

2007



**SPORT  
PISTONS  
COMPACT**

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1 818 764-0155 Fax  
Pistons@JE-Pistons.com



JE Pistons opened its doors for business in 1947 with one simple objective, to supply the racing community with the highest quality pistons and components available in the marketplace. Although times, people and equipment have changed, our objectives and goals have remained constant. Today, JE is the largest manufacturer of custom forged racing pistons in the world. Offering the shortest lead times in the industry and a 98% order fill rate, JE is the definitive source for all of your high performance needs.

# The Industry Leader Forged Aluminum Piston

The JE complex in Huntington Beach, California encompasses over 60,000 square feet of the most modern performance piston manufacturing equipment in the industry. JE's implementation of the most advanced CNC machining technologies available, with over 75 state of the art CNC machines in operation, emphasizes our commitment to deliver the highest quality pistons, pins, rings and components available today. Industry leading processes like Ultra Crown®, a digital three-dimensional piston crown machining process, and Ultra Groove®, a machining operation that provides unprecedented flatness of ring grooves (tolerances to within millionths of an inch), are some examples of that commitment.

Our fully staffed, climate controlled QC (Quality Control) department utilizes the latest equipment to ensure the highest quality pistons available anywhere. F.E.A. (Finite Element Analysis), which predicts the thermal and structural stresses a piston will experience before it goes into service, enables JE to test and race simulate our product before it ever sees a racetrack or race. Furthermore, the lessons we learn through our involvement in racing series like NASCAR, IRL, NHRA and many others, translate directly into the high quality, precision custom and shelf parts that we offer to you, our customer.

Our investment in technology and equipment is an investment in our future as well as our customers'. We preserve that investment by remaining committed to the philosophy of our founders; JE Pistons will always provide superior parts... developed through extensive research... employing the latest high-tech manufacturing procedures and quality controls.

**NOTICE:** Due to the nature of performance applications, all JE Products are sold without any expressed warranty or any implied warranty of merchantability or fitness for a particular purpose. JE Pistons shall not, under any circumstances, be liable for any special, incidental or consequential damages, including, but not limited to, damages or loss of other property or equipment, loss of profits or revenue, cost of purchased or replacement goods, or claims of customers of the purchaser which may arise and/or result from the sale, installation or use of these parts. JE Pistons reserves the right to make product improvements and changes without notice and without incurring liability with respect to similar products previously manufactured.

All parts shipped F.O.B. Huntington Beach, California

All parts are not legal for sale on pollution controlled motor vehicles.

All trademarks, names or logos are property of their respective companies.

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**in  
stons!**





# The Facility

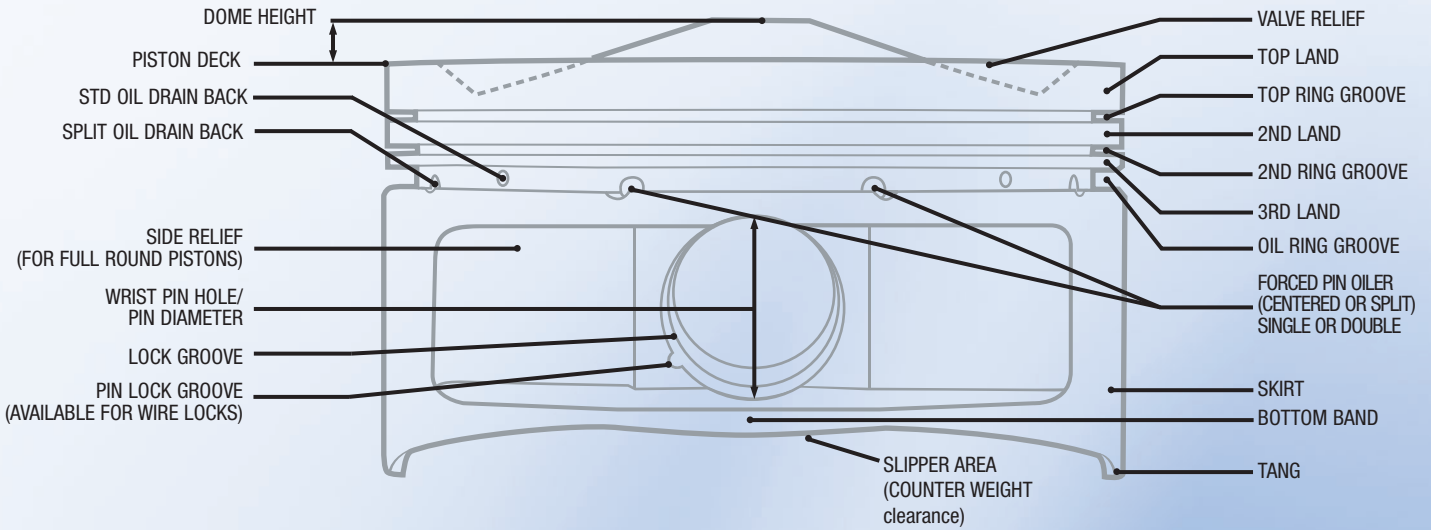
## SALES & MANUFACTURING

Our customer service, sales and manufacturing are housed in 2 of the 3 modern buildings in the JE Complex. JE's staff of sales technicians and customer service support personnel all share the same passion for racing. This is why JE offers the highest quality professional and technical support for all your piston and component needs. JE Pistons' manufacturing department is the largest, most modern facility for forged performance piston manufacturing in the industry. JE has over 75 late-model CNC machining and turning centers. Our pistons are manufactured with CNC machines utilizing "no set-up" technology. As a result of our advanced tooling and fixturing technologies, JE is able to provide the industry's shortest lead-times while maintaining the most consistent, tightest tolerances in the piston industry. JE offers the highest quality piston available today.

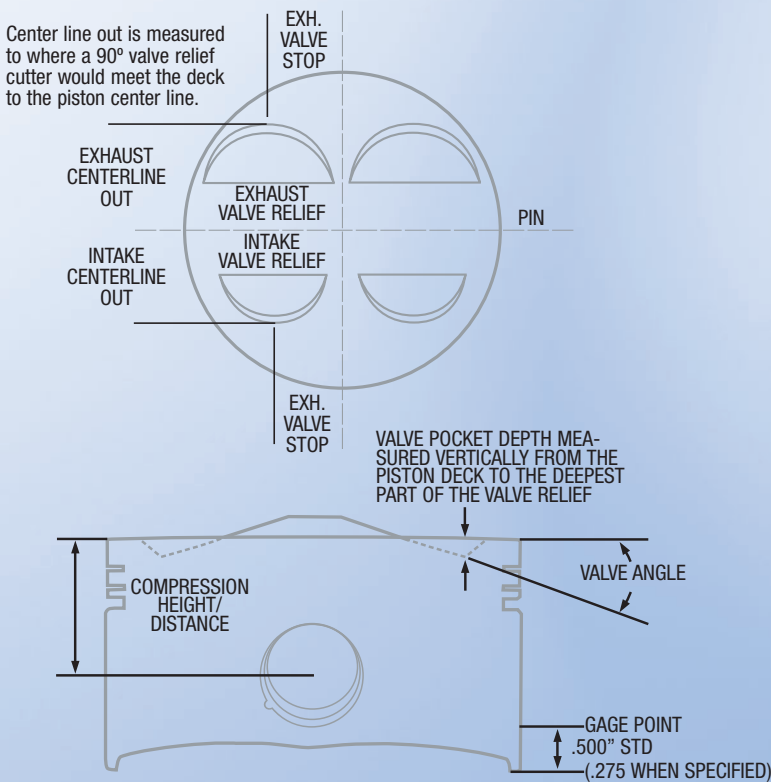




# PISTON TERMINOLOGY



## VALVE LOCATION TERMINOLOGY



## PISTON TO WALL CLEARANCE

### 4032 ALLOY PISTONS

	Bore Range	Min. Clearance
Sport Compact	2.500 to 3.625	.0022 to .0028
Sport Compact	3.626 to 3.999	.0025 to .0035

### 4032 ADDITIONAL CLEARANCE GUIDE LINES

Drag Race	+ .0010 - .0020
Turbo/Nitrous	+ .0005 - .0010
Road Race	+ .0005 - .0010

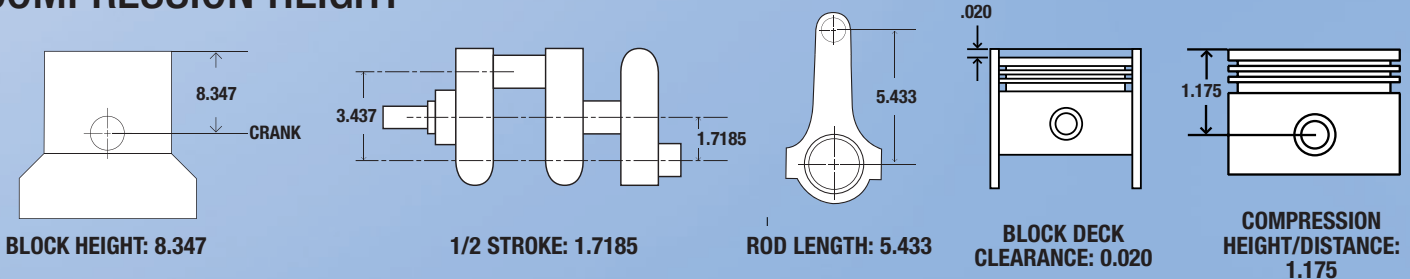
### 2618 ALLOY PISTONS

	Bore Range	Min. Clearance
Sport Compact	2.500 to 3.625	.0025 to .0035
Sport Compact	3.626 to 3.999	.0030 to .0040

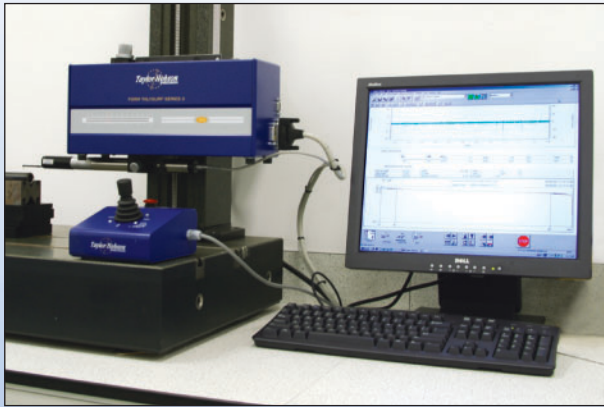
### 4032 ALLOY PISTONS

Drag Race	+ .0010 - .0020
Forced Induction/Nitrous	+ .0015 - .0025
Turbo/Nitrous	+ .0015 - .0020
Road Race	+ .0015 - .0025

## COMPRESSION HEIGHT



# ***Sales & Manufacturing***



## ***TECHNOLOGY CENTER***

Our new Technology Center offers some of the most advanced piston design and analysis technology in the industry. We maintain the most modern climate controlled clean room inspection facility to assure unrivaled quality assurance. This center includes equipment such as Zeiss Prismo S-ACC CMM, Federal Formscan tester, Mahr-Federal form tester, Taylor Hobson Profilometer, Zeiss Metallograph, Ricardo's ring pack simulation code and the latest in non-linear FEA Code.



## ***DISTRIBUTION CENTER & WAREHOUSE***

The completion of Building #3, a brand new warehouse and distribution center in October of 2002 strengthened JE's position as the undisputed leader in the performance piston industry. Offering the most complete line of shelf pistons, rings and pins available, over 6000 different part numbers, and a 98% order fill rate, JE has the product you want when you want it.



**VS.**



JE designs are specifically engineered for extreme applications up to, and including, professional competition. In this environment the higher compression ratios, highest boost or heavy nitrous usage necessitate the higher tensile strength 2618 aluminum alloy, other features are listed below.



