



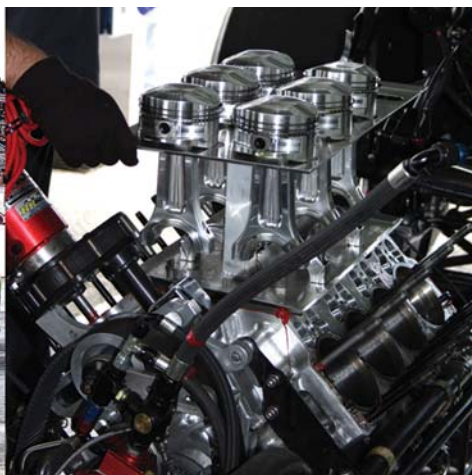
*Uncover the rich tradition of innovation; revealing unprecedented piston and connecting rod manufacturing achievement.*



# QUALITY Reliability PERFORMANCE Innovative Design

The success on and off the racetrack has made CP-Carrillo more than a piston and rod manufacturer - it has come to stand for a way of doing things: with spirit, flair, courage, intelligence and teamwork.

There are many unmistakable characteristics that define CP-Carrillo – quality, reliability, performance and innovative design. Yet it is the combination of these characteristics that makes our brand so unique.





The dedication and determination that we bring to building our pistons and connecting rods is more than any other trait, power is the defining characteristic at the heart of our brand. **In the way we do business, its total self-confidence – delivered with a sense of understatement.** The CP-Carrillo way is to make things appear as effortless as possible.

Building a CP Piston and Carrillo Rod using the finest quality materials takes time. CP-Carrillo has always been about passion. In fact, our entire reputation rests on the experienced skills and passion of our people. This is a genuine team effort combined by people who are fueled by racing and are eager for customer success.

Towards the end 2009, CP Pistons and Carrillo Industries merged to create CP-Carrillo, both built on the foundation to better service those with a desire to build high quality race engines. With two great companies

coming together, we were able to expand our catalog and offer you a product line that was once only available as custom items, with custom prices. We have combined our state of the art manufacturing/engineering facilities and can proudly continue to say that all of our pistons and connecting rods are MADE IN THE USA. This gives us complete traceability of our materials, engineering and craftsmanship.

**CP- Carrillo is now set up to be your one stop source for pistons and rods.** Our extensive product line consists of pistons and connecting rods for Domestic, Sport Compact, Vintage and European applications. There is hardly a make or model we do not cover, including diesel and more recently Aluminum rods for Drag Race applications. We offer unparalleled tech support and customer service, making it easy for you with one phone call, one shipping charge, one invoice all while talking to our support center whose main goal is helping you succeed.



WHY CP-CARRILLO



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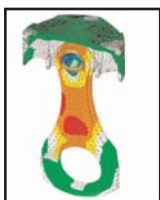


# RICH TRADITION



A rotating assembly consists of pistons, rods, wrist pins, rings, and a crankshaft. At CP-Carrillo we can supply any or all of these items. We design and manufacture pistons and rods in house, and have additional components, such as wrist pins, locks, rod fasteners etc made to our exclusive specifications. When a customer purchases all of these components together we coordinate their designs and specifications to allow these parts to integrate precisely and match the customer's intended usage. This is an advantage that virtually no other piston or connecting rod manufacture can claim.

At CP-Carrillo we have associations with many of the leading teams in all sectors of motorsports. We are constantly working with them testing new ideas regarding piston and connecting rod configurations. When positive results are realized, we incorporate these innovations into many of our custom and off the shelf products. An example of this is our work on piston stabilization in the bore. We have developed some advanced skirt shapes that reduce friction and unwanted piston movement in the bore and yield better ring sealing and less piston wear. When new developments in the areas of the rings and pins appear, we are one of the first to test and verify their effectiveness. If we find these beneficial we incorporate them into our products to give our customers that "extra edge" they expect from CP-Carrillo. Another example of how CP-Carrillo transfers what we learn to our customers is our Aluminum connecting rod program. Customers approached CP-Carrillo because they needed an alternative Aluminum rod supplier. Having close to 50 years of steel connecting rod manufacture expertise and the tools to work with aluminum, we put our heads together and designed Top Fuel and Alcohol Aluminum connecting rods to work in perfect harmony with our pistons, further confirming the integration of our products .



## SETTING US APART FROM THE COMPETITION

We continue investing in the latest manufacturing and design equipment, including new CNCs, CMM, FEA, and Cadcam systems to improve our speed and accuracy in the design, testing and manufacturing of our parts. Along with extensive testing with top names in motorsports, design profiles are continuously updated to give you the best piston and rod available. All of our customers, from the street enthusiasts to the professional racers, continue to realize the advantages of these investments.



## MEETING YOUR EXPECTATIONS

Consistent quality remains our number one goal and we pride ourselves on our extensive multi-level inspection process and quality control programs. Our climate controlled inspection department is one of the most advanced in the industry and is outfitted with computerized electronic equipment designed specifically for CP-Carrillo



## 50,000 SQUARE FEET OF SERVICE

Our Southern California facility boasts over 1000 inventoried shelf pistons and rods to provide you with the best delivery and accommodate the widest variety of applications in the industry. With a dedicated sales staff of 200+ years of industry experience, we continue to dedicate our efforts as the leader of high performance racing pistons and connecting rods.



## LEADER OF THE PACK

Being in front is what racing is all about. CP-Carrillo can get you there by producing high performance pistons and rods specifically designed for your racing application - from street racer all the way up to Top Fuel and Alcohol classes – Let CP-Carrillo put you in the winner's Circle!



# TERMS and CONDITIONS

## PAYMENT OPTIONS

We accept Cashiers Check, Company Check (Upon Approval), Visa and Master Card and AMEX. Initial custom orders require a 50% deposit prior to order processing. Acceptable methods of payment for international orders may be made by credit card or by wire transfer. Please ask your sales representative for details. All orders will be charged the applicable sales tax, unless a completed resale card is submitted and on file. A \$30 fee will be charged for each returned check. A 1.5% per month finance charge will apply for all balances over 30 days.

## SHIPPING

Shelf orders are normally shipped same day via United Parcel Service if submitted by 2:00 PM Pacific Standard Time. Next Day Air, 2nd Day, 3 Day Select and ground service are available. Customer assumes responsibility for all freight charges. All Drop shipments will incur a \$10.00 fee. An additional \$10.00 charge will be added for all non-UPS International shipments.

## RETURN POLICY

All returns are subject to a 15% restocking fee. Returns must be made within 90 days and in new unused condition. All returns require a Return Merchandise Authorization (RMA) number. We will only accept returns purchased directly from CP-Carrillo with the original invoice number and date for each item returned for credit. Custom parts or orders are not returnable.

## NOTICE

Due to the nature of high performance applications, CP-Carrillo products are sold without warranty of merchantability or fitness or purpose, express or implied. CP-Carrillo 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 of equipment, loss of profits or revenue, cost of purchased or replaced goods, or claims of customers of the purchaser

which may arise and/or result from the sales, installation or use of these parts". CP-Carrillo reserves the right to make product improvements/changes without notice and without incurring liability with respect to similar products previously manufactured.

## GUARANTEE

Technological advances are constantly made in the high performance engine business; many components that are adequate today will be outdated and unacceptable tomorrow. For this reason, we at CP-Carrillo are continually testing our products to assure our customers that we offer the highest quality products. CP-Carrillo's enviable reputation in the industry has led competitors throughout the world to copy our design. Watch for counterfeits. These imitations do not employ our sophisticated methods of certification and inspection. Consequently, these parts cannot approach the high quality component that CP-Carrillo produces. Our obligation to the high performance engine business is that only the finest quality materials, workmanship and inspection procedures are documented and accepted. This is our guarantee to you, our customer.

## ENGINE ASSEMBLY & MODIFICATION

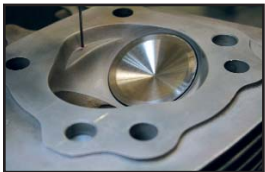
We guarantee the quality of the steel and aluminum, the forging, the heat treat process, and the dimensional sizes. We have no control over the assembly or customer modification of our parts in the engine. There are no further guarantees either expressed or implied by CP-Carrillo or any of their agents or representatives. CP-Carrillo reserves the right to alter the design or initiate product changes without incurring liability or obligation with respect to similar products previously manufactured by this concern.



# DESIGN and ENGINEERING

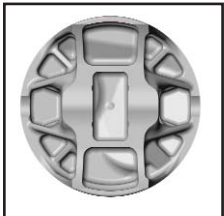
Custom pistons are the backbone of any true hardcore racing engine and that's where CP-Carrillo excels. Our company started off analyzing the competition, gathering industry data and deciding to make the highest level of custom pistons, period. The heart and soul of our custom pistons are built through our Engineering Department and its resources. This department is made up of several factors that push them ahead of the competition; Reverse Engineering, Design Experience and Flexibility, Analysis and R&D. As in racing, it takes a lot to be number one; here at CP-Carrillo we are number one, enabling our customers to come in first on race day.

## REVERSE ENGINEERING



Our Reverse Engineering takes place in several different ways. We work from sample pistons, blueprints, chamber molds, 3D models supplied by a customer or a cylinder head. We employ advanced scanning technology to reverse engineer any head or dome shape and incorporate 5 axis machining capabilities to produce a perfect match for any application. All scanning and 3 dimensional designs are confidential and done in-house, making sure that you get the most accurate piston possible.

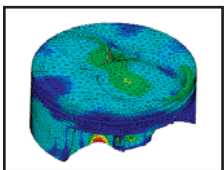
## DESIGN FLEXIBILITY



Design Flexibility is one of the most important things at CP-Carrillo. We've taken piston designs to new levels and shared that directly with our customers. CP-Carrillo has recently developed over 300 new billet configurations, created hundreds of application specific cam and barrel shapes – with proven power gains; implemented software automation designed precisely around our needs and we have the most knowledgeable staff in the industry. Our vision for future designs entails all related components, design-

ing the piston, rings, locks, wristpin and rod all around each other, ensuring you get the best piston-rod assembly the industry has to offer.

## ANALYSIS



Analysis is the key to our future designs. We utilize the leading pre and post-processor finite element analysis, while incorporating advanced nonlinear and thermal FEA capabilities. We can solve a wide variety of complex structural and thermal problems including coupled thermal-structural investigations while our software enables us access to meshing and CAD integration tools. In addition, a multitude of sophisticated material models are supported, including composites, viscoelastic, and experimental data of elastomers for simulation. Complex contact boundary conditions and problems involving multiple load histories are also modeled. Adaptive re-meshing is included to solve difficult problems involving extreme deformations.

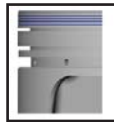
## PISTON FEATURES

### CAM AND BARREL

The Cam is the shape around the skirt of the piston and the barrel is the shape from under the oil ring to the bottom of the skirt. Extensive research and development has been done to find the optimum skirt shape for each piston. These shapes have been found to seal up cylinders and reduce harmonics in the bore better than ever before. Depending on the forging and application, different cam and barrel profiles are utilized for maximum performance. Having the correct cam and barrel on a part promotes the following:

1. Tighter clearances
2. Less noise
3. Better ring seal
4. More power
5. Increased durability

### ANTI DETONATION GROOVES (CONTACT REDUCTION GROOVES)



Also known as contact reduction grooves, which limit the piston/cylinder contact during high temperature and high RPM. These grooves also protect the top ring by disrupting detonation waves.

### ACCUMULATOR GROOVE



V-shaped groove machined in the 2nd ring land that adds to the volume between the top and second ring. This groove accumulates residual gasses from combustion which alleviates top ring flutter and premature second ring wear, improving ring seal.

### CP Groove



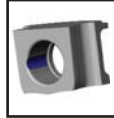
CP Groove stands for Constant Pressure Groove. This groove is used as a channel on the lower part of the top land and equalizes pressure to the top ring groove. When used in combination with lateral gas ports, the CP groove helps keep gas ports clear of carbon build up. In addition, the CP groove prevents the top land from smearing into the top ring if the land rubs the cylinder bore.

### DOUBLE PIN OILERS



Double Pin Oilers (opposed to single pin oilers), in conjunction with our annular reservoir, can add twice the amount of oil from the cylinder wall to the wristpin bore. This is a standard option on any piston that receives forced pin oiling.

### BROACHES



Broaches are horizontal slots in the pinbore designed to allow oil to enter between the wristpin and pinbore. Broaches are also used to accommodate the wristpin shape under compression, as it can become somewhat oval and needs room in order to alleviate galling.

### PIN FITTING

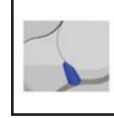
The pin bore is precision honed to attain an exact pin clearance. Depending on the application clearances typically range from .0003 to as much as .003 between the wristpin and pin bore.

### COMBUSTION TROUGH



A term used to describe a feature on the piston crown between the intake and exhaust. Ignited air/fuel mixture on flat top and dish pistons typically have better flame travel than a dome piston. Flame travel on dome pistons can be improved with "fire slots" and/or a combustion trough.

### PLUG RELIEFS AND FIRE SLOTS



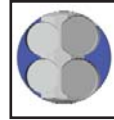
Various machined slots and reliefs that are used to promote clearance for the spark plug. The plug relief is generally a plunged ball end mill, where the fire slot is a trough in the piston that helps move the spark towards the exhaust side of the chamber.

### CLIP CUTS



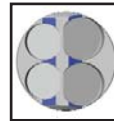
Additional cuts that are on the edge of the piston (generally near the valve reliefs) and used to deburr or un-shroud the valves while still on the CNC machine.

### STRAIGHT CUTS



Cuts that are used to create the deck surface on a piston. These are generally used on 4 valve pistons and the compression height is generated from this cut.

### SLANT CUTS



Cuts that are used over the valve reliefs in order to un-shroud the area around the valve.

### PLUNGE POCKET(S)



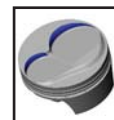
Valve reliefs that are machined in a plunged or circular fashion, designed to leave a boundary around the perimeter to achieve higher compression.

### TULIP POCKET(S)



Valve reliefs that have a protrusion in the center of the valve pocket to match the underhead shape of the valves. This helps when max compression is the goal.

### RADIUS VALVE RELIEFS



A Radius valve relief is created by using a form tool (or done in a 3D fashion) to roll the edge of the valve relief. Often times we generate radii from valve relief to valve relief (see VR Sweep) as well and this is used to improve flame travel and cross flow in the combustion chamber during the overlap stroke.

### VR SWEEP



Swept valve reliefs relieve fuel puddling and shrouded valves for a better fuel curve and allow the engines operation to improve during the overlap stroke.

## KELLERED DOME/ 3D CROWN MACHINING



Special engineering and manufacturing processes that matches the piston crown precisely to the cylinder head to get max compression when needed. This can also be used to regenerate a hand massaged piston crown on the CNC for ease of duplication.

## RADIUS DOMES



Used to maximize quench while eliminating possible hot spots that promote detonation, radius domes also allow the piston to yield better flame travel.

## LATERAL GASPORTS



Lateral gas ports are horizontal slots in the top of the top ring groove and they provide a passage for combustion pressure to get behind and above the top ring, increasing ring seal with reduced radial rings. Lateral gasports are often used over the vertical option when carbon build up (which could clog vertical gasports) may be an issue.

## VERTICAL GASPORTS



Vertical holes from the deck of the piston to the back of the top ring groove which allow combustion pressure to directly enter the top ring groove area for maximum ring seal. When not under load, the ring has normal tension for reduced friction. These are most commonly used for drag race applications.

## CUSTOM LASER LOGO/SERIALIZATION



CP-Carrillo offers custom laser marking such as serialization, barcoding, text, including any TrueType font, alphanumeric serial numbers, data codes, logos, part numbers, graphics, and data matrix codes.

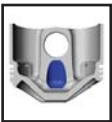
## PISTON AND ROD COMBINATION OPTIMIZATION



CP-Carrillo coordinates piston-rod designs and specifications to allow these parts to integrate precisely and match the customer's intended usage. This is an advantage that virtually no other piston or connecting rod manufacture can claim.

## INTERNAL MILLING FEATURES

### PLUNGE BOSSES



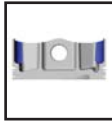
Machining process done to the pinboss that removes material, either internally or externally, for added weight savings.

### SHELF MILL



A milling program that removes weight on the shelf of the piston below the oil ring, only needed on forged side relief or "X-Style" pistons when certain design criteria makes it necessary. There are many different options, all depending on pin length, desired skirt width and the amount of weight to be removed.

## ROTARY SKIRT MILL



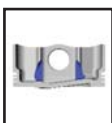
Skirt milling is a procedure that removes material from the inside of the skirts to remove weight. This option should be carefully analyzed for the application, as excessive milling may lead to shortened piston skirt life.

## WINDOW MILL SKIRT



An additional milling procedure that removes material and weight from a small box shaped portion of the piston skirt and only reduces the skirt strength by a small amount.

## BOX WINDOW MILLING

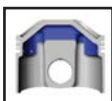


These windows can be used with fully boxed pistons and allow for oil to reach the small end of the rod during engine operation and also remove unnecessary weight from the piston. Not all boxed pistons need these windows; it depends on application and duration of usage.

## UNDERHEAD MILLING (LIGHTEN UP WITH MIL)



Among the many unique technological advances CP-Carrillo uses to ensure our customer's performance edge, Maximum Internal Lightening (MIL) has quickly become one of the most effective. Although CP-Carrillo has one of the largest ranges of forgings available in the industry, there are still times when a customer's requirements may result in a piston that is not an ideal match to the forging used. As a result, some areas may be thicker than the application may require. As we all know, more weight means a slower acceleration curve and more strain on the other internal components. Our MIL process allows us to remove that unnecessary material, freeing up that horsepower and reducing the load on the other components in your engine.

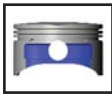


## FORGINGS AND BILLETS

### ROUND FORGINGS



The most common type of forgings and have the side relief machined into the piston versus having it forged like the forgings below. Since machining the side relief takes place, it allows flexibility for different styles depending on the application and final weight of the design. The bottom band can be left on for use of buttons, or it can be machined off to remove weight or help large stroke engines that come out of the cylinder at BDC.



### X-FORGINGS



X-Forgings are designed to minimize friction and reduce weight without compromising strength. They have the side of the piston forged and their pin bosses moved inward toward the center, allowing the use of a shorter wristpin. With the use of different strut angles and bracing, an X-Forging is configured by adjusting the weight balance between high and low stress areas.



## BOX STYLE FORGING



Box type pistons also have their pin bosses moved inward toward the center of the piston, but include an additional rib to strengthen the deck of the piston and pin bosses. These too allow the use of shorter wristpins which promotes reduced wrist pin deflection. The box structure actually creates a “box” around the small end of the connecting rod. These pistons are not always lighter, but are typically stronger than traditional round style pistons and typical X-Forgings.

## BILLET



A billet is made from a bare aluminum cylinder (extruded bar stock) and is the same material as the forgings. This approach gives us the ability to create any geometry desired and is often used when a forging is not available for a given application, or they can be chosen for prototyping before a new forging design is released. Although we have many forgings, sometimes preference is still a billet, as it is a free-form process ensuring a perfectly matched result every time. We offer several different finishes on our billets and the price is determined accordingly. Depending on what tools can be used, how many edge breaks/rounded corners are preferred and tool step over on the program – all determine spindle time. We are also able to place the center of gravity in “X” and “Y” at the center point of the piston when feasible and create a balanced piston for tighter piston to cylinder head clearances. Shot peening is always an option on a billet and when done, it makes the fully machined underside appear very similar to a piston on a forging.

## COATINGS

### HARD ANODIZE



Anodizing the piston reduces wear and material transfer. Anodizing can be done to the entire piston or a selective area depending on its usage. Anodizing the entire piston has been shown to be very durable in drag racing applications, but some pistons require only the ring groove(s) anodized in order to lessen the chance of micro-welding the ring to the aluminum groove.

### CERAMIC CROWN COATING



This coating reflects heat into the combustion chamber and away from the piston crown, while lowering piston temperatures for increased part life. The engine can experience improved combustion and performance as a result of heat being reflected back into the fuel charge.

### SKIRT COAT / MOLY DRY FILM COATING



The application of molybdenum to the piston skirt, used to reduce friction between the piston and the cylinder during engine operation. It also helps during cold start ups and high temperature operation where a substandard oil barrier on the cylinder wall could exist.

### OIL SHED COATING

Applied to the underside of the piston, this coating reduces the reciprocating mass by repelling oil from internal moving parts.

### WPC TREATMENT



WPC is a treatment that enhances the surface to reduce friction by firing ultra fine particles towards the surface of a piston or wristpin at very high speeds. The thermal discharge permanently changes the surface, strengthening the structure and creating a harder more durable final product. Its unique micro-dimple formation pattern greatly reduces friction and helps retain oil.

### ASF TREATMENT



Besides the obvious shine, ASF (Accelerated Surface Finishing) deburrs and smooths the surface while reducing carbon build up, possibility of stress risers and also aids in shedding oil from the piston underside. There are different approaches that can be taken, either the entire piston can be treated, or just the dome and underside depending on when the process takes place.

**\*\*Consult your CP-Carrillo tech associate before deciding on which feature or coating works best for you\*\***



# A NEW DIVISION OF **CP-CARRILLO** THAT WILL **REVOLUTIONIZE** THE WAY YOU THINK ABOUT **HIGH PERFORMANCE** PISTONS



## **THE GAME HAS CHANGED**

No longer does low cost mean low quality

CP-Carrillo is proud to introduce a new product division; Bullet Pistons. As the economy continues to change, CP-Carrillo strives to stay current as the industry shifts to new directions. The

Bullet Piston series is another step in this process and incorporates everything that has made CP-Carrillo the industry leader. Inspired by top forms of motorsports, the Bullet Piston was conceived as a high quality product at a reasonable price. Extensive research, development and newly designed forgings along with centralized manufacturing cells have enabled CP-Carrillo to accomplish this goal and pass the savings on to our customers. Our restructured profit margins allow you to stay competitive and us to offer a superior product while maintaining our core philosophy, to make the best part available for your application- Bullet Pistons!

## **WHAT MAKES THIS POSSIBLE**

Many people know that CP-Carrillo continues to be the leader in the high performance piston market. What people may not know is that CP-Carrillo is home to one of the most advanced, state of the art piston manufacturing facilities in the world. Our facility and capabilities are second to none in this respect and this new division of CP-Carrillo is a perfect fit into an already advanced system. So what makes this possible?

- Centralized manufacturing cells
- Application specific forgings and hardware
- Larger production runs
- Available off the shelf
- Same machines and tooling as CP

## **WHAT DOES THIS MEAN FOR YOU**

This means added savings for you and your customers without compromising your reputation. CP-Carrillo has built a strong name for itself in every form of motorsports and with the introduction of this new division, CP-Carrillo can now offer you some of the highest quality pistons at a very affordable price.

## **FEATURES**

- Piston balance 1 gram
- Available of the shelf
- 2618 alloy for strength and durability
- Dual forced pin oilers
- Contact reduction grooves
- Accumulator groove
- Contemporary ring sets
- Forged side relief
- Chromoly wrist pins with wire locks
- FEA designed forging
- Tight tolerances
- Same manufacturing process as CP Pistons
- Rigorous quality control
- ISO 9000 certified

## Chevrolet

**BIG BLOCK**

**1 VR WITH SLANT**

**NO GAS PORTS**

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOMES HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BBC5320-100-8	4.600	4.750	6.700	1.120	.250	+24.9cc	13.4:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	632	649	Dome	2
BBC5321-100-8	4.600	4.750	6.700	1.120	FT	-3.4cc		.990 x 2.930	1/16 x 1/16 x 3/16 in.	.320 Int	632	599	FT	1
BBC5320-125-8	4.625	4.750	6.700	1.120	.250	+24.9cc	13.5:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	638	660	Dome	2
BBC5010-030-8	4.280	4.250	6.385	1.275	FT	-2.9cc	8.4:1	.990 x 2.750	1/16 x 1/16 x 3/16 in.	.290 Int	489	569	FT	1
BBC5110-030-8	4.280	4.250	6.385	1.275	.250	+24.3cc	10.4:1	.990 x 2.750	1/16 x 1/16 x 3/16 in.	.295 Int	489	583	Dome	2
BBC5010-060-8	4.310	4.250	6.385	1.275	FT	-2.9cc	8.5:1	.990 x 2.750	1/16 x 1/16 x 3/16 in.	.290 Int	496	584	FT	2
BBC5110-060-8	4.310	4.250	6.385	1.275	.250	+24.4cc	10.5:1	.990 x 2.750	1/16 x 1/16 x 3/16 in.	.295 Int	496	598	Dome	2
BBC5210-STD-8	4.500	4.250	6.385	1.275	FT	-3.4cc	9.2:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	541	627	FT	1
BBC5310-STD-8	4.500	4.250	6.385	1.275	.250	+24.9cc	11.3:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	541	636	Dome	2
BBC5210-030-8	4.530	4.250	6.385	1.275	FT	-3.4cc	9.3:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	548	642	FT	1
BBC5310-030-8	4.530	4.250	6.385	1.275	.250	+24.9cc	11.5:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	548	651	Dome	2
BBC5210-060-8	4.560	4.250	6.385	1.275	FT	-3.4cc	9.4:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	555	656	FT	1
BBC5310-060-8	4.560	4.250	6.385	1.275	.250	+24.9cc	11.6:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	555	667	Dome	2
BBC5210-100-8	4.600	4.250	6.385	1.275	FT	-3.4cc	9.5:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	565	676	FT	1
BBC5310-100-8	4.600	4.250	6.385	1.275	.250	+24.9cc	11.8:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	565	684	Dome	2
BBC5112-030-8	4.280	4.000	6.385	1.400	.250	+24.3cc	9.8:1	.990 x 2.750	1/16 x 1/16 x 3/16 in.	.295 Int	460	606	Dome	2
BBC5112-060-8	4.310	4.000	6.385	1.400	.250	+24.4cc	9.9:1	.990 x 2.750	1/16 x 1/16 x 3/16 in.	.295 Int	467	620	Dome	2
BBC5312-STD-8	4.500	4.000	6.385	1.400	.250	+24.5cc		.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	509	TBD	Dome	2
BBC5312-030-8	4.530	4.000	6.385	1.400	.250	+24.5cc		.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	516	TBD	Dome	2
BBC5312-060-8	4.560	4.000	6.385	1.400	.250	+24.5cc	10.9:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	523	699	Dome	2
BBC5312-100-8	4.600	4.000	6.385	1.400	.250	+24.5cc		.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	532	TBD	Dome	2
BBC5111-030-8	4.280	4.000	6.135	1.645	.250	+24.3cc	9.8:1	.990 x 2.750	1/16 x 1/16 x 3/16 in.	.295 Int	460	655	Dome	2
BBC5111-060-8	4.310	4.000	6.135	1.645	.250	+24.5cc	9.8:1	.990 x 2.750	1/16 x 1/16 x 3/16 in.	.295 Int	467	671	Dome	2
BBC5113-060-8	4.310	4.000	6.135	1.645	.250	+20.cc	9:1	.990 x 2.750	1/16 x 1/16 x 3/16 in.	.295 Int	467	691	Dome	2
BBC5311-STD-8	4.500	4.000	6.135	1.645	.250	+24.5cc		.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	509	TBD	Dome	2
BBC5311-030-8	4.530	4.000	6.135	1.645	.250	+24.5cc	10.8:1	.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	516	722	Dome	2
BBC5311-060-8	4.560	4.000	6.135	1.645	.250	+24.5cc		.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	523	TBD	Dome	2
BBC5311-100-8	4.600	4.000	6.135	1.645	.250	+24.5cc		.990 x 2.930	1/16 x 1/16 x 3/16 in.	.310 Int	532	TBD	Dome	2





# BULLET SERIES

PISTONS

## Chevrolet

LS SERIES

2 VR'S

NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BLS1003-007-8	3.905	4.000	6.200	1.035	-.135	-18.2cc	9.5:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.185 / .145	383	362	Dish	1
BLS1120-015-8	4.080	4.100	6.125	1.060	TBD		10.8:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.175 / SP	429	TBD	Dish	
BLS1111-030-8	4.030	4.000	6.125	1.105	FT	-2.7cc	11.5:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.175 / SP	408	408	FT	2
BLS1002-007-8	3.905	4.000	6.125	1.110	-.135	-18.2cc	9.1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.185 / .145	383	376	Dish	1
BLS1009-007-8	3.905	4.000	6.125	1.110	FT	-2.7cc	11.1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.175 / SP	383	378	FT	2
BLS1004-005-8	4.005	4.000	6.125	1.110	-.195	-27.8cc	9.1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / .155	403	406	Dish	1
BLS1005-005-8	4.005	4.000	6.125	1.110	-.080	-12.7cc	10.3:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / SP	403	399	Dish	2
BLS1010-005-8	4.005	4.000	6.125	1.110	FT	-2.7cc	11.5:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.175 / SP	403	402	FT	2
BLS1006-030-8	4.030	4.000	6.125	1.110	-.188	-27.5cc	9.1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / .155	408	413	Dish	1
BLS1007-030-8	4.030	4.000	6.125	1.110	-.082	-13.4cc	10.3:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / SP	408	406	Dish	2
BLS1117-030-8	4.030	4.000	6.125	1.110	0.082	-13.4cc	10.3:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / SP	408	438	Dish	1
BLS1115-STD	4.065	4.000	6.125	1.110	FT	TBD	9.1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / SP	415	TBD	Dish	1
BLS1123-STD-8	4.065	4.000	6.125	1.110	FT	-2.7cc		.927 x 2.250	1.5 x 1.5 x 3.0mm	.175 / SP	415	TBD	FT	
BLS1007-080-8	4.080	4.000	6.125	1.110	-.082	-13.4cc	10.5:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / SP	418	419	Dish	2
BLS1119-015-8	4.080	4.000	6.125	1.110	FT	-2.7cc	11.3:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.175 / SP	418	421	Dish	2
BLS1008-125-8	4.125	4.000	6.125	1.110	-.110	-17.4cc	10.3:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.210 / SP	428	431	Dish	2
BLS1113-125-8	4.125	4.000	6.125	1.115	FT	-3.8cc	11.3:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / SP	428	428	FT	2
BLS1001-007-8	3.905	3.622	6.125	1.300	-.034	-4.1cc	9.3:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / SP	347	420	Dish	1
BLS1011-005-8	4.005	3.622	6.125	1.300	FT	-2.7cc	10.2:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.175 / SP	365	430	FT	2
BLS1116-005	4.005	3.622	6.125	1.300	TBD	TBD		.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / SP	365	TBD	Dish	1
BLS1118-030-8	4.030	3.622	6.125	1.300	0.081	-13cc	9.1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / SP	370	481	Dish	1
BLS1114-STD	4.065	3.622	6.125	1.300	FT	TBD	9.1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.200 / SP	376	TBD	Dish	1
BLS1112-007-8	3.905	3.622	6.125	1.305	FT	-2.7cc		.927 x 2.250	1.5 x 1.5 x 3.0mm	.175 / SP	347	406	FT	2
BLS1121-STD-8	4.065	3.622	6.125	1.305	FT	-2.7cc		.927 x 2.250	1.5 x 1.5 x 3.0mm	.175 / SP	376	TBD	FT	
BLS1122-015-8	4.080	3.622	6.125	1.305	FT	-2.7cc		.927 x 2.250	1.5 x 1.5 x 3.0mm	.175 / SP	379	TBD	FT	

## Chevrolet

SMALL BLOCK

2 SYM

NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BC1110-STD-8	4.125	4.000	6.000	1.000	FT	-6.9cc	11.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	428	388	FT	2
BC1112-STD-8	4.125	4.000	6.000	1.000	.235	+5.1cc	13.7:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	428	TBD	Dome	2
BC1110-010-8	4.135	4.000	6.000	1.000	FT	-7.1cc	11.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.320 both	430	TBD	FT	2
BC1110-030-8*	4.155	4.000	6.000	1.000	FT	-6.9cc	12.1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	434	396	FT	2
BC1112-030-8	4.155	4.000	6.000	1.000	.235	+5.1cc	13.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	434	TBD	Dome	2
BC1011-030-8	4.030	3.875	6.000	1.062	FT	-6.8cc	10.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	395	379	FT	2
BC1011-040-8	4.040	3.875	6.000	1.062	FT	-6.8cc	10.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	397	382	FT	2
BC1111-STD-8	4.125	3.875	6.000	1.062	FT	-6.8cc	11.1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	414	402	FT	2
BC1220-STD-8	4.125	3.875	6.000	1.062	.235	+5.1cc	13.1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	414	426	Dome	2
BC1111-010-8	4.135	3.875	6.000	1.062	FT	-7.6cc	11.2:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.325 both	416	409	FT	2
BC1111-020-8	4.145	3.875	6.000	1.062	FT	-7.6cc	11.3:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.325 both	418	TBD	FT	2
BC1111-030-8	4.155	3.875	6.000	1.062	FT	-6.8cc	11.4:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	420	411	FT	2
BC1220-030-8	4.155	3.875	6.000	1.062	.235	+5.1cc	13.2:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	420	438	Dome	2
BC1111-040-8	4.165	3.875	6.000	1.062	FT	-6.8cc	11.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	422	416	FT	2
BC1025-STD-8	4.000	3.750	6.000	1.125	FT	-6.8cc	10.3:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	377	383	FT	2
BC1025-020-8	4.020	3.750	6.000	1.125	FT	-6.8cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	381	TBD	FT	2
BC1031-020-8	4.020	3.750	6.000	1.125	-.103	-16.2cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	381	TBD	Dish	1
BC1042-020-8	4.020	3.750	6.000	1.125	.250	+5.1cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	381	TBD	Dome	2
BC1025-030-8	4.030	3.750	6.000	1.125	FT	-6.8cc	10.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	383	392	FT	2



