



# INSTALLATION



## WILD THINGS FORGED 10.5:1 DOMED PISTON KIT

**448**

**FITS: 95" TWIN CAM ENGINES WITH STOCK HEADS (.010" OVER 3.875" BORE)**

### PARTS INCLUDED

- 2 Domed Forged Piston with Pin and Keepers
- 1 Ring Set for Two Pistons
- 1 Installation Instruction

*Please read and understand entire instructions before starting installation.*

### THANK YOU FOR CHOOSING KÜRYAKYN!

*Following the proper procedures in the preparation of the pistons, rings and cylinders is extremely important to the life and proper operation of the pistons and rings. If these instructions are followed, these pistons will provide long trouble-free life.*

- Wild Things piston kits are designed to be used with .045" thick head gaskets in most cases to result in the proper squish (piston to head clearance). Our pistons feature a slightly raised deck (.015") to tighten the squish with .045" head gaskets. However, due to part stack up variations, clearances should be carefully checked. Squish should be set between .030" and .035" clearance. The engine's power and efficiency can be greatly reduced if squish is greater than .035". Less than .030" can cause the pistons to hit the heads resulting in severe engine damage.
- Measure the pistons at room temperature (70° F). Measure at the bottom of the skirt 90° to the wrist pin.
- Piston to cylinder wall clearance is .0025 inches. Piston to cylinder clearances must be properly set; too much clearance will result in excess noise and shorter piston and ring life, too little clearance can result in seizing.
- Bore and hone cylinders to size using torque plates.
- Finish with a 280 grit stone (Sunnen AN-500)
- Plateau hone with a lapping (flapper) hone tool (Sunnen MM-PHT-731) Other brand flapper style plateau tools (320 to 360 grit) are fine.

**CAUTION!** Do not use a ball hone. They do not produce a suitable surface.

- After washing off honing oil with solvent, wash cylinder walls thoroughly with detergent and water. Rinse thoroughly with water and blow off with compressed air. Wash pistons, pins and rings with detergent and water also. Using a clean white cloth with light oil on it, wipe the cylinder wall clean using a clean part of the cloth each time until the cloth shows no sign of dark residue.

**-cont.-**

### CUSTOMER SERVICE

877.370.3604 (toll free)

### INSTALLATION QUESTIONS

techsupport@kuryakyn.com  
or call 715.247.2983

### LIMITED WARRANTY

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Be sure to ask your local dealer about other Kuryakyn products, the motorcycle parts and accessories designed for riders by riders.

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**CAUTION!** Failure to clean all parts with this procedure will result in piston and ring failure.

- All Wild Things pistons have distinct intake and exhaust valve pockets. The Intake valve pockets are noticeably larger than the exhaust valve pockets. The intake valve pockets should always be installed towards each other at the center of the engine. Failure to install the pistons in the correct orientation can result in valve to piston contact and cause severe engine damage.
- Assemble the pistons and rings oiling only the wrist pin and bushing, and a very light film of oil on the piston skirt. Do not use assembly lube!
- DO NOT oil the rings or cylinder walls! This can prevent the rings from seating and cause oil consumption and compression loss.
- Heat cycle the pistons by starting the engine, allowing it to warm up completely, and then letting it cool completely. Do this several times. Do not race engine or ride the bike until this is completed. This is the most important part of a break-in procedure.
- The first 50 miles are the most important. Do not let engine idle for extended periods, run at constant speeds, lug engine or ride at high speeds. Similar procedures should be followed for the first 500 miles.

**NOTE** *As with any engine, jetting or fuel injection mapping is critical for the life of any piston. Too rich will wash away the protective oil film. Too lean can overheat the engine. Ignition timing is equally critical. Too much advance can cause detonation and piston damage. Too retarded can cause overheating. Tuning on an inertia dyno with proper cooling is easier on a new engine (pistons) than riding the bike in a poor state of tune.*

*Ride On!*

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