- Application specific forgings for an optimized, uniform crown thickness
- Contact reduction groove to minimize frictional drag
- Accumulator groove for increased top ring stability and sealing
- CNC-machined side relief with lower support band for additional skirt strength
- Honed pin bores, double pressure fed pin oilers & wire locks included

**PHYSICAL PROPERTIES OF 2618**

Nominal Density 2.81g/cc .100lb/in<sup>3</sup>

**MECHANICAL PROPERTIES OF 2618**

Tensile Strength, Ultimate	440 MPa	64,000 psi
Tensile Strength, Yield	370 MPa	54,000 psi
Modulus of Elasticity	74 GPa	10,400 psi
Fatigue Endurance Unit	125 MPa	18,000 psi

SRP Pistons are designed for street/strip applications utilizing many compression ratio combinations compatible with pump gas as well as moderate turbo boost and nitrous oxide. SRP sport compact pistons and forged from 4032 low-expansion aluminum alloy for smooth and quiet operation.



- Honed pin bores with single, pressure fed pin oiler
- More economical because of forged side reliefs (reduces machining time) and thicker ring lands to accommodate a wider variety of applications
- Single Spiro locks included

**PHYSICAL PROPERTIES OF 4032**

Nominal Density 2.68 g/cc .097lb/in<sup>3</sup>

**MECHANICAL PROPERTIES OF 4032**

Tensile Strength, Ultimate	380 MPa	55,000 psi
Tensile Strength, Yield	315 MPa	46,000 psi
Modulus of Elasticity	79 GPa	11,400 psi
Fatigue Endurance Unit	110 MPa	16,000 psi

## ***Coefficient Of Thermal Expansion***

2618 aluminum expands approximately 15% more than 4032 aluminum, thus the 2618's initial piston-to-wall clearance has to be 15% greater! This difference is most noticeable during a cold engine start. When cold, the 2618 piston can rock back and forth producing a slight noise until the aluminum expands. Both types of aluminum have approximately the same clearances once the pistons have expanded and the engine is running at operating temperatures.

**COEFFICIENT OF THERMAL EXPANSION FOR 2618**

Temperature Range		Average Coefficient	
°C	°F	µm/m • K	µin/in • °F
-50 to 20	-58 to 68	20.6	11.4
20 to 100	68 to 212	22.3	12.4
20 to 200	68 to 392	23.2	12.9
20 to 300	68 to 572	24.1	13.4

**COEFFICIENT OF THERMAL EXPANSION FOR 4032**

Temperature Range		Average Coefficient	
°C	°F	µm/m • K	µin/in • °F
-50 to 20	-58 to 68	18.0	10.0
20 to 100	68 to 212	19.5	10.8
20 to 200	68 to 392	20.2	11.2
20 to 300	68 to 572	21.0	11.7



# Coatings

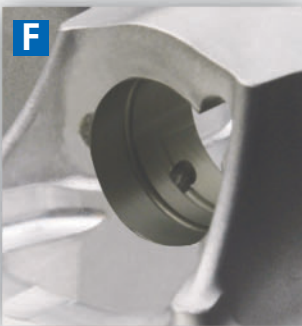
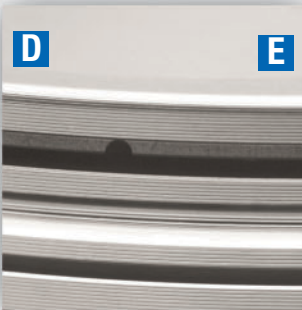
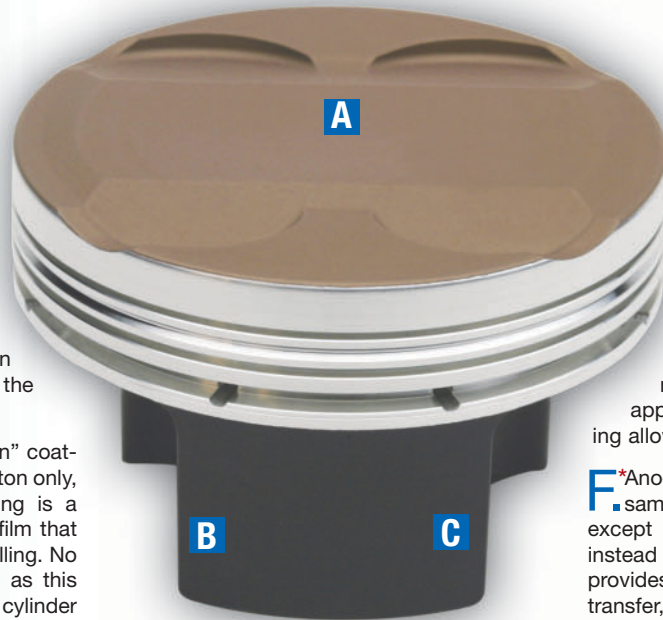
**A.** The thermal barrier crown coating is applied to the top of the piston and is designed to reflect heat into the combustion chamber, thereby increasing exhaust gas velocity and greatly improving scavenging potential. The .0015" thick coating can also assist in extending piston life by decreasing the rate of thermal transfer.

**B.** Skirt Coating, This is a "break-in" coating applied to the skirt of the piston only, designed to show wear. This coating is a .0003" to .0005" thick spray-on dry film that will help reduce friction and inhibit galling. No manufacturing allowance is required as this application is made to wear in to the cylinder wall.

**C.** Tuff Skirt is a JE Pistons' trademark coating that is a lubricating, anti-friction / anti-wear coating applied to the piston skirt only. Unlike our standard Skirt Coating, Tuff Skirt will not wear and is designed to withstand many different types of endurance applications, similar to those commonly found in NASCAR. Buildup is .0005" per surface and finished diameter of skirt should include the coating buildup.

**D.\*** Top groove hard anodize, this coating has proven to increase power output by allowing for extremely tight ring clearances. Available exclusively to top-level racing teams until now, this top ring groove coating creates a hard mating surface which virtually eliminates micro-welding while decreasing ring groove wear. Buildup is .00025" per surface and clearance must be added during manufacturing to accommodate the change.

**G**



**E.\*** Anodize option B, also a ring groove coating, Offers twice the buildup of the standard process (.0005" per surface). Through extensive R & D and field-testing, the Option B process has shown to be more durable in maximum effort, high endurance applications. Appropriate manufacturing allowances apply.

**F.\*** Anodize Option C, This coating is the same material as the Anodize Option B except is applied to the wrist pin bore instead of the top ring groove. This coating provides increased lubricity, smoother oil transfer, and better wear in the pin bore. The wrist pin hole must be honed both before and after anodizing.

**G.\*** KoolKote is an aerospace quality hard anodize applied to all surfaces of the piston with a buildup of .001". This coating is designed for use in nitro-methane engines such as Top Fuel Drag Racing to endure the corrosive effects of this fuel type. It will withstand greater temperatures and will not flake, chip or peel. This coating does alter the heat transfer and expansion characteristics of the piston. Consult the JE Pistons technical department for specific applications. Manufacturing allowances are required on all surfaces.

**H.** Oil Shed coating, this coating is applied to the underside of the piston. It is intended to reduce the reciprocating weight by repelling oil quicker than an untreated part. No additional manufacturing is required.

**H**



\*NOT AVAILABLE ON SHELF PARTS



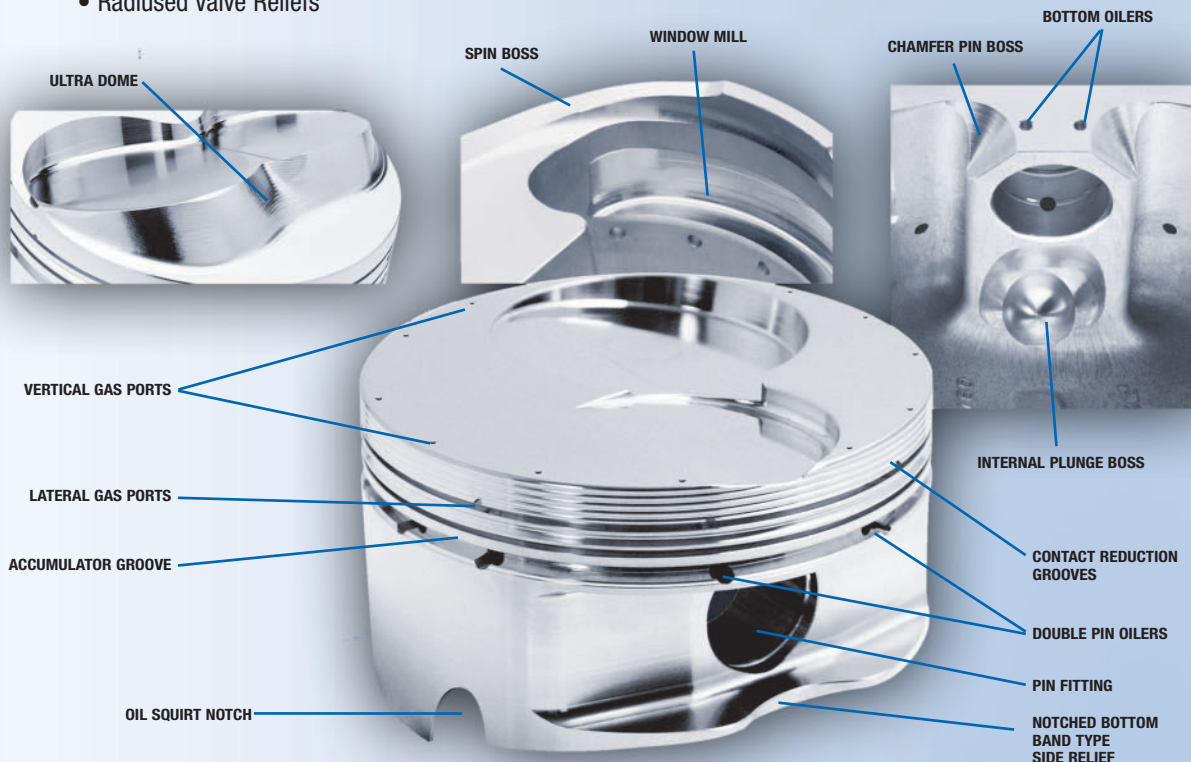
# Custom Options



To order custom pistons, please use the Custom Piston Order Form located in the back of this catalog, or download one from our website [www.jepistons.com](http://www.jepistons.com). Custom pistons do not come with pins, locks or rings. Please see the components section of this catalog to find the proper parts you need to complete your order.

## Standard Custom Piston Features

- Fully CNC Machined Piston
- Precision Machined CNC Ring Grooves
- 2618 Low-Silicon or optional 4032 High Silicon Material Available on some applications
- Diamond Turned Skirts
- Radiused Valve Reliefs
- Single Forced Pin Oilers
- Pick Lock Grooves (for use with wire locks)
- Machined Side Reliefs on full round forgings
- Lock Grooves Machined for Carbon Steel Spiro Locks (other options available)



### Ultra Crown Dome Ultra Crown Inverted Dome

The Ultra Crown machining process allows incredibly precise dome to cylinder head tolerances. By mapping the exact shape of a piston or cylinder head, optimum compression and quench characteristics can be achieved.

### Vertical Gas Ports:

Vertical holes in the deck of the piston, allows combustion pressure to directly enter behind the top ring on the power stroke, thus pressurizing the area behind the top ring for greater ring to cylinder wall seal. During the rest of the cycle, the ring has normal tension for reduced friction. (Most commonly used for drag race applications).

### Lateral Gas Ports:

This process mills slots into the top of the top ring groove and provides a pathway for combustion pressure to get behind the top ring. This process helps to increase ring seal and is most common in circle track applications.

### Ultra Groove:

Ultra Groove is a special ring groove machining process that provides near perfect groove flatness and surface finish. Tolerances are held to millionths of an inch.

### Spin Boss and Window Milling:

In certain applications window milling will remove a significant amount of weight from the skirt of the piston while maintaining its strength and integrity. Spin Boss refers to machining on the bottom of the pin boss, which removes weight where it is not needed for strength.