## Chevrolet

SMALL BLOCK

2 SYM

NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BC1031-030-8	4.030	3.750	6.000	1.125	-.103	-16.2cc	9.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	383	403	Dish	1
BC1042-030-8	4.030	3.750	6.000	1.125	.250	+5.1cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	383	411	Dome	2
BC1025-040-8	4.040	3.750	6.000	1.125	FT	-6.8cc	10.6:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	385	397	FT	2
BC1042-040-8	4.040	3.750	6.000	1.125	.250	+5.1cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	385	414	Dome	2
BC1025-060-8	4.060	3.750	6.000	1.125	FT	-6.8cc	10.6:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	388	407	FT	2
BC1031-060-8	4.060	3.750	6.000	1.125	-.115	-17.5cc	9.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	388	423	Dish	1
BC1042-060-8	4.060	3.750	6.000	1.125	.250	+5.1cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	388	422	Dome	2
BC1100-STD-8	4.125	3.750	6.000	1.125	FT	-6.9cc	11.2:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	401	412	FT	2
BC1120-STD-8	4.125	3.750	6.000	1.125	-.138	-20.5cc	9.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	401	428	Dish	1
BC1200-STD-8	4.125	3.750	6.000	1.125	.235	+5.0cc	12.6:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	401	436	Dome	2
BC1200-005-8	4.130	3.750	6.000	1.125	.235	+5.1cc	12.6:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	402	438	Dome	2
BC1100-030-8	4.155	3.750	6.000	1.125	FT	-6.9cc	11.3:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	407	425	FT	2
BC1120-030-8	4.155	3.750	6.000	1.125	-.146	-21.9cc	9.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	407	441	Dish	1
BC1200-030-8	4.155	3.750	6.000	1.125	.235	+5.1cc	12.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	407	447	Dome	2
BC1100-040-8	4.165	3.750	6.000	1.125	FT	-6.9cc	11.4:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	409	430	FT	2
BC1200-040-8	4.165	3.750	6.000	1.125	.235	+5.1cc	12.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	409	452	Dome	2
BC1022-030-8	4.030	3.625	6.000	1.187	FT	-6.8cc	10:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	370	403	FT	2
BC1041-030-8	4.030	3.625	6.000	1.187	.250	+5.1cc	11.6:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	370	TBD	Dome	2
BC1022-040-8	4.040	3.625	6.000	1.187	FT	-6.8cc	10.2:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	372	408	FT	2
BC1041-040-8	4.040	3.625	6.000	1.187	.250	+5.1cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	372	TBD	Dome	2
BC1022-060-8	4.060	3.625	6.000	1.187	FT	-6.8cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	375	TBD	FT	2
BC1041-060-8	4.060	3.625	6.000	1.187	.250	+5.1cc	11.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	375	TBD	Dome	2
BC1210-STD-8	4.125	3.625	6.000	1.187	.235	+5.6cc	12.3:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	388	449	Dome	2
BC1210-030-8	4.155	3.625	6.000	1.187	.245	+5.6cc	12.6:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	393	460	Dome	2
BC1043-030-8	4.030	3.563	6.000	1.219	.250	+5.1cc	11.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	364	427	Dome	2
BC1020-STD-8	4.000	3.500	6.000	1.250	FT	-6.8cc	9.7:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	352	395	FT	2
BC1020-020-8	4.020	3.500	6.000	1.250	FT	-6.8cc	9.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	355	404	FT	2
BC1020-030-8	4.030	3.500	6.000	1.250	FT	-6.8cc	9.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	357	406	FT	2
BC1040-030-8	4.030	3.500	6.000	1.250	.250	+5.1cc	11.3:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	357	427	Dome	1
BC1020-040-8	4.040	3.500	6.000	1.250	FT	-6.8cc	9.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	359	414	FT	2
BC1040-040-8	4.040	3.500	6.000	1.250	.250	+5.1cc	11.4:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	359	435	Dome	2
BC1020-060-8	4.060	3.500	6.000	1.250	FT	-6.8cc	9.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	362	420	FT	2
BC1040-060-8	4.060	3.500	6.000	1.250	.250	+5.1cc	11.6:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	362	TBD	Dome	2
BC1026-020-8	4.020	3.750	5.700	1.425	FT	-6.8cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	381	TBD	FT	2
BC1046-020-8	4.020	3.750	5.700	1.425	.250	+5.1cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	381	TBD	Dome	2
BC1026-030-8	4.030	3.750	5.700	1.425	FT	-6.8cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	383	436	FT	2
BC1030-030-8	4.030	3.750	5.700	1.425	-.103	-16.2cc	9.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	383	447	Dish	1
BC1046-030-8	4.030	3.750	5.700	1.425	.250	+5.1cc	11.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	383	458	Dome	2
BC1026-045-8	4.045	3.750	5.700	1.425	FT	-6.8cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	386	440	FT	2

**Notes**  
 1 – Power adder  
 2 – Normally Aspirated

BULLET SERIES



# BULLET SERIES

## Chevrolet

SMALL BLOCK

2 SYM

3 SYM

NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BC1046-045-8	4.045	3.750	5.700	1.425	.250	+5.1cc	12.2:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	386	462	Dome	2
BC1030-060-8	4.060	3.750	5.700	1.425	-.115	-17.5cc	9.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	388	471	Dish	1
BC1046-060-8	4.060	3.750	5.700	1.425	.250	+5.1cc	12.3:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	388	470	Dome	2
BC1250-STD-8	4.125	3.750	5.700	1.425	.235	+5.0cc	12.6:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	401	476	Dome	2
BC1250-030-8	4.155	3.750	5.700	1.425	.235	+5.1cc	12.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	407	488	Dome	2
BC1045-030-8	4.030	3.500	5.700	1.550	.255	+5.1cc	11.2:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	357	474	Dome	2
BC1050-030-8	4.030	3.500	5.700	1.550	F.T	-6.8cc	9.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	357	447	FT	2
BC1045-040-8	4.040	3.500	5.700	1.550	.255	+5.1cc	11.3:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	359	478	Dome	2
BC1045-060-8	4.060	3.500	5.700	1.550	.245	+5.1cc	11.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	362	483	Dome	2
BC1050-060-8	4.060	3.500	5.700	1.550	F.T	-6.8cc	10.1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	362	462	FT	2
BC1021-STD-8	4.000	3.480	5.700	1.560	F.T	-6.8cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	350	440	FT	2
BC1021-020-8	4.020	3.480	5.700	1.560	F.T	-6.8cc	9.7:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	353	450	FT	2
BC1021-030-8	4.030	3.480	5.700	1.560	F.T	-6.8cc	9.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	355	452	FT	2
BC1029-030-8	4.030	3.480	5.700	1.560	-.083	-14.9cc	9.1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	355	482	Dish	1
BC1021-040-8	4.040	3.480	5.700	1.560	F.T	-6.8cc	9.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	357	455	FT	2
BC1021-060-8	4.060	3.480	5.700	1.560	F.T	-6.8cc	9.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	360	464	FT	2
BC1029-060-8	4.060	3.480	5.700	1.560	-.083	-14.9cc	9.3:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.310 both	360	TBD	Dish	1

## Chrysler

SMALL BLOCK

2 SYM

NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BM4040-030-8	4.030	4.000	6.123	1.427	-.100	-17.8cc	9.5:1	.984 x 2.500	1.5 x 1.5 x 3.0mm	.295 both	408	467	Inv.	2

## Chrysler

BIG BLOCK

2 VR'S

NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BM4002-030-8	4.350	4.150	6.768	1.860	.350	+8.3cc		.990 x 2.750	1/16 x 1/16 x 3/16 in.	.250 / SP	493	TBD	Dome	2
BM4010-030-8	4.350	4.150	6.768	1.860	F.T	-6.0cc		.990 x 2.750	1/16 x 1/16 x 3/16 in.	.250 / SP	493	TBD	FT	2
BM4003-055-8	4.375	4.150	6.768	1.860	.350	+8.3cc		.990 x 2.750	1/16 x 1/16 x 3/16 in.	.250 / SP	499	TBD	Dome	2
BM4021-055-8	4.375	4.150	6.768	1.860	F.T	-6.0cc		.990 x 2.750	1/16 x 1/16 x 3/16 in.	.250 / SP	499	TBD	FT	2
BM4000-030-8	4.350	3.750	6.768	2.060	.350	+8.3cc		.990 x 2.750	1/16 x 1/16 x 3/16 in.	.250 / SP	446	TBD	Dome	2
BM4020-030-8	4.350	3.750	6.768	2.060	F.T	-6.0cc		.990 x 2.750	1/16 x 1/16 x 3/16 in.	.250 / SP	446	TBD	FT	2
BM4001-055-8	4.375	3.750	6.768	2.060	.350	+8.3cc		.990 x 2.750	1/16 x 1/16 x 3/16 in.	.250 / SP	451	TBD	Dome	2
BM4011-055-8	4.375	3.750	6.768	2.060	F.T	-6.0cc		.990 x 2.750	1/16 x 1/16 x 3/16 in.	.250 / SP	451	TBD	FT	2

### Notes

- 1 - Power adder
- 2 - Normally Aspirated

# BULLET SERIES



## Dodge

HEMI

2 VR'S

NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BH57-1075-020-8	3.937	4.080	6.125	1.100	.051	+5.0cc	10.75:1	.866 x 2.250	1.5 x 1.5 x 3.0mm	.160 both	397	436	Dome	1
BH57-925-020-8	3.937	4.080	6.125	1.100	-.082	-10.3cc	9.25:1	.866 x 2.250	1.5 x 1.5 x 3.0mm	.160 both	397	469	Inv.	1
BH61-1075-010-8	4.065	4.080	6.125	1.100	-.090	-10.6cc	10.75:1	.866 x 2.250	1.5 x 1.5 x 3.0mm	.160 both	424	439	Inv.	1
BH61-925-010-8	4.065	4.080	6.125	1.100	-.178	-26.8cc	9.25:1	.866 x 2.250	1.5 x 1.5 x 3.0mm	.160 both	424	457	Dish	1
BH61-1075-025-8	4.080	4.080	6.125	1.100	-.096	-11.3cc	10.75:1	.866 x 2.250	1.5 x 1.5 x 3.0mm	.160 both	427	444	Inv.	1
BH61-925-025-8	4.080	4.080	6.125	1.100	-.182	-27.6cc	9.25:1	.866 x 2.250	1.5 x 1.5 x 3.0mm	.160 both	427	461	Dish	1
BH612-1075-010-8	4.065	3.795	6.200	1.173	-.046	-6cc	10.75:1	.866 x 2.250	1.5 x 1.5 x 3.0mm	.160 both	394	429	Dish	1
BH612-1075-025-8	4.080	3.795	6.200	1.173	-.054	-6.7cc	10.75:1	.866 x 2.250	1.5 x 1.5 x 3.0mm	.160 both	397	441	Dish	1
BH571-925-020-8	3.937	3.580	6.242	1.220	.049	+4.7cc	9.3:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.160 both	349	425	Dome	1
BH611-925-010-8	4.065	3.580	6.242	1.220	-.089	-11.9cc	9.3:1	.927 x 2.250	1.5 x 1.5 x 3.0mm	.160 both	372	473	Inv.	1

## Ford

BIG BLOCK FE

2 SYM

NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BFE 6000-030-8	4.080	4.250	6.700	1.330	F.T	-4.8cc	10.8:1	.990 x 2.500	1.5 x 1.5 x 3.0mm	.200 both	445	464	FT	2
BFE 6100-030-8	4.160	4.250	6.700	1.330	F.T	-5.9cc	11.1	.990 x 2.500	1.5 x 1.5 x 3.0mm	.220 both	462	479	FT	2

## Ford

BIG BLOCK

2 VR'S

NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BBF 6222-080-8	4.440	4.300	6.800	1.350	-209	-38cc		.990 x 2.750	1/16 x 1/16 x 3/16 in.	.2801 050 E.	533	586	Dish	2

### Notes

- 1 - Power adder
- 2 - Normally Aspirated



# BULLET SERIES

## Ford

SMALL BLOCK

\*\* 3 VR'S \* 2 VR'S + 1 VR'S NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BF6010-005-8**	4.005	3.400	5.400	1.090	FT	-8.7cc	9.7:1	.927x2.500	1.5 x 1.5 x 3.0mm	.280/SP	343	410	FT	1
BF6010-030-8**	4.030	3.400	5.400	1.090	FT	-8.7cc	9.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	347	418	FT	1
BF6011-030-8**	4.030	3.400	5.400	1.090	-.150	-22.6cc	8.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	347	423	Dish	1
BF6010-040-8**	4.040	3.400	5.400	1.090	FT	-8.7cc	9.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	349	421	FT	1
BF6110-STD-8**	4.125	3.400	5.400	1.090	FT	-8.7cc	9.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	364	459	FT	1
BF6111-STD-8**	4.125	3.400	5.400	1.090	-.139	-22cc	8.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	364	464	Dish	1
BF6110-030-8**	4.155	3.400	5.400	1.090	FT	-8.7cc	10.4:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	369	459	FT	1
BF6111-030-8**	4.155	3.400	5.400	1.090	-.139	-22cc	9.1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	369	464	Dish	1
BF6020-030-8**	4.030	3.250	5.400	1.165	FT	-8.7cc	9.4:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	332	438	FT	1
BF6021-030-8**	4.030	3.250	5.400	1.165	-.112	-18.6cc	8.5:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	332	443	Dish	1
BF6120-STD-8**	4.125	3.250	5.400	1.165	FT	-8.7cc	9.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	347	474	FT	1
BF6121-STD-8**	4.125	3.250	5.400	1.165	-.126	-20cc	8.7:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	347	483	Dish	1
BF6120-030-8**	4.155	3.250	5.400	1.165	FT	-8.7cc	9.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	353	472	FT	1
BF6121-030-8**	4.155	3.250	5.400	1.165	-.126	-20cc	8.9:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	353	483	Dish	1
BF6050-030-8+	4.030	3.850	6.000	1.250	FT	-2.5cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	.180 Int	393	449	FT	1
BF6060-030-8**	4.030	4.000	6.200	1.295	FT	-8.7cc	11.1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	408	434	FT	1
BF6160-STD-8**	4.125	4.000	6.200	1.295	FT	-8.7cc	11.6:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	.280/SP	428	458	FT	2
BF6000-STD-8*	4.000	3.000	5.090	1.600	FT	-5.0cc		.912 x 2.500	1.5 x 1.5 x 3.0mm	.250/SP	302	TBD	FT	1
BF6001-.030-8*	4.030	3.000	5.090	1.600	FT	-5.0cc		.912x 2.500	1.5 x 1.5 x 3.0mm	.250/SP	306	TBD	FT	1

## Holden

AUSTRALIAN HOLDEN

NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
BH7030-030-8	4.030	3.480	5.700	1.420	-.085	-12cc		.927 x 2.500	1.5 x 1.5 x 3.0mm	None	355	452	Dish	2

## Oldsmobile

\*2 SYM

NO GAS PORTS

PART NUMBER	BORE	STROKE	ROD	COMP HEIGHT	DOME HEIGHT	DISH/DOME	C/R	PIN DIA	RING THICKNESS	VR DEPTHS	ENG.	WT	TYPE	FN
B07030-060-8	4.185	4.500	7.100	1.250	-.114	-18cc		.990 x 2.500	1.5 x 1.5 x 3.0mm	None	495	485	Dish	2
B07010-068-8*	4.125	3.500	6.000	1.550	FT	-1.4cc		.927 x 2500	1.5 x 1.5 x 3.0mm	.075 both	374	509	FT	2
B07000-008-8*	4.065	3.380	6.000	1.625	FT	-1.4cc		.984 x 2.500	1.5 x 1.5 x 3.0mm	.075 both	351	511	FT	2
B07020-030-8	4.155	4.250	6.735	1.740	-.076	-12cc		.984 x 2.500	1.5 x 1.5 x 3.0mm	None	461	551	Dish	2
B07040-030-8*	4.155	4.250	6.735	1.740	FT	-2.5cc		.984 x 2.500	1.5 x 1.5 x 3.0mm	.100 both	461	563	FT	2
B07020-060-8	4.185	4.250	6.735	1.740	-.076	-12cc		.984 x 2.500	1.5 x 1.5 x 3.0mm	None	468	562	Dish	2
B07040-060-8*	4.185	4.250	6.735	1.740	FT	-2.5cc		.984 x 2.500	1.5 x 1.5 x 3.0mm	.100 both	468	572	FT	2

# CP PISTONS

## Founded in 1998

CP was created to better service those with a desire to build high quality race engines. For over a decade now, we continue to redefine the industry standard through unprecedented research and development, engineering, and quality control. By enlisting the latest in cutting edge software packages, CP packages together creativity, experience and proven technology to bring you the best parts for your application. Our commitment to excellence continues to advance as the industry changes. This commitment has resulted in more forgings specific to certain applications, proprietary treated wrist pins and rings manufactured only for us. Each of these aspects has been put through stringent research and development stages to ensure that our product will exceed your standards.

Our staff is committed to your success through technical support and account maintenance. All of our sales staff are equipped with comprehensive information from piston specs to applications, and are committed to grow our business in a positive and professional manner so that your business can do the same.





## LS 7 Series

- SBC LS7 Flat top and Dish
- Designed on X-style forging to clear reluctor wheels
- Designed for shorter wrist pins
- Pin-fitting included at no cost
- Chamfered pins and wire locks included
- Accumulator grooves included
- Designed for back-cut rings
- Double pin-oilers, force fed from oil ring
- Pick lock grooves for easy lock removal
- Custom skirt cam and barrel shapes
- Lateral gas ports and CP groove included



## Chevrolet LS 7 SERIES

PART NO.	BORE	STROKE	ROD	COMP HGT	DOMES HGT	DOMES (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
LS1116	4.130	4.000	6.125	1.113	0.17	-26.7cc	1.2 x 1.2 x 3.0mm	.927 x 2.250	.220 / .161	443	Yes	429	
LS1117	4.1275	4.000	6.125	1.117	F.T	-4.6cc	1.2 x 1.2 x 2.0mm	.927 x 2.250	.220 / .161	TBD	Yes	427	
LS1114	4.1275	4.000	6.066	1.181	F.T	-4.6cc	1.2 x 1.2 x 2.0mm	.927 x 2.250	.220 / .161	457	Yes	427	
LS1115	4.130	4.000	6.066	1.181	F.T	-4.6cc	1.2 x 1.2 x 2.0mm	.927 x 2.250	.220 / .161	464	Yes	429	

## Late Model Stock 350 Chevy

- Lightweight forging designed for two barrel applications
- Dedicated right and left hand forgings
- Balanced to +/- 1 gram
- Pin fitting included at no cost
- Wrist pins included at no cost
- Accumulator grooves included
- Double pin oilers, force fed from oil ring
- Pick lock grooves for easy lock removal



## Chevrolet LATE MODEL STOCK 350, FLAT TOP

PART NO.	BORE	STROKE	ROD	COMP HGT	DOMES HGT	DOMES (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S1000	4.030	3.500	6.250	1.000	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	317	Yes	357	B, C
S1001	4.035	3.500	6.250	1.000	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	319	Yes	358	B, C
S1002	4.040	3.500	6.250	1.000	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	321	Yes	359	B, C
S1003	4.045	3.500	6.250	1.000	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	323	Yes	360	B, C
S1010	4.030	3.500	6.200	1.050	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	327	Yes	357	B, C
S1011	4.035	3.500	6.200	1.050	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	330	Yes	358	B, C
S1012	4.040	3.500	6.200	1.050	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	333	Yes	359	B, C
S1060	4.030	3.500	6.125	1.125	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	341	Yes	357	B, C
S1061	4.035	3.500	6.125	1.125	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	343	Yes	358	B, C
S1062	4.040	3.500	6.125	1.125	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	346	Yes	359	B, C
S1063	4.045	3.500	6.125	1.125	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	350	Yes	360	B, C
S1020	4.030	3.500	6.000	1.250	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	350	Yes	357	B, C
S1021	4.035	3.500	6.000	1.250	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	353	Yes	358	B, C
S1022	4.040	3.500	6.000	1.250	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	355	Yes	359	B, C
S1023	4.045	3.500	6.000	1.250	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	357	Yes	360	B, C
S1030	4.030	3.500	5.700	1.550	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	387	Yes	357	B, C
S1031	4.035	3.500	5.700	1.550	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	389	Yes	358	B, C
S1032	4.040	3.500	5.700	1.550	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	391	Yes	359	B, C
S1033	4.045	3.500	5.700	1.550	F.T	-2.0cc	.927 x 2.500	.043 in x 1.5mm x 3.0mm	-.185 / SP	393	Yes	360	B, C
S1040	4.030	3.500	6.000	1.250	F.T	-2.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.185 / SP	351	No	357	B, C
S1041	4.035	3.500	6.000	1.250	F.T	-2.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.185 / SP	353	No	358	B, C
S1043	4.045	3.500	6.000	1.250	F.T	-2.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.185 / SP	357	No	360	B, C
S1050	4.030	3.500	5.700	1.550	F.T	-2.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.185 / SP	386	No	357	B, C
S1051	4.035	3.500	5.700	1.550	F.T	-2.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.185 / SP	388	No	358	B, C
S1052	4.040	3.500	5.700	1.550	F.T	-2.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.185 / SP	390	No	359	B, C

## Small Block Chevy 350 2.020/1.600 valve milled head

- Stronger forging designed for 500 CFM two and four barrel applications
- Dedicated right and left hand forgings
- Balanced to +/- 1 gram
- Pin fitting included at no cost
- Wrist pins included at no cost
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Fully CNC machined
- Pick lock grooves for easy lock removal



## Chevrolet SBC 350 - FLAT TOP, 2.020/1.600 VALVE MILLED HEAD

PART NO.	BORE	STROKE	ROD	COMP HGT	DOVE HGT	DOVE (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S1230	4.020	3.500	6.250	1.000	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	337	Yes	355	B, C, U
S1231	4.030	3.500	6.250	1.000	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	341	Yes	357	B, C, U
S1232	4.035	3.500	6.250	1.000	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	342	Yes	358	B, C, U
S1233	4.040	3.500	6.250	1.000	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	345	Yes	359	B, C, U
S1234	4.045	3.500	6.250	1.000	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	347	Yes	360	B, C, U
S1220	4.020	3.500	6.125	1.125	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	359	Yes	355	B, C, U
S1221	4.030	3.500	6.125	1.125	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	363	Yes	357	B, C, E, U
S1222	4.035	3.500	6.125	1.125	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	364	Yes	358	B, C, E, U
S1223	4.040	3.500	6.125	1.125	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	366	Yes	359	B, C, E, U
S1224	4.045	3.500	6.125	1.125	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	369	Yes	360	B, C, E, U
S1200	4.020	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	372	Yes	355	B, C, U
S1201	4.030	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	375	Yes	357	B, C, U
S1202	4.035	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	378	Yes	358	B, C, U
S1203	4.040	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	380	Yes	359	B, C, U
S1204	4.045	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	382	Yes	360	B, C, U
S1205	4.060	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	389	Yes	362	B, C, U
S1250	4.020	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	411	Yes	355	B, C, U
S1251	4.030	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	416	Yes	357	B, C, U
S1252	4.035	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	417	Yes	358	B, C, U
S1253	4.040	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	418	Yes	359	B, C, U
S1254	4.045	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	419	Yes	360	B, C, U
S1255	4.060	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.335 / SP	425	Yes	362	B, C, U
S1210	4.020	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	372	No	355	B, C, U
S1211	4.030	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	375	No	357	B, C, U
S1212	4.035	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	378	No	358	B, C, U
S1213	4.040	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	380	No	359	B, C, U
S1214	4.045	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	382	No	360	B, C, U
S1215	4.060	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	389	No	362	B, C, U
S1240	4.020	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	411	No	355	B, C, U
S1241	4.030	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	416	No	357	B, C, U
S1242	4.035	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	417	No	358	B, C, U
S1243	4.040	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	418	No	359	B, C, U
S1244	4.045	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	419	No	360	B, C, U
S1245	4.060	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.335 / SP	425	No	362	B, C, U

- Notes**
- B - Supplied with Double Spiral Locks
  - C - .010 Deck Clearance with 3.480 Stroke
  - E - Can be used with 3.750 Stroke & 6.000 Rod
  - U - For 1200 series optional 98g pin available



# CP DOMESTIC

## Heavy Duty 350 Chevy 23°

- Stronger forging designed for 500 CFM two and four barrel applications
- Dedicated right and left hand forgings
- Suitable for angle milled heads
- Pin fitting included at no cost
- Wrist pins included at no cost
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Fully CNC machined



## Chevrolet HEAVY DUTY 350 23° FLAT TOP

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	DOME (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	CU. IN	NOTES
S1110	4.030	3.500	6.250	1.000	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	373	Yes	357 B, C,D
S1111	4.035	3.500	6.250	1.000	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	375	Yes	358 B, C,D
S1112	4.040	3.500	6.250	1.000	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	378	Yes	359 B, C,D
S1113	4.060	3.500	6.250	1.000	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	385	Yes	362 B, C,D
S1100	4.030	3.500	6.125	1.125	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	395	Yes	357 B, C, E
S1101	4.035	3.500	6.125	1.125	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	396	Yes	358 B, C, E
S1102	4.040	3.500	6.125	1.125	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	398	Yes	359 B, C, E
S1103	4.060	3.500	6.125	1.125	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	406	Yes	362 B, C, E
S1130	4.030	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	409	Yes	357 B, C
S1131	4.035	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	411	Yes	358 B, C
S1132	4.040	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	413	Yes	359 B, C
S1133	4.060	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	421	Yes	362 B, C
S1140	4.030	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	450	Yes	357 B, C
S1141	4.035	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	453	Yes	358 B, C
S1142	4.040	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	455	Yes	359 B, C
S1143	4.060	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	.043 in. x .043 in. x 3.0mm	-.300 / SP	462	Yes	362 B, C
S1120	4.030	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.300 / SP	409	No	357 B, C
S1121	4.035	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.300 / SP	411	No	358 B, C
S1122	4.040	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.300 / SP	413	No	359 B, C
S1123	4.060	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.300 / SP	419	No	362 B, C
S1150	4.030	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.300 / SP	453	No	357 B, C
S1151	4.035	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.300 / SP	454	No	358 B, C
S1152	4.040	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.300 / SP	456	No	359 B, C
S1153	4.060	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.500	1.5 x 1.5 x 3.0mm	-.300 / SP	464	No	362 B, C

- Notes**
- B - Supplied with Double Spiral Locks
  - C - .010 Deck Clearance with 3.480 Stroke
  - D - Rail Support included
  - E - Can be used with 3.750 Stroke & 6.000 Rod



### Small Block Chevy 350 X Style Forgings

- Super lightweight design
- Designed for shorter wrist pins
- 900 wide or less connecting rod is required
- Chamfered pins and wire locks included
- Gas ports and cp grooves included
- Accumulator and anti detonation grooves included



## Chevrolet LATE MODEL SBC 350 FLAT TOP X STYLE FORGINGS - TWO BARREL DESIGN

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	DOME (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S1700	4.030	3.500	6.250	1.000	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	307	Yes	357	C, G
S1701	4.035	3.500	6.250	1.000	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	308	Yes	358	C, G
S1702	4.040	3.500	6.250	1.000	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	309	Yes	359	C, G
S1710	4.030	3.500	6.125	1.125	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	324	Yes	357	C, E, G
S1711	4.035	3.500	6.125	1.125	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	325	Yes	358	C, E, G
S1712	4.040	3.500	6.125	1.125	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	329	Yes	359	C, E, G
S1720	4.030	3.500	6.000	1.250	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	330	Yes	357	C, G
S1721	4.035	3.500	6.000	1.250	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	331	Yes	358	C, G
S1722	4.040	3.500	6.000	1.250	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	333	Yes	359	C, G
S1730	4.030	3.500	5.700	1.550	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	364	Yes	357	C, G
S1731	4.035	3.500	5.700	1.550	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	367	Yes	358	C, G
S1732	4.040	3.500	5.700	1.550	FT	-2.0cc	.927 x 2.000	.043 in. x .043.in x 3.0mm	-.185 / SP	367	Yes	359	C, G

## Chevrolet SBC 350 FLAT TOP X STYLE FORGINGS - 2.020/ 1.600 VALVE MILLED HEAD

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	DOME (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S1900	4.020	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.250	.043 in. x .043.in x 3.0mm	-.335 / SP	376	Yes	355	C, G
S1901	4.030	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.250	.043 in. x .043.in x 3.0mm	-.335 / SP	378	Yes	357	C, G
S1902	4.035	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.250	.043 in. x .043.in x 3.0mm	-.335 / SP	380	Yes	358	C, G
S1903	4.040	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.250	.043 in. x .043.in x 3.0mm	-.335 / SP	382	Yes	359	C, G
S1904	4.045	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.250	.043 in. x .043.in x 3.0mm	-.335 / SP	388	Yes	360	C, G
S1905	4.060	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.250	.043 in. x .043.in x 3.0mm	-.335 / SP	389	Yes	362	C, G
S1941	4.030	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.250	1.5 in. x 1.5.in x 3.0mm	-.335 / SP	417	No	357	C, G
S1951	4.030	3.500	5.700	1.550	FT	-5.0cc	.927 x 2.250	.043 in. x .043.in x 3.0mm	-.335 / SP	418	Yes	357	C, G

## Chevrolet SBC 350 FLAT TOP X STYLE FORGINGS - HEAVY DUTY

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	DOME (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S1830	4.030	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.250	.043 in. x .043.in x 3.0mm	-.300 / SP	386	Yes	357	C, G
S1831	4.035	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.250	.043 in. x .043.in x 3.0mm	-.300 / SP	388	Yes	358	C, G
S1832	4.040	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.250	.043 in. x .043.in x 3.0mm	-.300 / SP	390	Yes	359	C, G
S1833	4.060	3.500	6.000	1.250	FT	-5.0cc	.927 x 2.250	.043 in. x .043.in x 3.0mm	-.300 / SP	398	Yes	362	C, G

- Notes**
- C - .010 Deck Clearance with 3.480 Stroke
  - E - Can be used with 3.750 Stroke & 6.000 Rod
  - G - Supplied with Wire Locks



## Small Block Chevy 305 Sprint

- Lightweight design
- Chamfered pins and wire locks included
- Gas ports and cp grooves included
- Accumulator grooves included
- Light weight Metric Ring pack



## Chevrolet SBC 305 SPRINT, FLAT TOP

PART NO.	BORE	STROKE	ROD	COMP HGT	DOMES HGT	DOMES (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S2030	3.766	3.500	6.000	1.250	F.T	-3.1cc	.927 x 2.500	1.5 x 1.5 x 4.0mm	-.250 / SP	367	Yes	312	C, G
S2060	3.796	3.500	6.000	1.250	F.T	-3.1cc	.927 x 2.500	1.2 x 1.5 x 3.0mm	-.250 / SP	376	Yes	317	C, G
S2031	3.766	3.500	5.700	1.550	F.T	-3.1cc	.927 x 2.500	1.5 x 1.5 x 4.0mm	-.250 / SP	405	Yes	312	C, G
S2061	3.796	3.500	5.700	1.550	F.T	-3.1cc	.927 x 2.500	1.2 x 1.5 x 3.0mm	-.250 / SP	415	Yes	317	C, G

## SBC 360 Sprint X style Forging- Brodix ASCS head

- Designed for Brodix Spec head
- Super lightweight X design forging
- Dedicated right and left hand forgings
- Designed for back-cut rings
- Pin-fitting included at no cost
- Chamfered pins and wire locks included
- Custom skirt cam and barrel shapes
- Accumulator and anti-detonation grooves included
- Balanced to +/- 1 gram
- Fully CNC machined
- Pick lock grooves for easy lock removal



## Chevrolet SBC 360 SPRINT X STYLE FORGINGS - DOME, BRODIX ASCS HEAD

PART NO.	BORE	STROKE	ROD	COMP HGT	DOMES HGT	DOMES (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S1340X	4.020	3.500	6.000	1.250	.515	+13.0cc	.927 x 2.250	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	355	C, G
S1341X	4.030	3.500	6.000	1.250	.515	+13.0cc	.927 x 2.250	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	357	C, G
S1342X	4.035	3.500	6.000	1.250	.515	+13.0cc	.927 x 2.250	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	358	C, G
S1343X	4.040	3.500	6.000	1.250	.515	+13.0cc	.927 x 2.250	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	359	C, G
S1344X	4.045	3.500	6.000	1.250	.515	+13.0cc	.927 x 2.250	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	360	C, G
S1345X	4.060	3.500	6.000	1.250	.515	+13.0cc	.927 x 2.250	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	362	C, G

