	HORIZ.	VERT.	OUT OF RD.
1	_____	_____	_____	_____	_____	_____	_____
2	_____	_____	_____	_____	_____	_____	_____
3	_____	_____	_____	_____	_____	_____	_____
4	_____	_____	_____	_____	_____	_____	_____
5	_____	_____	_____	_____	_____	_____	_____
6	_____	_____	_____	_____	_____	_____	_____

CRANKSHAFT END PLAY _____ (spec: 0.076-0.276 mm)

OIL PUMP MEASUREMENTS

OIL PUMP GEAR DROP _____ (spec: 0.025-0.089 mm)

OIL PUMP GEAR TIP CLEARANCE _____ (spec: 0.076-0.127 mm)

OIL PMP OUTER GEAR DIA. CLEAR. _____ (spec: 0.025-0.127 mm)

VALVE TRAIN MEASUREMENTS

VALVE SPRINGS BATCH : _____

INTAKE VALVE SEALS BATCH : _____

EHXAUST VALVE SEALS BATCH: _____

CYLINDER HEAD SPRING CALIBRATION -180 ± 5 lbs. @ 0.375" (205 lbs.± 10 for IIG)

LT HEAD# : _____ 1 EX _____ 1 INT _____ 3 EX _____ 3 INT _____ 5 EX _____ 5 INT