### Plunge Boss and Chamfer Pin Boss:

Machining process that removes additional material for added weight savings.

### Contact Reduction Grooves:

The purpose of machining these grooves is to reduce the amount of contact area against the cylinder wall when the piston "rocks over". Contact reduction also serves to disrupt the flame travel into the crevice area thus helping to reduce detonation.

### Accumulator Grooves:

An accumulator groove is machined into the land between the top and second ring. It provides additional volume where residual combustion gases that have "blown by" the top ring can collect. This additional volume helps to reduce pressure between the top & second ring, thus aiding in top ring seal and minimizing ring flutter.

### Double Pin Oilers:

Double Pin Oilers deliver twice the amount of oil to the wrist pin as compared to the standard single pin oiler.

### Pin Fitting:

The pin bore is precision honed to attain an exact pin clearance. Clearances typically range from .0003 to .0010 between the wrist pin and pin bore.

### Oil S squirt Notch:

Notching can be done on pistons for motors with oil squirters, or to avoid contact between pistons and/or pistons and crankshaft.

### Bottom Oilers:

This process machines one or two holes into the bottom of the pin boss to assist in splash pin lubrication.

### Tulip Valve Pockets:

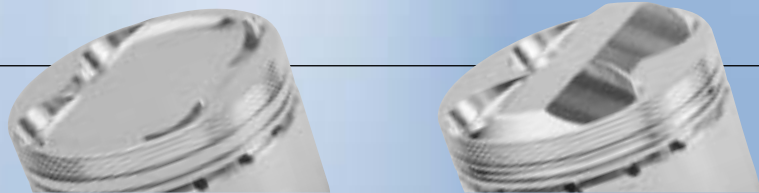
Most commonly used on Hemi and motorcycle engines, this process leaves a raised area on plunger valve pockets to achieve maximum compression.



**ACURA**  
**1994-01 INTEGRA GSR**  
**B18C1**

Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
189681	81.00	STD	3.433	5.433	1.181	41.5	9.0:1	-9.2	268	T	R
218900	81.00	STD	3.433	5.433	1.181	41.5	9.0:1	-9.2	261	T	F
189682	81.50	0.020	3.433	5.433	1.181	41.5	9.0:1	-9.2	272	T	R
218901	81.50	0.020	3.433	5.433	1.181	41.5	9.0:1	-9.2	264	T	F
242878	82.00	0.040	3.433	5.433	1.176	41.5	9.2:1	-8.9	280	N,T	R
242879	83.00	0.080	3.433	5.433	1.176	41.5	9.2:1	-10.2	289	N,T	R
185917	84.00	0.120	3.433	5.433	1.181	41.5	9.2:1	-11.9	291	N,T	R
199888	84.50	0.140	3.433	5.433	1.181	41.5	9.2:1	-11.9	292	N,T	R
185918	85.00	0.160	3.433	5.433	1.181	41.5	9.3:1	-11.9	296	N,T	R
242876	82.00	0.040	3.433	5.433	1.176	41.5	10.0:1	-3.6	291	N,T	R
242877	83.00	0.080	3.433	5.433	1.176	41.5	10.0:1	-4.8	299	N,T	R
176449	81.00	STD	3.433	5.433	1.181	41.5	10.0:1	-1.7	285	T	R
218902	81.00	STD	3.433	5.433	1.181	41.5	10.0:1	-1.7	283	T	F
176450	81.50	0.020	3.433	5.433	1.181	41.5	10.0:1	-1.7	290	T	R
218903	81.50	0.020	3.433	5.433	1.181	41.5	10.0:1	-1.7	288	T	F
242872	81.00	STD	3.433	5.433	1.181	41.5	12.0:1	5.9	275	U	R
242873	81.50	0.020	3.433	5.433	1.181	41.5	11.7:1	4.1	274	U	R
242874	82.00	0.040	3.433	5.433	1.176	41.5	12.0:1	5.0	275	N,U	R
242875	83.00	0.080	3.433	5.433	1.176	41.5	12.0:1	4.1	285	N,U	R
242149	81.00	STD	3.433	5.433	1.190	41.5	12.5:1	7.4	276	U	R
218904	81.00	STD	3.433	5.433	1.190	41.5	12.5:1	7.4		U	F
242150	81.50	0.020	3.433	5.433	1.190	41.5	12.5:1	7.4	283	U	R
218905	81.50	0.020	3.433	5.433	1.190	41.5	12.5:1	7.4		U	F

**ACURA**  
**1997-2001 INTEGRA TYPE R**  
**B18C5**



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
188982	81.50	0.020	3.433	5.433	1.195	42.7	9.0:1	-9.8	266	T	R
218906	81.50	0.020	3.433	5.433	1.195	42.7	9.0:1	-9.8	261	T	F
209846	81.50	0.020	3.433	5.433	1.190	42.7	12.0:1	5.3	285	U	R
218907	81.50	0.020	3.433	5.433	1.190	42.7	12.0:1	5.3		U	F

**ACURA**  
**1997-2001 INTEGRA TYPE R**  
**B18C5**

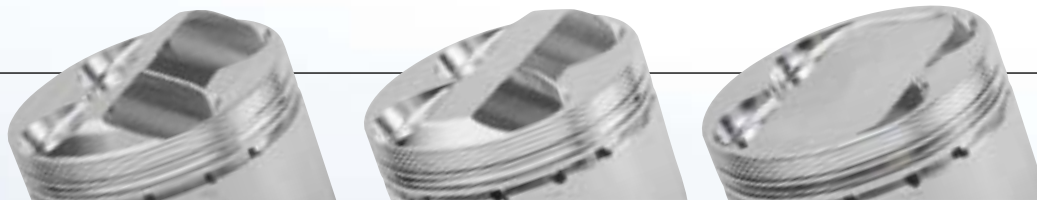


Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
188982	81.50	0.020	3.433	5.433	1.195	42.7	9.0:1	-9.8	266	T	R
218906	81.50	0.020	3.433	5.433	1.195	42.7	9.0:1	-9.8	261	T	F
209846	81.50	0.020	3.433	5.433	1.190	42.7	12.0:1	5.3	285	U	R
218907	81.50	0.020	3.433	5.433	1.190	42.7	12.0:1	5.3		U	F

Compression ratio will be .7 higher with a K20A3 head. K20A3 head cc is 48

FOOTNOTES: N - Must sleeve block, T - Accepts Turbo and Nitrous, U- Not Designed for use with Turbo or Nitrous, V - Accepts Nitrous  
 SKIRT STYLE: F- FSR (Forged Side Relief), R - Full Round Skirt

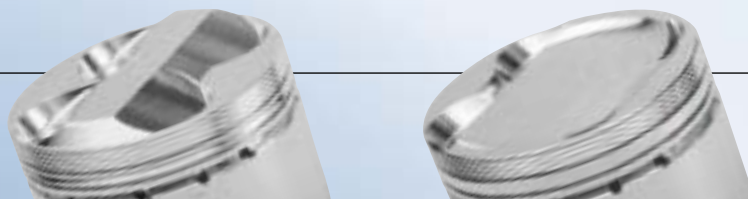
## ACURA K24A2 WITH A K20A2 HEAD



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
242866	87.00	STD	3.898	5.984	1.176	50.7	8.2:1	-22.7	312	T	R
242867	88.00	0.040	3.898	5.984	1.176	50.7	8.2:1	-24.6	319	N,T	R
242869	89.00	0.080	3.898	5.984	1.176	50.7	8.2:1	-26.1	328	N,T	R
242858*	87.00	STD	3.898	5.984	1.176	50.7	10.0:1	-6.3	316	V	R
242862*	88.00	0.040	3.898	5.984	1.176	50.7	10.0:1	-7.6	325	V	R
242865*	89.00	0.080	3.898	5.984	1.176	50.7	10.0:1	-9.0	335	N,V	R
242194*	87.00	STD	3.898	5.984	1.176	50.7	13.3:1	8.6	334	U	R
242196*	88.00	0.040	3.898	5.984	1.176	50.7	13.3:1	8.3	341	U	R
242198*	89.00	0.080	3.898	5.984	1.176	50.7	13.3:1	7.3	347	N,U	R

\*Fits 1.0 mm oversized intake and exhaust valves. Compression ratio will be .3 higher with a K20A3 head. K20A3 head cc is 48

## HONDA 1993-97 DEL SOL & 1990-00 CIVIC Si B16A1/A2/A3



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
189681	81.00	STD	3.047	5.290	1.181	42.7	8.0:1	-9.2	268	T	R
218900	81.00	STD	3.047	5.290	1.181	42.7	8.0:1	-9.2	261	T	F
189682	81.50	0.020	3.047	5.290	1.181	42.7	8.0:1	-9.2	272	T	R
218901	81.50	0.020	3.047	5.290	1.181	42.7	8.0:1	-9.2	264	T	F
242878	82.00	0.040	3.047	5.290	1.176	42.7	8.0:1	-8.9	280	T	R
242879	83.00	0.080	3.047	5.290	1.176	42.7	8.0:1	-10.2	289	N,T	R
185917	84.00	0.120	3.047	5.290	1.181	42.7	8.0:1	-11.9	291	N,T	R
199888	84.50	0.140	3.047	5.290	1.181	42.7	8.0:1	-11.9	292	N,T	R
185918	85.00	0.160	3.047	5.290	1.181	42.7	8.0:1	-11.9	296	N,T	R
176449	81.00	STD	3.047	5.290	1.181	42.7	9.0:1	-1.7	285	T	R
218902	81.00	STD	3.047	5.290	1.181	42.7	9.0:1	-1.7	283	T	F
176450	81.50	0.020	3.047	5.290	1.181	42.7	9.0:1	-1.7	290	T	R
218903	81.50	0.020	3.047	5.290	1.181	42.7	9.0:1	-1.7	288	T	F
185919	84.00	0.120	3.047	5.290	1.181	42.7	9.5:1	-1.7	295	N,V	R
185920	85.00	0.160	3.047	5.290	1.181	42.7	9.5:1	-1.7	304	N,V	R
209847	84.00	0.120	3.047	5.290	1.181	42.7	10.3:1	3.2	296	N,U	R
209848	84.50	0.140	3.047	5.290	1.181	42.7	10.4:1	3.2	300	N,U	R
185922	85.00	0.160	3.047	5.290	1.181	42.7	10.7:1	3.5	318	U	R
253036	81.00	STD	3.047	5.290	1.181	42.7	11.0:1	8.2	282	V	R
253037	81.50	0.020	3.047	5.290	1.181	42.7	11.0:1	8.2	288	V	R



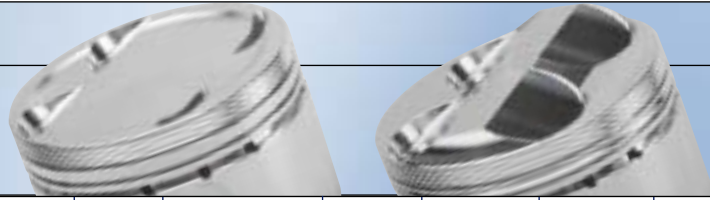
## HONDA B20 VTEC WITH A B16A HEAD



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
185917	84.00	STD	3.504	5.394	1.181	42.7	9.1:1	-11.6	291	T	R
218908	84.00	STD	3.504	5.394	1.181	42.7	9.1:1	-11.6	279	T	F
199888	84.50	0.020	3.504	5.394	1.181	42.7	9.3:1	-11.6	292	T	R
218909	84.50	0.020	3.504	5.394	1.181	42.7	9.3:1	-11.6	284	T	F
185918	85.00	0.040	3.504	5.394	1.181	42.7	9.3:1	-11.6	296	T	R
218910	85.00	0.040	3.504	5.394	1.181	42.7	9.3:1	-11.6	288	T	F
185919	84.00	STD	3.504	5.394	1.181	42.7	11.0:1	-0.3	295	V	R
218911	84.00	STD	3.504	5.394	1.181	42.7	11.0:1	-0.3		V	F
185920	85.00	0.040	3.504	5.394	1.181	42.7	11.2:1	-0.3	305	V	R
218912	85.00	0.040	3.504	5.394	1.181	42.7	11.2:1	-0.3		V	F
209847	84.00	STD	3.504	5.394	1.181	42.7	12.0:1	4.2	296	U	R
218913	84.00	STD	3.504	5.394	1.181	42.7	12.0:1	4.2		U	F
209848	84.50	0.020	3.504	5.394	1.181	42.7	12.2:1	4.2	300	U	R
218914	84.50	0.020	3.504	5.394	1.181	42.7	12.2:1	4.2		U	F
185922	85.00	0.040	3.504	5.394	1.181	42.7	12.1:1	3.5	318	U	R
218916	85.00	0.040	3.504	5.394	1.181	42.7	12.1:1	3.5		U	F
185921	84.00	STD	3.504	5.394	1.181	42.7	12.8:1	7.0	286	U	R
218915	84.00	STD	3.504	5.394	1.181	42.7	12.8:1	7.0		U	F