Notes

C - .010 Deck Clearance with 3.480 Stroke  
G - Supplied with Wire Locks



### SBC 360 Sprint Brodix ACSC Head

- Designed for Brodix Spec head
- Super lightweight hollow dome right and left hand forging
- Designed for back-cut rings
- Pin-fitting included at no cost
- Chamfered pins and wire locks included
- Custom skirt cam and barrel shapes
- Gas Ports, Accumulator and anti-detonation grooves included
- Balanced to +/- 1 gram
- Fully CNC machined
- Pick lock grooves for easy lock removal



## Chevrolet SBC 360 SPRINT - DOME, BRODIX ASCS HEAD

PART NO.	BORE	STROKE	ROD	COMP HGT	DOM HGT	DOM (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S1360	4.000	3.550	6.000	1.225	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	429	Yes	357	G
S1361	4.005	3.550	6.000	1.225	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	430	Yes	358	G
S1362	4.020	3.550	6.000	1.225	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	432	Yes	360	G
S1363	4.025	3.550	6.000	1.225	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	432	Yes	361	G
S1364	4.030	3.550	6.000	1.225	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	433	Yes	362	G
S1369	4.035	3.550	6.000	1.225	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	434	Yes	363	G
S1346	4.020	3.500	6.000	1.250	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	434	Yes	355	C, G
S1340	4.025	3.500	6.000	1.250	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	435	Yes	356	C, G
S1341	4.030	3.500	6.000	1.250	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	436	Yes	357	C, G
S1342	4.035	3.500	6.000	1.250	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	436	Yes	358	C, G
S1343	4.040	3.500	6.000	1.250	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	439	Yes	359	C, G
S1344	4.045	3.500	6.000	1.250	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	437	Yes	360	C, G
S1347	4.050	3.500	6.000	1.250	.555	+15.0cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.320 / SP	439	Yes	361	C, G
S1345	4.060	3.500	6.000	1.250	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	441	Yes	362	C, G
S1351	4.030	3.500	5.850	1.400	.555	+15.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	456	Yes	357	C, G

## Chevrolet SBC 360 SPRINT - DOME, BRODIX ASCS HEAD, BIG BORE SHORT STROKE

PART NO.	BORE	STROKE	ROD	COMP HGT	DOM HGT	DOM (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S1365	4.125	3.335	6.000	1.335	.555	+13.0cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	357	G
S1366	4.130	3.335	6.000	1.335	.555	+13.0cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	357	G
S1367	4.135	3.335	6.000	1.335	.555	+13.0cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	358	G
S1368	4.140	3.335	6.000	1.335	.555	+13.0cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	359	G
S1368	4.145	3.335	6.000	1.335	.555	+13.0cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	360	G

Notes

C - .010 Deck Clearance with 3.480 Stroke  
G - Supplied with Wire Locks



## 23° 350 Chevy

- Dedicated right and left hand forgings
- Lightweight hollow dome forging
- Wrist pins and pin fitting included at no cost
- Radius dome for improved flow
- Radius valve reliefs
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Pick lock grooves for easy lock removal
- Fully CNC machined
- Suitable for angle milled heads



## Chevrolet 23° DOME 350 CHEVY

PART NO.	BORE	STROKE	ROD	COMP HGT	DOM HGT	DOM (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S1310	4.020	3.500	6.125	1.125	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	415	No	355	B, D, E
S1311	4.030	3.500	6.125	1.125	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	419	No	357	B, D, E
S1312	4.035	3.500	6.125	1.125	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	421	No	358	B, D, E
S1313	4.040	3.500	6.125	1.125	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	422	No	359	B, D, E
S1314	4.060	3.500	6.125	1.125	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	431	No	362	B, D, E
S1330	4.020	3.550	6.000	1.225	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	431	No	360	B
S1331	4.025	3.550	6.000	1.225	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	433	No	361	B
S1332	4.030	3.550	6.000	1.225	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	435	No	362	B
S1333	4.035	3.550	6.000	1.225	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	437	No	363	B
S1300	4.020	3.500	6.000	1.250	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	434	No	355	B, C
S1301	4.030	3.500	6.000	1.250	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	436	No	357	B, C
S1302	4.035	3.500	6.000	1.250	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	439	No	358	B, C
S1303	4.040	3.500	6.000	1.250	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	444	No	359	B, C
S1305	4.045	3.500	6.000	1.250	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	447	No	360	B, C
S1304	4.060	3.500	6.000	1.250	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	449	No	362	B, C
S1320	4.020	3.500	5.700	1.550	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	477	No	355	B, C
S1321	4.030	3.500	5.700	1.550	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	482	No	357	B, C
S1322	4.035	3.500	5.700	1.550	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	485	No	358	B, C
S1323	4.040	3.500	5.700	1.550	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	487	No	359	B, C
S1324	4.060	3.500	5.700	1.550	.450	+13.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.310 / SP	494	No	362	B, C

## 18° 400 Chevy

- Dedicated right and left forgings
- Wrist pins and pin-fitting included at no cost
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Pick lock grooves for easy lock removal
- Fully CNC Machined



## Chevrolet 18° FLAT TOP 400 CHEVY

PART NO.	BORE	STROKE	ROD	COMP HGT	DOM HGT	DOM (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S2100	4.125	4.000	6.000	1.000	F.T	-6.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	420	No	428	D, F
S2101	4.130	4.000	6.000	1.000	F.T	-6.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	426	No	429	D, F
S2102	4.135	4.000	6.000	1.000	F.T	-6.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	428	No	430	D, F
S2103	4.145	4.000	6.000	1.000	F.T	-6.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	431	No	432	D, F
S2104	4.155	4.000	6.000	1.000	F.T	-6.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	435	No	434	D, F
S2105	4.165	4.000	6.000	1.000	F.T	-6.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	440	No	436	D, F

- Notes**
- B - Supplied with Double Spiral Locks,
  - C - .010 Deck Clearance with 3.480 Stroke
  - D - Rail Support included
  - E - Can be used with 3.750 Stroke & 6.000 Rod
  - F - .073 Locks required
  - G - Supplied with Wire Locks

## 18° 400 Chevy with Gas Ports

- Dedicated right and left forgings
- Wrist pins and pin-fitting included at no cost
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Pick lock grooves for easy lock removal
- Fully CNC Machined
- Designed for back cut rings
- Chamfered pins and wire locks



## Chevrolet 18° FLAT TOP 400 CHEVY

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	DOME (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S2176	4.125	3.875	6.000	1.062	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	414	D, G
S2177	4.130	3.875	6.000	1.062	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	415	D, G
S2178	4.135	3.875	6.000	1.062	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	416	D, G
S2180	4.145	3.875	6.000	1.062	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	418	D, G
S2181	4.155	3.875	6.000	1.062	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	420	D, G
S2182	4.165	3.875	6.000	1.062	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	422	D, G
S2183	4.125	3.800	6.000	1.100	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	406	D, G
S2184	4.130	3.800	6.000	1.100	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	407	D, G
S2185	4.135	3.800	6.000	1.100	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	408	D, G
S2188	4.155	3.800	6.000	1.100	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	412	D, G
S2189	4.165	3.800	6.000	1.100	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	414	D, G
S2190	4.125	3.750	6.000	1.125	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	401	G
S2192	4.135	3.750	6.000	1.125	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	403	G
S2195	4.155	3.750	6.000	1.125	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	407	G
S2196	4.165	3.750	6.000	1.125	FT	-7.2cc	.927 x 2.750	1.2 x 1.2 x 3.0mm	-.330 / SP	TBD	Yes	409	G



## Chevrolet 18° DOME 400 CHEVY - 1.5 X 1.5 X 3.0MM RING SET

PART NO.	BORE	STROKE	ROD	DOME HGT	DOME HGT	DOME (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S2170	4.125	4.000	6.000	1.000	.175	+3.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	434	Yes	428	D, G
S2171	4.130	4.000	6.000	1.000	.175	+3.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	439	Yes	429	D, G
S2172	4.135	4.000	6.000	1.000	.175	+3.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	437	Yes	430	D, G
S2173	4.145	4.000	6.000	1.000	.175	+3.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	444	Yes	432	D, G
S2174	4.155	4.000	6.000	1.000	.175	+3.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	446	Yes	434	D, G
S2175	4.165	4.000	6.000	1.000	.175	+3.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.320 / SP	450	Yes	436	D, G
S2150	4.125	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	444	Yes	414	D, G
S2151	4.130	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	445	Yes	415	D, G
S2152	4.135	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	449	Yes	416	D, G
S2153	4.145	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	452	Yes	418	D, G
S2154	4.155	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	455	Yes	420	D, G
S2155	4.165	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	461	Yes	422	D, G
S2160	4.125	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	450	Yes	406	D, G
S2161	4.130	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	453	Yes	407	D, G
S2162	4.135	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	454	Yes	408	D, G
S2163	4.145	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	459	Yes	410	D, G
S2164	4.155	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	463	Yes	412	D, G
S2165	4.165	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	467	Yes	414	D, G



## 18° 400 Chevy

- Dedicated right and left forgings
- Wrist Pin & Pin-fitting included at no cost
- Double pin oilers, force fed from oil ring
- Dome may be cut off to flat top
- Balanced to +/- 1 gram
- Pick lock grooves for easy lock removal
- Fully CNC Machined
- Accumular groove included



## Chevrolet 18° DOME 400 CHEVY - 1/16 X 1/16 X 3/16 IN. RING SET

PART NO.	BORE	STROKE	ROD	COMP HGT	DOMES HGT	DOMES (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S2140	4.125	4.000	6.000	1.100	.175	+3.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	448	No	428	B, D, F
S2141	4.130	4.000	6.000	1.000	.175	+3.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	450	No	429	B, D, F
S2142	4.135	4.000	6.000	1.000	.175	+3.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	452	No	430	B, D, F
S2143	4.145	4.000	6.000	1.000	.175	+3.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	457	No	432	B, D, F
S2144	4.155	4.000	6.000	1.000	.175	+3.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	461	No	434	B, D, F
S2145	4.165	4.000	6.000	1.000	.175	+3.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.300 / SP	467	No	436	B, D, F
S2110	4.125	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.330 / SP	454	No	414	B, D, F
S2111	4.130	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.330 / SP	457	No	415	B, D, F
S2112	4.135	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.330 / SP	458	No	416	B, D, F
S2113	4.145	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.330 / SP	463	No	418	B, D, F
S2114	4.155	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.330 / SP	467	No	420	B, D, F
S2115	4.165	3.875	6.000	1.062	.175	+2.5cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.330 / SP	472	No	422	B, D, F
S2120	4.125	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	455	No	406	B, D
S2121	4.130	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	459	No	407	B, D
S2122	4.135	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	459	No	408	B, D
S2123	4.145	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	466	No	410	B, D
S2124	4.155	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	469	No	412	B, D
S2125	4.165	3.800	6.000	1.100	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	473	No	414	B, D
S2130	4.125	3.750	6.000	1.125	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	459	No	401	B, D
S2131	4.130	3.750	6.000	1.125	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	463	No	402	B, D
S2132	4.135	3.750	6.000	1.125	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	464	No	403	B, D
S2133	4.145	3.750	6.000	1.125	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	468	No	405	B, D
S2134	4.155	3.750	6.000	1.125	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	474	No	407	B, D
S2135	4.165	3.750	6.000	1.125	.175	+2.5cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.330 / SP	478	No	409	B, D

**Notes**  
 B - Supplied with Double Spiral Locks,  
 D - Rail Support included  
 F - .073 Locks required

## Brodix-12 400 Chevy

- Dedicated right and left forgings
- Wrist pins and pin-fitting included at no cost
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Dome may be cut off to flat top
- Radius dome for improved flow
- Radius valve relief
- Balanced to +/- 1 gram
- Pick lock grooves for easy lock removal
- Fully CNC Machined



## Chevrolet BRODIX-12 DOME 400 CHEVY

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	DOME (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S2240	4.125	4.000	6.000	1.000	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	445	No	428	D, F, K
S2241	4.130	4.000	6.000	1.000	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	446	No	429	D, F, K
S2242	4.135	4.000	6.000	1.000	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	450	No	430	D, F, K
S2243	4.145	4.000	6.000	1.000	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	453	No	432	D, F, K
S2244	4.155	4.000	6.000	1.000	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	458	No	434	D, F, K
S2245	4.165	4.000	6.000	1.000	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	462	No	436	D, F, K
S2210	4.125	3.875	6.000	1.062	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	454	No	414	D, F, K
S2211	4.130	3.875	6.000	1.062	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	457	No	415	D, F, K
S2212	4.135	3.875	6.000	1.062	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	458	No	416	D, F, K
S2213	4.145	3.875	6.000	1.062	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	463	No	418	D, F, K
S2214	4.155	3.875	6.000	1.062	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	467	No	420	D, F, K
S2215	4.165	3.875	6.000	1.062	.175	+1.0cc	.927 x 2.950	1/16 x 1/16 x 3/16 in.	-.290 / SP	472	No	422	D, F, K
S2220	4.125	3.800	6.000	1.100	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	459	No	406	B, D, K
S2221	4.130	3.800	6.000	1.100	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	461	No	407	B, D, K
S2222	4.135	3.800	6.000	1.100	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	463	No	408	B, D, K
S2223	4.140	3.800	6.000	1.100	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	464	No	409	B, D, K
S2224	4.145	3.800	6.000	1.100	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	467	No	410	B, D, K
S2225	4.155	3.800	6.000	1.100	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	471	No	412	B, D, K
S2226	4.165	3.800	6.000	1.100	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	477	No	414	B, D, K
S2230	4.125	3.750	6.000	1.125	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	463	No	401	B, D, K
S2231	4.130	3.750	6.000	1.125	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	465	No	402	B, D, K
S2232	4.135	3.750	6.000	1.125	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	467	No	403	B, D, K
S2233	4.145	3.750	6.000	1.125	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	470	No	405	B, D, K
S2234	4.155	3.750	6.000	1.125	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	475	No	407	B, D, K
S2235	4.165	3.750	6.000	1.125	.175	+1.0cc	.927 x 2.750	1/16 x 1/16 x 3/16 in.	-.290 / SP	480	No	409	B, D, K

**Notes**  
 B - Supplied with Double Spiral Locks,  
 D - Rail Support included  
 F - .073 Locks required  
 K - Will accommodate .70-.125 V.R spacing



DOMESTIC PISTONS



# CP DOMESTIC

## 13° 400 Chevy

- Dedicated right and left forgings
- Pin-fitting included at no cost
- Chamfered pins and wire locks included
- Accumulator and anti-detonation grooves included
- Double pin oilers, force fed from oil ring
- Radius Valve reliefs
- Balanced to +/- 1 gram
- Domes may be cut to a flat top
- Pick lock grooves for easy lock removal
- Designed for back-cut rings
- Custom skirt cam and barrel shapes
- Fully CNC Machined



## Chevrolet 13° FLAT TOP

PART NO.	BORE	STROKE	ROD	COMP HGT	DOMES HGT	DOMES (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S2400	4.125	4.000	6.000	1.000	F.T	-8.8cc	.927 x 2.750	.043 in x .043 in x 3mm	-.300 / SP	417	Yes	428	D, G
S2401	4.130	4.000	6.000	1.000	F.T	-8.8cc	.927 x 2.750	.043 in x .043 in x 3mm	-.300 / SP	420	Yes	429	D, G
S2402	4.135	4.000	6.000	1.000	F.T	-8.8cc	.927 x 2.750	.043 in x .043 in x 3mm	-.300 / SP	416	Yes	430	D, G
S2403	4.145	4.000	6.000	1.000	F.T	-8.8cc	.927 x 2.750	.043 in x .043 in x 3mm	-.300 / SP	427	Yes	432	D, G
S2404	4.155	4.000	6.000	1.000	F.T	-8.8cc	.927 x 2.750	.043 in x .043 in x 3mm	-.300 / SP	429	Yes	434	D, G
S2405	4.165	4.000	6.000	1.000	F.T	-8.8cc	.927 x 2.750	.043 in x .043 in x 3mm	-.300 / SP	432	Yes	436	D, G



## Chevrolet 13° DOME 400 CHEVY

PART NO.	BORE	STROKE	ROD	COMP HGT	DOMES HGT	DOMES (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S2410	4.125	3.875	6.000	1.062	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	445	Yes	414	D, G
S2411	4.130	3.875	6.000	1.062	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	445	Yes	415	D, G
S2412	4.135	3.875	6.000	1.062	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	450	Yes	416	D, G
S2414	4.145	3.875	6.000	1.062	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	455	Yes	418	D, G
S2417	4.150	3.875	6.000	1.062	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	456	Yes	419	D, G
S2415	4.155	3.875	6.000	1.062	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	458	Yes	420	D, G
S2416	4.165	3.875	6.000	1.062	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	461	Yes	422	D, G
S2420	4.125	3.800	6.000	1.100	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	452	Yes	406	D, G
S2421	4.130	3.800	6.000	1.100	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	455	Yes	407	D, G
S2422	4.135	3.800	6.000	1.100	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	456	Yes	408	D, G
S2424	4.145	3.800	6.000	1.100	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	460	Yes	410	D, G
S2425	4.155	3.800	6.000	1.100	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	466	Yes	412	D, G
S2426	4.165	3.800	6.000	1.100	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	469	Yes	414	D, G
S2430	4.125	3.750	6.000	1.125	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	453	Yes	401	D, G
S2431	4.130	3.750	6.000	1.125	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	454	Yes	402	D, G
S2432	4.135	3.750	6.000	1.125	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	457	Yes	403	D, G
S2434	4.155	3.750	6.000	1.125	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	462	Yes	407	D, G
S2435	4.165	3.750	6.000	1.125	.175	-2.2cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.300 / SP	464	Yes	407	D, G

Notes  
 D – Rail Support included  
 G – Supplied with Wire Locks

## SB2.2 & 16° 400 CHEVY

- Dedicated right and left forgings
- Pin-fitting included at no cost
- Chamfered pins and wire locks included
- Accumulator and anti-detonation grooves included
- Double pin oilers, force fed from oil ring
- Radius valve reliefs
- Domes may be cut to a flat top
- Balanced to +/- 1 gram
- Pick lock grooves for easy lock removal
- Designed for back-cut rings
- Custom skirt cam and barrel shapes
- Fully CNC Machined



## Chevrolet SB2.2 FLAT TOP

PART NO.	BORE	STROKE	ROD	COMP HGT	DOM HGT	DOM (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S2500	4.125	4.000	6.000	1.000	FT	-6.2cc	.927 x 2.750	.043 in. x .043 in. x 3.0mm	-.275 / -.080	411	Yes	428	D, G
S2501	4.130	4.000	6.000	1.000	FT	-6.2cc	.927 x 2.750	.043 in. x .043 in. x 3.0mm	-.275 / -.080	413	Yes	429	D, G
S2502	4.135	4.000	6.000	1.000	FT	-6.2cc	.927 x 2.750	.043 in. x .043 in. x 3.0mm	-.275 / -.080	416	Yes	430	D, G
S2504	4.155	4.000	6.000	1.000	FT	-6.2cc	.927 x 2.750	.043 in. x .043 in. x 3.0mm	-.275 / -.080	424	Yes	434	D, G
S2505	4.165	4.000	6.000	1.000	FT	-6.2cc	.927 x 2.750	.043 in. x .043 in. x 3.0mm	-.275 / -.080	425	Yes	436	D, G

## Chevrolet SB2.2 DOME

PART NO.	BORE	STROKE	ROD	COMP HGT	DOM HGT	DOM (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S2510	4.125	3.875	6.000	1.062	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	439	Yes	414	D, G
S2511	4.130	3.875	6.000	1.062	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	442	Yes	415	D, G
S2512	4.135	3.875	6.000	1.062	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	446	Yes	416	D, G
S2514	4.145	3.875	6.000	1.062	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	450	Yes	418	D, G
S2515	4.155	3.875	6.000	1.062	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	454	Yes	420	D, G
S2516	4.165	3.875	6.000	1.062	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	457	Yes	422	D, G
S2520	4.125	3.800	6.000	1.100	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	447	Yes	406	D, G
S2521	4.130	3.800	6.000	1.100	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	450	Yes	407	D, G
S2522	4.135	3.800	6.000	1.100	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	450	Yes	408	D, G
S2524	4.145	3.800	6.000	1.100	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	454	Yes	410	D, G
S2525	4.155	3.800	6.000	1.100	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	458	Yes	412	D, G
S2526	4.165	3.800	6.000	1.100	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	460	Yes	414	D, G
S2530	4.125	3.750	6.000	1.125	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	453	Yes	401	D, G
S2532	4.135	3.750	6.000	1.125	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	456	Yes	403	D, G
S2534	4.155	3.750	6.000	1.125	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	465	Yes	407	D, G
S2535	4.165	3.750	6.000	1.125	.170	+1.1cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.275 / -.080	468	Yes	409	D, G

## Chevrolet 16° DOME 400 CHEVY

PART NO.	BORE	STROKE	ROD	COMP HGT	DOM HGT	DOM (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S4125106216	4.125	3.875	6.000	1.062	.175	+1.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	440	Yes	414	D, G
S4130106216	4.130	3.875	6.000	1.062	.175	+1.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	444	Yes	415	D, G
S4135106216	4.135	3.875	6.000	1.062	.175	+1.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	450	Yes	416	D, G
S4140106216	4.140	3.875	6.000	1.062	.175	+1.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	453	Yes	417	D, G
S4145106216	4.145	3.875	6.000	1.062	.175	+1.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	456	Yes	418	D, G
S4125112516	4.125	3.750	6.000	1.125	.175	+1.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	442	Yes	401	G
S4130112516	4.130	3.750	6.000	1.125	.175	+1.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	447	Yes	402	G
S4135112516	4.135	3.750	6.000	1.125	.175	+1.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	452	Yes	403	G
S4140112516	4.140	3.750	6.000	1.125	.175	+1.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	455	Yes	404	G
S4145112516	4.145	3.750	6.000	1.125	.175	+1.0cc	.927 x 2.750	1.5 x 1.5 x 3.0mm	-.330 / SP	457	Yes	405	G



## Big Block Chevy 454

- Suitable for nitrous oxide systems (NOS)
- Suitable for supercharged or turbo
- Wrist pins and pin-fitting included at no cost
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Generous valve relief depths allow for high lift
- Pick lock grooves for easy lock removal
- Suitable for angle milled heads
- Fully CNC machined



## Chevrolet BBC 454 FLAT TOP

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	DOME (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S5010	4.500	4.250	6.385	1.270	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	603	No	541	B, D
S5011	4.505	4.250	6.385	1.270	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	606	No	542	B, D
S5012	4.530	4.250	6.385	1.270	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	619	No	548	B, D
S5013	4.560	4.250	6.385	1.270	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	636	No	555	B, D
S5014	4.600	4.250	6.385	1.270	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	626	No	565	B, D
S5020	4.500	4.000	6.385	1.395	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	624	No	509	B, P
S5020	4.500	4.500	6.535	1.395	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	624	No	572	B, O
S5021	4.505	4.000	6.385	1.395	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	627	No	510	B, P
S5021	4.505	4.500	6.535	1.395	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	627	No	574	B, O
S5022	4.530	4.000	6.385	1.395	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	641	No	516	B, P
S5022	4.530	4.500	6.535	1.395	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	641	No	580	B, O
S5023	4.560	4.000	6.385	1.395	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	659	No	522	B, P
S5023	4.560	4.500	6.535	1.395	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	659	No	588	B, O
S5024	4.600	4.000	6.385	1.395	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	646	No	532	B, P
S5024	4.600	4.500	6.535	1.395	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	646	No	598	B, O
S5030	4.500	4.250	6.135	1.520	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	653	No	541	B
S5031	4.505	4.250	6.135	1.520	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	657	No	542	B
S5032	4.530	4.250	6.135	1.520	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	670	No	548	B
S5033	4.560	4.250	6.135	1.520	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	687	No	555	B
S5034	4.600	4.250	6.135	1.520	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	675	No	565	B
S5040	4.500	4.000	6.135	1.645	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	674	No	509	B
S5041	4.505	4.000	6.135	1.645	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	677	No	510	B
S5042	4.530	4.000	6.135	1.645	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	691	No	516	B
S5043	4.560	4.000	6.135	1.645	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	707	No	523	B
S5044	4.600	4.000	6.135	1.645	FT	-3.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.300	693	No	532	B

- Notes**
- B - Supplied with Double Spiral Locks
  - D - Rail Support included
  - O - Made for 10.200 Block Height
  - P - 9.2 Deck Height

## Big Block Chevy 454

- Suitable for nitrous oxide systems (NOS)
- Suitable for Supercharged or Turbo
- Wrist pins and pin-fitting included at no cost
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Generous valve relief depths allow for high lift
- Pick lock grooves for easy lock removal
- Suitable for angle milled heads
- Fully CNC machined



## Chevrolet BBC 454 INVERTED DOME

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	DOME (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S5110	4.500	4.250	6.385	1.270	-.100	-17.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	612	No	541	B, D
S5111	4.505	4.250	6.385	1.270	-.100	-17.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	615	No	542	B, D
S5112	4.530	4.250	6.385	1.270	-.110	-18.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	621	No	548	B, D
S5113	4.560	4.250	6.385	1.270	-.120	-20.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	633	No	555	B, D
S5114	4.600	4.250	6.385	1.270	-.135	-22.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	629	No	565	B, D
S5120	4.500	4.500	6.535	1.395	-.160	-26.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	626	No	573	B, D, Q
S5121	4.505	4.500	6.535	1.395	-.165	-26.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	627	No	574	B, D, Q
S5122	4.530	4.500	6.535	1.395	-.165	-26.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	642	No	580	B, D, Q
S5123	4.560	4.500	6.535	1.395	-.215	-33.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	665	No	588	B, D, Q
S5124	4.600	4.500	6.535	1.395	-.215	-33.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	658	No	598	B, D, Q
S5130	4.500	4.250	6.135	1.520	-.100	-17.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	652	No	541	B
S5131	4.505	4.250	6.135	1.520	-.100	-17.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	655	No	542	B
S5132	4.530	4.250	6.135	1.520	-.110	-18.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	665	No	548	B
S5133	4.560	4.250	6.135	1.520	-.120	-20.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	679	No	555	B
S5134	4.600	4.250	6.135	1.520	-.135	-22.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	665	No	565	B
S5140	4.500	4.000	6.135	1.645	-.036	-8.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	689	No	509	B
S5141	4.505	4.000	6.135	1.645	-.036	-8.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	692	No	510	B
S5142	4.530	4.000	6.135	1.645	-.043	-9.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	701	No	516	B
S5143	4.560	4.000	6.135	1.645	-.060	-11.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	719	No	523	B
S5144	4.600	4.000	6.135	1.645	-.073	-13.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.320	711	No	532	B

Notes

- B - Supplied with Double Spiral Locks
- D - Rail Support included
- Q - Also fits 4.000 Stroke and 6.385 Rod

DOMESTIC PISTONS



## Big Block Chevy 454

- Lightweight hollow dome forging
- Wrist pins and pin-fitting included at no cost
- Accumulator groove included
- Radius dome for improved flow
- Radius valve reliefs
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Pick lock grooves for easy lock removal
- Suitable for angle milled heads
- Fully CNC machined



## Chevrolet BBC 454 DOME

PART NO.	BORE	STROKE	ROD	COMP HGT	DOMH HGT	DOMH (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S5200	4.500	4.250	6.535	1.120	.525	43.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	565	No	541	B, D, S
S5201	4.505	4.250	6.535	1.120	.525	43.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	568	No	542	B, D, S
S5202	4.530	4.250	6.535	1.120	.525	43.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	582	No	548	B, D, S
S5203	4.560	4.250	6.535	1.120	.525	43.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	581	No	555	B, D, S
S5204	4.600	4.250	6.535	1.120	.525	43.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	589	No	565	B, D, S
S5215	4.280	4.000	6.535	1.245	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	562	No	460	B, D, S
S5216	4.310	4.000	6.535	1.245	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	570	No	467	B, D, S
S5210	4.500	4.000	6.535	1.245	.525	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	608	No	509	B, D, S
S5211	4.505	4.000	6.535	1.245	.525	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	609	No	510	B, D, S
S5212	4.530	4.000	6.535	1.245	.525	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	622	No	516	B, D, S
S5213	4.560	4.000	6.535	1.245	.525	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	623	No	523	B, D, S
S5214	4.600	4.000	6.535	1.245	.525	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	629	No	532	B, D, S
S5225	4.280	4.250	6.385	1.270	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	566	No	489	B, D, S
S5226	4.310	4.250	6.385	1.270	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	578	No	496	B, D, S
S5220	4.500	4.250	6.385	1.270	.525	43.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	600	No	541	B, D, S
S5221	4.505	4.250	6.385	1.270	.525	43.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	605	No	542	B, D, S
S5222	4.530	4.250	6.385	1.270	.525	43.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	618	No	548	B, D, S
S5223	4.560	4.250	6.385	1.270	.525	43.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	620	No	555	B, D, S
S5224	4.600	4.250	6.385	1.270	.525	43.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	625	No	565	B, D, S
S5235	4.280	4.000	6.385	1.395	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	591	No	460	B, R, S
S5236	4.310	4.000	6.385	1.395	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	599	No	467	B, R, S
S5230	4.500	4.000	6.385	1.395	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	636	No	509	B, R, S
S5231	4.505	4.000	6.385	1.395	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	636	No	510	B, R, S
S5232	4.530	4.000	6.385	1.395	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	651	No	516	B, R, S
S5233	4.560	4.000	6.385	1.395	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	649	No	523	B, R, S
S5234	4.600	4.000	6.385	1.395	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	655	No	532	B, R, S
S5245	4.280	4.250	6.135	1.520	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	616	No	489	B, S
S5246	4.310	4.250	6.135	1.520	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	624	No	496	B, S
S5240	4.500	4.250	6.135	1.520	.525	43.0cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	647	No	541	B, S
S5241	4.505	4.250	6.135	1.520	.525	43.00cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	650	No	542	B, S
S5242	4.530	4.250	6.135	1.520	.525	43.00cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	662	No	548	B, S
S5243	4.560	4.250	6.135	1.520	.525	43.00cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	662	No	555	B, S
S5244	4.600	4.250	6.135	1.520	.525	43.00cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	665	No	565	B, S
S5255	4.280	4.000	6.135	1.645	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	633	No	460	B, S
S5256	4.310	4.000	6.135	1.645	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	640	No	467	B, S
S5250	4.500	4.000	6.135	1.645	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	676	No	509	B, S
S5251	4.505	4.000	6.135	1.645	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	677	No	510	B, S
S5252	4.530	4.000	6.135	1.645	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	690	No	516	B, S
S5253	4.560	4.000	6.135	1.645	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	689	No	523	B, S
S5254	4.600	4.000	6.135	1.645	.700	47.5cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.310 / +.125	694	No	532	B, S

Notes

- B - Supplied with Double Spiral Locks
- D - Rail Support included
- R - Can be used with 4.500 Stroke and 10.180 block with 6.535 Rod
- S - Supplied with .150 Wall (151g) or optional .180 Wall (175g)

## Big Block Chevy - Super Series 540, 555, & 565 cid

These are serious pistons for serious racers. They have all the features of our custom pistons without the wait for production.

