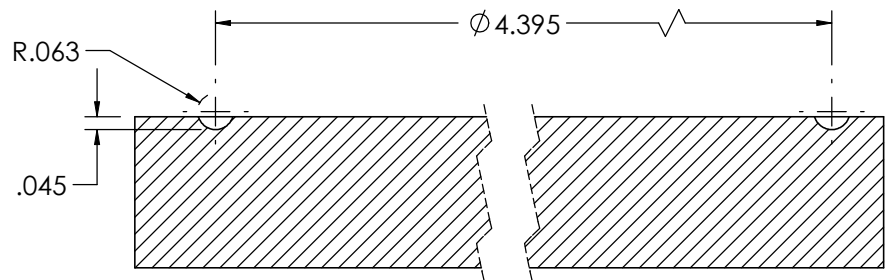
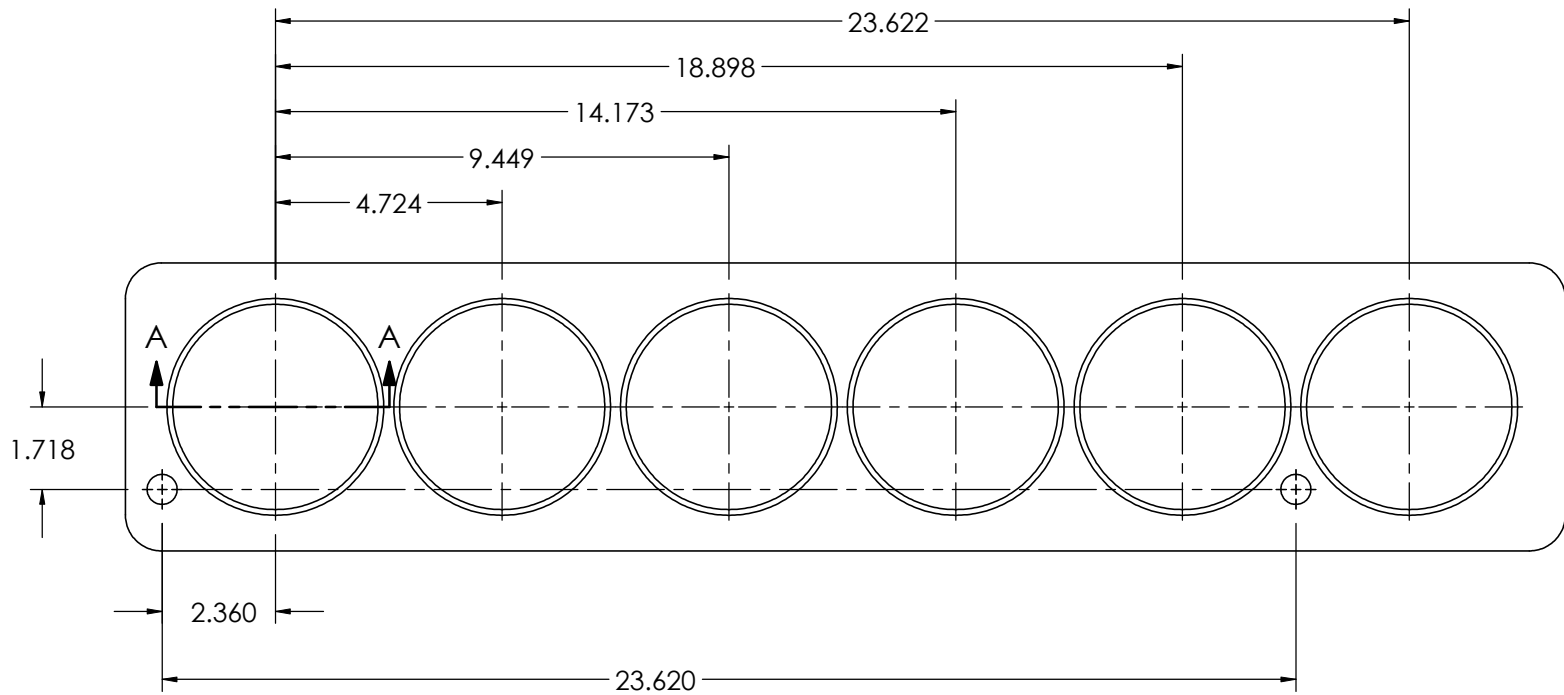


REV.	DESCRIPTION	BY	DATE	ECR
-	NEW RELEASE	DAL	03/25/11	



SECTION A-A
FIRE RING GROOVE
6-PLACES

IDEAL CRUSH IS $.011 \pm .001$
CUT DEPTH = RING DIA - GASKET THICKNESS - $.011$

EXAMPLE 1:
.105 RING, .049 GASKET
CUT DEPTH = $.105 - .049 - .011$
 $= .045 \pm .001$

EXAMPLE 2:
.105 RING, .055 GASKET
CUT DEPTH = $.105 - .055 - .011$
 $= .039 \pm .001$

NOTES:

1. MATERIAL: FIRE RING STEEL
2. FINISH: 32μIN FINISH IN MACHINED GROOVES
3. FOR USE WITH .049 THICK GASKET. IF USING ANOTHER GASKET, USE THE CALCULATIONS ON THIS SHEET. PLEASE CONTACT THE ATS ENGINEERING DEPARTMENT WITH ANY QUESTIONS.

USED ON: 03-07 DODGE		ATS Diesel Performance		5293 Ward Rd. Arvada, CO 80002 800-949-7973																											
PROPRIETARY AND CONFIDENTIAL <small>THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF ATS DIESEL. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF ATS DIESEL IS PROHIBITED.</small>		TITLE: FIRE RING MACH, .105 STEEL																													
DIMENSIONS ARE IN INCHES AFTER FINISH. DO NOT SCALE.		DRAWN	DWG. NO.	REV.																											
TOLERANCE UNLESS NOTED: .X ± 0.050 .XX ± 0.010 .XXX ± 0.003 .XXXX ± 0.001 MACH ANGLES: $\pm 0.5^\circ$ BEND ANGLES: $\pm 1.5^\circ$		CHECKED	103-105-2272	-																											
<table border="1"> <thead> <tr> <th>Production P-codes</th> <th>Code</th> <th>Process</th> </tr> </thead> <tbody> <tr> <td>P01</td> <td>Cast</td> <td></td> </tr> <tr> <td>P02</td> <td>Machining</td> <td></td> </tr> <tr> <td>P03</td> <td>Paint / Plating</td> <td></td> </tr> <tr> <td>P04</td> <td>Bending</td> <td></td> </tr> <tr> <td>P05</td> <td>Treating</td> <td></td> </tr> <tr> <td>P06</td> <td>2-D operations</td> <td></td> </tr> <tr> <td>P07</td> <td>Joining / Assembly</td> <td></td> </tr> <tr> <td>P12</td> <td>Secondary Mach.</td> <td></td> </tr> </tbody> </table>		Production P-codes	Code	Process	P01	Cast		P02	Machining		P03	Paint / Plating		P04	Bending		P05	Treating		P06	2-D operations		P07	Joining / Assembly		P12	Secondary Mach.		APPROVED	SHEET 1 OF 1	
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