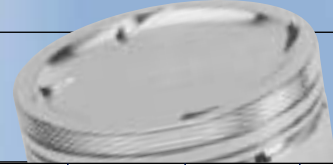
Compression ratio will be .2 lower with a B18C1 crank

## HONDA 1992-1996 PRELUDE Si & 1997-01 PRELUDE H22A1 / A4



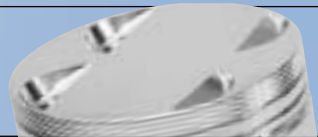
Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
208475	87.00	STD	3.571	5.630	1.220	53.8	9.0:1	-7.3	325	G,T	R
253988	87.50	0.020	3.571	5.630	1.220	53.8	9.0:1	-7.8	327	G,T	R
253990	88.00	0.040	3.571	5.630	1.220	53.8	9.0:1	-8.5	330	G,T	R
166036	87.00	STD	3.571	5.630	1.220	53.8	10.0:1	0.7	322	G,T	R
166035	87.00	STD	3.571	5.630	1.220	53.8	12.0:1	11.3	354	G,T	R

## HONDA 1992-96 PRELUDE Si & 1997-01 PRELUDE H23A1



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
208472	87.50	0.020	3.740	5.571	1.204	50.0	9.0:1	-12.0	328	G,T	R
253993	88.00	0.040	3.740	5.571	1.204	50.0	9.0:1	-13.0	330	G,T	R
208474	87.50	0.020	3.740	5.571	1.204	50.0	10.0:1	-5.8	316	G,T	R

## DODGE NEON 1994-01 ECB / ECC / 420A



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
208476	88.00	0.020	3.268	5.470	1.236	52.0	8.8	-3.1	339	T	R
242870	88.00	0.020	3.268	5.470	1.236	52.0	10.5:1	8.0	347	V	R
242871	88.50	0.040	3.268	5.470	1.236	52.0	10.5:1	7.6	351	V	R

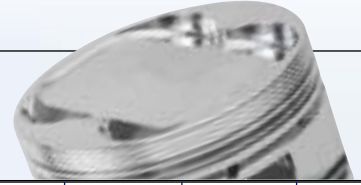
FOOTNOTES: G- FRM Block Must Be Resleeved, T- Accepts Turbo and Nitrous, U- Not Designed for use with Turbo or Nitrous, V- Accepts Nitrous  
SKIRT STYLE: F- FSR (Forged Side Relief), R - Full Round Skirt

**DODGE**  
**NEON 2003-UP SRT-4**  
**A853 / SRT4**



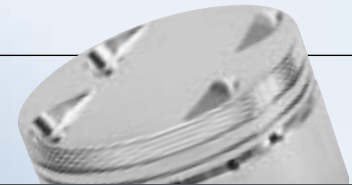
Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
240192	87.50	STD	3.976	5.945	1.432	52	8.5:1	-20.4	361	T	R
240193	88.00	0.020	3.976	5.945	1.432	52	8.5:1	-21.6	364	T	R

**FORD**  
**2000-UP ZX3**  
**ZETEC**



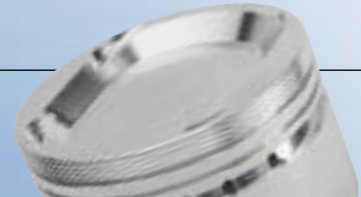
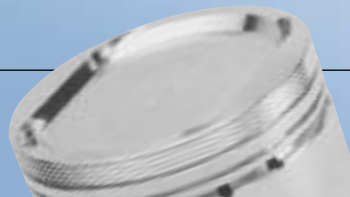
Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
185915	85.00	0.007	3.465	5.480	1.171	48.0	9.0:1	-6.9	299	T	R
185916	85.00	0.007	3.465	5.480	1.171	48.0	10.8:1	4.5	321	V	R

**MAZDA MIATA**  
**1994-2005**  
**BP 1.8 LITER**



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
255773	83.50	+ .020	3.346	5.234	1.205	50.0	9.0:1	-2.0	294	T	R
255774	84.00	+ .040	3.346	5.234	1.205	50.0	9.0:1	-2.7	301	T	R
255775	84.50	+ .060	3.346	5.234	1.205	50.0	9.0:1	-3.4	307	T	R

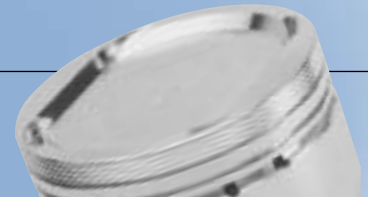
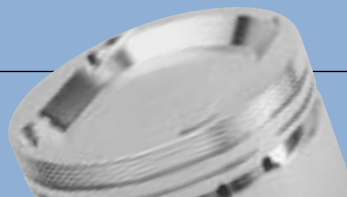
**MITSUBISHI**  
**1988-92 ECLIPSE / TALON / EVO**  
**4G63 21MM PIN**



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
208478	85.50	0.020	3.465	5.906	1.367	47.0	8.5:1	-13.2	317	T	R
253995	86.00	0.040	3.465	5.906	1.367	47.0	8.5:1	-14.0	319	T	R
202194*	85.50	0.020	3.937	5.906	1.130	47.0	8.5:1	-22.0	285	T	R
202195*	86.00	0.040	3.937	5.906	1.130	47.0	8.5:1	-22.0	292	T	R

21.0 mm/.827" Pin Diameter, \*Stroker piston for a 4G64 crank

**MITSUBISHI**  
**1993-UP ECLIPSE / TALON / EVO**  
**4G63 22MM PIN**



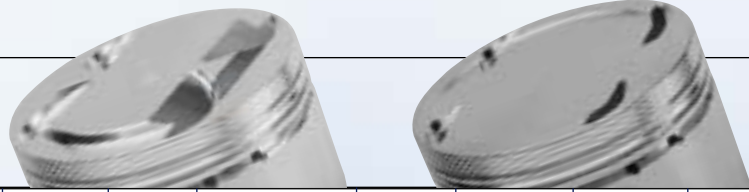
Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
208477	85.50	0.020	3.465	5.906	1.367	47.0	8.5:1	-13.2	316	T	R
254006	86.00	0.040	3.465	5.906	1.367	47.0	8.5:1	-14.0	323	T	R
202192*	85.50	0.020	3.937	5.906	1.130	47.0	8.5:1	-22.0	285	T	R
202193*	86.00	0.040	3.937	5.906	1.130	47.0	8.5:1	-22.0	286	T	R

22.0 mm/.866" Pin Diameter, \*Stroker piston for a 4G64 crank

FOOTNOTES: T- Accepts Turbo and Nitrous, V- Accepts Nitrous, SKIRT STYLE: F- FSR (Forged Side Relief), R - Full Round Skirt

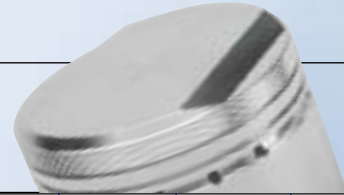


**NISSAN**  
1990-1996 300ZX  
VG30DE(TT)



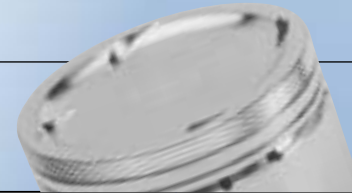
Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
165053	87.50	0.020	3.270	6.071	1.255	49.5	9.0:1	-4.5	348	T	R
166027	87.50	0.020	3.270	6.071	1.255	49.5	11.0:1	7.0	329	V	R

**NISSAN**  
R32-R34 SKYLINE  
RB26DET



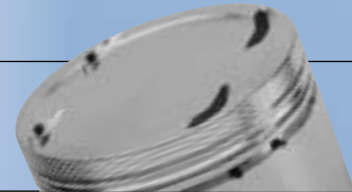
Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
209849	86.50	0.020	3.386	4.780	1.185	70.0	8.2:1	15.3	355	T	R
209855	87.00	0.040	3.386	4.780	1.185	70.0	8.2:1	15.3	360	T	R

**NISSAN**  
1991-98 240SX  
KA24DE



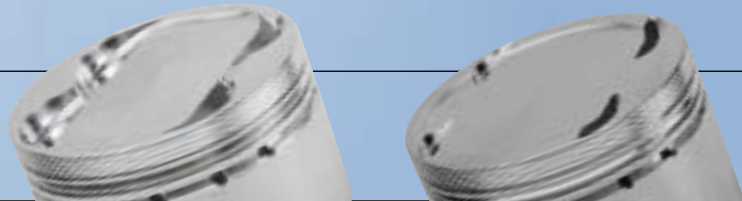
Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
244514	89.50	0.020	3.780	6.496	1.336	46.0	9.0:1	-22.2	355	T	R
250642	89.50	0.020	3.780	6.496	1.336	46.0	11.0:1	-6.6	346	V	R

**NISSAN**  
SENTRA/200SX SE-R, SILVIA, 180SX & BLUEBIRD  
SR20DET



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
244871	86.00	STD	3.386	5.366	1.253	46.5	8.7:1	-11.3	330	T	R
245015	86.50	0.020	3.386	5.366	1.253	46.5	8.7:1	-11.8	334	T	R
245016	87.00	0.040	3.386	5.366	1.253	46.5	8.7:1	-12.4	340	T	R

**NISSAN**  
2003-UP 350Z & G35  
VQ35DE



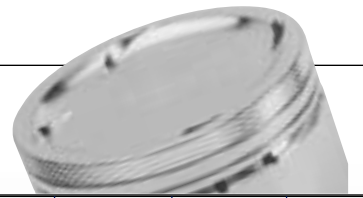
Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
231532	95.50	STD	3.205	5.675	1.165	56.0	8.5:1	-12.6	380	T	R
231580	95.50	STD	3.205	5.675	1.165	56.0	10.5:1	4.7	363	V	R

FOOTNOTES: T- Accepts Turbo and Nitrous, V- Accepts Nitrous, SKIRT STYLE: F- FSR (Forged Side Relief), R - Full Round Skirt

## SUBARU

2004+ IMPREZA STI, 2005+ FORESTER XT, LEGACY GT, 2006+ WRX

### EJ257

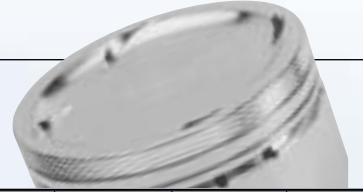


Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
245986	99.50	STD	3.110	5.137	1.209	50.0	8.5:1	-21.5	394	T	R
256058	100.00	0.020	3.110	5.137	1.209	50.0	8.5:1	-22.2	407	T	R

## SUBARU

2002-2005 IMPREZA WRX

### EJ205

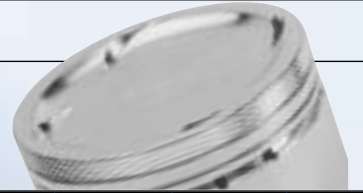


Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
205090	92.00	STD	2.953	5.137	1.287	48.0	8.5:1	-11.8	364	T	R
226378	92.50	0.020	2.953	5.137	1.287	48.0	8.5:1	-11.8	371	T	R