- Pin-fitting included at no cost
- Wrist pins included at no cost
- Radius Dome and Valve reliefs
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Accumulator and anti-detonation grooves included
- Pick lock grooves for easy lock removal
- Custom skirt cam and barrel shapes
- Fully CNC machined



## Chevrolet OPEN CHAMBER FITS STANDARD OPEN CHAMBER & BRODIX BB3 XTRA HEADS - DOME

PART NO.	BORE	STROKE	ROD	COMP HGT	DOMES HGT	DOMES (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
SS5440	4.600	4.375	6.535	1.060	.580	+46.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	582	Yes	582	B, D, T
SS5400	4.500	4.250	6.535	1.120	.615	+46.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	579	Yes	541	B, D, T
SS5402	4.560	4.250	6.535	1.120	.600	+46.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	586	Yes	555	B, D, T
SS5404	4.600	4.250	6.535	1.120	.590	+46.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	593	Yes	565	B, D, T
SS5410	4.500	4.250	6.385	1.270	.615	+46.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	614	Yes	541	B, T
SS5412	4.560	4.250	6.385	1.270	.600	+46.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	623	Yes	555	B, T
SS5414	4.600	4.250	6.385	1.270	.590	+46.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	631	Yes	565	B, T

## Normally Aspirated Std BBC Open Chamber

- Lightweight hollow dome forging
- Wrist pins and pin-fitting included at no cost
- Accumulator groove included
- Radius dome for improved flow
- Radius valve reliefs
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Pick lock grooves for easy lock removal
- Suitable for angle milled heads
- Fully CNC machined



## Chevrolet NORMALLY ASPIRATED STD BBC OPEN CHAMBER DOME

PART NO.	BORE	STROKE	ROD	COMP HGT	DOMES HGT	DOMES (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
SS5501	4.600	custom	custom	1.060	.705	+45.8cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320/+.105	TBD	Yes	BBC	B, D, T
SS5503	4.610	custom	custom	1.060	.705	+45.8cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320/+.105	TBD	Yes	BBC	B, D, T
SS5505	4.625	custom	custom	1.060	.705	+45.8cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320/+.105	TBD	Yes	BBC	B, D, T
SS5500	4.560	custom	custom	1.120	.705	+45.8cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320/+.105	TBD	Yes	BBC	B, D, T
SS5502	4.600	custom	custom	1.120	.705	+45.8cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320/+.105	TBD	Yes	BBC	B, D, T
SS5504	4.610	custom	custom	1.120	.705	+45.8cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320/+.105	TBD	Yes	BBC	B, D, T
SS5506	4.625	custom	custom	1.120	.705	+45.8cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320/+.105	TBD	Yes	BBC	B, D, T

- Notes**
- B - Supplied with Double Spiral Locks
  - D - Rail Support included
  - T - Supplied with .180 Wall (142g), or optional 165g



# CP DOMESTIC

## BBC 18° Big Chief and Big Duke 540, 555 & 565

- Lightweight hollow dome forging
- Wrist pins and pin-fitting included at no cost
- Accumulator groove included
- Radius dome for improved flow
- Radius valve reliefs
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Pick lock grooves for easy lock removal
- Suitable for angle milled heads
- Fully CNC machined



## Chevrolet

### BBC DOME 18° BIG CHIEF AND BIG DUKE 540, 555 & 565

PART NO.	BORE	STROKE	ROD	COMP HGT	DOM HGT	DOM (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
SS5420	4.500	4.250	6.535	1.120	.250	+19.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	556	Yes	541	B, D, T
SS5422	4.560	4.250	6.535	1.120	.245	+19.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	567	Yes	555	B, D, T
SS5424	4.600	4.250	6.535	1.120	.245	+19.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	577	Yes	565	B, D, T
SS5430	4.500	4.250	6.385	1.270	.250	+19.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	594	Yes	541	B, T
SS5432	4.560	4.250	6.385	1.270	.245	+19.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	623	Yes	555	B, T
SS5434	4.600	4.250	6.385	1.270	.245	+19.0cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.320 slant	615	Yes	565	B, T

## BBC 11°, 12°, 14°

- Flat Top forging for shallow valve angles
- Wrist pins and pin-fitting included at no cost
- Accumulator groove included
- Radius valve reliefs
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Pick lock grooves for easy lock removal
- Suitable for angle milled heads
- Fully CNC machined



## Chevrolet

### BBC 11°, 12°, 14° FLAT TOP - NATURALLY ASPIRATED

PART NO.	BORE	STROKE	ROD	COMP HGT	DOM HGT	DOM (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
SS5511	4.600	custom	custom	1.020	F.T	-7.8cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.285/-085	TBD	Yes	BBC	B, D, T
SS5513	4.610	custom	custom	1.020	F.T	-7.8cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.285/-085	TBD	Yes	BBC	B, D, T
SS5515	4.625	custom	custom	1.020	F.T	-7.8cc	.990 x 2.750	.043 in. x .043 in. x 3.0mm	-.285/-085	TBD	Yes	BBC	B, D, T



## Chevrolet

### BBC FLAT TOP 11°, 12°, 14° - NITROUS

PART NO.	BORE	STROKE	ROD	COMP HGT	DOM HGT	DOM (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
SS5510	4.600	custom	custom	1.040	F.T	-7.8cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.285/-085	TBD	Yes	BBC	B, D, T
SS5512	4.610	custom	custom	1.040	F.T	-7.8cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.285/-085	TBD	Yes	BBC	B, D, T
SS5514	4.625	custom	custom	1.040	F.T	-7.8cc	.990 x 2.930	1/16 x 1/16 x 3/16 in.	-.285/-085	TBD	Yes	BBC	B, D, T

## Buick Grand National 3.8 Liter

- Suitable for nitrous oxide system
- Suitable for Supercharged or Turbo
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Pick lock for easy removal
- Fully CNC machined



## Buick

### GRAND NATIONAL 3.8 L

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	DOME (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
ZR231	3.820	3.400	5.960	1.835	-.220	-27.2cc	.940 x 2.750	1/16 x 1/16 x 3/16 in.	N/A	494	No	231	B
ZR232	3.830	3.400	5.960	1.835	-.220	-27.2cc	.940 x 2.750	1/16 x 1/16 x 3/16 in.	N/A	501	No	231	B
ZR233	3.840	3.400	5.960	1.835	-.220	-27.2cc	.940 x 2.750	1/16 x 1/16 x 3/16 in.	N/A	TBD	No	231	B

## 4.6L Ford Modular Piston

- High strength 2618 aluminum forgings
- Suitable for nitrous oxide systems
- Suitable for Superchargers or Turbos
- Radiused dishes for reduced detonation
- Special skirt design for low piston noise
- Accumulator grooves & forced pin oilers
- Wrist pins and pin fitting included at no cost
- Pick lock grooves for easy lock removal
- Balanced to +/- 1 gram
- Fully CNC machined



Compression ratios are based on an average Combustion chamber volume of 53cc

## Ford

### 4.6L MODULAR POWER ADDER

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	COMP RATIO	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S9818	3.552	3.543	5.933	1.220	-.170	8:3:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	356	No	281	B
S9819	3.572	3.543	5.933	1.220	-.170	8:4:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	363	No	284	B
S9820	3.582	3.543	5.933	1.220	-.170	8:4:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	366	No	286	B
S9821	3.552	3.543	5.933	1.220	FT	10:5:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	369	No	281	B
S9822	3.572	3.543	5.933	1.220	FT	10:6:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	378	No	284	B
S9823	3.582	3.543	5.933	1.220	FT	10:6:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	380	No	286	B
S9835	3.572	3.543	5.933	1.220	-.170	8:4:1	.866 x 2.500	1.2 x 1.2 x 3.0mm	0.09	366	No	284	B

## Ford

### V8 MODULAR 4.6L, DISH

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	COMP RATIO	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S9830	3.552	3.543	5.933	1.222	-.090	9:3:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	360	No	281	B
S9831	3.572	3.543	5.933	1.222	-.090	9:3:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	369	No	284	B
S9832	3.582	3.543	5.933	1.222	-.090	9:4:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	371	No	286	B

Notes

- B - Supplied with Double Spiral Locks
- D - Rail Support included
- T - Supplied with .180 Wall (142g), or optional 165g

## 4.6L & 5.0L Ford Modular Piston

- High strength 2618 aluminum forgings
- Suitable for nitrous oxide systems
- Suitable for Superchargers or Turbos
- Radiused dishes for reduced detonation
- Special skirt design for low piston noise
- Accumulator grooves & forced pin oilers
- Wrist pins and pin fitting included at no cost
- Pick lock grooves for easy lock removal
- Balanced to +/- 1 gram
- Fully CNC machined



Compression ratios are based on an average Combustion chamber volume of 53cc

## Ford 3V POWER ADDER MODULAR, DISH

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	COMP RATIO	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S9856	3.572	3.543	5.933	1.220	FT	10:4:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	0.090	376	No	284	B
S9857	3.572	3.543	5.933	1.220	-.090	9:3:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	0.090	366	No	284	B
S9858	3.572	3.543	5.933	1.220	-.138	8:8:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	0.090	364	No	284	B
S9859	3.572	3.750	5.850	1.200	-.138	9:2:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	0.090	345	No	284	B
S9860	3.572	3.750	5.850	1.200	-.192	8:6:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	0.090	342	No	301	B
S9861	3.552	3.543	5.933	1.220	-.090	9:3:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	0.090	342	No	301	B

## Ford 5.0L MODULAR STROKER

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	COMP RATIO	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S9824	3.552	3.750	5.850	1.200	-.090	9.7:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	N/A	349	No	297	B
S9825	3.572	3.750	5.850	1.200	-.090	9.7:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	N/A	349	No	301	B
S9826	3.552	3.750	5.850	1.200	-.170	8.7:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	N/A	343	No	297	B
S9827	3.572	3.750	5.850	1.200	-.170	8.8:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	N/A	345	No	301	B
S9828	3.552	3.750	5.850	1.200	-.225	8.3:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	N/A	336	No	297	B
S9829	3.572	3.750	5.850	1.200	-.225	8.3:1	.927 x 2.500	1.5 x 1.5 x 3.0mm	N/A	344	No	301	B
S9833	3.552	3.750	5.850	1.200	-.335	7.4:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	335	No	297	B, V
S9834	3.572	3.750	5.850	1.200	-.335	7.5:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	343	No	301	B, V

**Notes**  
 B - Supplied with Double Spiral Locks  
 V - 7.25:1 281", 7.6:1 302", 8.3:1 334" / 5.4L

### 5.4L V8 Modular

- High strength 2618 aluminum forgings
- Suitable for nitrous oxide systems
- Suitable for Superchargers or Turbos
- Radiused dishes for reduced detonation
- Special skirt design for low piston noise
- Accumulator grooves & forced pin oilers
- Wrist pins and pin fitting included at no cost
- Pick lock grooves for easy lock removal
- Balanced to +/- 1 gram
- Fully CNC machined



## Ford

### 5.4L V8 MODULAR, DISH

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	COMP RATIO	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	NOTES
S9854	3.572	4.165	6.657	1.320	-.355	8:0:1	.866 x 2.500	1.5 x 1.5 x 3.0mm	N/A	369	No	334	B
S9855	3.572	4.165	6.657	1.320	-.355	8:0:1	.866 x 2.500	1.2 x 1.2 x 2.8mm	N/A	370	No	334	B

### Coyote 2011 4 Valve

- High strength 2618 aluminum forgings
- Suitable for nitrous oxide systems
- Special skirt design for low piston noise
- Accumulator grooves & forced pin oilers
- Wrist pins and pin fitting included at no cost
- Pick lock grooves for easy lock removal
- Balanced to +/- 1 gram
- Fully CNC machined
- CP grooves included
- Requires stock rings



## Ford

### COYOTE 2011 4 VALVE

PART NO.	BORE	STROKE	ROD	COMP HGT	DOME HGT	DOME (CC)	PIN	RING THICKNESS	VR DEPTHS	WT	GAS PORT	CU. IN	FN
S9870	3.631	3.650	5.933	1.166	FT	-2.5cc	.866 x 2.500	1.2 x 1.2 x 2.5mm	0.122	TBD	No	302	
S9871	3.631	3.650	5.933	1.166	Dish	TBD	.866 x 2.500	1.2 x 1.2 x 2.5mm	0.122	TBD	No	302	

**Notes** | B - Supplied with Double Spiral Locks



# CP PISTONS & CARRILLO RODS

## Approved for NHRA/IHRA

### NHRA/ IHRA Stock Replacement Pistons and Rods

There are 80 different classes competing in NHRA Stock Eliminator. Over half of the 50 top competitors use CP-Carrillo products. As the industry leader in today's leading edge technology, we make every effort to provide you with the maximum horsepower and performance gains while still conforming to NHRA regulations. If you do not find your application, please give us a call. New pistons and rods are constantly added and we'll be glad to take care of the approval process for you.

### Features included on the pistons:

- Ring groove flatness in millionths increases intake manifold vacuum
- Custom skirt cam and barrel shapes
- Forced double wrist pin oiling
- Cut for double spiral locks

### Features included on Rods:

- H-11 tool steel or Multiphase fasteners
- All sets weight matched to +/- 1 gram per end



## AMC

PART NO.	YEAR	DETAILS
A1-CP	1970	325HP 390cid
A2-CP	1970-78	All Flat top 360cid
A3-CP	1970-78	All Dish 360cid
B1-CP	1970	350-360HP 455cid
B2-CP	1971-76	All 455cid
B3-CP	1975-79	All 350cid
B4-CP	1980-84	125HP 252cid
B5-CP	1968-1972	350cid

## Chevrolet

PART NO.	YEAR	DETAILS
C10-CP	1962-69	210-300HP 327cid
C11-CP	1976-86	All Dished 305cid
C12-CP	1987-91	All Dished 305cid
C13-CP	1967-69	290HP 302cid
C14-CP	1971-72	175-270HP 350cid
C15-CP	1998-02	LS1 350cid
C19-CP	1973-81	All 350cid, except Hi-Perf
C19-CP	1985-95	All 262cid
C1-CP	1983-92	All Flat top 305cid
C20-CP	1968-73	All Flat top 307cid
C22-CP	1966-67	385-390-400HP .140 Tall Dome 427cid
C23-CP	1968-69	335-390-400HP .156 Tall Dome 427cid
C24-CP	1970	330-350HP 402cid
C25-CP	1965-68	325- 340-350-360HP 327cid
C26-CP	1971	425HP 454cid
C27-CP	1971-74	245-330HP 350cid
C28-CP	1976-80	SPEC. HI PERF. 350cid
C29-CP	1996	330HP LT-4 350cid
C30-CP	1971-76	All Flat top 454cid
C31-CP	1969 -70	LT-1 350-370HP 350cid
C33-CP	1972-76	Dished 150-180HP 400cid
C32-CP	1990-98	VORTECH V-6 262cid
C32-CP	1990-98	All Flat Top 350cid
C34-CP	1995	Flat Top 4.3Ltr V-8
C35-CP	1970	450HP 454cid
C36-CP	2005-06	LS-2 400HP 364cid
C37-CP	1986-89	All Dished 350
C38-CP	1966-67	427 - 425HP
C39-CP	1967	375HP 396cid .400 Dome
C40-CP	1956-57	265 All
C41-CP	1995-02	3-8 V6
C42-CP	1955	265 All
C409-CP	1961-65	409 340 - 425HP
C2-CP	1966-69	325-360HP 396cid
C3A-CP	1965-69	375HP 396cid with 401 Aluminum Head
C3-CP	1965-69	375HP 396cid
C4-CP	1966-69	425HP 427cid
C5-CP	1990-98	VORTECH 262cid

## Chevrolet continued

PART NO.	YEAR	DETAILS
C5-CP	1990-98	All Flat top 350cid
C6-CP	1967-70	250-300HP 350cid
C7-CP	1971-72	210-300HP 402cid
C8A-CP	1970	375HP 402cid with 401 Aluminum Head
C8-CP	1970	375HP 402cid
C9-CP	1957-67	All Flat top 283cid
C9-CP	1962-70	All 230cid
ZL-1	1969	430HP 427cid

## Chrysler

PART NO.	YEAR	DETAILS
M11-CP	1962	343HP 383cid
M10-CP	1962	410HP 413cid
M13-CP	1963	415HP 426W
M2-CP	1964	415HP 426W
A3-CP	1991	190HP 242cid
M17-CP	1960-71	All 4-BBL. 383cid
M3-CP	1963-64	425HP 426W
M19-CP	1964-65	HEMI 426cid
M16-CP	1964-69	180HP 273cid
M14-CP	1965-67	235HP 273cid
M9-CP	1966-71	Street Hemi426cid
M12-CP	1966-71	All 4-BBL. & 69 6-PAK 440cid
M8-CP	1968-71	275-290HP 340cid
M1-CP	1970-72	6-PAK 440cid
M5-CP	1972-73	240HP 340cid
M15-CP	1972-78	All Hi-Performance. 4 BRL. 440cid
M18-CP		IHRA 472cid Crate Hemi
M19-CP	1964-1965	400-410-425HP 426cid Hemi
M20-CP		IHRA 360 Flat Top Magnum Crate Motor 380-395HP
M420-CP	1962	413 420HP
M6-CP	1973-92	All 360cid
M7-CP	1973-97	All Flat top 318cid
M4-CP	1993-99	All 360cid





# APPROVED PISTONS NHRA/IHRA

## Ford

PART NO.	YEAR	DETAILS
F1-CP	1970-72	248-285HP 351cid
F2-CP	1968-70	335HP 428cid
F3-CP	1966-67	410-425HP 427cid
F4-CP	1966-70	All 4-BBL. 390cid
F5-CP	1987-95	All 302cid
F6-CP	1969-71	370-375HP 429cid
F7-CP	1967	Shelby Flat 428cid
F8-CP	1983-89	Turbo 140cid
F9-CP	1973-74	All 4-BBL Cleveland 351cid
F10-CP	1968	Shelby Flat 428cid
F11-CP	1971	Boss 330HP 351cid
F12-CP	1997	2.3L All Flat top 140cid
F13-CP	1968-1972	302cid 4VR Dish 2 BBL
F13-CP	1963-1968	195-200HP 289cid
F13-CP	1969-1970	220HP 302cid
F13-CP	1971	210HP 302cid
F13-CP	1972	All 302cid
F13-CP	1965-1969	All 6 cyl 240cid
F14-CP	1977-85	All high out 302cid
F15-CP	1995	300HP 351W
F16-CP	2005	300HP 28/3V
F17-CP	2010	235HP 281cid V3
F18-CP	2010	385HP 428cid "Crate Engine"

## Oldsmobile

PART NO.	YEAR	DETAILS
O7-CP	1971-76	All Dished 350cid
O6-CP	1965-67	All 400cid
O3-CP	1968-70	All 4-BBL. 455cid
O1-CP	1971-76	All 4-BBL. 455cid
O5-CP	1973-80	Hi-Performance 350cid
O2-CP	1977-79	All 403cid
O4-CP	1980-89	138-180HP 307cid
P2-CP	1974-77	155-170-200HP 350cid
P1-CP	1967-79	All 400cid
P3-CP	1970-74	All, except Super Duty 455cid
P4-CP	1977-81	135-155HP

## Mopar

PART NO.	YEAR	DETAILS
5.7DP-CP	2009-10	5.7 Drag Pack Hemi
M1-CP	1970-1972	6 Pack 440cid
M2-CP	1964	415HP 426cid Wedge
M3-CP	1963-1964	425HP 426cid Wedge
M4-CP	1993-1999	All 360 cid
M5-CP	1972-1973	240HP 340cid
M6-CP	1973-1980	All 360cid
M7-CP	1975-1997	All Flat Top 318cid
M8-CP	1968-1971	275-290HP 340HP
M9-CP	1966-1971	Street Hemi 426cid
M10-CP	1962	410HP 413cid
M11-CP	1962	343HP 383cid
M12-CP	1966-1970	All 4BBL & 1969 6 Pack 440cid
M13-CP	1963	415HP 426cid Wedge
M14-CP	1965-1967	235HP 273cid
M15-CP	1972-1978	All Hi-Performance 4BBL 440cid
M16-CP	1964-1969	180HP 273cid
M17-CP	1960-1971	All 383cid
M18-CP		IHRA 472cid Crate Hemi
M19-CP	1964-1965	400-410-425HP 426cid Hemi
M20-CP		IHRA 360 Flat Top Magnum Crate Motor 380-395HP
M420-CP	1962	413 420HP



# APPROVED CONNECTING RODS NHRA/IHRA



## APPROVED CONNECTING RODS

### AMC

PART NO.	PN DESCRIPTION	DETAILS
5211	C-350>-65850H	258/290/304/343/360/390/401 NHRA Stock
5212	C-350>-65850S	258/290/304/343/360/390/401 NHRA Stock

### Buick & Pontiac

PART NO.	PN DESCRIPTION	DETAILS
5250	C-427>-76635H	400/455 & Pontiac 350/389/400/421/428/455 Stock
5251	C-427>-76635S	400/455 & Pontiac 350/389/400/421/428/455 Stock
5261	C-427-1<A-76635H	400/455 & Pontiac 350/389/400/421/428/455 Stock

### Chevrolet

PART NO.	PN DESCRIPTION	DETAILS
5185	C-327>-65700H	Small Block NHRA Stock
5186	C-327>-65700S	Small Block NHRA Stock
5193	C-327>-75700H	Small Block NHRA Stock
5194	C-327>-75700S	Small Block NHRA Stock
5209	C-350>-65700H	V6 and Small Block V8 (except 400) NHRA Stock
5210	C-350>-65700S	V6 and Small Block V8 (except 400) NHRA Stock
5218	C-350>-75700H	V6 and Small Block V8 (except 400) NHRA Stock
5219	C-350>-75700S	V6 and Small Block V8 (except 400) NHRA Stock
5234	C-35-1<A-75700H	V6 and Small Block V8 (except 400) NHRA Stock
5244	C-427>-76135H	Big Block NHRA Stock
5245	C-427>-76135S	Big Block NHRA Stock
6571	C-BBC-SS>-76135S	Big Block NHRA Super Stock
4580	C-LS1>-66125H	LS1/LS2 NHRA Stock
5263	C-LS1>-66125S	LS1/LS2 NHRA Stock
5264	C-LS1-1<A-76125H	LS1/LS2 NHRA Stock
6824	C-QD4>-65700H	V6 and Small Block V8 (except 400) NHRA Super Stock
5909	C-QD4>-65700S	V6 and Small Block V8 (except 400) NHRA Super Stock

### Ford

PART NO.	PN DESCRIPTION	DETAILS
7017	F_B352_OHS_5400B6H	352 Cobra Jet NHRA Stock
7018	F_B352_OHS_5400B6S	352 Cobra Jet NHRA Stock
7008	F_B35LJ_OHS_5400B6H	352 Cobra Jet NHRA Super Stock
7009	F_B35LJ_OHS_5400B6S	352 Cobra Jet NHRA Super Stock
5333	F-5.4>-66657H	5.4 Modular NHRA Stock
5334	F-5.4>-66657S	5.4 Modular NHRA Stock
6835	F-BBC-FE>-76488H	390/427/428 NHRA Super Stock
5921	F-BBC-FE>-76488S	390/427/428 NHRA Super Stock
7010	FC_B35LJ_OHS_5400B6H	352 Cobra Jet NHRA Super Stock
7011	FC_B35LJ_OHS_5400B6S	352 Cobra Jet NHRA Super Stock
7015	FC_B35Q4_OHS_5400B6H	352 Cobra Jet NHRA Super Stock
7016	FC_B35Q4_OHS_5400B6S	352 Cobra Jet NHRA Super Stock
7012	FC_B35SJ_OHS_5400B6H	352 Cobra Jet NHRA Super Stock
7019	FC_B35SJ_OHS_5400B6S	352 Cobra Jet NHRA Super Stock

### Mopar

PART NO.	PN DESCRIPTION	DETAILS
5292	CR-426SS>-76881S	426 Hemi NHRA Super Stock
5369	HEMI-426>-76861S	Mopar 426 Hemi NHRA Stock
5370	HEMI-426SS>-76861S	Mopar 426 Hemi NHRA Super Stock
6842	MP-440-SS>-76760H	Mopar 413/426/440 Wedge NHRA Super Stock
5948	MP-440-SS>-76760S	Mopar 413/426/440 Wedge NHRA Super Stock
5438	MP-HEMI-SS>-76861S	Mopar 426 Hemi NHRA Super Stock

### Oldsmobile

PART NO.	PN DESCRIPTION	DETAILS
5222	C-350>-76000H	260/307/350/403 NHRA Stock
5223	C-350>-76000S	260/307/350/403 NHRA Stock



CP - CARRILLO NHRA/IHRA



# SPORT COMPACT

## CP Pistons

CP pistons are compatible with oversized valves and high lift camshafts. Part numbers ending in a "X" are on a X-style forging for additional strength, durability and weight reduction. The X-style has a full radius dome design, high performance rings and light weight wrist pins. CP Pistons represent the highest quality and is engineered for maximum power. Pistons can be ordered with gas ports, skirt coating, ceramic top coating, and stronger wrist pins if desired. Cometic head gaskets also available.

### Standard features include:

- Deep valve reliefs accommodate high lift camshafts
- Larger valve reliefs for +1mm valve sizes
- Custom skirt cam and barrel design
- Accumulator grooves
- High strength aluminum forgings
- High performance rings
- Fully CNC machined and balanced to +/- 1 gram
- Wrist pins included at no additional cost
- Double pin oilers force fed from oil ring groove
- Pick lock grooves for easy lock removal
- Pin fitting included

All pistons available with WPC treatment. See page 9 for more information.

## Acura/Honda B16A

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7020	3.307	84.00	+3.0mm	77.4	134.3	1.181	8.3	21	1.0 x 1.2 x 2.8mm	4
SC7021	3.327	84.50	+3.5mm	77.4	134.3	1.181	8.3	21	1.0 x 1.2 x 2.8mm	4
SC7022	3.346	85.00	+4.0mm	77.4	134.3	1.181	8.3	21	1.0 x 1.2 x 2.8mm	4
SC7000	3.189	81.00	STD	77.4	134.3	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7001	3.209	81.50	+0.5mm	77.4	134.3	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7013	3.268	83.00	+2.0mm	77.4	134.3	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7017	3.307	84.00	+3.0mm	77.4	134.3	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7018	3.327	84.50	+3.5mm	77.4	134.3	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7019	3.346	85.00	+4.0mm	77.4	134.3	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7110	3.189	81.00	STD	77.4	134.3	1.181	9.8	21	1.0 x 1.2 x 2.8mm	4
SC7111	3.209	81.50	+0.5mm	77.4	134.3	1.181	9.8	21	1.0 x 1.2 x 2.8mm	4
SC7113	3.228	82.00	+1.0mm	77.4	134.3	1.181	9.8	21	1.0 x 1.2 x 2.8mm	4
SC7112	3.268	83.00	+2.0mm	77.4	134.3	1.181	9.8	21	1.0 x 1.2 x 2.8mm	4
SC7117	3.307	84.00	+3.0mm	77.4	134.3	1.181	10.4	21	1.0 x 1.2 x 2.8mm	4
SC7118	3.327	84.50	+3.5mm	77.4	134.3	1.181	10.4	21	1.0 x 1.2 x 2.8mm	4
SC7119	3.346	85.00	+4.0mm	77.4	134.4	1.181	10.4	21	1.0 x 1.2 x 2.8mm	4
SC7100	3.189	81.00	STD	77.4	134.3	1.181	10.5	21	1.0 x 1.2 x 2.8mm	4
SC7101	3.209	81.50	+0.5mm	77.4	134.3	1.181	10.5	21	1.0 x 1.2 x 2.8mm	4
SC7115X	3.189	81.00	STD	77.4	134.3	1.181	11.1	21	1.0 x 1.2 x 2.8mm	4
SC7116X	3.209	81.50	+0.5mm	77.4	134.3	1.181	11.2	21	1.0 x 1.2 x 2.8mm	4
SC7120	3.307	84.00	+3.0mm	77.4	134.3	1.181	11.3	21	1.0 x 1.2 x 2.8mm	4
SC7121	3.327	84.50	+3.5mm	77.4	134.3	1.181	11.3	21	1.0 x 1.2 x 2.8mm	4
SC7122	3.346	85.00	+4.0mm	77.4	134.3	1.181	11.3	21	1.0 x 1.2 x 2.8mm	4
SC7114	3.228	82.00	+1.0mm	77.4	134.3	1.181	11.5	21	1.0 x 1.2 x 2.8mm	4
SC7120X	3.307	84.00	+3.0mm	77.4	134.3	1.181	11.8	21	1.0 x 1.2 x 2.8mm	4
SC7121X	3.327	84.50	+3.5mm	77.4	134.3	1.181	11.9	21	1.0 x 1.2 x 2.8mm	4
SC7123X	3.346	85.00	+4.0mm	77.4	134.3	1.181	12.0	21	1.0 x 1.2 x 2.8mm	4
SC7124X	3.386	86.00	+5.0mm	77.4	134.3	1.181	12.3	21	1.0 x 1.2 x 2.8mm	4

## Acura

## B18 BLOCK W/B16A OR B18C HEAD

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7010	3.189	81.00	STD	87.2/89	138/137	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7011	3.209	81.50	+0.5mm	87.2/89	138/137	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7014	3.228	82.00	+1.0mm	87.2/89	138/137	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7012	3.268	83.00	+2.0mm	87.2/89	138/137	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7015	3.189	81.00	STD	87.2/89	138/137	1.181	9.8	21	1.0 x 1.2 x 2.8mm	4
SC7016	3.209	81.50	+0.5mm	87.2/89	138/137	1.181	FT (9.8)	21	1.0 x 1.2 x 2.8mm	4
SC7013	3.268	83.00	+2.0mm	87.2/89	138/137	1.181	FT (9.8)	21	1.0 x 1.2 x 2.8mm	4
SC7008	3.228	82.00	+1.0mm	87.2/89	138/137	1.181	FT (10.0)	21	1.0 x 1.2 x 2.8mm	4
SC7009	3.268	83.00	+2.0mm	87.2/89	138/137	1.181	FT (10.0)	21	1.0 x 1.2 x 2.8mm	4
SC7110	3.189	81.00	STD	87.2/89	138/137	1.181	11.0	21	1.0 x 1.2 x 2.8mm	4
SC7111	3.209	81.50	+0.5mm	87.2/89	138/137	1.181	11.0	21	1.0 x 1.2 x 2.8mm	4
SC7113	3.228	82.00	+1.0mm	87.2/89	138/137	1.181	11.0	21	1.0 x 1.2 x 2.8mm	4
SC7112	3.268	83.00	+2.0mm	87.2/89	138/137	1.181	11.0	21	1.0 x 1.2 x 2.8mm	4
SC7114	3.228	82.00	+1.0mm	87.2/89	138/137	1.181	12.5	21	1.0 x 1.2 x 2.8mm	4
SC7115	3.189	81.00	STD	87.2/89	138/137	1.181	12.5	21	1.0 x 1.2 x 2.8mm	4
SC7115X	3.189	81.00	STD	87.2/89	138/137	1.181	12.5	21	1.0 x 1.2 x 2.8mm	4
SC7116	3.209	81.50	+0.5mm	87.2/89	138/137	1.181	12.5	21	1.0 x 1.2 x 2.8mm	4
SC7116X	3.209	81.50	+0.5mm	87.2/89	138/137	1.181	12.5	21	1.0 x 1.2 x 2.8mm	4

## Acura

## B18A1/B1

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7005	3.189	81.00	STD	89	137	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7006	3.209	81.50	+0.5mm	89	137	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7105	3.189	81.00	STD	89	137	1.181	10.5	21	1.0 x 1.2 x 2.8mm	4
SC7106	3.209	81.50	+0.5mm	89	137	1.181	10.5	21	1.0 x 1.2 x 2.8mm	4

## Acura

## B18C5

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7135	3.189	81.00	STD	87.2	138	1.195	11.5	21	1.0 x 1.2 x 2.8mm	4
SC7136	3.209	81.50	+0.5mm	87.2	138	1.195	11.5	21	1.0 x 1.2 x 2.8mm	4



**Acura/Honda B20 OR SLEEVED B18 BLOCK W/B16A OR B18C HEAD**

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7020	3.307	84.00	STD	87.2/89	138/137	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7021	3.327	84.50	+0.5mm	87.2/89	138/137	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7022	3.346	85.00	+1.0mm	87.2/89	138/137	1.181	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7017	3.307	84.00	STD	87.2/89	138/137	1.181	9.7	21	1.0 x 1.2 x 2.8mm	4
SC7018	3.327	84.50	+0.5mm	87.2/89	138/137	1.181	9.7	21	1.0 x 1.2 x 2.8mm	4
SC7019	3.346	85.00	+1.0mm	87.2/89	138/137	1.181	9.7	21	1.0 x 1.2 x 2.8mm	4
SC7002	3.307	84.00	STD	87.2/89	138/137	1.181	FT(10.2)	21	1.0 x 1.2 x 2.8mm	4
SC7003	3.327	84.50	+0.5mm	87.2/89	138/137	1.181	FT(10.2)	21	1.0 x 1.2 x 2.8mm	4
SC7004	3.346	85.00	+1.0mm	87.2/89	138/137	1.181	FT(10.2)	21	1.0 x 1.2 x 2.8mm	4
SC7117	3.307	84.00	STD	87.2/89	138/137	1.181	11.5	21	1.0 x 1.2 x 2.8mm	4
SC7118	3.327	84.50	+0.5mm	87.2/89	138/137	1.181	11.5	21	1.0 x 1.2 x 2.8mm	4
SC7119	3.346	85.00	+1.0mm	87.2/89	138/137	1.181	11.5	21	1.0 x 1.2 x 2.8mm	4
SC7120	3.307	84.00	STD	87.2/89	138/137	1.181	12.5	21	1.0 x 1.2 x 2.8mm	4
SC7121	3.327	84.50	+0.5mm	87.2/89	138/137	1.181	12.5	21	1.0 x 1.2 x 2.8mm	4
SC7122	3.346	85.00	+1.0mm	87.2/89	138/137	1.181	12.5	21	1.0 x 1.2 x 2.8mm	4
SC7120X	3.307	84.00	STD	87.2/89	138/137	1.181	12.7	21	1.0 x 1.2 x 2.8mm	4
SC7121X	3.327	84.50	+0.5mm	87.2/89	138/137	1.181	12.8	21	1.0 x 1.2 x 2.8mm	4
SC7123X	3.346	85.00	+1.0mm	87.2/89	138/137	1.181	13.0	21	1.0 x 1.2 x 2.8mm	4
SC7124X	3.386	86.00	+2.0mm	87.2/89	138/137	1.181	13.2	21	1.0 x 1.2 x 2.8mm	4

**Acura C30A (NSX)**

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7080	3.543	90.00	STD	78	152	1.184	9.0	22	1.0 x 1.2 x 2.8mm	6
SC7081	3.563	90.50	+0.5mm	78	152	1.184	9.0	22	1.0 x 1.2 x 2.8mm	6
SC7180	3.543	90.00	STD	78	152	1.184	10.2	22	1.0 x 1.2 x 2.8mm	6
SC7181	3.563	90.50	+0.5mm	78	152	1.184	10.2	22	1.0 x 1.2 x 2.8mm	6

