

Cheat Sheet: Assembling Pistons and Rods with the Lock-In-Tool



The Lock-In-Tool: The Lock-In-Tool works with practically any pin diameter and both spiral and wire locks. For different types or sizes you can simply change the head. The tool also comes with a wire clip to keep the wrist pin in place until the first lock is installed.



Clip In: Install the wire retainer clip into one of the lock grooves in the pin bore. Slide the wrist pin in place. You don't need any assembly lube yet.



Thread the Wire: Thread the spiral lock onto the Lock-In-Tool until the end lines up with the small gray registration mark.



Install the First: Tilt the tool slightly to get the leading edge of the spiral lock seated into the groove. Next, square the tool against the end of the wrist pin and apply firm pressure while turning the tool counter-clockwise. Continue until the spiral lock is completely off the tool and seated in the lock groove.

Cheat Sheet: Installing Comp's Thumper Cams in a Ford Modular



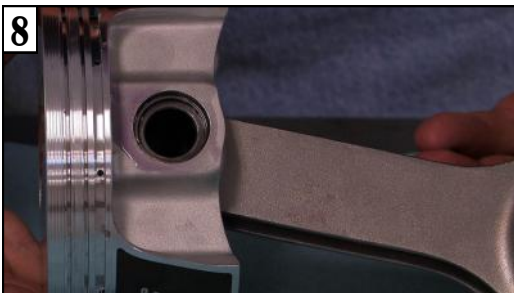
Fully Seated: Check and make sure the entire lock is seated in the groove. If any portion isn't in place, you can usually finish it off with either your finger or the flat of a small screwdriver.



Assemble: Lubricate both pin bores in the piston, the small end of the connecting rod and the wrist pin then complete your assembly.



Repeat: Repeat the process for the wire lock on the other side of the piston. Because the first lock will hold the wrist pin in place, the retainer clip is no longer necessary.



You're Done: After the second lock is in place, recheck to ensure both spiral locks are fully seated into their respective lock grooves. Now you are ready to continue with your engine build.