## SUBARU

1997-UP SUBARU IMPREZA, FORESTER, LEGACY

### EJ25



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
205091	99.50	STD	3.110	5.137	1.192	48.0	8.2:1	-23.0	386	T	R
205103	99.50	STD	3.110	5.165	1.162	51.0	8.5:1	-18.8	387	T	R

## TOYOTA

1993-98 SUPRA TURBO

### 2JZGTE

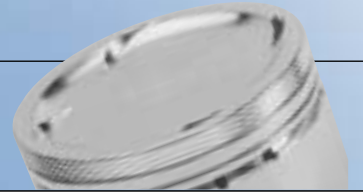


Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
252059	86.50	0.020	3.386	5.590	1.338	40.0	8.5:1	-20.8	330	T	R
252060	87.00	0.040	3.386	5.590	1.338	40.0	8.5:1	-21.5	333	T	R

## TOYOTA

1991-95 MR2 TURBO

### 3SGTE

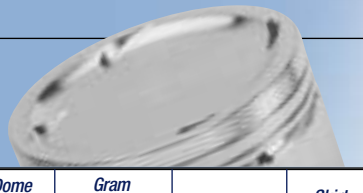


Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
252061	86.50	0.020	3.386	5.433	1.378	50.0	9.0:1	-6.5	351	T	R
252062	87.00	0.040	3.386	5.433	1.378	50.0	9.0:1	-7.2	356	T	R

## SCION

2005-UP TC, 2002-UP CAMRY 4CYL, 2002-UP SOLARA

### 2AZFE



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
253054	89.00	0.020	3.780	5.886	1.299	40.2	9.0:1	-27.1	337	T	R
253055	89.00	0.020	3.780	5.886	1.299	40.2	11.0:1	-12.2	322	V	R

**TOYOTA**  
**1987-92 SUPRA TURBO**  
**7MGTE**



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
186241	83.50	0.020	3.582	5.984	1.289	40.0	8.8:1	-16.1	296	T	R
186242	84.00	0.040	3.582	5.984	1.289	40.0	8.9:1	-16.1	301	T	R

**TOYOTA**  
**5SFE BLOCK/ 3SGTE HEAD**



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
252064	87.50	0.020	3.583	5.433	1.280	50.0	9.0:1	-11.6	338	T	R

**VOLKSWAGEN**  
**1990-93 2.0L 16V JETTA / GTI / PASSAT**  
**9A**




Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
186231	83.00	0.020	3.654	5.669	1.174	46.0	9.5:1	-7.4	286	T	R
186232	83.50	0.040	3.654	5.669	1.174	46.0	9.5:1	-7.4	293	T	R
186233	83.00	0.020	3.654	5.669	1.174	46.0	11.2:1	2.8	283	V	R
186234	83.50	0.040	3.654	5.669	1.174	46.0	11.3:1	2.8	294	V	R

**VW / AUDI**  
**A4, GOLF, JETTA, TT**  
**1.8T**



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
242909	81.00	STD	3.402	5.669	1.286	43.0	8.7:1	-8.1	296	T	R
242926	81.50	0.020	3.402	5.669	1.286	43.0	8.7:1	-8.7	304	T	R
242928	82.00	0.040	3.402	5.669	1.286	43.0	8.7:1	-9.3	310	T	R
242880	81.00	STD	3.402	5.669	1.286	43.0	9.5:1	-2.7	299	T	R
242881	81.50	0.020	3.402	5.669	1.286	43.0	9.5:1	-3.1	303	T	R
242882	82.00	0.040	3.402	5.669	1.286	43.0	9.5:1	-3.6	308	T	R

**VOLKSWAGEN**  
**1993-99 2.0L 8V GOLF III / JETTA III**  
**ABA**



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
186241	83.50	0.020	3.582	5.984	1.289	40.0	8.8:1	-16.1	296	T	R
186242	84.00	0.040	3.582	5.984	1.289	40.0	8.9:1	-16.1	301	T	R

**VOLKSWAGEN**  
**1992-99 VR6 GTI / JETTA GLX / PASSAT**  
**AAA**



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
186235	82.00	0.040	3.552	6.457	1.275	-	9.0:1	-11.6	304	T	R
186236	83.00	0.080	3.552	6.457	1.275	-	9.0:1	-11.6	306	T	R
186237	82.00	0.040	3.552	6.457	1.275	-	10.0:1	-5.1	296	V	R
186238	83.00	0.080	3.552	6.457	1.275	-	10.0:1	-5.1	302	V	R





# SRP Pistons

## ACURA 1992-93 INTEGRA GSR B17A1



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
149229	81.00	STD	3.205	5.208	1.181	42.7	8.5:1	-6.6	271	T	R
149230	81.25	+.010	3.205	5.208	1.181	42.7	8.5:1	-6.6	276	T	R
149231	81.50	+.020	3.205	5.208	1.181	42.7	8.5:1	-6.6	279	T	R
149226	81.00	STD	3.205	5.208	1.181	42.7	10.0:1	2.8	279	V	R
149228	81.50	+.020	3.205	5.208	1.181	42.7	10.0:1	2.8	288	V	R

Includes 827-2250-15-51S Pins and 812-042-CS Spiro Locks

## ACURA 1994-01 INTEGRA GSR B18C1



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
149235	81.00	STD	3.433	5.429	1.181	41.5	9.0:1	-8.1	276	V	R
149236	81.25	+.010	3.433	5.429	1.181	41.5	9.0:1	-8.1	282	V	R
149237	81.50	+.020	3.433	5.429	1.181	41.5	9.0:1	-8.1	283	V	R
149232	81.00	STD	3.433	5.429	1.181	41.5	10.5:1	1.4	271	U	R
149233	81.25	+.010	3.433	5.429	1.181	41.5	10.5:1	1.4	275	U	R
149234	81.50	+.020	3.433	5.429	1.181	41.5	10.5:1	1.4	281	U	R
149226	81.00	STD	3.433	5.429	1.181	41.5	11.0:1	2.8	279	V	R
149228	81.50	+.020	3.433	5.429	1.181	41.5	11.0:1	2.8	288	V	R
149211	81.00	STD	3.433	5.429	1.181	41.5	12.0:1	6.4	290	U	R
149212	81.25	+.010	3.433	5.429	1.181	41.5	12.0:1	6.4	294	U	R
149213	81.50	+.020	3.433	5.429	1.181	41.5	12.0:1	6.4	296	U	R

Includes 827-2250-15-51S Pins and 812-042-CS Spiro Locks

## ACURA 1990-01 INTEGRA NON-VTEC B18A1 / B1



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
149223	81.00	STD	3.504	5.394	1.181	45.0	8.5:1	-9.4	271	T	R
149225	81.50	+.020	3.504	5.394	1.181	45.0	8.5:1	-9.4	280	T	R
149217	81.00	STD	3.504	5.394	1.181	45.0	9.5:1	-3.9	274	V	R
149218	81.25	+.010	3.504	5.394	1.181	45.0	9.5:1	-4.0	278	V	R
149219	81.50	+.020	3.504	5.394	1.181	45.0	9.5:1	-3.9	290	V	R
149220	81.00	STD	3.504	5.394	1.181	45.0	10.7:1	3.4	277	V	R
149221	81.25	+.010	3.504	5.394	1.181	45.0	10.7:1	3.4	280	V	R
149222	81.50	+.020	3.504	5.394	1.181	45.0	10.7:1	3.4	284	V	R

Includes 827-2250-15-51S Pins and 812-042-CS Spiro Locks



## ACURA 1997-01 INTEGRA TYPE R B18C5

Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
149235	81.00	STD	3.433	5.429	1.181	42.7	9.0:1	-8.1	276	T	R
149236	81.25	+.010	3.433	5.429	1.181	42.7	9.0:1	-8.1	282	T	R
149237	81.50	+.020	3.433	5.429	1.181	42.7	9.0:1	-8.1	283	T	R
149214	81.00	STD	3.433	5.429	1.181	42.7	10.0:1	-1.4	270	V	R
149215	81.25	+.010	3.433	5.429	1.181	42.7	10.0:1	-1.4	272	V	R
149216	81.50	+.020	3.433	5.429	1.181	42.7	10.0:1	-1.4	273	V	R
149232	81.00	STD	3.433	5.429	1.181	42.7	10.5:1	1.4	271	V	R
149233	81.25	+.010	3.433	5.429	1.181	42.7	10.5:1	1.4	275	V	R
149234	81.50	+.020	3.433	5.429	1.181	42.7	10.5:1	1.4	281	V	R
149226	81.00	STD	3.433	5.429	1.181	42.7	11.0:1	2.8	279	V	R
149228	81.50	+.020	3.433	5.429	1.181	42.7	11.0:1	2.8	288	V	R
149211	81.00	STD	3.433	5.429	1.181	42.7	11.7:1	6.4	290	U	R
149212	81.25	+.010	3.433	5.429	1.181	42.7	11.7:1	6.4	294	U	R
149213	81.50	+.020	3.433	5.429	1.181	42.7	11.7:1	6.4	296	U	R

Includes 827-2250-15-51S Pins and 812-042-CS Spiro Locks



## ACURA B18A1 / B1 WITH LS VTEC B16A OR B18C1 HEAD

Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
149235	81.00	STD	3.504	5.394	1.181	42.7	8.8:1	-8.1	276	T	R
149236	81.25	+.010	3.504	5.394	1.181	42.7	8.8:1	-8.1	282	T	R
149237	81.50	+.020	3.504	5.394	1.181	42.7	8.8:1	-8.1	283	T	R
149229	81.00	STD	3.504	5.394	1.181	42.7	9.0:1	-6.6	271	V	R
149230	81.25	+.010	3.504	5.394	1.181	42.7	9.0:1	-6.6	276	V	R
149231	81.50	+.020	3.504	5.394	1.181	42.7	9.0:1	-6.6	279	V	R
149214	81.00	STD	3.504	5.394	1.181	42.7	9.7:1	-1.4	270	V	R
149215	81.25	+.010	3.504	5.394	1.181	42.7	9.8:1	-1.4	272	V	R
149216	81.50	+.020	3.504	5.394	1.181	42.7	9.8:1	-1.4	273	V	R
149232	81.00	STD	3.504	5.394	1.181	42.7	10.2:1	1.4	271	V	R
149233	81.25	+.010	3.504	5.394	1.181	42.7	10.3:1	1.4	275	V	R
149234	81.50	+.020	3.504	5.394	1.181	42.7	10.3:1	1.4	281	V	R
149226	81.00	STD	3.504	5.394	1.181	42.7	10.5:1	2.8	279	V	R
149228	81.50	+.020	3.504	5.394	1.181	42.7	10.5:1	2.8	288	U	R
149211	81.00	STD	3.504	5.394	1.181	42.7	11.3:1	6.4	290	U	R
149212	81.25	+.010	3.504	5.394	1.181	42.7	11.3:1	6.4	294	U	R
149213	81.50	+.020	3.504	5.394	1.181	42.7	11.4:1	6.4	296	U	R

\*B18C1 head will have a slightly higher compression ratio  
Includes 827-2250-15-51S Pins and 812-042-CS Spiro Locks