**Acura C32B (NSX)**

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7082	3.661	93.00	STD	78	152	1.184	9.0	23	1.0 x 1.2 x 2.8mm	6
SC7083	3.681	93.50	+0.5mm	78	152	1.184	9.0	23	1.0 x 1.2 x 2.8mm	6
SC7182	3.661	93.00	STD	78	152	1.184	10.2	23	1.0 x 1.2 x 2.8mm	6
SC7183	3.681	93.50	+0.5mm	78	152	1.184	10.2	23	1.0 x 1.2 x 2.8mm	6

**Honda D16A6**

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7055	2.953	75.00	STD	90	137	1.163	9.0	19	1.0 x 1.2 x 2.8mm	4
SC7056	2.972	75.50	+0.5mm	90	137	1.163	9.0	19	1.0 x 1.2 x 2.8mm	4
SC7125	2.953	75.00	STD	90	137	1.163	11.0	19	1.0 x 1.2 x 2.8mm	4
SC7126	2.972	75.50	+0.5mm	90	137	1.163	11.0	19	1.0 x 1.2 x 2.8mm	4

## Honda D16Y7

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7027	2.953	75.00	STD	90	137	1.181	9.0	19	1.0 x 1.2 x 2.8mm	4
SC7028	2.972	75.50	+0.5mm	90	137	1.181	9.0	19	1.0 x 1.2 x 2.8mm	4

## Honda D16Y8

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7050	2.953	75.00	STD	90	137	1.154	9.0	19	1.0 x 1.2 x 2.8mm	4
SC7051	2.972	75.50	+0.5mm	90	137	1.154	9.0	19	1.0 x 1.2 x 2.8mm	4
SC7052	2.992	76.00	+1.0mm	90	137	1.154	9.0	19	1.0 x 1.2 x 2.8mm	4

## Honda D16Z6

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7025	2.953	75.00	STD	90	137	1.181	9.0	19	1.0 x 1.2 x 2.8mm	4
SC7026	2.972	75.50	+0.5mm	90	137	1.181	9.0	19	1.0 x 1.2 x 2.8mm	4
SC70261	2.992	76.00	+1.0mm	90	137	1.181	9.0	19	1.0 x 1.2 x 2.8mm	4
SC7127	2.953	75.00	STD	90	137	1.181	10.5	19	1.0 x 1.2 x 2.8mm	4
SC7128	2.972	75.50	+0.5mm	90	137	1.181	10.5	19	1.0 x 1.2 x 2.8mm	4

## Honda F20C

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7070	3.425	87.00	STD	84	153	1.131	8.4	23	1.0 x 1.2 x 2.8mm	4
SC7071	3.445	87.50	+0.5mm	84	153	1.131	8.4	23	1.0 x 1.2 x 2.8mm	4
SC7072	3.465	88.00	+1.0mm	84	153	1.131	8.4	23	1.0 x 1.2 x 2.8mm	4
SC7073	3.504	89.00	+2.0mm	84	153	1.131	8.4	23	1.0 x 1.2 x 2.8mm	4
SC7060	3.425	87.00	STD	84	153	1.131	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7061	3.445	87.50	+0.5mm	84	153	1.131	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7062	3.465	88.00	+1.0mm	84	153	1.131	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7063	3.504	89.00	+2.0mm	84	153	1.131	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7065	3.425	87.00	STD	84	153	1.181	10.0	23	1.0 x 1.2 x 2.8mm	4
SC7066	3.445	87.50	+0.5mm	84	153	1.131	10.0	23	1.0 x 1.2 x 2.8mm	4
SC7160	3.425	87.00	STD	84	153	1.181	11.0	23	1.0 x 1.2 x 2.8mm	4
SC7161	3.445	87.50	+0.5mm	84	153	1.181	11.0	23	1.0 x 1.2 x 2.8mm	4
SC7165	3.425	87.00	STD	84	153	1.181	12.5	23	1.0 x 1.2 x 2.8mm	4
SC7166	3.445	87.50	+0.5mm	84	153	1.181	12.5	23	1.0 x 1.2 x 2.8mm	4

## Honda

### F22C

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7070	3.425	87.00	STD	90.7	149.7	1.131	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7071	3.445	87.50	+0.5mm	90.7	149.7	1.131	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7072	3.465	88.00	+1.0mm	90.7	149.7	1.131	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7073	3.504	89.00	+2.0mm	90.7	149.7	1.131	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7060	3.425	87.00	STD	90.7	149.7	1.131	9.6	23	1.0 x 1.2 x 2.8mm	4
SC7061	3.445	87.50	+0.5mm	90.7	149.7	1.131	9.6	23	1.0 x 1.2 x 2.8mm	4
SC7062	3.465	88.00	+1.0mm	90.7	149.7	1.131	9.6	23	1.0 x 1.2 x 2.8mm	4
SC7063	3.504	89.00	+2.0mm	90.7	149.7	1.131	9.6	23	1.0 x 1.2 x 2.8mm	4
SC7170	3.425	87.00	STD	90.7	149.7	1.181	11.0	23	1.0 x 1.2 x 2.8mm	4
SC7171	3.445	87.50	+0.5mm	90.7	149.7	1.181	11.0	23	1.0 x 1.2 x 2.8mm	4
SC7065	3.425	87.00	STD	90.7	149.7	1.181	11.3	23	1.0 x 1.2 x 2.8mm	4
SC7066	3.445	87.50	+0.5mm	90.7	179.7	1.131	11.3	23	1.0 x 1.2 x 2.8mm	4
SC7160	3.425	87.00	STD	90.7	149.7	1.181	11.8	23	1.0 x 1.2 x 2.8mm	4
SC7161	3.445	87.50	+0.5mm	90.7	149.7	1.181	11.8	23	1.0 x 1.2 x 2.8mm	4
SC7175	3.425	87.00	STD	90.7	149.7	1.181	12.5	23	1.0 x 1.2 x 2.8mm	4
SC7176	3.445	87.50	+0.5mm	90.7	149.7	1.181	12.5	23	1.0 x 1.2 x 2.8mm	4

## Honda

### H22 (SLEEVED BLOCK ONLY)

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7030	3.425	87.00	STD	90.7	143.15	1.220	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7031	3.445	87.50	+0.5mm	90.7	143.15	1.220	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7034	3.465	88.00	+1.0mm	90.7	143.15	1.220	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7035	3.504	89.00	+2.0mm	90.7	143.15	1.220	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7036	3.543	90.00	+3.0mm	90.7	143.15	1.220	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7130	3.425	87.00	STD	90.7	143.15	1.220	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7131	3.425	87.00	STD	90.7	143.15	1.220	11.5	22	1.0 x 1.2 x 2.8mm	4
SC7132	3.445	87.50	+0.5mm	90.7	143.15	1.220	11.5	22	1.0 x 1.2 x 2.8mm	4
SC7133	3.465	88.00	+1.0mm	90.7	143.15	1.220	11.5	22	1.0 x 1.2 x 2.8mm	4

## Honda

### H23

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7032	3.445	87.50	+0.5mm	95	141.75	1.204	9.0	22	1.0 x 1.2 x 2.8mm	4



## Acura/Honda K20A/A2/A3

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7040	3.386	86.00	STD	86	139	1.181	9.0	22	1.0 x 1.2 x 2.8mm	4
SC70401	3.406	86.50	+0.5mm	86	139	1.181	9.0	22	1.0 x 1.2 x 2.8mm	4
SC70402	3.425	87.00	+1.0mm	86	139	1.181	9.0	22	1.0 x 1.2 x 2.8mm	4
SC70403	3.465	88.00	+2.0mm	86	139	1.181	9.0	22	1.0 x 1.2 x 2.8mm	4
SC70404	3.504	89.00	+3.0mm	86	139	1.181	9.0	22	1.0 x 1.2 x 2.8mm	4
SC70455	3.386	86.00	STD	86	139	1.181	FT (9.4)	22	1.0 x 1.2 x 2.8mm	4
SC70456	3.406	86.50	+0.5mm	86	139	1.181	FT (9.5)	22	1.0 x 1.2 x 2.8mm	4
SC70457	3.425	87.00	+1.0mm	86	139	1.181	FT (9.6)	22	1.0 x 1.2 x 2.8mm	4
SC70458	3.445	87.50	+1.5mm	86	139	1.181	FT (9.7)	22	1.0 x 1.2 x 2.8mm	4
SC70459	3.465	88.00	+2.0mm	86	139	1.181	FT (9.8)	22	1.0 x 1.2 x 2.8mm	4
SC70460	3.504	89.00	+3.0mm	86	139	1.181	FT (10.0)	22	1.0 x 1.2 x 2.8mm	4

## Acura/Honda K20A/A2

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7140	3.386	86.00	STD	86	139	1.181	11.5	22	1.0 x 1.2 x 2.8mm	4
SC71401	3.406	86.50	+0.5mm	86	139	1.181	11.5	22	1.0 x 1.2 x 2.8mm	4
SC71402	3.425	87.00	+1.0mm	86	139	1.181	11.5	22	1.0 x 1.2 x 2.8mm	4
SC71403	3.465	88.00	+2.0mm	86	139	1.181	11.5	22	1.0 x 1.2 x 2.8mm	4
SC71404	3.504	89.00	+3.0mm	86	139	1.181	11.5	22	1.0 x 1.2 x 2.8mm	4
SC71405	3.543	90.00	+4.0mm	86	139	1.181	11.5	22	1.0 x 1.2 x 2.8mm	4
SC7142X	3.386	86.00	STD	86	139	1.181	12.5	22	1.0 x 1.2 x 2.8mm	4
SC71421X	3.406	86.50	+0.5mm	86	139	1.181	12.5	22	1.0 x 1.2 x 2.8mm	4
SC71422X	3.425	87.00	+1.0mm	86	139	1.181	12.5	22	1.0 x 1.2 x 2.8mm	4
SC71423X	3.465	88.00	+2.0mm	86	139	1.181	12.5	22	1.0 x 1.2 x 2.8mm	4
SC71424X	3.504	89.00	+3.0mm	86	139	1.181	12.5	22	1.0 x 1.2 x 2.8mm	4
SC71425X	3.543	90.00	+4.0mm	86	139	1.181	12.5	22	1.0 x 1.2 x 2.8mm	4

## Acura/Honda K24 W/K20A/A2/A3

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7045	3.425	87.00	STD	99	152	1.181	9.0	22	1.0 x 1.2 x 2.8mm	4
SC70451	3.445	87.50	+0.5mm	99	152	1.181	9.0	22	1.0 x 1.2 x 2.8mm	4
SC70452	3.465	88.00	+1.0mm	99	152	1.181	9.0	22	1.0 x 1.2 x 2.8mm	4
SC70453	3.504	89.00	+2.0mm	99	152	1.181	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7046	3.425	87.00	STD	99	152	1.181	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7047	3.445	87.50	+0.5mm	99	152	1.181	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7048	3.465	88.00	+1.0mm	99	152	1.181	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7049	3.504	89.00	+2.0mm	99	152	1.181	10.0	22	1.0 x 1.2 x 2.8mm	4
SC70457	3.425	87.00	STD	99	152	1.181	FT (10.9)	22	1.0 x 1.2 x 2.8mm	4
SC70458	3.445	87.50	+0.5mm	99	152	1.181	FT (11.0)	22	1.0 x 1.2 x 2.8mm	4
SC70459	3.465	88.00	+1.0mm	99	152	1.181	FT (11.1)	22	1.0 x 1.2 x 2.8mm	4
SC70460	3.504	89.00	+2.0mm	99	152	1.181	FT (11.3)	22	1.0 x 1.2 x 2.8mm	4

## Acura/Honda K24 W/K20A/A2

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7145	3.425	87.00	STD	99	152	1.181	11.5	22	1.0 x 1.2 x 2.8mm	4
SC71451	3.445	87.50	+0.5mm	99	152	1.181	11.5	22	1.0 x 1.2 x 2.8mm	4
SC71452	3.465	88.00	+1.0mm	99	152	1.181	11.5	22	1.0 x 1.2 x 2.8mm	4
SC71453	3.504	89.00	+2.0mm	99	152	1.181	11.5	22	1.0 x 1.2 x 2.8mm	4
SC71454	3.543	90.00	+3.0mm	99	152	1.181	11.5	22	1.0 x 1.2 x 2.8mm	4
SC7147X	3.425	87.00	STD	99	152	1.181	12.5	22	1.0 x 1.2 x 2.8mm	4
SC71471X	3.445	87.50	+0.5mm	99	152	1.181	12.5	22	1.0 x 1.2 x 2.8mm	4
SC71472X	3.465	88.00	+1.0mm	99	152	1.181	12.5	22	1.0 x 1.2 x 2.8mm	4
SC71473X	3.504	89.00	+2.0mm	99	152	1.181	12.5	22	1.0 x 1.2 x 2.8mm	4
SC71474X	3.543	90.00	+3.0mm	99	152	1.181	12.5	22	1.0 x 1.2 x 2.8mm	4

## Honda L15A VTEC (FIT/JAZZ/CITY)

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7037	2.874	73.00	STD	89.7	149	1.030	9.0	18	1.0 x 1.2 x 2.8mm	4
SC7038	2.894	73.50	+0.5mm	89.4	149	1.030	9.0	18	1.0 x 1.2 x 2.8mm	4
SC7039	2.913	74.00	+1.0mm	89.4	149	1.030	9.0	18	1.0 x 1.2 x 2.8mm	4
SC7137	2.874	73.00	STD	89.4	149	1.030	11.5	18	1.0 x 1.2 x 2.8mm	4
SC7138	2.894	73.50	+0.5mm	89.4	149	1.030	11.5	18	1.0 x 1.2 x 2.8mm	4
SC7139	2.913	74.00	+1.0mm	89.4	149	1.030	11.5	18	1.0 x 1.2 x 2.8mm	4

## Honda R18

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7023	3.189	81.00	STD	87.3	157.5	1.135	9.0	20	1.0 x 1.2 x 2.8mm	4
SC7024	3.209	81.50	+0.5mm	87.3	157.5	1.135	9.0	20	1.0 x 1.2 x 2.8mm	4

## Audi/VW 1.8L 20 VALVE

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7600	3.189	81.00	STD	86.4	144	1.287	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7601	3.209	81.50	+0.5mm	86.4	144	1.287	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7602	3.228	82.00	+1.0mm	86.4	144	1.287	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7603	3.248	82.50	+1.5mm	86.4	144	1.287	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7604	3.268	83.00	+2.0mm	86.4	144	1.287	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7610	3.189	81.00	STD	86.4	144	1.287	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7611	3.209	81.50	+0.5mm	86.4	144	1.287	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7612	3.228	82.00	+1.0mm	86.4	144	1.287	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7613	3.248	82.50	+1.5mm	86.4	144	1.287	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7614	3.268	83.00	+2.0mm	86.4	144	1.287	9.5	20	1.0 x 1.2 x 2.8mm	4

## Audi/VW

## 1.8L 20 VALVE (STROKER)

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7607	3.228	82.00	+1.0mm	92.8	144	1.160	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7608	3.248	82.50	+1.5mm	92.8	144	1.160	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7609	3.268	83.00	+2.0mm	92.8	144	1.160	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7617	3.228	82.00	+1.0mm	92.8	144	1.160	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7618	3.248	82.50	+1.5mm	92.8	144	1.160	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7619	3.268	83.00	+2.0mm	92.8	144	1.160	9.5	20	1.0 x 1.2 x 2.8mm	4

## Audi/VW

## 2.0L TFSI (20MM PIN)

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7620	3.248	82.50	STD	92.8	144	1.165	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7621	3.268	83.00	+0.5mm	92.8	144	1.165	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7622	3.287	83.50	+1.0mm	92.8	144	1.165	9.5	20	1.0 x 1.2 x 2.8mm	4

## Audi/VW

## 2.0L TSI (21MM PIN)

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7630	3.248	82.50	STD	92.8	144	1.165	9.5	21	1.0 x 1.2 x 2.8mm	4
SC7631	3.268	83.00	+0.5mm	92.8	144	1.165	9.5	21	1.0 x 1.2 x 2.8mm	4
SC7632	3.287	83.50	+1.0mm	92.8	144	1.165	9.5	21	1.0 x 1.2 x 2.8mm	4

## Dodge Neon SRT4

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7500	3.445	87.50	STD	101	151	1.400	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7501	3.465	88.00	+0.5mm	101	151	1.400	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7502	3.484	88.50	+1.0mm	101	151	1.400	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7503	3.445	87.50	STD	101	151	1.400	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7504	3.465	88.00	+0.5mm	101	151	1.400	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7505	3.484	88.50	+1.0mm	101	151	1.400	9.0	22	1.0 x 1.2 x 2.8mm	4

## Ford

### DURATEC 2.0L

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7526	3.445	87.50	STD	83.1	146.25	1.122	8.0	21	1.0 x 1.2 x 2.8mm	4
SC7527	3.465	88.00	+0.5mm	83.1	146.25	1.122	8.0	21	1.0 x 1.2 x 2.8mm	4
SC7520	3.445	87.50	STD	83.1	146.25	1.122	8.5	21	1.0 x 1.2 x 2.8mm	4
SC7521	3.465	88.00	+0.5mm	83.1	146.25	1.122	8.5	21	1.0 x 1.2 x 2.8mm	4
SC7524	3.445	87.50	STD	83.1	146.25	1.122	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7525	3.465	88.00	+0.5mm	83.1	146.25	1.122	9.0	21	1.0 x 1.2 x 2.8mm	4

## Ford

### DURATEC 2.3L

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7522	3.445	87.50	STD	94	154.8	1.122	8.5	21	1.0 x 1.2 x 2.8mm	4
SC7523	3.465	88.00	+0.5mm	94	154.8	1.122	8.5	21	1.0 x 1.2 x 2.8mm	4
SC7526	3.445	87.50	STD	94	154.8	1.122	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7527	3.465	88.00	+0.5mm	94	154.8	1.122	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7520	3.445	87.50	STD	94	154.8	1.122	9.7	21	1.0 x 1.2 x 2.8mm	4
SC7521	3.465	88.00	+0.5mm	94	154.8	1.122	9.7	21	1.0 x 1.2 x 2.8mm	4
SC7524	3.445	87.50	STD	94	154.8	1.122	10.3	21	1.0 x 1.2 x 2.8mm	4
SC7525	3.465	88.00	+0.5mm	94	154.8	1.122	10.3	21	1.0 x 1.2 x 2.8mm	4

## Hyundai

### 4B11T 2.0L

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7485	3.386	86.00	STD	86	146	1.181	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7486	3.406	86.50	+0.5mm	86	146	1.181	9.0	22	1.0 x 1.2 x 2.8mm	4

## Hyundai

### BETA 1 2.0L

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7480	3.228	82.00	STD	93.5	146.1	1.220	8.8	20	1.0 x 1.2 x 2.8mm	4
SC7481	3.248	82.50	+0.5mm	93.5	146.1	1.220	8.8	20	1.0 x 1.2 x 2.8mm	4

## Hyundai

### BETA 2 2.0L

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7482	3.228	82.00	STD	93.5	146.1	1.209	9.0	20	1.0 x 1.2 x 2.8mm	4
SC7483	3.248	82.50	+0.5mm	93.5	146.1	1.209	9.0	20	1.0 x 1.2 x 2.8mm	4

## Hyundai

## TIBURON 2.7L DELTA V6

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7490	3.425	87.00	STD	75	149.5	1.201	9.0	21	1.0 x 1.2 x 2.8mm	6

## Mazda

## BP 1.8L

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7540	3.268	83.00	STD	85	133	1.208	9.0	20	1.0 x 1.2 x 2.8mm	4
SC7541	3.287	83.50	+0.5mm	85	133	1.208	9.0	20	1.0 x 1.2 x 2.8mm	4
SC7542	3.307	84.00	+1.0mm	85	133	1.208	9.0	20	1.0 x 1.2 x 2.8mm	4

## Mazda

## DISI MZR 2.3L

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7534	3.445	87.50	STD	94	150.55	1.280	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7535	3.465	88.00	+0.5mm	94	150.55	1.280	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7536	3.445	87.50	STD	94	150.55	1.280	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7537	3.465	88.00	+0.5mm	94	150.55	1.280	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7538	3.445	87.50	STD	94	150.55	1.280	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7539	3.465	88.00	+0.5mm	94	150.55	1.280	9.5	22	1.0 x 1.2 x 2.8mm	4

## Mini Cooper S

## PRINCE 1.6L

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7513	3.031	77.00	STD	85.8	138.5	1.122	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7514	3.051	77.50	+0.5mm	85.8	138.5	1.122	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7515	3.031	77.00	STD	85.8	138.5	1.122	10.5	20	1.0 x 1.2 x 2.8mm	4
SC7516	3.051	77.50	+0.5mm	85.8	138.5	1.122	10.5	20	1.0 x 1.2 x 2.8mm	4

## Mini Cooper S

## TRITEC 1.6L

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7510	3.031	77.00	STD	85.8	131.5	1.043	8.3	21	1.0 x 1.2 x 2.8mm	4
SC7511	3.051	77.50	+0.5mm	85.8	131.5	1.043	8.3	21	1.0 x 1.2 x 2.8mm	4
SC7512	3.071	78.00	+1.0mm	85.8	131.5	1.043	8.3	21	1.0 x 1.2 x 2.8mm	4

**Mitsubishi 4G63 1G**

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7198	3.346	85.00	STD	88	150	1.370	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7200	3.366	85.50	+0.5mm	88	150	1.370	9.0	21	1.2 x 1.5 x 2.8mm	4
SC7202	3.386	86.00	+1.0mm	88	150	1.370	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7212	3.346	85.00	STD	94	150	1.252	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7213	3.366	85.50	+0.5mm	94	150	1.252	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7214	3.386	86.00	+1.0mm	94	150	1.252	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7196	3.346	85.00	STD	100	150	1.134	9.0	21	1.0 x 1.2 x 2.8mm	4
SC7205	3.366	85.50	+0.5mm	100	150	1.134	9.0	21	1.2 x 1.5 x 2.8mm	4
SC7207	3.386	86.00	+1.0mm	100	150	1.134	9.0	21	1.0 x 1.2 x 2.8mm	4

**Mitsubishi 4G63 2G**

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7228	3.346	85.00	STD	88	150	1.370	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7229	3.366	85.50	+0.5mm	88	150	1.370	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7230	3.386	86.00	+1.0mm	88	150	1.370	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7199	3.346	85.00	STD	88	150	1.370	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7201	3.366	85.50	+0.5mm	88	150	1.370	9.0	22	1.2 x 1.5 x 2.8mm	4
SC7203	3.386	86.00	+1.0mm	88	150	1.370	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7231	3.346	85.00	STD	88	150	1.370	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7232	3.366	85.50	+0.5mm	88	150	1.370	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7233	3.386	86.00	+1.0mm	88	150	1.370	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7215	3.346	85.00	STD	94	150	1.252	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7216	3.366	85.50	+0.5mm	94	150	1.252	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7217	3.386	86.00	+1.0mm	94	150	1.252	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7252	3.346	85.00	STD	100	150	1.134	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7253	3.366	85.50	+0.5mm	100	150	1.134	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7254	3.386	86.00	+1.0mm	100	150	1.134	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7197	3.346	85.00	STD	100	150	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7206	3.366	85.50	+0.5mm	100	150	1.134	9.0	22	1.2 x 1.5 x 2.8mm	4
SC7208	3.386	86.00	+1.0mm	100	150	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7255	3.346	85.00	STD	100	150	1.134	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7256	3.366	85.50	+0.5mm	100	150	1.134	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7257	3.386	86.00	+1.0mm	100	150	1.134	9.5	22	1.0 x 1.2 x 2.8mm	4

## Mitsubishi 4G63 2G (ROD 156MM, 6MM LONGER THAN STOCK)

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7234	3.346	85.00	STD	88	156	1.134	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7235	3.366	85.50	+0.5mm	88	156	1.134	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7236	3.386	86.00	+1.0mm	88	156	1.134	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7237	3.346	85.00	STD	88	156	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7238	3.366	85.50	+0.5mm	88	156	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7239	3.386	86.00	+1.0mm	88	156	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7240	3.346	85.00	STD	88	156	1.134	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7241	3.366	85.50	+0.5mm	88	156	1.134	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7242	3.386	86.00	+1.0mm	88	156	1.134	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7243	3.346	85.00	STD	94	156	1.015	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7244	3.366	85.50	+0.5mm	94	156	1.015	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7245	3.386	86.00	+1.0mm	94	156	1.015	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7246	3.346	85.00	STD	94	156	1.015	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7247	3.366	85.50	+0.5mm	94	156	1.015	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7248	3.386	86.00	+1.0mm	94	156	1.015	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7249	3.346	85.00	STD	94	156	1.015	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7250	3.366	85.50	+0.5mm	94	156	1.015	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7251	3.386	86.00	+1.0mm	94	156	1.015	10.0	22	1.0 x 1.2 x 2.8mm	4

## Mitsubishi EVO VIII/EVO IX

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7228	3.346	85.00	STD	88	150	1.370	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7229	3.366	85.50	+0.5mm	88	150	1.370	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7230	3.386	86.00	+1.0mm	88	150	1.370	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7199	3.346	85.00	STD	88	150	1.370	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7201	3.366	85.50	+0.5mm	88	150	1.370	9.5	22	1.2 x 1.5 x 2.8mm	4
SC7203	3.386	86.00	+1.0mm	88	150	1.370	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7231	3.346	85.00	STD	88	150	1.370	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7232	3.366	85.50	+0.5mm	88	150	1.370	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7233	3.386	86.00	+1.0mm	88	150	1.370	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7215	3.346	85.00	STD	94	150	1.252	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7216	3.366	85.50	+0.5mm	94	150	1.252	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7217	3.386	86.00	+1.0mm	94	150	1.252	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7252	3.346	85.00	STD	100	150	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7253	3.366	85.50	+0.5mm	100	150	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7254	3.386	86.00	+1.0mm	100	150	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7197	3.346	85.00	STD	100	150	1.134	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7206	3.366	85.50	+0.5mm	100	150	1.134	9.5	22	1.2 x 1.5 x 2.8mm	4
SC7208	3.386	86.00	+1.0mm	100	150	1.134	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7255	3.346	85.00	STD	100	150	1.134	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7256	3.366	85.50	+0.5mm	100	150	1.134	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7257	3.386	86.00	+1.0mm	100	150	1.134	10.5	22	1.0 x 1.2 x 2.8mm	4

## Mitsubishi EVO VIII/EVO IX (ROD 156MM, 6MM LONGER THAN STOCK)

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7234	3.346	85.00	STD	88	156	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7235	3.366	85.50	+0.5mm	88	156	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7236	3.386	86.00	+1.0mm	88	156	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7237	3.346	85.00	STD	88	156	1.134	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7238	3.366	85.50	+0.5mm	88	156	1.134	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7239	3.386	86.00	+1.0mm	88	156	1.134	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7240	3.346	85.00	STD	88	156	1.134	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7241	3.366	85.50	+0.5mm	88	156	1.134	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7242	3.386	86.00	+1.0mm	88	156	1.134	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7243	3.346	85.00	STD	94	156	1.015	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7244	3.366	85.50	+0.5mm	94	156	1.015	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7245	3.386	86.00	+1.0mm	94	156	1.015	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7246	3.346	85.00	STD	94	156	1.015	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7247	3.366	85.50	+0.5mm	94	156	1.015	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7248	3.386	86.00	+1.0mm	94	156	1.015	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7249	3.346	85.00	STD	94	156	1.015	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7250	3.366	85.50	+0.5mm	94	156	1.015	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7251	3.386	86.00	+1.0mm	94	156	1.015	10.5	22	1.0 x 1.2 x 2.8mm	4

## Mitsubishi 4G64 / 4G63 2G HEAD

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7258	3.425	87.00	+0.5mm	88	156	1.370	8.0	22	1.0 x 1.2 x 2.8mm	4
SC7259	3.445	87.50	+1.0mm	88	156	1.370	8.0	22	1.0 x 1.2 x 2.8mm	4
SC7260	3.425	87.00	+0.5mm	88	156	1.370	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7261	3.445	87.50	+1.0mm	88	156	1.370	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7262	3.425	87.00	+0.5mm	100	156	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7263	3.445	87.50	+1.0mm	100	156	1.134	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7264	3.425	87.00	+0.5mm	100	156	1.134	10.0	22	1.0 x 1.2 x 2.8mm	4
SC7265	3.445	87.50	+1.0mm	100	156	1.134	10.0	22	1.0 x 1.2 x 2.8mm	4

## Mitsubishi 4G64 / EVO VIII/IX HEAD

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7258	3.425	87.00	+0.5mm	88	156	1.370	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7259	3.445	87.50	+1.0mm	88	156	1.370	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7260	3.425	87.00	+0.5mm	88	156	1.370	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7261	3.445	87.50	+1.0mm	88	156	1.370	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7262	3.425	87.00	+0.5mm	100	156	1.134	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7263	3.445	87.50	+1.0mm	100	156	1.134	9.5	22	1.0 x 1.2 x 2.8mm	4
SC7264	3.425	87.00	+0.5mm	100	156	1.134	10.5	22	1.0 x 1.2 x 2.8mm	4
SC7265	3.445	87.50	+1.0mm	100	156	1.134	10.5	22	1.0 x 1.2 x 2.8mm	4

## Mitsubishi 4B11 (EVO X)

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7220	3.386	86.00	STD	86	143.75	1.313	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7221	3.406	86.50	+0.5mm	86	143.75	1.313	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7222	3.425	87.00	+1.0mm	86	143.75	1.313	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7223	3.543	90.00	+4.0mm	86	143.75	1.313	9.0	23	1.0 x 1.2 x 2.8mm	4
SC7224	3.386	86.00	STD	86	143.75	1.313	10.0	23	1.0 x 1.2 x 2.8mm	4
SC7225	3.406	86.50	+0.5mm	86	143.75	1.313	10.0	23	1.0 x 1.2 x 2.8mm	4
SC7226	3.425	87.00	+1.0mm	86	143.75	1.313	10.0	23	1.0 x 1.2 x 2.8mm	4
SC7227	3.543	90.00	+4.0mm	86	143.75	1.313	10.0	23	1.0 x 1.2 x 2.8mm	4

## Mitsubishi 6G72T (3000GT TT)

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7210	3.617	91.94	+0.030	76	140.9	1.255	8.0	22	1.2 x 1.5 x 3.0mm	6

## Nissan CA18DET

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7345	3.268	83.00	STD	83.6	133	1.181	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7346	3.287	83.50	+0.5mm	83.6	133	1.181	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7347	3.307	84.00	+1.0mm	83.6	133	1.181	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7348	3.327	84.50	+1.5mm	83.6	133	1.181	8.5	20	1.0 x 1.2 x 2.8mm	4
SC7349	3.268	83.00	STD	83.6	133	1.181	9.0	20	1.0 x 1.2 x 2.8mm	4
SC7350	3.287	83.50	+0.5mm	83.6	133	1.181	9.0	20	1.0 x 1.2 x 2.8mm	4
SC7351	3.307	84.00	+1.0mm	83.6	133	1.181	9.0	20	1.0 x 1.2 x 2.8mm	4
SC7352	3.327	84.50	+1.5mm	83.6	133	1.181	9.0	20	1.0 x 1.2 x 2.8mm	4

## Nissan KA24E/KA24DE

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7299	3.504	89.00	STD	96.0	165	1.339	8.0(E)/9.0(DE)	21	1.0 x 1.2 x 2.8mm	4
SC7300	3.524	89.50	+0.5mm	96.0	165	1.339	8.0(E)/9.0(DE)	21	1.0 x 1.2 x 2.8mm	4

## Nissan RB25DET

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7307	3.386	86.00	STD	71.7	121.5	1.240	8.5	21	1.0 x 1.2 x 2.8mm	6
SC7308	3.406	86.50	+0.5mm	71.7	121.5	1.240	8.5	21	1.0 x 1.2 x 2.8mm	6
SC73081	3.425	87.00	+1.0mm	71.7	121.5	1.240	8.5	21	1.0 x 1.2 x 2.8mm	6
SC7304	3.386	86.00	STD	71.7	121.5	1.240	9.0	21	1.0 x 1.2 x 2.8mm	6
SC7305	3.406	86.50	+0.5mm	71.7	121.5	1.240	9.0	21	1.0 x 1.2 x 2.8mm	6
SC7306	3.425	87.00	+1.0mm	71.7	121.5	1.240	9.0	21	1.0 x 1.2 x 2.8mm	6

## Nissan

### RB25DET NEO

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7296	3.386	86.00	STD	71.7	121.5	1.220	9.0	21	1.0 x 1.2 x 2.8mm	6
SC7297	3.406	86.50	+0.5mm	71.7	121.5	1.220	9.0	21	1.0 x 1.2 x 2.8mm	6
SC7298	3.425	87.00	+1.0mm	71.7	121.5	1.220	9.0	21	1.0 x 1.2 x 2.8mm	6

## Nissan

### RB26DETT

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7309	3.386	86.00	STD	73.7	121.5	1.193	8.5	21	1.0 x 1.2 x 2.8mm	6
SC7310	3.406	86.50	+0.5mm	73.7	121.5	1.193	8.5	21	1.2 x 1.5 x 3.0mm	6
SC7311	3.425	87.00	+1.0mm	73.7	121.5	1.193	8.5	21	1.0 x 1.2 x 2.8mm	6
SC7312	3.386	86.00	STD	73.7	121.5	1.193	9.0	21	1.0 x 1.2 x 2.8mm	6
SC7313	3.406	86.50	+0.5mm	73.7	121.5	1.193	9.0	21	1.0 x 1.2 x 2.8mm	6
SC7314	3.425	87.00	+1.0mm	73.7	121.5	1.193	9.0	21	1.0 x 1.2 x 2.8mm	6

## Nissan

### RB30/RB25DET

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7301	3.386	86.00	STD	86	152.5	1.280	FT (8.5)	21	1.0 x 1.2 x 2.8mm	6
SC7302	3.406	86.50	+0.5mm	86	152.5	1.280	FT (8.5)	21	1.0 x 1.2 x 2.8mm	6
SC7303	3.425	87.00	+1.0mm	86	152.5	1.280	FT (8.5)	21	1.0 x 1.2 x 2.8mm	6

## Nissan

### RB30/RB26DETT

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7301	3.386	86.00	STD	86	152.5	1.280	FT (8.2)	21	1.0 x 1.2 x 2.8mm	6
SC7302	3.406	86.50	+0.5mm	86	152.5	1.280	FT (8.2)	21	1.0 x 1.2 x 2.8mm	6
SC7303	3.425	87.00	+1.0mm	86	152.5	1.280	FT (8.2)	21	1.0 x 1.2 x 2.8mm	6

## Nissan

## SR20DE/DET

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC73241	3.386	86.00	STD	86	136.25	1.260	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7327	3.406	86.50	+0.5mm	86	136.25	1.260	8.5	22	1.2 x 1.5 x 3.0mm	4
SC7328	3.425	87.00	+1.0mm	86	136.25	1.260	8.5	22	1.0 x 1.2 x 2.8mm	4
SC73281	3.465	88.00	+2.0mm	86	136.25	1.260	8.5	22	1.0 x 1.2 x 2.8mm	4
SC73291	3.543	90.00	+4.0mm	86	136.25	1.260	8.5	22	1.0 x 1.2 x 2.8mm	4
SC7324	3.386	86.00	STD	86	136.25	1.260	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7325	3.406	86.50	+0.5mm	86	136.25	1.260	9.0	22	1.2 x 1.5 x 3.0mm	4
SC7326	3.425	87.00	+1.0mm	86	136.25	1.260	9.0	22	1.0 x 1.2 x 2.8mm	4
SC73261	3.465	88.00	+2.0mm	86	136.25	1.260	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7329	3.543	90.00	+4.0mm	86	136.25	1.260	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7320	3.406	86.50	+0.5mm	86	136.25	1.260	11.0	22	1.2 x 1.5 x 3.0mm	4
SC7321	3.425	87.00	+1.0mm	86	136.25	1.260	11.0	22	1.0 x 1.2 x 2.8mm	4

## Nissan

## SR20VE/VET

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7324V	3.386	86.00	STD	86	136.25	1.260	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7325V	3.406	86.50	+0.5mm	86	136.25	1.260	9.0	22	1.0 x 1.2 x 2.8mm	4
SC73261V	3.465	88.00	+2.0mm	86	136.25	1.260	9.0	22	1.0 x 1.2 x 2.8mm	4
SC73264V	3.524	89.50	+3.5mm	86	136.25	1.260	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7326V	3.425	87.00	+1.0mm	86	136.25	1.260	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7329V	3.543	90.00	+4.0mm	86	136.25	1.260	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7340V	3.386	86.00	STD	86	136.25	1.260	12.5	22	1.0 x 1.2 x 2.8mm	4
SC7341V	3.406	86.50	+0.5mm	86	136.25	1.260	12.5	22	1.0 x 1.2 x 2.8mm	4
SC7342V	3.425	87.00	+1.0mm	86	136.25	1.260	12.5	22	1.0 x 1.2 x 2.8mm	4
SC7343V	3.524	89.50	+3.5mm	86	136.25	1.260	12.5	22	1.0 x 1.2 x 2.8mm	4
SC7344V	3.543	90.00	+4.0mm	86	136.25	1.260	12.5	22	1.0 x 1.2 x 2.8mm	4
SC7329VS	3.543	90.00	+4.0mm	86	136.25	1.260	9.0	22	1.0 x 1.2 x 2.8mm	4

\*\*SC7329VS COMPRESSION RATIO FIGURED WITH 48CC HEAD & 1.2MM HEAD GASKET

## Nissan

## VG30DE

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7330	3.445	87.50	+0.5mm	83	154.2	1.260	10.5	22	1.5 x 1.5 x 2.8mm	6

## Nissan

## VG30DETT

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7335	3.445	87.50	+0.5mm	83	154.2	1.260	8.5	22	1.5 x 1.5 x 2.8mm	6
SC7336	3.465	88.00	+1.0mm	83	154.2	1.260	8.5	22	1.5 x 1.5 x 2.8mm	6

## Nissan

### VQ35DE

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7337	3.760	95.50	STD	81.4	144.2	1.167	8.5	22	1.2 x 1.2 x 2.5mm	6
SC7339	3.770	95.75	+0.25mm	81.4	144.2	1.167	8.5	22	1.2 x 1.2 x 2.5mm	6
SC7338	3.780	96.00	+0.5mm	81.4	144.2	1.167	8.5	22	1.2 x 1.2 x 2.5mm	6
SC73371	3.760	95.50	STD	81.4	144.2	1.167	11.0	22	1.2 x 1.2 x 2.5mm	6
SC73391	3.770	95.75	+0.25mm	81.4	144.2	1.167	11.0	22	1.2 x 1.2 x 2.5mm	6
SC73381	3.780	96.00	+0.5mm	81.4	144.2	1.167	11.0	22	1.2 x 1.2 x 2.5mm	6

## Nissan

### VR38DETT

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7353	3.760	95.50	STD	88.4	165	1.350	9.0	23	1.0 x 1.2 x 2.0mm	6
SC7354	3.780	96.00	+0.5mm	88.4	165	1.350	9.0	23	1.0 x 1.2 x 2.0mm	6

## Nissan

### VR38DETT (STROKER)

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7355	3.760	95.50	STD	94.4	165	1.232	9.0	23	1.0 x 1.2 x 2.0mm	6
SC7356	3.780	96.00	+0.5mm	94.4	165	1.232	9.0	23	1.0 x 1.2 x 2.0mm	6

## Peugeot

### 207/207 RC/308 GTI

### EP6CDT/DTS/DTX

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7513	3.031	77.00	STD	85.8	138.5	1.122	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7514	3.051	77.50	+0.5mm	85.8	138.5	1.122	9.5	20	1.0 x 1.2 x 2.8mm	4
SC7515	3.031	77.00	STD	85.8	138.5	1.122	10.5	20	1.0 x 1.2 x 2.8mm	4
SC7516	3.051	77.50	+0.5mm	85.8	138.5	1.122	10.5	20	1.0 x 1.2 x 2.8mm	4

## Subaru

### EJ20 WRX

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7399	3.622	92.00	STD	75	130.5	1.285	8.5	23	1.2 x 1.5 x 4.0mm	4
SC7400	3.642	92.50	+0.5mm	75	130.5	1.285	8.5	23	1.2 x 1.5 x 4.0mm	4
SC7401	3.661	93.00	+1.0mm	75	130.5	1.285	8.5	23	1.2 x 1.5 x 4.0mm	4

## Subaru

### EJ25 DOHC

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7410	3.937	100.00	+0.5mm	79	131.25	1.193	8.5	23	1.2 x 1.5 x 2.8mm	4

## Subaru

## EJ255 WRX

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7431	3.937	100.00	+0.5mm	79	130.5	1.208	8.4	23	1.2 x 1.2 x 2.0mm	4

## Subaru

## EJ257 WRX STI

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7420	3.9175	99.50	STD	79	130.5	1.208	8.2	23	1.2 x 1.2 x 2.0mm	4
SC7422	3.927	99.75	+0.25mm	79	130.5	1.208	8.2	23	1.2 x 1.2 x 2.0mm	4
SC7421	3.937	100.00	+0.5mm	79	130.5	1.208	8.2	23	1.2 x 1.2 x 2.0mm	4
SC7423	3.957	100.50	+1.0mm	79	130.5	1.208	8.2	23	1.2 x 1.2 x 2.0mm	4
SC7425	3.9175	99.50	STD	79	130.5	1.208	9.0	23	1.2 x 1.2 x 2.0mm	4
SC7426	3.927	99.75	+0.25mm	79	130.5	1.208	9.0	23	1.2 x 1.2 x 2.0mm	4
SC7427	3.937	100.00	+0.5mm	79	130.5	1.208	9.0	23	1.2 x 1.2 x 2.0mm	4
SC7428	3.957	100.50	+1.0mm	79	130.5	1.208	9.0	23	1.2 x 1.2 x 2.0mm	4
SC7415	3.9175	99.50	STD	79	130.5	1.208	10.0	23	1.2 x 1.2 x 2.0mm	4
SC7416	3.927	99.75	+0.25mm	79	130.5	1.208	10.0	23	1.2 x 1.2 x 2.0mm	4
SC7417	3.937	100.00	+0.5mm	79	130.5	1.208	10.0	23	1.2 x 1.2 x 2.0mm	4
SC7418	3.957	100.50	+1.0mm	79	130.5	1.208	10.0	23	1.2 x 1.2 x 2.0mm	4

## Subaru

## EJ257 WRX STI (STROKER)

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7433	3.9175	99.50	STD	83	130.5	1.123	8.5	23	1.2 x 1.2 x 2.0mm	4
SC7434	3.927	99.75	+0.25mm	83	130.5	1.123	8.5	23	1.2 x 1.2 x 2.0mm	4
SC7435	3.937	100.00	+0.5mm	83	130.5	1.123	8.5	23	1.2 x 1.2 x 2.0mm	4
SC7436	3.957	100.50	+1.0mm	83	130.5	1.123	8.5	23	1.2 x 1.2 x 2.0mm	4
SC7437	3.9175	99.50	STD	83	130.5	1.123	9.0	23	1.2 x 1.2 x 2.0mm	4
SC7438	3.927	99.75	+0.25mm	83	130.5	1.123	9.0	23	1.2 x 1.2 x 2.0mm	4
SC7439	3.937	100.00	+0.5mm	83	130.5	1.123	9.0	23	1.2 x 1.2 x 2.0mm	4
SC7440	3.957	100.50	+1.0mm	83	130.5	1.123	9.0	23	1.2 x 1.2 x 2.0mm	4
SC7441	3.9175	99.50	STD	83	130.5	1.123	10.0	23	1.2 x 1.2 x 2.0mm	4
SC7442	3.927	99.75	+0.25mm	83	130.5	1.123	10.0	23	1.2 x 1.2 x 2.0mm	4
SC7443	3.937	100.00	+0.5mm	83	130.5	1.123	10.0	23	1.2 x 1.2 x 2.0mm	4
SC7444	3.957	100.50	+1.0mm	83	130.5	1.123	10.0	23	1.2 x 1.2 x 2.0mm	4

## Toyota

### 1NZFE

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7445	2.953	75.00	STD	84.7	140.8	1.089	9.0	18	1.0 x 1.2 x 2.8mm	4
SC7446	2.972	75.50	+0.5mm	84.7	140.8	1.089	9.0	18	1.0 x 1.2 x 2.8mm	4
SC7447	2.953	75.00	STD	84.7	140.8	1.089	11.5	18	1.0 x 1.2 x 2.8mm	4
SC7448	2.972	75.50	+0.5mm	84.7	140.8	1.089	11.5	18	1.0 x 1.2 x 2.8mm	4

## Toyota

### 2AZFE / SCION TC

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7455	3.484	88.50	STD	96	149.5	1.310	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7456	3.504	89.00	+0.5mm	96	149.5	1.310	9.0	22	1.0 x 1.2 x 2.8mm	4

## Toyota

### 1JZGTE

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7471	3.386	86.00	STD	71.5	125.25	1.338	9.0	22	1.0 x 1.2 x 2.8mm	6
SC7472	3.406	86.50	+0.5mm	71.5	125.25	1.338	9.0	22	1.0 x 1.2 x 2.8mm	6
SC7473	3.425	87.00	+1.0mm	71.5	125.25	1.338	9.0	22	1.0 x 1.2 x 2.8mm	6
SC7474	3.445	87.50	+1.5mm	71.5	125.25	1.338	9.0	22	1.0 x 1.2 x 2.8mm	6

## Toyota

### 2JZGTE

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7459	3.386	86.00	STD	86	142	1.338	8.5	22	1.0 x 1.2 x 2.8mm	6
SC7460	3.406	86.50	+0.5mm	86	142	1.338	8.5	22	1.2 x 1.5 x 3.0mm	6
SC7461	3.425	87.00	+1.0mm	86	142	1.338	8.5	22	1.0 x 1.2 x 2.8mm	6
SC7462	3.445	87.50	+1.5mm	86	142	1.338	8.5	22	1.0 x 1.2 x 2.8mm	6
SC7463	3.386	86.00	STD	86	142	1.338	9.0	22	1.0 x 1.2 x 2.8mm	6
SC7464	3.405	86.50	+0.5mm	86	142	1.338	9.0	22	1.0 x 1.2 x 2.8mm	6
SC7465	3.425	87.00	+1.0mm	86	142	1.338	9.0	22	1.0 x 1.2 x 2.8mm	6
SC7466	3.445	87.50	+1.5mm	86	142	1.338	9.0	22	1.0 x 1.2 x 2.8mm	6
SC7471	3.386	86.00	STD	86	142	1.338	10.0	22	1.0 x 1.2 x 2.8mm	6
SC7472	3.406	86.50	+0.5mm	86	142	1.338	10.0	22	1.0 x 1.2 x 2.8mm	6
SC7473	3.425	87.00	+1.0mm	86	142	1.338	10.0	22	1.0 x 1.2 x 2.8mm	6
SC7474	3.445	87.50	+1.5mm	86	142	1.338	10.0	22	1.0 x 1.2 x 2.8mm	6

## Toyota 3SGTE

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7449	3.386	86.00	STD	86	138	1.375	9.0	22	1.0 x 1.2 x 2.8mm	4
SC7450	3.406	86.50	+0.5mm	86	138	1.375	9.0	22	1.2 x 1.5 x 3.0mm	4
SC7453	3.425	87.00	+1.0mm	86	138	1.375	9.0	22	1.0 x 1.2 x 2.8mm	4

## Toyota 5SFE BLOCK/3SGTE HEAD

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7451	3.445	87.50	+0.5mm	91	138	1.275	8.5	22	1.5 x 1.5 x 2.8mm	4

## Toyota 5SFE CRANK ONLY/3SGTE BLOCK

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7452	3.406	86.50	+0.5mm	91	138	1.275	9.0	22	1.2 x 1.5 x 3.0mm	4



## Toyota

### 4AG 16V

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7650	3.209	81.50	+0.5mm	77	122	1.208	9.0	20	1.0 x 1.2 x 2.8mm	4
SC7651	3.228	82.00	+1.0mm	77	122	1.208	9.0	20	1.0 x 1.2 x 2.8mm	4
SC7653	3.209	81.50	+0.5mm	77	122	1.208	12.0	20	1.0 x 1.2 x 2.8mm	4
SC7654	3.228	82.00	+1.0mm	77	122	1.208	12.0	20	1.0 x 1.2 x 2.8mm	4

## Toyota

### 4AG 20V

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7656	3.209	81.50	+0.5mm	77	122	1.208	9.0	20	1.0 x 1.2 x 2.8mm	4
SC7657	3.228	82.00	+1.0mm	77	122	1.208	9.0	20	1.0 x 1.2 x 2.8mm	4
SC7659	3.209	81.50	+0.5mm	77	122	1.208	12.0	20	1.0 x 1.2 x 2.8mm	4
SC7660	3.228	82.00	+1.0mm	77	122	1.208	12.0	20	1.0 x 1.2 x 2.8mm	4

## Toyota

### 7MGTE

PART NO.	BORE (IN)	BORE (MM)	SIZE (MM)	STROKE (MM)	ROD (MM)	COMP (IN)	CR	PIN (MM)	RING THICKNESS	CYL
SC7468	3.268	83.00	STD	91	152	1.299	8.4	22	1.0 x 1.2 x 2.8mm	6
SC7469	3.287	83.50	+0.5mm	91	152	1.299	8.4	22	1.0 x 1.2 x 2.8mm	6
SC7470	3.307	84.00	+1.0mm	91	152	1.299	8.4	22	1.0 x 1.2 x 2.8mm	6





# CARRILLO RODS

## a History

### EVOLVEMENT

#### REVEALING UNPRECEDENTED CONNECTING ROD MANUFACTURING ACHIEVEMENT

Carrillo Connecting rods were founded by Fred Carrillo in 1963. Fred approached the challenges of manufacturing with the idea of no compromise. He knew the never ending quest for speed would require the same desire in component manufacturing. This Carrillo philosophy is as evident today as it was at Carrillo's conception in 1963.

We have dedicated our resources to manufacturing excellent connecting rods. This dedication has created one of the most impressive success records of any automotive aftermarket parts supplier. Our long lasting relationship with high-end race teams ranging from NASCAR, IndyCar, American Lemans, GrandAM and championship motocross teams have enabled us to continually develop and push the envelope. Through these relationships, we constantly introduce a wide range of catalog items showcasing the latest advancements in connecting rod technology.

We contribute our long lasting and envied success in the Motorsports industry to our quest to advance quality in all aspects of our products and business; but we credit our growth and success entirely to you, and your confident use of our products. We thank you for your loyalty as we pledge to offer the highest quality products and services that you have come to expect from CP-Carrillo.





## PERPETUAL INNOVATION

### BEAM SELECTION

Since 1963, Carrillo is recognized as the preeminent custom connecting rod manufacturer in the world. Carrillo has provided custom and prototype connecting rods to virtually every major automotive and motorcycle venue, most notably to the high performance and speed equipment industry. Whether it is a development engine or a modified existing engine, when nothing but the finest, most accurate, proven part is needed, Carrillo has earned the reputation of simply being the best.



Carrillo has been working to improve the availability of our products to the entire motorsports industry. In an effort to allow more access to Carrillo's unsurpassed attention to detail, exceptional processing, and proprietary materials, we increased our standard stocking inventory of parts.

In addition to our well known H beam connecting rod, we offer an A beam configuration as well. The A beam configuration is available in Pro-A, Pro-A-Ltd and Pro-Super A (SA). Typically, the Pro-A beam configuration is well suited for less demanding, more economical, high-performance, aftermarket applications. Pro-A-Ltd connecting rods are designed for limited and restricted motor applications. And the Carrillo Pro-Super-A (SA) bridges the gap between the Pro-H and Pro-A applications.

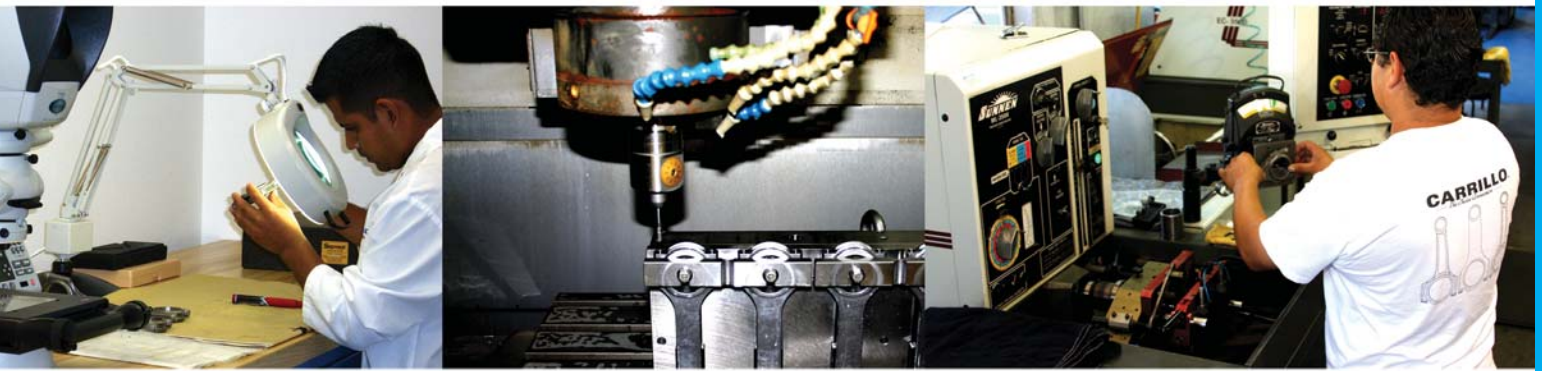
All versions of Pro-H and A are stocking parts, which are limited to the more popular dimensions and part numbers. In addition to our standard designs we can also manufacture I-Beam rods. To decide which beam type is best suited for your application, please call our Technical Sales staff. Together we can build a rod that is best suited for your application and needs.

### HP RATING OF CONNECTING RODS

Carrillo is often asked about general horsepower ratings for the various designs of its connecting rods. Unfortunately, this cannot be answered in a simple way.

The most relevant rod design parameters are Inertia forces (a function of engine speed, crank train geometry and assembly weights) and cylinder firing pressure (tuning, fuel, boost, etc.). Through increased engine speed,

displacement, firing pressure or a combination thereof, horsepower is gained. However, through the various changes in the cycle, the demand on the rods varies greatly. Moreover, extreme dynamic loads on the drive train such as intermittently free spinning wheels or propellers (Hill Climb races, Off-Shore boat races) should be considered when making the right choice of rod.



## MANUFACTURING OBSESSION WITH PERFECTION

Quality and pride go hand-in-hand at Carrillo Industries. Manufacturing a Carrillo rod is much more than cutting a forging, meeting production goals and shipping deadlines. The design of connecting rods has evolved to a collaboration of skilled specialists. Every connecting rod is a symphony of precision: material specialist, forging precision, production craftsman, design engineers and engine specialists each contribute know-how and artistry.

Feedback from our customers helps us continuously improve our products. We find that the close relationship between customer, engineering and manufacturing yields the most effective rod design while improving accuracy and service an added value you'll discover during your engine build. Carrillo's dimensional integrity is comparable to none.

*Carrillo engineers continually refine our connecting rod designs to obtain that elusive goal – perfection in performance.*

## QUALITY ASSURANCE

Throughout the manufacturing process and before leaving our facility, Carrillo rods are under the control of a rigorous Quality Assurance system. Each rod is subjected to a variety of inline quality checks, to ensure dimensions meet our stringent tolerance requirements. We employ a variety of testing equipment to accurately assess these tolerances, including a CMM, Air and Height-Gages, to name just a few.

The initial quality assurance starts with our selection of steel, followed by a strict forging and heat treating process. As a rod moves through manufacturing, quality assurance follows every step of the process; testing integrity and quality, providing a paper trail of certification through out the entire manufacturing and shipping process. Thus enabling us to become ISO 9001:2008 certified.

Every rod leaves our facility with a specification card. This spec card displays a part number, critical dimensions, weights, job number and bolt installation chart; all for ease of identification and tracking.

At Carrillo, we not only build high performance connecting rods, we provide service, knowledge and support. Our high-tech design, engineering and manufacturing operation is backed by a world-class service department. Our full staff of dedicated technicians, engineers and customer service is prepared to help with all of your design, application and service needs.

When you buy a Carrillo connecting rod we strive to put you in the winner's circle; you get our commitment to quality and performance, before, during and after the sale!

## CARRILLO LEADS THE WAY IN HIGH PERFORMANCE DESIGN.

Here are some of Carrillo's popular features for the rod designs. If you have some unique feature in mind, please contact our Sales Technicians to inquire about incorporating it into a rod design.



### ANNULAR GROOVES

A radial groove in the pin end bushing.



### TAPERED PIN END

To reduce reciprocating mass or accommodate piston design, the pin end width could be tapered.

### PE AND/OR BE LAPPED FINISH

Instead of a standard finish, the pin end and big end thrust face are lapped to obtain a finer finish.

### SUPER HONE FINISH

A mirror finish with less than 4 RA on the wristpin bore.



### LIPPED CAP AND LIPPED CAP RELIEF

When tension loads on connecting rods reach the higher limits of today's automotive engines we have seen an improvement in the big-end integrity by slightly increasing the contact area between the cap and the connecting rod itself. Carrillo's Lipped-Cap design achieves this goal with minimal additional weight. Because tension weight is a product of stroke, piston weight and RPM, this feature is great for very extreme applications.



### GROOVES IN THRUST FACE

For weight reduction, grooves are machined on the big end thrust faces.



### FINITE ELEMENT ANALYSIS

Computer generated stress analysis of con rods



### BEARINGS

Carrillo can source Clevite bearings for most applications and can help find a bearing to replace a Babbitted Application.



### BUSHINGS AND SPLIT BUSHING

Carrillo's bushings are generally manufactured from Aluminum/ Silicon/ Bronze. As a custom connecting rod manufacturer we also offer a variety of other material such as Nickel/Tin/Copper and Beryllium Copper.

In special and limited applications Carrillo offers the option to run rods without bushings. This option requires the use of a special coated pin. Please consult our technical sales engineers for application information.



### FPO

Force Feed Oiling, or Forced Pin Oiling (FPO), in actuality does not offer forced or pressurized oiling. However, by installing a slot behind the bearing and a hole through the center of the rod we have established a reservoir that supplies oil underneath the wrist pin when the connecting rod is pulling mass down the cylinder. It is most effectual on one of the four strokes of the engine cycle and certainly contributes to the longevity.



### BOLTS

Carrillo offers a variety of fasteners, in various sizes, including metric and materials such as H-11 steel (WMC) and multiphase (CARR).



### DOUBLE LOCKS

To provide flexibility for a rod with different bearing configurations or for rods that require double bearings.



### OIL SHED COATING

Carrillo offers a highly efficient, durable oil shed treatment on the outside of the connecting rods per customer request. This coating reduces the reciprocating mass by repelling oil from internal moving parts.



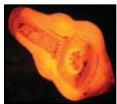
#### ASF TREADED RODS

Besides the obvious shine, the ASF smooths the surface reducing the possibility of crack initiation points and also aids in shedding oil.



#### CUSTOM LASER MARK/ SERIALIZATION

Carrillo offers custom laser marking such as serialization, barcodes, text, including any TrueType font, alphanumeric serial numbers, date codes, logos, part numbers, graphics, and data matrix codes.



#### EXOTIC CON ROD MATERIALS

In addition to our standard proprietary blend of steel, Carrilloloy, Carrillo offers other exotic connecting rod materials, such as Gen4. We constantly research and test potential materials: to improve product offerings.



#### ARC GROOVES

The arc grooves guides oil from the 10&2 oil holes towards the 6 o'clock position of the PE. Since the grooves are running out before reaching the 5 & 7 o'clock position, the full bearing surface under compression load is effective.



#### BE OIL SQUIRTER

This oil hole in the Big End neck allows pressure fed oil to squirt up to the piston and rod Pin End for additional cooling and improved lubrication. This option can be considered for engines without oil squirters.



#### DOWEL PIN

The dowel pin is the alternative option to ring dowels for locating the rod cap. It allows the bolts to be positioned closer to the big end bore for improved big end stability.



#### OIL RESERVOIR ON PE

A larger "funnel" at the top oil hole gives a better chance to collect oil for the PE lubrication. It is often combined with a PE bump out.



#### PE RADIUS

All Carrillo non-bushed rods are manufactured with a 0.020" radius as a standard. This option gives the opportunity to increase the radius if required for reduced edge loading.



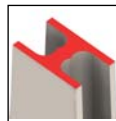
#### RADIAL GROOVE

This feature creates an oil reservoir within the PE ID and distributes the oil towards the areas of high contact pressure.



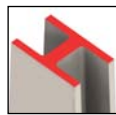
#### RIBBED PE

This feature has the H-Beam design extended around the PE-strap for increased stiffness / minimum PE distortion under inertia load. An option that is used for high engine speed applications.



#### RADIUS SLOT

The radius slot represents the well-known and durable standard Carrillo H-Beam Rod design.



#### SQUARE SLOT

A reduced radius in the H-beam slot allows for additional weight saving with minimal compromise of rod rigidity. Ideal for applications that are critical on meeting a low target weight.



#### TAPERED H-BEAM

The strong H-beam configuration can handle extreme engine loads. The tapered beam allows for some weight saving on the reciprocation end and gives increased clearance for fully boxed pistons.



#### STRAIGHT H-BEAM

The stoutest beam configuration available. It is capable to handle the most abusive forces in an engine.



#### A-BEAM

A light weight rod design for high engine speeds and limited cylinder pressures.



#### SUPER A-BEAM

With an increased beam thickness, the Super A-Beam design has a higher load capacity than the regular A-beam design.



# ALUMINUM Connecting RODS



## WHY CP-CARRILLO ALUMINUM RODS?

The first thing we need to ask ourselves is “What Exactly Makes a CP-Carrillo Aluminum Rod?” To answer this question, we need to remember that the “CP-Carrillo” name not only designates a certain type of connecting rod but also a certain process and how we actually get there. So, to get started, let’s break down our process into three important categories: Manufacturing, Engineering and Development.





## MANUFACTURING

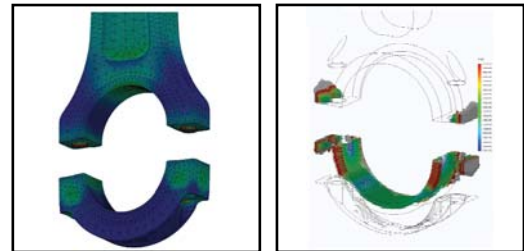
Each Aluminum connecting rod is manufactured from a forging, enabling proper grain flow and removal of any surface inclusions or conversions that usually accompanies the forging process. Each lot of forgings is independently inspected and certified. By insuring proper grain flow, the strength and durability of each CP-Carrillo Aluminum rod becomes more consistent and reliable from the first point of manufacturing all the way to the extreme uses in the racing world.

## ENGINEERING

CP-Carrillo has been building its image for many years and takes great pride in every rod that ships out the door. Because of this, each rod is thoroughly interogated using a 3D software package, R&D programs and FEA Modeling.

Many aspects go into designing a successful Aluminum connecting rod. In this case, it's all the little things that add up and allow CP-Carrillo to stand alone:

- Greater cross sectional strength
- Superior bolts
- High quality materials (7000 series and Scandium Enhanced Aluminum)
- Arc Serration- not concentric to the bolt hole, allowing oil to escape during assembly and operation
- Lighter design
- Custom options (Pin End burnishing, ASF treatment to name a few)



Going back to our manufacturing process, this is why it is important that we are able to hold extreme tolerances and finish with an all inclusive quality control process, which is the best in the industry.

CP-Carrillo ISO 9001:2008 certificated in recognition of its standardized best practice production techniques.

## DEVELOPMENT

As time goes on, the industry changes direction as well as your needs. We continue to develop new and exciting ways to meet your growing expectations. With our race team involvement and special projects, we are able to explore new ideas which directly affect the way your current and future connecting rods are designed. We continue to evolve our processes so we can continue to offer you the most advanced connecting rod on the market.

## SO, WHAT'S IN IT FOR YOU?

Besides the obvious visible features, when holding a CP-Carrillo Aluminum rod in your hand, you look at generations of artisan experience and expertise that have most likely been developed with the help of some of your racing heroes. As you begin or continue with your racing experiences, you can feel comfortable that CP-Carrillo will be with you every step of the way.