## HONDA

### 1993-97 DEL SOL, 1999-00 CIVIC Si

### B16A1/A2/A3



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
49235	81.00	STD	3.047	5.290	1.181	42.7	8.0:1	-8.1	276	T	R
149236	81.25	+.010	3.047	5.290	1.181	42.7	8.0:1	-8.1	282	T	R
149237	81.50	+.020	3.047	5.290	1.181	42.7	8.0:1	-8.1	283	T	R
149229	81.00	STD	3.047	5.290	1.181	42.7	8.2:1	-6.6	271	T	R
149230	81.25	+.010	3.047	5.290	1.181	42.7	8.2:1	-6.6	276	T	R
149231	81.50	+.020	3.047	5.290	1.181	42.7	8.3:1	-6.6	279	T	R
149214	81.00	STD	3.047	5.290	1.181	42.7	9.0:1	-1.4	270	V	R
149215	81.25	+.010	3.047	5.290	1.181	42.7	9.0:1	-1.4	272	V	R
149216	81.50	+.020	3.047	5.290	1.181	42.7	9.0:1	-1.4	273	V	R
149232	81.00	STD	3.047	5.290	1.181	42.7	9.5:1	1.4	271	V	R
149233	81.25	+.010	3.047	5.290	1.181	42.7	9.5:1	1.4	275	V	R
149234	81.50	+.020	3.047	5.290	1.181	42.7	9.5:1	1.4	281	V	R
149226	81.00	STD	3.047	5.290	1.181	42.7	9.8:1	2.8	279	V	R
149228	81.50	+.020	3.047	5.290	1.181	42.7	9.8:1	2.8	288	V	R
149211	81.00	STD	3.047	5.290	1.181	42.7	10.5:1	6.4	290	U	R
149212	81.25	+.010	3.047	5.290	1.181	42.7	10.5:1	6.4	294	U	R
149213	81.50	+.020	3.047	5.290	1.181	42.7	10.5:1	6.4	296	U	R

Includes 827-2250-15-51S Pins and 812-042-CS Spiro Locks

## HONDA

### 1988-95 CIVIC DX/LX, HB DX/CRX-DX

### D15B2/B7

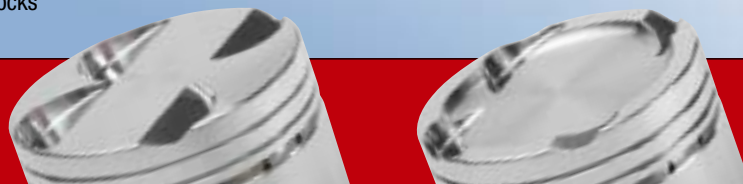


Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
149184	75.00	STD	3.327	5.276	1.213	38.0	9.0:1	-3.4	234	T	R
149186	75.50	+.020	3.327	5.276	1.213	38.0	9.0:1	-3.4	238	T	R
149189	75.50	+.020	3.327	5.276	1.213	38.0	10.5:1	4.1	247	V	R

Includes 827-2250-15-51S Pins and 812-042-CS Spiro Locks

## HONDA

### 1992-95 CIVIC EX/Si, 1993-95 DEL SOL



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
149199	75.00	STD	3.543	5.394	1.181	34.6	9.0:1	-10.66	230	T	R
149200	75.25	+.010	3.543	5.394	1.181	34.6	9.0:1	-10.66	233	T	R
149201	75.50	+.020	3.543	5.394	1.181	34.6	9.0:1	-10.66	236	T	R
149202	75.00	STD	3.543	5.394	1.181	34.6	10.3:1	-3.3	227	V	R
149203	75.25	+.010	3.543	5.394	1.181	34.6	10.3:1	-3.3	230	V	R
149204	75.50	+.020	3.543	5.394	1.181	34.6	10.4:1	-3.3	233	V	R

Includes 827-2250-15-51S Pins and 812-042-CS Spiro Locks

**HONDA**  
1988-91 CIVIC Si, CRX Si  
**D16A6**



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
149199	75.00	STD	3.543	5.394	1.181	34.6	9.0:1	-10.66	230	T	R
149200	75.25	+.010	3.543	5.394	1.181	34.6	9.0:1	-10.66	233	T	R
149201	75.50	+.020	3.543	5.394	1.181	34.6	9.0:1	-10.66	236	T	R
149202	75.00	STD	3.543	5.394	1.181	34.6	10.3:1	-3.3	227	V	R
149203	75.25	+.010	3.543	5.394	1.181	34.6	10.3:1	-3.3	230	V	R
149204	75.50	+.020	3.543	5.394	1.181	34.6	10.4:1	-3.3	233	V	R

Includes 827-2250-15-51S Pins and 812-042-CS Spiro Locks

**HONDA**  
HONDA 1996-00 CIVIC DX/LX, DEL SOL Si  
**D167Y**



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
149208	75.00	STD	3.543	5.394	1.181	34.6	8.7:1	-12.1	232	T	R
149210	75.50	+.020	3.543	5.394	1.181	34.6	8.7:1	-12.1	239	T	R

Includes 827-2250-15-51S Pins and 812-042-CS Spiro Locks

**HONDA**  
1996-98 CIVIC EX, DEL SOL Si  
**D16Y8**



Part Number	Bore	Oversize	Stroke	Rod Length	Compression Distance	Head CC	Compression Ratio with .040	Dome CC's	Gram Weight	Footnote	Skirt
149178	75.00	STD	3.543	5.394	1.154	32.8	9.0:1	-11.6	229	T	R
149179	75.25	+.010	3.543	5.394	1.154	32.8	9.0:1	-11.6	231	T	R
149180	75.50	+.020	3.543	5.394	1.154	32.8	9.0:1	-11.6	234	T	R
149181	75.00	STD	3.543	5.394	1.154	32.8	10.5:1	-3.9	228	V	R
149183	75.50	+.020	3.543	5.394	1.154	32.8	10.5:1	-3.9	233	V	R

Includes 827-2250-15-51S Pins and 812-042-CS Spiro Locks

# CARRILLO

The Choice Connection

Carrillo Rods- The choice connection of performance rods. Since 1963 Carrillo has set the standard of excellence for the connecting rod industry. Now in stock from JE Pistons with more connecting rods coming soon!

MAKE	PART NUMBER	ROD DESIGN	ROD LENGTH	BIG END BORE	BOLT DIA.	PIN DIA.	PIN END WIDTH	WEIGHT GRAMS
<b>SPORT COMPACT CONNECTING RODS INCLUDE H-11 BOLTS EXCEPT WHERE NOTED (*)</b>								
Honda	<b>A5433HB826F90</b>	B18C1	5.433	1.890	5/16	0.826	0.900	445
Honda	<b>A5433HB826B86*</b>	B18C1	5.433	1.890	5/16	0.826	0.900	453
Honda	<b>A5636HA866G90</b>	H22A	5.636	2.008	3/8	0.866	0.940	485
Mitsubishi	<b>A5906MI827G11</b>	4G63/88-92	5.906	1.890	3/8	0.827	1.115	519
Mitsubishi	<b>A5906MJ866G04</b>	4G63/93-99	5.906	1.890	3/8	0.866	1.038	516
Nissan	<b>A5676NS866G81</b>	VQ35	6.069	2.086	3/8	0.866	0.860	539
Nissan	<b>A5676NV866G81</b>	VQ35	6.069	2.086	3/8	0.866	0.860	539
Nissan	<b>A6069NV866C81*</b>	VQ35	6.069	2.086	3/8	0.866	0.860	544
Nissan	<b>A6069NV866G86</b>	VG30	6.069	2.086	3/8	0.866	0.860	505
Porsche	<b>H5000PR905C00*</b>	964	5.000	2.284	3/8	0.905	1.000	579
Porsche	<b>H5000PR905C77*</b>	993	5.000	2.284	3/8	0.905	0.770	539
Porsche	<b>H5030PA866C00*</b>	2.4/2.7	5.030	2.243	3/8	0.905	1.000	582
Porsche	<b>H5120PR866C00*</b>	2.0/2.2	5.120	2.402	3/8	0.905	0.854	585
Porsche	<b>H5352PA866C00*</b>	912	5.352	2.243	3/8	0.866	1.000	445
Toyota	<b>A5433TS866G06</b>	3SGTE	5.433	2.007	3/8	0.866	1.060	535
Toyota	<b>A5590TJ866G00</b>	2JZGTE	5.590	2.166	3/8	0.866	1.000	531
Toyota	<b>H5590TJ866G00*</b>	2JZGTE	5.590	2.166	3/8	0.866	1.000	601



## HOW TO

### Convert from Cubic Centimeters to Cubic Inches

Multiply by **.0610237**

Example **1835cc x .0610237= 111.98**

### Convert from Cubic Inches to Cubic Centimeters

Multiply by **16.387064**

Example **350ch x 16.387064= 5735.47**

### Convert from Inches to Millimeters

Multiply by **25.4**

Example **3.189 x 25.4= 81.00mm**

### Convert from Millimeters to Inches

Multiply by **.0393701**

Example **81mm x .0393701= 3.1889**

## INSTALLING ROUND WIRE LOCKS

Using the 4 o'clock position of the pick lock groove as a reference, install one end of the lock at 1 o'clock. (The end gap of the lock should span from 1 o'clock to 3 o'clock) Position the rest of the lock as close to the wrist pin hole as possible. Insert a pick lock I tool or small screwdriver into the pick lock groove and leverage the lock into the groove. Once the first lock is in place, install the wrist pin. Seat the lock by placing a brass or aluminum drift against the pin and strike the drift firmly with a hammer. Perform this function on a cloth towel or soft rubber pad to prevent damage to the piston. Remove the pin and re-install with the connecting rod attached. Install and seat the second lock using the same procedure, then re-seat each lock a second time.

## INSTALLING SPIRO LOCKS

Begin with the leading tip of the lock in the 12 o'clock position. Insert your thumb through the center of the lock and hook it under your thumbnail at the 10 o'clock position (roughly 1/2" to the left of the leading tip). Install the leading tip into the 11 o'clock position of the groove. (If the wrist pin hole intersects the oil ring groove, lock installation is slightly more difficult as the lock will catch on the bottom ring land) The leading edge of the lock should catch in the groove allowing it to stay on its own. Continue installing the lock by applying pressure in a circular, counter-clockwise motion (fig. 6) until it fully snaps into place. Most JE Pistons are made for double Spiro Locks, requiring 4 locks per piston (two at each end of the pin). For pistons made to accept Round Wire Locks, see the installation instructions below. **The correct number of Spiro Locks must be installed in each piston or severe engine damage may occur. Do not over-stretch or re-use Spiro Locks. Do not install Spiro Locks in press-fit pin applications.**



Figure 5

Not to Scale!

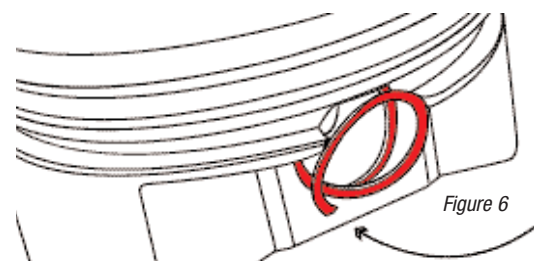
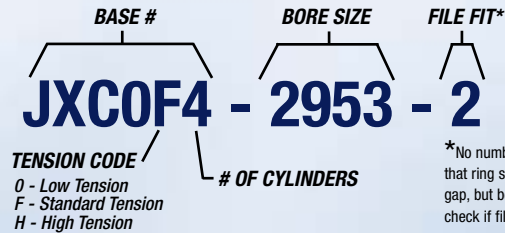


Figure 6



Use the example below to determine the appropriate ring set part number for your application. Begin by selecting your desired ring type (Steel/Gas Nitrided, steel Chrome Faced or Ductile Iron Moly Top ring) then select the appropriate axial ring heights from the ring chart for your piston (see figure f). This will provide the base number as shown in the example. To the right of the base number on the ring chart, all bore sizes available for that type of ring are listed. "bore size is followed by a "-" and a number (oversize) the rings must be file fit to the finished bore size.

### Example:



## GAS NITRIDED RING SETS

Specially developed for use with either Nikasil and/or factory iron blocks and liners. Added tensile strength helps maintain conformity with the bore to improve ring to cylinder wall seal. Gas nitriding provides an extremely hard surface with a very low coefficient of friction that provides long life and more power.