**For more information and availability, please contact 949-567-9000.**



# CARRILLO RODS

## Domestic

### Chevrolet

#### SMALL BLOCK, CB1798 BEARING - 1.850 JOURNAL - .866 PIN ON STEEL

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6828	CS-1798-1<-66000H	6.000		PRO-H	3/8	WMC	0.870		0.940		1.9758		0.866	527 / 392 / 135	H
6829	CS-1798-1<-66000S	6.000		PRO-H	3/8	CARR	0.870		0.940		1.9758		0.866	533 / 397 / 136	S
6830	CS-1798-1<-66125H	6.125		PRO-H	3/8	WMC	0.870		0.940		1.9758		0.866	528 / 388 / 140	H
5911	CS-1798-1<-66125S	6.125		PRO-H	3/8	CARR	0.870		0.940		1.9758		0.866	535 / 395 / 140	S

### Chevrolet

#### SMALL BLOCK, CB1663 BEARING -1.889 JOURNAL

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6824	C-QD4>-65700H	5.700		PRO-H	3/8	WMC	1.000		0.940		2.0152		0.927	568 / 396 / 172	A, H
5909	C-QD4>-65700S	5.700		PRO-H	3/8	CARR	1.000		0.940		2.0152		0.927	574 / 402 / 172	A, S
6825	C-QD4>-65850H	5.850		PRO-H	3/8	WMC	1.000		0.940		2.0152		0.927	581 / 404 / 177	H
5283	C-QD4>-65850S	5.850		PRO-H	3/8	CARR	1.000		0.940		2.0152		0.927	586 / 409 / 177	S
6581	C_BQD42_OHS_5850B6S	5.850		PRO-H	3/8	CARR	1.000		0.940		2.0152		0.866	580 / 405 / 175	S
5278	C-QD4<-66000H	6.000		PRO-H	3/8	WMC	1.000		0.940		2.0152		0.927	542 / 383 / 159	H
4729	C-QD4<-66000S	6.000		PRO-H	3/8	CARR	1.000		0.940		2.0152		0.927	547 / 388 / 159	S
5284	C-QD4>-66000H	6.000		PRO-H	3/8	WMC	1.000		0.940		2.0152		0.927	581 / 404 / 177	H
5285	C-QD4>-66000S	6.000		PRO-H	3/8	CARR	1.000		0.940		2.0152		0.927	586 / 409 / 177	S
5290	C-QD4-1<A-66000H	6.000		PRO-A	3/8	WMC	1.060		0.940		2.0152		0.927	542 / 389 / 153	H
5297	CS-QD42-1<-66000H	6.000		PRO-H	3/8	WMC	0.870		0.940		2.0152		0.866	539 / 399 / 140	H
5298	CS-QD42-1<-66000S	6.000		PRO-H	3/8	CARR	0.870		0.940		2.0152		0.866	542 / 404 / 138	S
5279	C-QD4<-66125H	6.125		PRO-H	3/8	WMC	1.000		0.940		2.0152		0.927	550 / 390 / 160	H
5280	C-QD4<-66125S	6.125		PRO-H	3/8	CARR	1.000		0.940		2.0152		0.927	555 / 395 / 160	S
5286	C-QD4>-66125H	6.125		PRO-H	3/8	WMC	1.000		0.940		2.0152		0.927	586 / 406 / 180	H
5287	C-QD4>-66125S	6.125		PRO-H	3/8	CARR	1.000		0.940		2.0152		0.927	591 / 411 / 180	S
5291	C-QD4-1<A-66125H	6.125		PRO-A	3/8	WMC	1.060		0.940		2.0152		0.927	546 / 390 / 156	H
5299	CS-QD42-1<-66125H	6.125		PRO-H	3/8	WMC	0.870		0.940		2.0152		0.866	540 / 399 / 141	H
5300	CS-QD42-1<-66125S	6.125		PRO-H	3/8	CARR	0.870		0.940		2.0152		0.866	545 / 404 / 141	S
5281	C-QD4<-66200H	6.200		PRO-H	3/8	WMC	1.000		0.940		2.0152		0.927	548 / 387 / 161	H
5282	C-QD4<-66200S	6.200		PRO-H	3/8	CARR	1.000		0.940		2.0152		0.927	553 / 392 / 161	S
5288	C-QD4>-66200H	6.200		PRO-H	3/8	WMC	1.000		0.940		2.0152		0.927	583 / 404 / 179	H
5289	C-QD4>-66200S	6.200		PRO-H	3/8	CARR	1.000		0.940		2.0152		0.927	588 / 409 / 179	S

Notes

- A - NHRA accepted for Super Stock
- H - H-11 tool steel bolts
- S - CARR Multiphase bolts
- < - Taper Blade
- > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## Domestic

# Chevrolet

### SMALL BLOCK, 2.000 CRANK PIN

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5185	C-327>-65700H	5.700		PRO-H	3/8	WMC	1.060		0.940		2.1250		0.927	612 / 428 / 184	H
5186	C-327>-65700S	5.700		PRO-H	3/8	CARR	1.060		0.940		2.1250		0.927	617 / 433 / 184	S
5193	C-327>-75700H	5.700		PRO-H	7/16	WMC	1.060		0.940		2.1250		0.927	654 / 467 / 187	H
5194	C-327>-75700S	5.700		PRO-H	7/16	CARR	1.060		0.940		2.1250		0.927	662 / 475 / 187	S
5187	C-327>-65850H	5.850		PRO-H	3/8	WMC	1.060		0.940		2.1250		0.927	617 / 429 / 188	H
4233	C-327>-65850S	5.850		PRO-H	3/8	CARR	1.060		0.940		2.1250		0.927	622 / 434 / 188	S
6580	C-BDLM_OYS_5850B7W	5.850		PRO-H	7/16	WMC	1.000		0.940		2.1250		0.927	593 / 430 / 163	H
5172	C-283<-66000H	6.000		PRO-H	3/8	WMC	1.000		0.940		2.1250		0.927	550 / 387 / 163	H
4232	C-283<-66000S	6.000		PRO-H	3/8	CARR	1.000		0.940		2.1250		0.927	555 / 392 / 163	S
5179	C-283-1<A-66000H	6.000		PRO-A	3/8	WMC	1.060		0.940		2.1250		0.927	532 / 381 / 151	H
5182	C-283-1<A-76000H	6.000		PRO-A	7/16	WMC	1.060		0.940		2.1250		0.927	591 / 442 / 149	S
5188	C-327>-66000H	6.000		PRO-H	3/8	WMC	1.060		0.940		2.1250		0.927	628 / 437 / 191	H
4235	C-327>-66000S	6.000		PRO-H	3/8	CARR	1.060		0.940		2.1250		0.927	633 / 442 / 191	S
5196	C-327>-76000H	6.000		PRO-H	7/16	WMC	1.060		0.940		2.1250		0.927	675 / 481 / 194	H
5197	C-327>-76000S	6.000		PRO-H	7/16	CARR	1.060		0.940		2.1250		0.927	683 / 489 / 194	S
6578	C-BDLM_OYS_6000B7W	6.000		PRO-H	7/16	WMC	1.000		0.940		2.1250		0.927	600 / 434 / 166	H
5173	C-283<-66125H	6.125		PRO-H	3/8	WMC	1.000		0.940		2.1250		0.927	557 / 390 / 167	H
5174	C-283<-66125S	6.125		PRO-H	3/8	CARR	1.000		0.940		2.1250		0.927	562 / 395 / 167	S
5177	C-283<SA-66125H	6.125		PRO-SA	3/8	WMC	1.060		0.940		2.1250		0.927	573 / 404 / 169	H
5180	C-283-1<A-66125H	6.125		PRO-A	3/8	WMC	1.060		0.940		2.1250		0.927	534 / 382 / 152	S
5183	C-283-1<A-76125H	6.125		PRO-A	7/16	WMC	1.060		0.940		2.1250		0.927	594 / 443 / 151	H
5189	C-327>-66125H	6.125		PRO-H	3/8	WMC	1.060		0.940		2.1250		0.927	631 / 439 / 193	S
5190	C-327>-66125S	6.125		PRO-H	3/8	CARR	1.060		0.940		2.1250		0.927	636 / 444 / 193	H
5198	C-327>-76125H	6.125		PRO-H	7/16	WMC	1.060		0.940		2.1250		0.927	676 / 480 / 196	S
5200	C-327>-76125S	6.125		PRO-H	7/16	CARR	1.060		0.940		2.1250		0.927	684 / 488 / 196	H
6579	C-BDLM_OYS_6125B7W	6.125		PRO-H	7/16	WMC	1.000		0.940		2.1250		0.927	605 / 436 / 169	H
5175	C-283<-66200H	6.200		PRO-H	3/8	WMC	1.000		0.940		2.1250		0.927	562 / 397 / 168	S
5176	C-283<-66200S	6.200		PRO-H	3/8	CARR	1.000		0.940		2.1250		0.927	567 / 399 / 168	H
5178	C-283<SA-66200H	6.200		PRO-SA	3/8	WMC	1.000		0.940		2.1250		0.927	571 / 400 / 171	S
5181	C-283-1<A-66200H	6.200		PRO-A	3/8	WMC	1.060		0.940		2.1250		0.927	535 / 383 / 152	H
5184	C-283-1<A-76200H	6.200		PRO-A	7/16	WMC	1.060		0.940		2.1250		0.927	597 / 444 / 153	S
5191	C-327>-66200H	6.200		PRO-H	3/8	WMC	1.060		0.940		2.1250		0.927	635 / 440 / 195	H
5192	C-327>-66200S	6.200		PRO-H	3/8	CARR	1.060		0.940		2.1250		0.927	640 / 445 / 195	S
5201	C-327>-76200H	6.200		PRO-H	7/16	WMC	1.060		0.940		2.1250		0.927	679 / 481 / 198	H
5202	C-327>-76200S	6.200		PRO-H	7/16	CARR	1.060		0.940		2.1250		0.927	687 / 489 / 198	S

**Notes**

- H – H-11 tool steel bolts
- S – CARR Multiphase bolts
- < - Taper Blade
- > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



# CARRILLO RODS

## Domestic

### Chevrolet

#### SMALL BLOCK, 2.100 PIN

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5209	C-350>-65700H	5.700		PRO-H	3/8	WMC	1.060		0.940		2.2250		0.927	625 / 438 / 187	H
5210	C-350>-65700S	5.700		PRO-H	3/8	CARR	1.060		0.940		2.2250		0.927	630 / 443 / 187	S
5218	C-350>-75700H	5.700		PRO-H	7/16	WMC	1.060		0.940		2.2250		0.927	663 / 477 / 186	B, H
5219	C-350>-75700S	5.700		PRO-H	7/16	CARR	1.060		0.940		2.2250		0.927	671 / 485 / 186	B, S
5228	C-35-1<A-65700H	5.700		PRO-A	3/8	WMC	1.060		0.940		2.2250		0.927	546 / 401 / 145	H
5234	C-35-1<A-75700H	5.700		PRO-A	7/16	WMC	1.060		0.940		2.2250		0.927	596 / 449 / 147	B, H
6826	C-3LM-1<A-65700H	5.700		PRO-ALTD	3/8	WMC	0.900		0.940		2.2250		0.927	484 / 360 / 124	H
5211	C-350>-65850H	5.850		PRO-H	3/8	WMC	1.060		0.940		2.2250		0.927	618 / 431 / 186	C, H
5212	C-350>-65850S	5.850		PRO-H	3/8	CARR	1.060		0.940		2.2250		0.927	622 / 436 / 186	C, S
5220	C-350>-75850H	5.850		PRO-H	7/16	WMC	1.060		0.940		2.2250		0.927	670 / 479 / 191	C, H
5221	C-350>-75850S	5.850		PRO-H	7/16	CARR	1.060		0.940		2.2250		0.927	678 / 487 / 191	C, S
5229	C-35-1<A-65850H	5.850		PRO-A	3/8	WMC	1.060		0.940		2.2250		0.927	550 / 402 / 148	H
5235	C-35-1<A-75850H	5.850		PRO-A	7/16	WMC	1.060		0.940		2.2250		0.927	600 / 451 / 149	H
5205	C-35<SA-76000H	6.000		PRO-SA	7/16	WMC	1.060		0.940		2.2250		0.927	652 / 472 / 180	H
5206	C-35<K-76000H	6.000		PRO-H	7/16	WMC	1.060		0.940		2.2250		0.927	690 / 488 / 202	H
5207	C-350<-66000H	6.000		PRO-H	3/8	WMC	1.000		0.940		2.2250		0.927	571 / 408 / 163	H
5208	C-350<-66000S	6.000		PRO-H	3/8	CARR	1.000		0.940		2.2250		0.927	576 / 413 / 163	S
5213	C-350>-66000H	6.000		PRO-H	3/8	WMC	1.060		0.940		2.2250		0.927	636 / 441 / 195	H
4728	C-350>-66000S	6.000		PRO-H	3/8	CARR	1.060		0.940		2.2250		0.927	641 / 446 / 195	S
5222	C-350>-76000H	6.000		PRO-H	7/16	WMC	1.060		0.940		2.2250		0.927	680 / 485 / 195	H
5223	C-350>-76000S	6.000		PRO-H	7/16	CARR	1.060		0.940		2.2250		0.927	688 / 493 / 195	S
5230	C-35-1<A-66000H	6.000		PRO-A	3/8	WMC	1.060		0.940		2.2250		0.927	560 / 410 / 150	H
5236	C-35-1<A-76000H	6.000		PRO-A	7/16	WMC	1.060		0.940		2.2250		0.927	606 / 455 / 151	H
5240	C-35-1<KA-76000H	6.000		PRO-A	7/16	WMC	1.060		0.940		2.2250		0.927	595 / 445 / 150	H
5242	C-3LM-1<A-66000H	6.000		PRO-ALTD	3/8	WMC	0.900		0.940		2.2250		0.927	492 / 367 / 125	H
5214	C-350>-66125H	6.125		PRO-H	3/8	WMC	1.060		0.940		2.2250		0.927	638 / 444 / 194	H
5215	C-350>-66125S	6.125		PRO-H	3/8	CARR	1.060		0.940		2.2250		0.927	641 / 447 / 194	S
5224	C-350>-76125H	6.125		PRO-H	7/16	WMC	1.060		0.940		2.2250		0.927	677 / 481 / 196	H
5225	C-350>-76125S	6.125		PRO-H	7/16	CARR	1.060		0.940		2.2250		0.927	685 / 489 / 196	S
5231	C-35-1<A-66125H	6.125		PRO-A	3/8	WMC	1.060		0.940		2.2250		0.927	560 / 408 / 152	H
5237	C-35-1<A-76125H	6.125		PRO-A	7/16	WMC	1.060		0.940		2.2250		0.927	610 / 458 / 152	H
5216	C-350>-66200H	6.200		PRO-H	3/8	WMC	1.060		0.940		2.2250		0.927	643 / 446 / 197	H
5217	C-350>-66200S	6.200		PRO-H	3/8	CARR	1.060		0.940		2.2250		0.927	648 / 451 / 197	S
5226	C-350>-76200H	6.200		PRO-H	7/16	WMC	1.060		0.940		2.2250		0.927	689 / 488 / 201	H
5227	C-350>-76200S	6.200		PRO-H	7/16	CARR	1.060		0.940		2.2250		0.927	697 / 496 / 201	S
5232	C-35-1<A-66200H	6.200		PRO-A	3/8	WMC	1.060		0.940		2.2250		0.927	561 / 409 / 152	H
5238	C-35-1<A-76200H	6.200		PRO-A	7/16	WMC	1.060		0.940		2.2250		0.927	610 / 457 / 153	H
6818	C-350>-66250H	6.250		PRO-H	3/8	WMC	1.060		0.940		2.2250		0.927	643 / 446 / 197	H
6819	C-350>-66250S	6.250		PRO-H	3/8	CARR	1.060		0.940		2.2250		0.927	648 / 451 / 197	S
6586	C-350>-76250H	6.250		PRO-H	7/16	WMC	1.060		0.940		2.2250		0.927	689 / 488 / 201	H
6585	C-350>-76250S	6.250		PRO-H	7/16	CARR	1.060		0.940		2.2250		0.927	697 / 496 / 201	S
5233	C-35-1<A-66250H	6.250		PRO-A	3/8	WMC	1.060		0.940		2.2250		0.927	563 / 410 / 153	H
5239	C-35-1<A-76250H	6.250		PRO-A	7/16	WMC	1.060		0.940		2.2250		0.927	613 / 459 / 154	H
4903	C-3LM-1<A-66250H	6.250		PRO-A	3/8	WMC	0.900		0.940		2.2250		0.927	497 / 369 / 128	H
5243	C-3LM-L-1<A-56250S	6.250		PRO-ALTD	5/16	CARR	0.900		0.940		2.2250		0.927	456 / 332 / 124	S

Notes

B – NHRA accepted for Stock and Super Stock, C – NHRA accepted for AMC 258/290/304/343/360/390/401,

D – NHRA accepted for Oldsmobile 260/307/350/403, H – H-11 tool steel bolts, S – CARR Multiphase bolts

< - Taper Blade

> - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## Domestic

### Chevrolet

#### LS SERIES

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4580	C-LS1>-66125H	6.125		PRO-H	3/8	WMC	0.945		0.945		2.2250		0.927	635 / 437 / 188	E, H
5263	C-LS1>-66125S	6.125		PRO-H	3/8	CARR	0.945		0.945		2.2250		0.927	640 / 452 / 188	E, S
5264	C-LS1-1<A-76125H	6.125		PRO-A	7/16	WMC	0.950		0.945		2.2250		0.927	609 / 456 / 153	E, H

### Chevrolet

#### BIG BLOCK WITH 2.100 CRANK PIN

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
7027	C_B42LJ_OHS_6385B7H	6.385		PRO-H	7/16	WMC	1.125		0.990		2.2250		0.990		H
7028	C_B42LJ_OHS_6385B7S	6.385		PRO-H	7/16	CARR	1.125		0.990		2.2250		0.990		S
7025	C_B42LJ_OHS_6535B7H	6.535		PRO-H	7/16	WMC	1.125		0.990		2.2250		0.990		H
7026	C_B42LJ_OHS_6535B7S	6.535		PRO-H	7/16	CARR	1.125		0.990		2.2250		0.990		S

### Chevrolet

#### BIG BLOCK, 2.200 PIN

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5244	C-427>-76135H	6.135		PRO-H	7/16	WMC	1.125		0.990		2.3250		0.990	799 / 576 / 223	B, H
5245	C-427>-76135S	6.135		PRO-H	7/16	CARR	1.125		0.990		2.3250		0.990	807 / 584 / 223	B, S
6821	C-427-1<A-76135H	6.135		PRO-A	7/16	WMC	1.125		0.990		2.3250		0.990	768 / 553 / 215	H
5246	C-427>-76385H	6.385		PRO-H	7/16	WMC	1.125		0.990		2.3250		0.990	807 / 579 / 228	H
5247	C-427>-76385S	6.385		PRO-H	7/16	CARR	1.125		0.990		2.3250		0.990	815 / 587 / 228	S
6822	C-427-1<A-76385H	6.385		PRO-A	7/16	WMC	1.125		0.990		2.3250		0.990	781 / 560 / 220	H
5248	C-427>-76535H	6.535		PRO-H	7/16	WMC	1.125		0.990		2.3250		0.990	822 / 590 / 232	H
5249	C-427>-76535S	6.535		PRO-H	7/16	CARR	1.125		0.990		2.3250		0.990	830 / 598 / 232	S
6823	C-427-1<A-76535H	6.535		PRO-A	7/16	WMC	1.125		0.990		2.3250		0.990	784 / 561 / 223	H
5250	C-427>-76635H	6.635		PRO-H	7/16	WMC	1.125		0.990		2.3250		0.990	821 / 587 / 234	F, H
5251	C-427>-76635S	6.635		PRO-H	7/16	CARR	1.125		0.990		2.3250		0.990	829 / 595 / 234	F, S
5261	C-427-1<A-76635H	6.635		PRO-A	7/16	WMC	1.125		0.990		2.3250		0.990	790 / 565 / 225	H
5252	C-427>-76700H	6.700		PRO-H	7/16	WMC	1.125		0.990		2.3250		0.990	832 / 598 / 234	H
5253	C-427>-76700S	6.700		PRO-H	7/16	CARR	1.125		0.990		2.3250		0.990	839 / 605 / 234	S
5254	C-427>-76735H	6.735		PRO-H	7/16	WMC	1.125		0.990		2.3250		0.990	830 / 592 / 238	H
5255	C-427>-76735S	6.735		PRO-H	7/16	CARR	1.125		0.990		2.3250		0.990	838 / 600 / 238	S
5262	C-427-1<A-76735H	6.735		PRO-A	7/16	WMC	1.125		0.990		2.3250		0.990	784 / 561 / 223	H
5256	C-427>-76800H	6.800		PRO-H	7/16	WMC	1.125		0.990		2.3250		0.990	832 / 598 / 234	H
5257	C-427>-76800S	6.800		PRO-H	7/16	CARR	1.125		0.990		2.3250		0.990	839 / 605 / 234	S
6571	C-BBC-SS>-76135S	6.135		PRO-H	7/16	CARR	1.125		0.990		2.0152		0.990	778 / 558 / 220	G,S

#### Notes

B – NHRA accepted for Stock and Super Stock, E – NHRA accepted for LS1- PE can be increased to .9460 for stock pin  
 F – NHRA accepted for Buick 400/455 & Pontiac 350/389/400/421/428/455, G – NHRA accepted for Super Stock, Honda crank pin w/CB1663 Bearing,  
 H – H-11 tool steel bolts, S – CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade  
 \*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



# CARRILLO RODS

## Domestic

### Dodge

#### 5.7 & 6.1 HEMI

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5372	HEMI-866>-66125H	6.125	155.57	PRO-H	3/8	WMC	0.875	22.23	0.933	23.70	2.2250	56.515	0.866	571 / 398 / 173	H, U
5373	HEMI-866>-66125S	6.125	155.57	PRO-H	3/8	CARR	0.875	22.23	0.933	23.70	2.2250	56.515	0.866	578 / 406 / 172	S, U
5376	HEMI-927>-66125H	6.125	155.57	PRO-H	3/8	WMC	0.875	22.23	0.933	23.70	2.2250	56.515	0.927	563 / 396 / 167	H, I
5377	HEMI-927>-66125S	6.125	155.57	PRO-H	3/8	CARR	0.875	22.23	0.933	23.70	2.2250	56.515	0.927	571 / 402 / 171	I, S
5380	HEMI-SJ866<SA-66125H	6.125	155.57	PRO-H	3/8	WMC	0.875	22.23	0.933	23.70	2.1250	53.975	0.866	633 / 450 / 183	H, J
5929	HEMI-SJ866>-66125H	6.125	155.57	PRO-H	3/8	WMC	0.875	22.23	0.933	23.70	2.1250	53.975	0.866	580 / 409 / 171	H, J
6839	HEMI-SJ866>-66125S	6.125	155.57	PRO-H	3/8	CARR	0.875	22.23	0.933	23.70	2.1250	53.975	0.866	586 / 415 / 171	J, S
5371	HEMI-866<SA-66125H	6.125	155.57	PRO-SA	3/8	WMC	0.875	22.23	0.933	23.70	2.2250	56.515	0.866		H
6837	HEMI-927<SA-66125H	6.125	155.57	PRO-SA	3/8	WMC	0.875	22.23	0.933	23.70	2.2250	56.515	0.927		H
5374	HEMI-866>-66200H	6.200	157.48	PRO-H	3/8	WMC	0.875	22.23	0.933	23.70	2.2250	56.515	0.866	571 / 397 / 174	H, U
5375	HEMI-866>-66200S	6.200	157.48	PRO-H	3/8	CARR	0.875	22.23	0.933	23.70	2.2250	56.515	0.866	579 / 406 / 173	S, U
5378	HEMI-927>-66200H	6.200	157.48	PRO-H	3/8	WMC	0.875	22.23	0.933	23.70	2.2250	56.515	0.927	572 / 400 / 172	H, J
5379	HEMI-927>-66200S	6.200	157.48	PRO-H	3/8	CARR	0.875	22.23	0.933	23.70	2.2250	56.515	0.927	577 / 406 / 171	J, S
6836	HEMI-866<SA-66200H	6.200	157.48	PRO-SA	3/8	WMC	0.875	22.23	0.933	23.70	2.2250	56.515	0.866		H
6838	HEMI-927<SA-66200H	6.200	157.48	PRO-SA	3/8	WMC	0.875	22.23	0.933	23.70	2.2250	56.515	0.927		H
5311	DG-HEMI>-66242H	6.242	158.55	PRO-H	3/8	WMC	0.875	22.23	0.933	23.70	2.2522	57.206	0.927	575 / 402 / 173	H, K
5312	DG-HEMI>-66242S	6.242	158.55	PRO-H	3/8	CARR	0.875	22.23	0.933	23.70	2.2522	57.206	0.927	582 / 409 / 173	K, S
5310	DG-HEMI<SA-66242H	6.242	158.55	PRO-SA	3/8	WMC	0.875	22.23	0.933	23.70	2.2522	57.206	0.927		H

### Dodge

#### GEN 3 03-06 VIPER V10

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5311	DG-HEMI>-66242H	6.242	158.55	PRO-H	3/8	WMC	0.875	22.23	0.933	23.70	2.2522	57.206	0.927	575 / 402 / 173	H, L
5306	DG-83V10<-66242H	6.242	158.55	PRO-H	3/8	WMC	0.875	22.23	0.933	23.70	2.2522	57.206	0.927	594 / 442 / 152	H, L
4271	DG-83V10<-66242S	6.242	158.55	PRO-H	3/8	CARR	0.875	22.23	0.933	23.70	2.2522	57.206	0.927	600 / 444 / 156	L, S
5312	DG-HEMI>-66242S	6.242	158.55	PRO-H	3/8	CARR	0.875	22.23	0.933	23.70	2.2522	57.206	0.927	582 / 409 / 173	L, S
5310	DG-HEMI<SA-66242H	6.242	158.55	PRO-SA	3/8	WMC	0.875	22.23	0.933	23.70	2.2522	57.206	0.927		H, L

### Dodge

#### 413-426-440 WEDGE 1.890 CRANK PIN AND 927 WRIST PIN

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6842	MP-440-SS>-76760H	6.760		PRO-H	7/16	WMC	1.050		1.012		2.0150		0.927	835 / 605 / 230	A, H
5948	MP-440-SS>-76760S	6.760		PRO-H	7/16	CARR	1.050		1.012		2.0150		0.927	835 / 605 / 230	A, S

### Dodge

#### 426 HEMI

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5369	HEMI-426>-76861S	6.861		PRO-H	7/16	CARR	1.050		1.012		2.5000		1.031	844 / 588 / 256	B, S
5370	HEMI-426SS>-76861S	6.861		PRO-H	7/16	CARR	1.050		1.012		2.5000		0.927	829 / 597 / 232	A, S
5438	MP-HEMI-SS>-76861S	6.861		PRO-H	7/16	CARR	1.050		1.012		2.0150		0.927	835 / 605 / 230	M, S
5292	CR-426SS>-76881S	6.881		PRO-H	7/16	CARR	1.225		1.012		2.5000		0.990	832 / 574 / 258	A, S



## Domestic

### Ford

#### SMALL BLOCK FORD

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5324	F-302<-65089H	5.089		PRO-H	3/8	WMC	1.000		0.831		2.2395		0.912	520 / 367 / 153	H
5325	F-302<-65089S	5.089		PRO-H	3/8	CARR	1.000		0.831		2.2395		0.912	525 / 372 / 153	S
5326	F-302>-75089H	5.089		PRO-H	7/16	WMC	1.060		0.831		2.2395		0.912	601 / 428 / 173	H
5327	F-302>-75089S	5.089		PRO-H	7/16	CARR	1.060		0.831		2.2395		0.912	606 / 433 / 173	S
7017	F_B352_OHS_5400B6H	5.400		PRO-H	3/8	WMC	1.060		0.831		2.2395		0.927	569 / 399 / 170	H, N
7018	F_B352_OHS_5400B6S	5.400		PRO-H	3/8	CARR	1.060		0.831		2.2395		0.927	573 / 405 / 168	N, S
7008	F_B35LJ_OHS_5400B6H	5.400		PRO-H	3/8	WMC	1.060		0.831		2.2250		0.927	567 / 397 / 170	H, O
7009	F_B35LJ_OHS_5400B6S	5.400		PRO-H	3/8	CARR	1.060		0.831		2.2250		0.927	570 / 401 / 169	O, S
7010	FC_B35LJ_OHS_5400B6H	5.400		PRO-H	3/8	WMC	1.060		0.940		2.2250		0.927	574 / 405 / 169	H, O
7011	FC_B35LJ_OHS_5400B6S	5.400		PRO-H	3/8	CARR	1.060		0.940		2.2250		0.927	578 / 411 / 167	S, O
7015	FC_B35Q4_OHS_5400B6H	5.400		PRO-H	3/8	WMC	1.060		0.940		2.0152		0.927	566 / 398 / 168	H, O
7016	FC_B35Q4_OHS_5400B6S	5.400		PRO-H	3/8	CARR	1.060		0.940		2.0152		0.927	570 / 404 / 166	S, O
7012	FC_B35SJ_OHS_5400B6H	5.400		PRO-H	3/8	WMC	1.060		0.940		2.1250		0.927	569 / 400 / 169	H, O
7019	FC_B35SJ_OHS_5400B6S	5.400		PRO-H	3/8	CARR	1.060		0.940		2.1250		0.927	573 / 404 / 169	S, O
5336	FC-283<SA-66125H	6.125		PRO-SA	3/8	WMC	1.000		0.940		2.1250		0.927	571 / 402 / 169	H
5337	FC-283<SA-66200H	6.200		PRO-SA	3/8	WMC	1.000		0.940		2.1250		0.927	573 / 402 / 171	H
5338	FC-283-1<A-66200H	6.200		PRO-A	3/8	WMC	1.060		0.940		2.1250		0.927	541 / 388 / 153	H

### Ford

#### 390-427-428 FE 2.200 CRANK PIN AND 0.990 WRIST PIN

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6835	F-BBC-FE>-76488H	6.488		PRO-H	7/16	WMC	1.125		0.990		2.3250		0.990	766 / 543 / 223	B, H
5921	F-BBC-FE>-76488S	6.488		PRO-H	7/16	CARR	1.125		0.990		2.3250		0.990	774 / 551 / 223	B, S

#### Notes

A – NHRA accepted for Super Stock, B – NHRA accepted for Stock and Super Stock, H – H-11 tool steel bolts  
 I – with .927 piston pin & Chevy 2.100 journal & bearing, J – with .866 piston pin & Chevy 2.000 journal & bearing,  
 K – .927 piston pin & stock bearing, L – can be honed for a .945 pin & is close to stock weight  
 M – NHRA accepted for Super Stock 1.890 crank pin & .927 wrist pin, N – NHRA accepted for Stock and Super Stock 352,  
 O – NHRA accepted for Super Stock 352, S – CARR Multiphase bolts  
 U – with .866 piston pin & Chevy 2.100 journal & bearing  
 < - Taper Blade  
 > - Straight Blade  
 \*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



# CARRILLO RODS

## Domestic

### Ford

MODULAR

4.6L & COYOTE 5.0L

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5328	F-4.6<SA-65932H	5.932		PRO-SA	3/8	WMC	0.900		0.938		2.2394		22mm	618 / 427 / 191	H
5329	F-4.6>-65932H	5.932		PRO-H	3/8	WMC	0.900		0.938		2.2394		22mm	615 / 430 / 185	H
5330	F-4.6>-65932S	5.932		PRO-H	3/8	CARR	0.900		0.938		2.2394		22mm	620 / 435 / 185	S
5331	F-4.6-1<A-65932H	5.932		PRO-A	3/8	WMC	0.900		0.938		2.2394		22mm	555 / 406 / 149	B, H

### Ford

MODULAR

5.4L

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5332	F-5.4<A-66657H	6.657		PRO-SA	3/8	WMC	0.900		0.938		2.2394		22mm		B, H
5333	F-5.4>-66657H	6.657		PRO-H	3/8	WMC	0.900		0.938		2.2394		22mm	647 / 446 / 201	B, H
5334	F-5.4>-66657S	6.657		PRO-H	3/8	CARR	0.900		0.938		2.2394		22mm	652 / 451 / 201	B, S
5335	F-5.4-1<A-66657H	6.657		PRO-A	3/8	WMC	0.900		0.938		2.2394		22mm		B, H

## Diesel

### Chrysler / Dodge

2.0 DIESEL '07-09(VW TDI)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5542	VW-PD130>-55669H	5.669	144.00	PRO-H	5/16	WMC	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	583 / 396 / 147	H
5543	VW-PD130>-55669S	5.669	144.00	PRO-H	5/16	CARR	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	588 / 401 / 147	S

### Dodge / Cummins

5.9L & 6.7L

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6081	CR_ADC59_OHS_7559B7H	7.559	192.00	PRO-H	7/16	WMC	1.526 Tapered	38.76	1.526	38.76	2.8740	73.000	1.575	1845 / 1292 / 553	H
6831	CR_ADC59_OHS_7559B7S	7.559	192.00	PRO-H	7/16	CARR	1.526 Tapered	38.76	1.526	38.76	2.8740	73.000	1.575	1853 / 1300 / 553	S

Notes

- B - NHRA accepted for Stock and Super Stock,
- H - H-11 tool steel bolts
- S - CARR Multiphase bolts
- < - Taper Blade
- > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## Diesel

### Ford Powerstroke

6.0L 2003-2009

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6153	F-PS60>-76929H	6.929	176.00	PRO-H	7/16	WMC	1.085 Tapered	27.56	1.085	27.56	2.8740	73.000	1.339	1168 / 825 / 343	H
6832	F-PS60>-76929S	6.929	176.00	PRO-H	7/16	CARR	1.085 Tapered	27.56	1.085	27.56	2.8740	73.000	1.339	1176 / 833 / 343	S

### Ford Powerstroke

6.4 2008-2010

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6508	F-PS64>-76929H	6.929	176.00	PRO-H	7/16	WMC	1.085 Tapered	27.56	1.085	27.56	2.9921	76.000	1.516	1168 / 840 / 328	H
6833	F-PS64>-76929S	6.929	176.00	PRO-H	7/16	CARR	1.085 Tapered	27.56	1.085	27.56	2.9921	76.000	1.516	1176 / 848 / 328	S

### Ford Powerstroke

7.3 1994-2003

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5347	F-PS73>-77130H	7.130	181.10	PRO-H	7/16	WMC	1.230 Tapered	31.24	1.230	31.24	2.6905	68.339	1.309	1181 / 731 / 450	H
5348	F-PS73>-77130S	7.130	181.10	PRO-H	7/16	CARR	1.230 Tapered	31.24	1.230	31.24	2.6905	68.339	1.309	1189 / 739 / 450	S

### GM Duramax

6.6 LB7, LLY, LBZ AND LMM 2001-10

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5349	GM-DM66-1>-76418H	6.418	163.02	PRO-H	7/16	WMC	1.540 Tapered	39.12	1.119	28.42	2.6372	66.985	1.359	1103 / 681 / 422	H
5350	GM-DM66-1>-76418S	6.418	163.02	PRO-H	7/16	CARR	1.540 Tapered	39.12	1.119	28.42	2.6372	66.985	1.359	1110 / 688 / 422	S

Notes

H – H-11 tool steel bolts  
 S – CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.