**Includes: Steel Gas Nitrided Top, Premium Iron 2nd, Low Tension Oil Ring**

AXIAL HEIGHT	BASE #	BORE SIZES
1.2mm • 1.2mm • 2.8mm	JG0004	3031,3051, 3071
1.0mm • 1.2mm • 2.8mm	JG1004	2874,2953,2972,2992,3110,3189,3209,3228,3250,3268, 3287, 3307, 3327, 3346, 3366,3386,3405,3425, 3445, 3465, 3484, 3504, 3543, 3583, 3622, 3642, 3661, 3701
1.5mm • 1.5mm • 4.0mm	JG2004	3425, 3445, 3455, 3465, 3504, 3514, 3524, 3534, 3587, 3626, 3642, 3652
1.2mm • 1.5mm • 2.8mm	JG3004	2953
1.5mm • 1.5mm • 3.0mm	JG6004	3386
1.2mm • 1.5mm • 3.0mm	JG9004	3386 3189, 3199,3209,3240, 3268, 3347, 3366, 3376, 3366
1.5mm • 1.5mm • 4.0mm	JG2006	3484

## CHROME FACE RING SETS

*Our standard high performance ring set in a wide variety of axial heights and bore sizes.*

**Includes: Steel Chrome Face Top, Premium Iron 2nd, Low Tension Oil Ring**

1.0mm • 1.2mm • 2.8mm	JXCOF4	2953-2,2963-0,2972-2,3189-3,3199-0,3209-2,3228-2, 3248-2, 3268-2, 3287-2, 3307-2,3327-0,3346-2, 3425-2, 3445-0, 3504-0, 3543-0
1.2mm • 1.2mm • 2.8mm	JC0004	3386, 3425, 3445
1.2mm • 1.2mm • 2.8mm	JC1204	3465
1.2mm • 1.2mm • 3.0mm	JC1004	3110
1.5mm • 1.5mm • 4.0mm	JC20H4	3405
1.2mm • 1.5mm • 2.8mm	JC3004	3071, 3091, 3917
1.2mm • 1.5mm • 4.0mm	JC4004	3031,3051,3150,3405,3622,3642
1.5mm • 1.5mm • 3.0mm	JC6004	3287, 3661
1.2mm • 1.2mm • 2.5mm	JC7004	3504, 3524
1.2mm • 1.5mm • 3.0mm	JC9004	2972,3406,3587, 3622, 3386
1.0mm • 1.2mm • 2.8mm	JXCOF6	3228-2,3287-2,3307-2
1.5mm • 1.5mm • 4.0mm	JC11F6	3405
1.5mm • 1.5mm • 2.8mm	JC5006	3445
1.2mm • 1.5mm • 3.0mm	JC9006	3406, 3606, 3425

## MOLY RING SETS

*Ductile iron moly inlay ring sets*

**Includes: Ductile Iron Moly Inlay Top, Cast Iron 2nd, Low Tension 011 Ring**

1.5mm • 1.5mm • 4.0mm	J64004	3307,3317,3327, 3347, 3386, 3406, 3425, 3445, 3504, 3543, 3622, 3642, 3700, 3740, 3780,3810, 3820, 3830
1.5mm • 1.5mm • 4.0mm	J670F4	3366

# Custom Ring Options

JE Pro Seal's ring manufacturing capabilities can provide custom ring solutions to your specific high performance needs. Our Custom Ring Department is armed with the latest equipment for design, manufacture and analysis. JE Pro Seal offers custom back-cutting to any desired axial thickness, custom chamfering to convert any neutral ring into a torsional ring. JE Pro Seal can also manufacture custom Dykes rings, and machine special axial heights on any ring. If you can't find the ring you're looking for, give your JE sales representative a call.

## ULTRA FINISH RINGS (UFR)

JE Pro Seal Ultra Finish Rings (UFR) are machined to the most exacting tolerances in the industry. All Ultra Finish rings are lapped to within  $\pm .000050$ " axial height and precision turned to  $\pm .0015$ " radial thickness. Designed to compliment our Ultra Groove® ring grooves available on JE custom pistons, these rings are used for the most demanding high performance applications that require extremely tight clearances for maximum seal. Featuring unprecedented flatness and axial surface finishes less than  $4\mu\text{inRa}$ , the Ultra Finish tolerance is available for all JE Pro Seal rings.

## CRITICAL FINISH RINGS (CFR)

JE Pro Seal Critical Finish Rings (CFR) present an alternative to Ultra Finish Rings with the same surface finish ( $<4\mu\text{Ra}$ ) on lapped top and bottom ring sides as the UFR held to within  $\pm .00015$ " axial thickness.

## CRITICAL TOLERANCE RINGS (CTR)

JE Pro Seal Critical Tolerance Rings (CTR) are held to  $\pm .00015$ " axial height and an industry standard base metal surface finish ( $25\mu\text{Ra}$ ). An alternative to our Critical Finish rings, JE Pro Seal CTR's are available in many of our most popular ring types. Call your JE Pro Seal sales representative for availability.

## GAS PORTING

Combustion pressure can be directed behind the top ring with the addition of vertical or lateral gas ports on the piston. Vertical gas ports are small holes drilled into the top of the piston that lead to the back of the top ring land. These holes allow combustion pressure to enter the top ring land directly behind the ring on the combustion stroke forcing the ring face against the cylinder wall for maximum seal (fig. 7). Lateral gas ports perform the same function by providing a pathway for the combustion pressure to enter the ring land with less interference (fig. 8). Gas ports are extremely beneficial when using reduced radial width and low tension rings. They aid in ring seal on the combustion stroke while reducing friction and drag on the remaining strokes that can rob the engine of horsepower. As a general rule vertical gas ports are mainly used in drag race applications while lateral gas ports are used for circle track and endurance racing (vertical gas ports tend to plug with carbon more than lateral gas ports and are usually application specific).

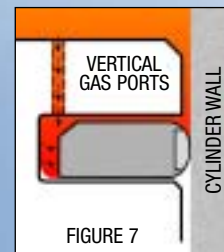


FIGURE 7

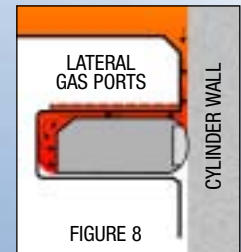
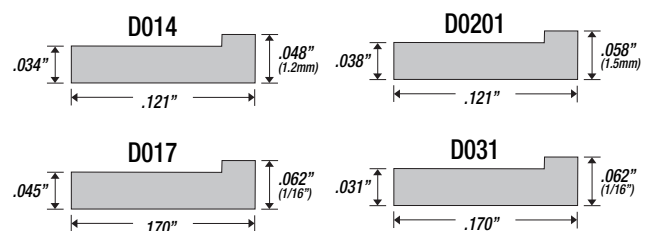
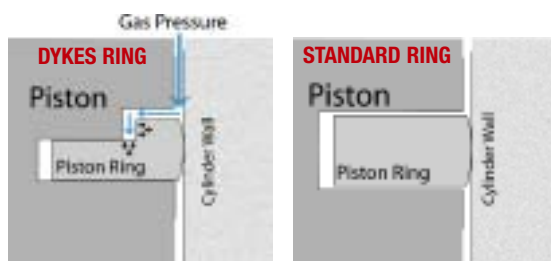


FIGURE 8

## DYKES RINGS

If you want maximum ring seal for your drag racing application, talk to your JE salesman about Dykes Rings. On the power and compression strokes of your engine, the gas pressure loads the ring against the cylinder wall and the bottom of the ring groove to create a better seal for increased horsepower. On the remaining two strokes, the ring relaxes giving you the reduced pressure created by the ring's natural radial tension thus reducing frictional drag. The four most common types of Dyke cut top rings are the 0017, the 0031, the 0014 and the 00201. All 0017 and 0031 rings have an axial height of  $1/16$ ". The 0014 and the 00201 are metric rings and have axial heights of 1.2mm and 1.5mm respectively. 80th the 0017 and the 0014 are for use on forced induction and nitrous applications. Although the 00201 can be used on forced induction engines as well, it is generally used on naturally aspirated engines. The 0031 ring is for use only on naturally aspirated engines.

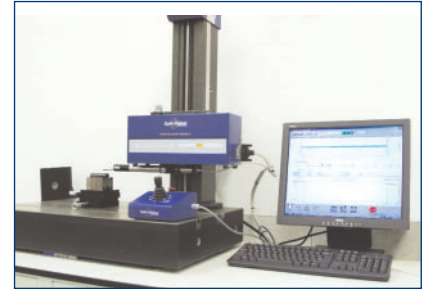
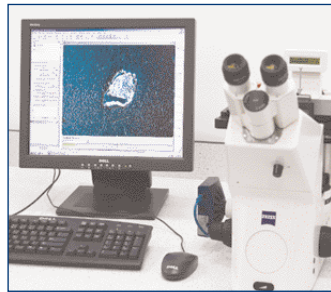




# Wrist Pins

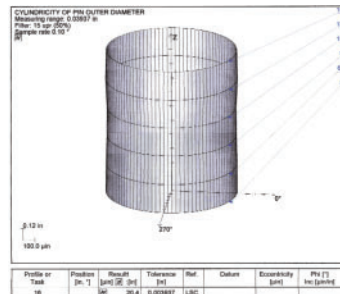
## WRIST PIN INSPECTION

JE uses a wide variety of laboratory grade inspection equipment like the Zeiss 1000x microscope and the Taylor Hobson Profilometer shown here. This advanced technology enables JE to detect even the tiniest flaws in the pin and/or the pin coating prior to passing inspection. The extensive quality control process that JE performs ensures you that the pins that you receive from JE are the finest available in the industry.



## WRIST PIN FINISH

All JE series 52, 72, 93, 94, 95 pins are superfinished on both outside and inside diameter. The outside finish helps to reduce piston pin bore wear and to distribute loads more evenly over the entire pin boss area. The inside finish is extremely important and helps to minimize fatigue cracking thereby contributing to the overall strength and reliability of the pin.



**JE USES THE LATEST SCANNING EQUIPMENT TO GUARANTEE THE ROUNDNESS OF EACH WRIST PIN**

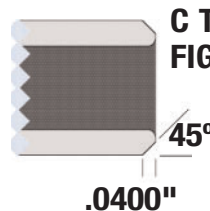
## DLC (DIAMOND LIKE COATING)

DLC (Diamond Like Coating) is an extremely hard, wear resistant coating with a very low friction coefficient of 0.1-0.2. Excellent adhesion to steel and Titanium is achieved via a plasma assisted chemical vapor deposition (PACVD) process. During this process sp<sup>2</sup> and sp<sup>3</sup> carbon atoms form diamond shaped bonds with the base material thereby earning the name Diamond Like Coating. The wear resistance and non-stick performance of DLC make it an excellent addition to wrist pins for the prevention of pin bore galling.



## LOCK TYPES "C OR S"

All pin part numbers that end with "C" have a 45° chamfer on the ends of the pin (see figure 1) and are designed to be used with wire locks only. Wire locks help to distribute side loading over the entire piston pin boss area thereby increasing piston strength. It is important to note that JE "C" type pins have a deeper chamfer groove (.040" as shown) than many other manufacturers. "S" type wrist pins have a sharp edge (see figure 2) and are designed for use with spiro type and Tru Arc locks.



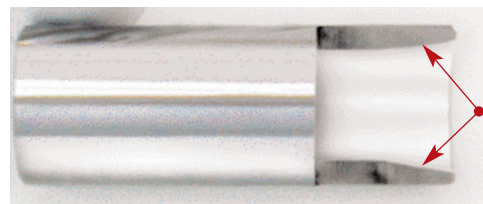
**C TYPE PIN  
FIGURE 1**



**S TYPE PIN  
FIGURE 2**

## TAPERED PINS

Tapered wall pins are designed for the highest strength to weight ratio possible while the length of the taper has been optimized for the piston pin boss span. JE tapered wall pins are hand lapped to the finest I.D. finish available in the industry.



**Cut-a-way  
of a Tapered  
Wrist Pin**



# Wrist Pins

## PIN PART NUMBER BREAK DOWN

# 827-2050-12-52C

**DIAMETER**  
*.827" - Overall length of wrist pin in inches.*

**LENGTH**  
*2.050" - Overall length of wrist pin in inches.*

**WALL THICKNESS**  
*.150" - number indicates first two decimal places*

**SERIES**  
*Material Type*

**LOCK**  
*Lock Type "C" or "S"*

## SERIES LEGEND

51 Series - Case Hardened, Low Carbon Steel

52 Series - Through Hardened, 52100 High Carbon Steel

93 Series - 9310 Nickel Carbon Steel Alloy, Straight Wall

95 Series - 9310 Nickel Carbon Steel Alloy, Tapered Wall

9B Series - 9310 Nickel Carbon Steel Alloy, DLC Coated

PT Series - 9310 Nickel Carbon Steel Alloy Precision Pin

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
630-2050-14-95C or S	53	748-2250-12-52C or S	71	791-2795-14-51C or S	105	866-2250-15-PTC	90
669-1650-14-PTC	45	748-2250-14-51C	76	792-2500-12-52C or S	79	866-2250-17-52C or S	106
669-1750-14-PTC	50	748-2250-14-95C or S	72	792-2500-14-51C or S	87	866-2250-23-44C or S	CALL
669-2050-11-52C	51	748-2250-14-PTC	70	792-2795-11-52C	87	866-2500-10-52C or S	79
669-2050-12-51C	54	748-2500-12-51C or S	78	792-2795-14-51C or S	97	866-2500-12-52C or S	90
669-2050-14-52C	60	748-2500-12-52C	75	812-2050-13-PTC	68	866-2500-15-51C or S	109
669-2250-11-52C	57	748-2500-14-51C or S	86	812-2250-12-52C or S	76	866-2500-15-52C or S	110
669-2250-12-51C	59	748-2500-14-PTC or S	75	812-2250-13-PTC or S	75	866-2500-15-52C or S	109
669-2250-14-52C	67	750-2250-13-52C or S	72	812-2250-14-51C or S	86	866-2500-15-93C or S	110
669-2350-11-52C	60	750-2500-14-51C or S	86	812-2250-14-95C or S	CALL	866-2500-15-94C	108
669-2500-11-52C	53	767-2250-13-52C	74	812-2500-12-52C or S	83	866-2500-15-95C or S	100
708-1650-14-PTC	50	787-2050-14-52C	74	812-2500-14-51C or S	95	866-2500-17-93C or S	118
708-1750-14-PTC	53	787-2250-10-52C	63	812-2850-13-PTS	91	866-2500-21-93C	138
708-2050-10-52C	50	787-2250-11-52C or S	69	812-2850-14-515	108	866-2750-12-51	99
708-2050-12-51C	58	787-2250-12-51C	69	827-2050-12-52C	70	866-2750-15-51S	121
708-2050-12-52C	57	787-2250-14-51C	63	827-2250-12-52C or S	78	866-2850-15-51C	125
708-2050-14-51C	64	787-2250-14-52C	81	827-2250-13-93C	82	866-2850-15-PTS	119
708-2050-14-52C	65	787-2250-18-PTC	91	827-2250-15-51C or S	91	875-2250-23-44C or S	74
708-2250-10-52C	55	787-2350-10-52C or S	66	827-2250-15-93C or S	92	875-2500-12-52C or S	90
708-2250-12-51C	64	787-2350-11-52C	72	827-2250-15-94C	92	875-2500-15-51S	113
708-2250-12-52C	62	787-2350-14-51C or S	88	827-2350-15-51C	95	875-2500-16-PTC or S	109
708-2250-14-52C	71	787-2350-14-52C or S	85	827-2500-12-52C or S	86	875-2850-15-51S	129
708-2250-18-PTC	78	787-2350-18-PTC	94	827-2500-15-51C or S	101	875-2850-16-PTS	121
708-2350-10-52C	57	787-2500-10-52C or S	70	827-2850-13-PTS	98	905-2050-15-52C	91
708-2350-12-51C	66	787-2500-11-52C	76	827-2850-15-515	115	905-2250-15-51C	106
708-2350-18-PTC	53	787-2500-12-51C or S	77	866-2000-17-725	95	905-2250-15-52C	100
708-2350-19-PTC	88	787-2500-14-51C or S	93	866-2050-12-52C	74	905-2500-12-52C or S	95
728-2250-12-52C or S	65	787-2850-14-515	106	866-2250-12-52C or S	80	905-2500-15-51C or S	118
748-2050-11-52C	57	791-2250-12-52C or S	73	866-2250-12-52C or S	81	905-2500-15-52C or S	112
748-2050-14-52C	70	791-2500-11-52C	78	866-2250-13-935	86	905-2500-11-93C or S	130
748-2250-10-52C	58	791-2500-14-51C or S	86	866-2250-15-51C or S	98		
748-2250-12-51C or S	70	791-2795-11-52C or S	87	866-2250-15-93C	99		



# Custom Piston Order Form

15312 Connector Lane, Huntington Beach, CA 92649, USA • TEL (714) 898-9763 • FAX (714) 893-8297 • www.jepistons.com

Engine Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Number of Cylinders: \_\_\_\_\_ Order Quantity of Pistons: \_\_\_\_\_

Cubic Inch Displacement: \_\_\_\_\_ Max RPM: \_\_\_\_\_ Approx. HP: \_\_\_\_\_

Bore Size: \_\_\_\_\_ Stroke: \_\_\_\_\_

Rod Length: \_\_\_\_\_

Steel  Aluminum  Titanium

Brand: \_\_\_\_\_

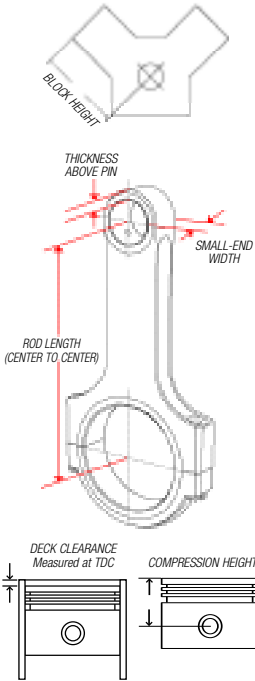
Rod Small-End Width: \_\_\_\_\_

Thickness Above Pin: \_\_\_\_\_

Piston Guided Rod  Yes  No

### Compression Height Calculation Table

Block Height: _____
-1/2 of Stroke: _____
Rod Length: _____
Deck Clearance +/-: _____
Compression Height: _____



Head Gasket Thickness: \_\_\_\_\_

Compression Ratio: \_\_\_\_\_

**CAMSHAFT SPECS:**  Hydraulic  Solid  Roller

Gross Valve Lift: In: \_\_\_\_\_ Ex: \_\_\_\_\_

Lobe Separation (°): \_\_\_\_\_ Duration @.050: In: \_\_\_\_\_ Ex: \_\_\_\_\_

Degreed in Std. °: + \_\_\_\_\_ ° - \_\_\_\_\_ °

Valve Lift @ TDC: In: \_\_\_\_\_ Ex: \_\_\_\_\_

**CYLINDER HEAD** Type: \_\_\_\_\_ Pt#: \_\_\_\_\_

Combustion Chamber Size: \_\_\_\_\_ cc's

Valve Diameter: In: \_\_\_\_\_ Ex: \_\_\_\_\_

Free Drop (If Known): \_\_\_\_\_

Was Cylinder Head Milled?:  Yes  No

If Cylinder Head Was Milled, How Much?: Flat: \_\_\_\_\_ Angled: \_\_\_\_\_

Piston Type (Circle One If Known):  
 Dome  Flat Top  Dish  Inverted Dome  
 Conical  Spherical  Round  3D

Pistons Designed For:  Circle Track  Asphalt  Dirt  
 Drag Race  Road Race  Marine  Street/Strip  
 Other (Please Specify): \_\_\_\_\_

Is Your Motor:  Carbureted  Injected  
 Turbo Charged: Lbs. Boost: \_\_\_\_\_  Blown: Lbs. Boost: \_\_\_\_\_  
 Nitrous - How Much HP:  100  250  350  400+  
 Other (Please Specify): \_\_\_\_\_

Fuel Type:  Pump Gas  Race Gas  Alcohol  Nitro

Purchasing Rings with Order:  Yes  No Cylinder Qty: \_\_\_\_\_

If **NOT** Purchasing Rings, Please Provide Ring Set Brand

And Part Number: \_\_\_\_\_

Axial Ring Height: **AXIAL RING HEIGHT**

Top: \_\_\_\_\_ 2nd: \_\_\_\_\_ Oil: \_\_\_\_\_

Radial Ring Widths: **RADIAL RING WIDTH**

Top: \_\_\_\_\_ 2nd: \_\_\_\_\_ Oil: \_\_\_\_\_

### OPTIONAL FEATURES

\*For details on custom piston features and terminology refer to catalog pages VIII and IX

Gas Ports; Vertical: \_\_\_\_\_ Spin Boss: \_\_\_\_\_

Gas Ports; Lateral: \_\_\_\_\_ Window Mill: \_\_\_\_\_

Accumulator Grooves: \_\_\_\_\_ Skirt Coating: \_\_\_\_\_

Contact Reduction: \_\_\_\_\_ DBL Pin Oilers: \_\_\_\_\_

Oil Rail Supports: \_\_\_\_\_ Pin Fit: \_\_\_\_\_

### PIN SPECS

Pin Diameter: \_\_\_\_\_ Length: \_\_\_\_\_ Wall Thickness: \_\_\_\_\_ Qty: \_\_\_\_\_

Pins With Order:  Yes  No Pin Fit:  Yes  No

Pin Series:  51  52  72  93  94  95  44

Locks:  Double Spiro Lock  Wire Lock  Tru Arc  HookWire  
 Single Spiro Lock  Single Tru Arc  Buttons

**JE Pistons reserves the right to choose the appropriate pin length if supplying pins per each piston design.**

**Expedite Service**     
 7 day + 25%      5 day + 40%      3 day + 50%

Number of days does not include engineering or shipping! Does not apply to components.

### BILLING INFORMATION

Bill To: \_\_\_\_\_ Acct #: \_\_\_\_\_

Address: \_\_\_\_\_

Ship To: \_\_\_\_\_ Acct #: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Ship Method: \_\_\_\_\_ P.O. #: \_\_\_\_\_

CC#: \_\_\_\_\_ CVC#: \_\_\_\_\_

Name On Card: \_\_\_\_\_ Exp: \_\_\_\_\_

Deposit Amount (50% required): \_\_\_\_\_ Billing Zip Code: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Customer's Email address: \_\_\_\_\_

**RETURN POLICY:** Custom pistons are returnable only for defects in workmanship or materials in the as received condition. Under no circumstances will parts be returnable after 90 days. Please check packaging for complete details

# Apparel

## SHIRTS

Select either the 100% cotton silk-screened t-shirt, the 100% cotton pique embroidered polo, or our sweatshirts.

A=Sm B=Med C=L D=XL E=XXL



Light-weight Jacket J203



Leather Jacket J202



Black Sweatshirt J112



Hooded Gray Sweatshirt J116



Royal Blue Dickies® Shop Apron J103



Key Ring J400X  
Keep a JE Piston with you at all times. Custom machined just like the real ones, only smaller.



Banner J901X  
Show your true colors. JE colors that is. This durable 4' x 3 1/2' vinyl banner with brass gromets. shows your support for the number one piston in the world.

## Universal Fit

## NuFit®



Traditional style J303X  
Professional style J302X  
Low-crown style J301X



Red Sm/Med J306X  
Red L/XL J307X  
Black Sm/Med J106X  
Black L/XL J107X



White Visor Style J313X  
Black Visor Style J315X



Red Beanie J316X  
Black Beanie J317X



Navy Blue Beanie J320X  
Black Beanie J319X