## Diesel

### Mitsubishi

2.0 DIESEL '07-09(VW TDI)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5542	VW-PD130>-55669H	5.669	144.00	PRO-H	5/16	WMC	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	583 / 396 / 147	H
5543	VW-PD130>-55669S	5.669	144.00	PRO-H	5/16	CARR	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	588 / 401 / 147	S

### Volkswagen / Audi / Skoda / Seat

TDI - PD90, PD100, PD115, 1.9L

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5540	VW-PD100>-55669H	5.669	144.00	PRO-H	5/16	WMC	0.980	24.89	0.980	24.89	1.9922	50.602	26mm	576 / 390 / 184	H
5541	VW-PD100>-55669S	5.669	144.00	PRO-H	5/16	CARR	0.980	24.89	0.980	24.89	1.9922	50.602	26mm	580 / 396 / 184	S

### Volkswagen / Audi / Skoda / Seat

TDI - PD130, PD140, PD150, PD170 1.9L AND 2.0L

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5542	VW-PD130>-55669H	5.669	144.00	PRO-H	5/16	WMC	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	583 / 396 / 147	H
5543	VW-PD130>-55669S	5.669	144.00	PRO-H	5/16	CARR	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	588 / 401 / 147	S

## BMW

### BMW

M40 / M42 / M43 / M44

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5146	BM-M42>-65512H	5.512	140.00	PRO-H	3/8	WMC	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	500 / 346 / 154	H
5147	BM-M42>-65512S	5.512	140.00	PRO-H	3/8	CARR	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	506 / 353 / 153	S

### BMW

M3 / M52B32 (S52USB32) / M54B30 (S52USB30) / M20B25

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5148	BM-M52>-65315H	5.315	135.00	PRO-H	3/8	WMC	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	493 / 343 / 150	H
5149	BM-M52>-65315S	5.315	135.00	PRO-H	3/8	CARR	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	497 / 348 / 149	S

Notes

H - H-11 tool steel bolts  
S - CARR Multiphase bolts  
< - Taper Blade  
> - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## BMW

### BMW

#### M52 TU 24V / M50 2.5

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5150	BM-M52>-65512H	5.512	140.00	PRO-H	3/8	WMC	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	498 / 344 / 154	H
5151	BM-M52>-65512S	5.512	140.00	PRO-H	3/8	CARR	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	505 / 353 / 152	S

### BMW

#### M52 / M54

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5152	BM-M52>-65709H	5.709	145.00	PRO-H	3/8	WMC	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	511 / 352 / 159	H
5153	BM-M52>-65709S	5.709	145.00	PRO-H	3/8	CARR	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	516 / 358 / 158	S

### BMW

#### M3 / S14B23 S14/B25

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5154	BM-S14>-65669H	5.669	144.00	PRO-H	3/8	WMC	0.950	24.13	0.941	23.90	2.0472	51.999	22mm	556 / 386 / 170	H
5155	BM-S14>-65669S	5.669	144.00	PRO-H	3/8	CARR	0.950	24.13	0.941	23.90	2.0472	51.999	22mm	566 / 394 / 172	S

### BMW

#### M5 / M6 S38

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5156	BM-S38>-65669H	5.669	144.00	PRO-H	3/8	WMC	0.950	24.13	0.941	23.90	2.0472	51.999	22mm	556 / 387 / 169	H
5157	BM-S38>-65669S	5.669	144.00	PRO-H	3/8	CARR	0.950	24.13	0.941	23.90	2.0472	51.999	22mm	565 / 396 / 169	S

### BMW

#### S50B32 (EURO)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5158	BM-S50-1>-65472H	5.472	139.00	PRO-H	3/8	WMC	0.862	21.89	0.862	21.89	2.0866	53.000	21mm	509 / 355 / 154	H
5159	BM-S50-1>-65472S	5.472	139.00	PRO-H	3/8	CARR	0.862	21.89	0.862	21.89	2.0866	53.000	21mm	516 / 362 / 154	S

#### Notes

- H – H-11 tool steel bolts
- S – CARR Multiphase bolts
- < - Taper Blade
- > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



# CARRILLO RODS

## BMW

### BMW

#### S50B30 (EURO)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5160	BM-S50-1>-65602H	5.602	142.30	PRO-H	3/8	WMC	0.862	21.89	0.862	21.89	2.0866	53.000	21mm	516 / 359 / 157	H
5161	BM-S50-1>-65602S	5.602	142.30	PRO-H	3/8	CARR	0.862	21.89	0.862	21.89	2.0866	53.000	21mm	521 / 364 / 157	S

### BMW

#### S54B32

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5162	BM-S54>-65472H	5.472	139.00	PRO-H	3/8	WMC	0.784	19.91	0.784	19.91	2.0866	53.000	21mm	491 / 344 / 147	H
5163	BM-S54>-65472S	5.472	139.00	PRO-H	3/8	CARR	0.784	19.91	0.784	19.91	2.0866	53.000	21mm	499 / 351 / 148	S

### BMW

#### S62B50 E39-M5 / E52-Z8

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5164	BM-S62>-65571H	5.571	141.50	PRO-H	3/8	WMC	0.823	20.90	0.823	20.90	2.0866	53.000	22mm	515 / 355 / 160	H
5165	BM-S62>-65571S	5.571	141.50	PRO-H	3/8	CARR	0.823	20.90	0.823	20.90	2.0866	53.000	22mm	519 / 361 / 158	S

### BMW

#### S65B40 E90/91/92/93 M3

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5166	BM-S65>-65540H	5.540	140.72	PRO-H	3/8	WMC	0.866	22.00	0.725	18.42	2.2047	55.999	21mm	522 / 372 / 150	H
5167	BM-S65>-65540S	5.540	140.72	PRO-H	3/8	CARR	0.866	22.00	0.725	18.42	2.2047	55.999	21mm	529 / 380 / 149	S

### BMW

#### S85B50 E60-M5 / E63-M6

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5168	BM-S85>-65540H	5.540	140.72	PRO-H	3/8	WMC	0.866	22.00	0.725	18.42	2.2047	55.999	21mm	522 / 372 / 150	H
5169	BM-S85>-65540S	5.540	140.72	PRO-H	3/8	CARR	0.866	22.00	0.725	18.42	2.2047	55.999	21mm	528 / 379 / 149	S

Notes

H - H-11 tool steel bolts  
 S - CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## BMW

### BMW

#### COOPER AND COOPER-S W/TRITEC 1.6

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4727	BM-MINS>-55177S	5.177	131.50	PRO-H	5/16	CARR	0.830	21.08	0.914	23.22	1.9292	49.002	21mm	443 / 318 / 125	S

### BMW

#### MINI COOPER S 2007- PRINCE 1.6 THP150 & THP175

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
7069	BM_BR56_OHS_5454B5S	5.454	138.53	PRO-H	5/16	CARR	0.822	20.88	0.822	20.88	1.8898	48.000	20mm	459 / 311 / 148	S

## Porsche

### Porsche

#### 2.0 / 2.2

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5456	PR-2.0>-65120H	5.120	130.00	PRO-H	3/8	WMC	1.000	25.40	0.854	21.69	2.4019	61.008	22mm	568 / 399 / 169	H
5457	PR-2.0>-65120S	5.120	130.00	PRO-H	3/8	CARR	1.000	25.40	0.854	21.69	2.4019	61.008	22mm	573 / 404 / 169	S

### Porsche

#### 2.4 / 2.7

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5458	PR-2.4>-65030H	5.030	127.75	PRO-H	3/8	WMC	1.000	25.40	0.934	23.72	2.2050	56.007	22mm	568 / 400 / 168	H
5459	PR-2.4>-65030S	5.030	127.75	PRO-H	3/8	CARR	1.000	25.40	0.934	23.72	2.2050	56.007	22mm	573 / 405 / 168	S

### Porsche

#### 3.0

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5460	PR-3.0>-65030H	5.030	127.75	PRO-H	3/8	WMC	1.000	25.40	0.856	21.74	2.2050	56.007	22mm	553 / 384 / 169	H
5461	PR-3.0>-65030S	5.030	127.75	PRO-H	3/8	CARR	1.000	25.40	0.856	21.74	2.2050	56.007	22mm	558 / 389 / 169	S

**Notes**

- H – H-11 tool steel bolts
- S – CARR Multiphase bolts
- < - Taper Blade
- > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



# CARRILLO RODS

## Porsche

### Porsche

#### 3.2/3.3 TURBO, NON TURBO 22MM PIN

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5462	PR-33>22-65000H	5.000	127.00	PRO-H	3/8	WMC	1.000	25.40	0.856	21.74	2.2840	58.014	22mm	571 / 398 / 173	H
5463	PR-33>22-65000S	5.000	127.00	PRO-H	3/8	CARR	1.000	25.40	0.856	21.74	2.2840	58.014	22mm	576 / 403 / 173	S
4868	PR-33>23-65000H	5.000	127.00	PRO-H	3/8	WMC	1.000	25.40	0.856	21.74	2.2840	58.014	23mm	574 / 401 / 173	H
5464	PR-33>23-65000S	5.000	127.00	PRO-H	3/8	CARR	1.000	25.40	0.856	21.74	2.2840	58.014	23mm	579 / 406 / 173	S

### Porsche

#### 912, 356 WITH PORSCHE CASE

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5465	PR-912>-45352S	5.000	127.00	PRO-H	1/4	CARR	1.000	25.40	0.769	19.53	2.2438	56.993	22mm	445 / 297 / 148	S

### Porsche

#### 944, 944T, 968

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5466	PR-944>-65906H	5.906	150.00	PRO-H	3/8	WMC	1.060	26.92	1.131	28.73	2.1650	54.991	24mm	669 / 469 / 200	H
5467	PR-944>-65906S	5.906	150.00	PRO-H	3/8	CARR	1.060	26.92	1.131	28.73	2.1650	54.991	24mm	674 / 474 / 200	S

### Porsche

#### 993 / 996 TURBO

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5468	PR-993>-65000H	5.000	127.00	PRO-H	3/8	WMC	0.768	19.51	0.744	18.90	2.2840	58.014	23mm	535 / 374 / 161	H
5469	PR-993>-65000S	5.000	127.00	PRO-H	3/8	CARR	0.768	19.51	0.744	18.90	2.2840	58.014	23mm	540 / 379 / 161	S

### Porsche

#### BOXSTER (986/987), CAYMAN (987), 996 NON-TURBO WITH 2.5 / 2.7 / 3.2 / 3.4

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6760	PR-996>-65708H	5.708	144.98	PRO-H	3/8	WMC	0.818	20.78	0.794	20.17	2.2047	55.999	22mm	561 / 401 / 160	H
5951	PR-996>-65708S	5.708	144.98	PRO-H	3/8	CARR	0.818	20.78	0.794	20.17	2.2047	55.999	22mm	567 / 407 / 160	S

Notes

H - H-11 tool steel bolts  
 S - CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## Porsche

### Porsche

996 / 997 NON-TURBO WITH 3.6 / 3.8

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6843	PR-99603>-65590H	5.590	141.99	PRO-H	3/8	WMC	0.818	20.78	0.764	19.41	2.2047	55.999	22mm	439 / 379 / 160	H
5952	PR-99603>-65590S	5.590	141.99	PRO-H	3/8	CARR	0.818	20.78	0.764	19.41	2.2047	55.999	22mm	545 / 385 / 160	S

### Porsche

RSR, 964

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5470	PR-RSR>-65000H	5.000	127.00	PRO-H	3/8	WMC	0.768	19.51	0.856	21.74	2.2840	58.014	23mm	557 / 396 / 161	H
5471	PR-RSR>-65000S	5.000	127.00	PRO-H	3/8	CARR	0.768	19.51	0.856	21.74	2.2840	58.014	23mm	562 / 401 / 161	S

### Porsche

997 3.6 TURBO 2007 - 2008

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
7002	PR_R997T_OHS_5000B6H	5.000	127.00	PRO-H	3/8	WMC	0.775	19.69	0.744	18.90	2.2840	58.014	23mm	537 / 373 / 164	H
7003	PR_R997T_OHS_5000B6S	5.000	127.00	PRO-H	3/8	CARR	0.775	19.69	0.744	18.90	2.2840	58.014	23mm	540 / 376 / 164	S

### Porsche

PORSCHE 3.8 TURBO 2009- 2011

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
7004	PR_B38T09_OHS_5511B6H	5.511	139.98	PRO-H	3/8	WMC	0.817	20.75	0.764	19.41	2.2047	55.999	23mm	530 / 372 / 158	H
7005	PR_B38T09_OHS_5511B6S	5.511	139.98	PRO-H	3/8	CARR	0.817	20.75	0.764	19.41	2.2047	55.999	23mm	536 / 378 / 158	S

### Porsche

(CAYENNE) 3.2 VR6 W / 84MM OR LARGER BORE

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5530	VW-32VR6>-9M6457H	6.457	164.00	PRO-H	9mm	WMC	0.785	19.94	0.785	19.94	2.2362	56.800	20mm	503 / 354 / 149	H
5531	VW-32VR6>-9M6457S	6.457	164.00	PRO-H	9mm	CARR	0.785	19.94	0.785	19.94	2.2362	56.800	20mm	513 / 360 / 153	S

Notes

H - H-11 tool steel bolts  
 S - CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



# CARRILLO RODS

## Classic European

### Alfa Romeo

1750/2000 CC

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5145	AL-1750>-66180H	6.180	157.00	PRO-H	3/8	WMC	0.932	23.67	1.052	26.72	2.1145	53.708	22mm	612 / 438 / 174	H
4227	AL-1750>-66180S	6.180	157.00	PRO-H	3/8	CARR	0.932	23.67	1.052	26.72	2.1145	53.708	22mm	617 / 443 / 174	S

### Cosworth / Ford / Lotus

BDA / FORD NARROW JOURNAL, FVA

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5267	CO-BDA>-65230H	5.230		PRO-H	3/8	WMC	0.950		0.932		2.0830		0.812	527 / 373 / 154	H
5270	CO-BDA>-65230S	5.230		PRO-H	3/8	CARR	0.950		0.932		2.0830		0.812	532 / 378 / 154	S
5271	CO-BDA>I-65230H	5.230		PRO-I	3/8	WMC	0.950		0.932		2.0830		0.812	540 / 383 / 157	H
5272	CO-FVA>-64826H	4.826		PRO-H	3/8	WMC	0.950		0.932		2.0830		0.812	515 / 369 / 146	H
5273	CO-FVA>-64826S	4.826		PRO-H	3/8	CARR	0.950		0.932		2.0830		0.812	521 / 375 / 146	S
5274	CO-FVA>-64928H	4.928		PRO-H	3/8	WMC	0.950		0.932		2.0830		0.812	522 / 374 / 148	H
5275	CO-FVA>-64928S	4.928		PRO-H	3/8	CARR	0.950		0.932		2.0830		0.812	528 / 378 / 148	S

### Cosworth / Ford / Lotus

BDA/ FORD WIDE JOURNAL / 1600 TWIN CAM

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5276	CO-MBDA>-65230H	5.230		PRO-H	3/8	WMC	1.000		1.054		2.0830		0.812	560 / 405 / 155	H
5277	CO-MBDA>-65230S	5.230		PRO-H	3/8	CARR	1.000		1.054		2.0830		0.812	565 / 410 / 155	S
5320	F-105>-64826H	4.826		PRO-H	3/8	WMC	0.950		1.054		2.0830		0.812	516 / 382 / 134	H
5321	F-105>-64826S	4.826		PRO-H	3/8	CARR	0.950		1.054		2.0830		0.812	521 / 387 / 134	S
5322	F-105>-64928H	4.928		PRO-H	3/8	WMC	0.950		1.054		2.0830		0.812	524 / 389 / 136	H
5323	F-105>-64928S	4.928		PRO-H	3/8	CARR	0.950		1.054		2.0830		0.812	529 / 393 / 136	S

### Ferrari

250/275 V12

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5343	FE-25>-54409S	4.409	112.00	PRO-H	5/16	CARR	0.745	18.92	0.820	20.85	1.7695	44.945	17mm	395 / 292 / 103	S
5344	FE-250>-54409S	4.409	112.00	PRO-H	5/16	CARR	0.745	18.92	0.820	20.85	1.7695	44.945	16.5mm	395 / 292 / 103	S

Notes  
 H - H-11 tool steel bolts  
 S - CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## Classic European

### Ferrari

308, 328, 348 - V8, V12

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5345	FE-328>-65394H	5.394	137.00	PRO-H	3/8	WMC	0.825	20.96	0.821	20.85	1.8557	47.135	18.5mm	504 / 347 / 157	H
5346	FE-328>-65394S	5.394	137.00	PRO-H	3/8	CARR	0.825	20.96	0.821	20.85	1.8557	47.135	18.5mm	509 / 352 / 157	S

### Jaguar

3.8 / 4.2 LITER

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5397	JA-6CL>-67750H	7.750		PRO-H	3/8	WMC	1.060		1.175		2.2330		0.875	739 / 515 / 224	H
5398	JA-6CL>-67750S	7.750		PRO-H	3/8	CARR	1.060		1.175		2.2330		0.875	744 / 520 / 224	S

### MG

MGB WITH 5 MAIN BEARINGS

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5426	MG-B>-66500H	6.500		PRO-H	3/8	WMC	1.000		0.996		2.0212		0.812	583 / 413 / 170	H
5427	MG-B>-66500S	6.500		PRO-H	3/8	CARR	1.000		0.996		2.0212		0.812	588 / 418 / 170	S

### Spridget

948 & 1275CC

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5478	SP-1275>-55750S	5.750		PRO-H	5/16	CARR	0.880		1.059		1.7707		0.812	467 / 329 / 138	S
5479	SP-948>-55750S	5.750		PRO-H	5/16	CARR	0.880		1.057		1.7707		0.625	451 / 321 / 130	S

### Triumph

SPITFIRE 1500, LATE 1300 , GT6, TR6

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5504	TM-GT6>-45750S	5.750		PRO-H	1/4	CARR	0.900		0.897		2.0212		0.872	439 / 299 / 140	S

### Triumph

TR4 / TR3 / TR2

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5505	TM-TR4>-66250H	6.250		PRO-H	3/8	WMC	1.060		1.175		2.2330		0.875	659 / 475 / 184	H
5506	TM-TR4>-66250S	6.250		PRO-H	3/8	CARR	1.060		1.175		2.2330		0.875	664 / 480 / 184	S

Notes

- H - H-11 tool steel bolts
- S - CARR Multiphase bolts
- < - Taper Blade
- > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



# CARRILLO RODS

## Japanese Sport Compact

### HONDA / ACURA B16A V-TEC

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5382	HN-B16<SA-65287H	5.287	134.30	PRO-SA	3/8	WMC	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	489 / 356 / 133	H
4258	HN-B16-1<A-55287H	5.287	134.30	PRO-A	5/16	WMC	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	420 / 303 / 117	H
5383	HN-B16A>-55287S	5.287	134.30	PRO-H	5/16	CARR	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	441 / 323 / 118	S

### HONDA / ACURA B18A, B18B, B20B

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4243	HN-B18<SA-65394H	5.394	137.00	PRO-SA	3/8	WMC	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	490 / 356 / 134	H
4901	HN-B18>-65394H	5.394	137.00	PRO-H	3/8	WMC	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	510 / 376 / 134	H
4253	HN-B18>-65394S	5.394	137.00	PRO-H	3/8	CARR	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	515 / 381 / 134	S
4240	HN-B18-1<A-55394H	5.394	137.00	PRO-A	5/16	WMC	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	421 / 305 / 116	H

### HONDA / ACURA B18C V-TEC

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4241	AA-VTC<SA-65433H	5.433	138.00	PRO-SA	3/8	WMC	0.860	21.84	0.857	21.77	1.8897	47.998	21mm	487 / 347 / 140	H
4229	AA-VTC>-65433H	5.433	138.00	PRO-H	3/8	WMC	0.860	21.84	0.857	21.77	1.8897	47.998	21mm	500 / 361 / 139	H
4242	AA-VTC>-65433S	5.433	138.00	PRO-H	3/8	CARR	0.860	21.84	0.857	21.77	1.8897	47.998	21mm	505 / 366 / 139	S
4231	AA-VTC-1<A-55433H	5.433	138.00	PRO-A	5/16	WMC	0.860	21.84	0.857	21.77	1.8897	47.998	21mm	411 / 291 / 120	H

### HONDA / ACURA F20C

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5385	HN-F20C<SA-66024H	6.024	153.00	PRO-SA	3/8	WMC	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	557 / 387 / 170	H
5387	HN-F20C>-66024H	6.024	153.00	PRO-H	3/8	WMC	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	555 / 392 / 163	H
4257	HN-F20C>-66024S	6.024	153.00	PRO-H	3/8	CARR	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	560 / 397 / 163	S
4881	HN-F20C-1<A-66024H	6.024	153.00	PRO-A	3/8	WMC	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	529 / 383 / 146	H

### HONDA / ACURA F22C

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5384	HN-F20C<SA-65893H	5.893	149.68	PRO-SA	3/8	WMC	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	563 / 391 / 172	H
4731	HN-F20C>-65893H	5.893	149.68	PRO-H	3/8	WMC	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	575 / 400 / 175	H
5386	HN-F20C>-65893S	5.893	149.68	PRO-H	3/8	CARR	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	581 / 406 / 175	S
4730	HN-F20C-1<A-65893H	5.893	149.68	PRO-A	3/8	WMC	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	534 / 392 / 142	H



## Japanese Sport Compact

### HONDA / ACURA H22

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5381	HN-2.2-1<A-65636H	5.636	143.15	PRO-A	3/8	WMC	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	484 / 359 / 125	H
5388	HN-H22<SA-65636H	5.636	143.15	PRO-SA	3/8	WMC	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	552 / 393 / 159	H
5389	HN-H22>-65636H	5.636	143.15	PRO-H	3/8	WMC	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	564 / 394 / 170	H
4250	HN-H22>-65636S	5.636	143.15	PRO-H	3/8	CARR	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	569 / 399 / 170	S

### HONDA / ACURA H23, B20A, F22

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5390	HN-H23<SA-65581H	5.581	141.75	PRO-SA	3/8	WMC	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	540 / 385 / 155	H
5391	HN-H23>-65581H	5.581	141.75	PRO-H	3/8	WMC	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	558 / 395 / 163	H
5392	HN-H23>-65581S	5.581	141.75	PRO-H	3/8	CARR	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	563 / 399 / 164	S

### HONDA / ACURA K20A

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5142	AA-RSX<SA-65472H	5.472	138.99	PRO-SA	3/8	WMC	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	515 / 362 / 153	H
5143	AA-RSX>-65472H	5.472	138.99	PRO-H	3/8	WMC	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	521 / 370 / 151	H
4247	AA-RSX>-65472S	5.472	138.99	PRO-H	3/8	CARR	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	526 / 375 / 151	S
4237	AA-RSX-1<A-65472H	5.472	138.99	PRO-A	3/8	WMC	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	480 / 351 / 129	H

### HONDA / ACURA K24A

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4726	AA-RSX<SA-65984H	5.984	152.00	PRO-SA	3/8	WMC	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	528 / 368 / 160	H
4270	AA-RSX>-65984H	5.984	152.00	PRO-H	3/8	WMC	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	547 / 384 / 163	H
4248	AA-RSX>-65984S	5.984	152.00	PRO-H	3/8	CARR	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	552 / 389 / 163	S
4251	AA-RSX-1<A-65984H	5.984	152.00	PRO-A	3/8	WMC	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	496 / 360 / 136	H

Notes

H - H-11 tool steel bolts  
 S - CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



# CARRILLO RODS

## Japanese Sport Compact

### HONDA / ACURA C30A & C32B (NSX 3.0 & 3.2)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6098	AA-NSX>-65984H	5.984	152.00	PRO-H	3/8	WMC	0.878	22.30	0.800	20.32	2.0866	53.000	23mm	569 / 393 / 176	H, P
6095	AA-NSX>-65984S	5.984	152.00	PRO-H	3/8	CARR	0.878	22.30	0.800	20.32	2.0866	53.000	23mm	575 / 399 / 176	P, S

### HONDA / ACURA NSX C30A

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
7082	AA_BC30A_OHS_5984B6H	5.984	152.00	PRO-H	3/8	WMC	0.878	22.30	0.860	21.84	2.0866	53.000	22mm	576 / 397 / 179	H, Q
7083	AA_BC30A_OHS_5984B6S	5.984	152.00	PRO-H	3/8	CARR	0.878	22.30	0.860	21.84	2.0866	53.000	22mm	581 / 401 / 180	Q, S

### HONDA / ACURA NSX C32B

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
7084	AA_BC32B_OHS_5984B6H	5.984	152.00	PRO-H	3/8	WMC	0.878	22.30	0.860	21.84	2.1654	55.001	23mm	577 / 400 / 177	H, R
7085	AA_BC32B_OHS_5984B6S	5.984	152.00	PRO-H	3/8	CARR	0.878	22.30	0.860	21.84	2.1654	55.001	23mm	581 / 404 / 177	R, S

### MAZDA MZR 2.0

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4585	F-DT20<SA-65758H	5.758	146.25	PRO-SA	3/8	WMC	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	500 / 365 / 135	H
4851	F-DT20>-65758H	5.758	146.25	PRO-H	3/8	WMC	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	522 / 374 / 148	H
5339	F-DT20>-65758S	5.758	146.25	PRO-H	3/8	CARR	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	527 / 380 / 147	S
4584	F-DT20-1<A-65758H	5.758	146.25	PRO-A	3/8	WMC	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	488 / 370 / 118	H

Notes

- H - H-11 tool steel bolts
- P - C30A bearing with a 23mm pin
- Q - Can be bored & honed to 23mm pin
- R - Can be re-bushed & honed to 22mm pin
- S - CARR Multiphase bolts
- < - Taper Blade
- > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## Japanese Sport Compact

### MAZDA

#### MZR 2.3

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5340	F-DT23<SA-66094H	6.094	154.79	PRO-SA	3/8	WMC	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	528 / 380 / 148	H
5341	F-DT23>-66094H	6.094	154.79	PRO-H	3/8	WMC	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	533 / 375 / 158	H
5342	F-DT23>-66094S	6.094	154.79	PRO-H	3/8	CARR	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	539 / 381 / 158	S
4852	F-DT23-1<A-66094H	6.094	154.79	PRO-A	3/8	WMC	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	494 / 374 / 120	H

### MAZDA

#### 2.3 DISI W/22MM PIN

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4862	MA-23DISI<SA-65927H	5.927	150.55	PRO-SA	3/8	WMC	0.858	21.79	0.859	21.82	2.1667	55.034	22mm	550 / 380 / 170	H
5421	MA-23DISI>-65927H	5.927	150.55	PRO-H	3/8	WMC	0.858	21.79	0.859	21.82	2.1667	55.034	22mm	541 / 370 / 171	H
5422	MA-23DISI>-65927S	5.927	150.55	PRO-H	3/8	CARR	0.858	21.79	0.859	21.82	2.1667	55.034	22mm	547 / 376 / 171	S

### MAZDA

#### 2.3 DISI FOR USE WITH FACTORY PISTON

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5423	MA-23DISIT<SA-65927H	5.927	150.55	PRO-SA	3/8	WMC	0.858	21.79	0.859	21.82	2.1667	55.034	22.5mm	543 / 378 / 165	H
5424	MA-23DISIT>-65927H	5.927	150.55	PRO-H	3/8	WMC	0.858	21.79	0.859	21.82	2.1667	55.034	22.5mm	543 / 378 / 165	H
6840	MA-23DISIT>-65927S	5.927	150.55	PRO-H	3/8	CARR	0.858	21.79	0.859	21.82	2.1667	55.034	22.5mm	549 / 384 / 165	S

### MAZDA

#### 1.6/ 1.8 (B6 & BP)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4854	MA-323<SA-55234H	5.234	133.00	PRO-SA	5/16	WMC	0.860	21.84	0.860	21.84	1.8903	48.014	20mm	431 / 297 / 134	H
4855	MA-323>-55234S	5.234	133.00	PRO-H	5/16	CARR	0.860	21.84	0.860	21.84	1.8903	48.014	20mm	440 / 310 / 130	S
4856	MA-323-1<A-55234H	5.234	133.00	PRO-A	5/16	WMC	0.860	21.84	0.860	21.84	1.8903	48.014	20mm	416 / 291 / 125	H
5425	MA-323-1<A-55470H	5.470	139.00	PRO-A	5/16	WMC	0.860	21.84	0.860	21.84	1.8903	48.014	20mm	427 / 301 / 126	H,T

Notes

- H – H-11 tool steel bolts
- S – CARR Multiphase bolts
- T – Special Stroker
- < - Taper Blade
- > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.

## Japanese Sport Compact

### Mitsubishi

#### 4G63 1ST GEN

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5431	MI-4G6<SA-65906H	5.906	150.00	PRO-SA	3/8	WMC	1.000	25.40	1.114	28.30	1.8897	47.998	21mm	563 / 394 / 169	H
5432	MI-4G6>-65906H	5.906	150.00	PRO-H	3/8	WMC	1.000	25.40	1.114	28.30	1.8897	47.998	21mm	562 / 399 / 163	H
5433	MI-4G6>-65906S	5.906	150.00	PRO-H	3/8	CARR	1.000	25.40	1.114	28.30	1.8897	47.998	21mm	568 / 403 / 165	S
5434	MI-4G6-1<A-65906H	5.906	150.00	PRO-A	3/8	WMC	1.114	28.30	1.114	28.30	1.8897	47.998	21mm	516 / 374 / 142	H

### Mitsubishi

#### 4G63 2ND GEN & LANCER EVO

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4244	MI-4G6T>-65906H	5.906	150.00	PRO-H	3/8	WMC	1.000	25.40	1.038	26.37	1.8897	47.998	22mm	566 / 393 / 173	H
4252	MI-4G6T>-65906S	5.906	150.00	PRO-H	3/8	CARR	1.000	25.40	1.038	26.37	1.8897	47.998	22mm	567 / 396 / 171	S
4259	MI-4GT<SA-65906H	5.906	150.00	PRO-SA	3/8	WMC	1.038	26.37	1.038	26.37	1.8897	47.998	22mm	531 / 368 / 163	H
5435	MI-4GT-1<A-65906H	5.906	150.00	PRO-A	3/8	WMC	1.038	26.37	1.038	26.37	1.8897	47.998	22mm	509 / 366 / 143	H

### Mitsubishi

#### 4G63 2ND GEN & LANCER EVO 156MM LONG ROD

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6999	MI-4G6T>-66142H	6.142	156.00	PRO-H	3/8	WMC	1.000	25.40	1.038	26.37	1.8897	47.998	22mm	585 / 405 / 180	H
7000	MI-4G6T>-66142S	6.142	156.00	PRO-H	3/8	CARR	1.000	25.40	1.038	26.37	1.8897	47.998	22mm	590 / 410 / 180	S

### Mitsubishi

#### 2ND GEN PISTON ON 1ST GEN CRANK OR 2ND GEN STROKER PISTON ON 4G64 CRANK

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5428	MI-4G<SA-65906H	5.906	150.00	PRO-SA	3/8	WMC	1.000	25.40	1.114	28.30	1.8897	47.998	22mm	569 / 395 / 174	H
5429	MI-4G>-65906H	5.906	150.00	PRO-H	3/8	WMC	1.000	25.40	1.114	28.30	1.8897	47.998	22mm	574 / 403 / 173	H
5430	MI-4G>-65906S	5.906	150.00	PRO-H	3/8	CARR	1.000	25.40	1.114	28.30	1.8897	47.998	22mm	582 / 409 / 173	S

### Mitsubishi

#### 4B11T EVO 10

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4732	MI-4B11<SA-65659H	5.659	143.75	PRO-SA	3/8	WMC	0.784	19.91	0.861	21.87	2.1653	55.000	23mm	534 / 373 / 161	H
4621	MI-4B11>-65659H	5.659	143.75	PRO-H	3/8	WMC	0.784	19.91	0.861	21.87	2.1653	55.000	23mm	547 / 385 / 162	H
4622	MI-4B11>-65659S	5.659	143.75	PRO-H	3/8	CARR	0.784	19.91	0.861	21.87	2.1653	55.000	23mm	552 / 390 / 162	S

Notes

H - H-11 tool steel bolts  
 S - CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## Japanese Sport Compact

### Mitsubishi

6G72

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6100	MI-3.0>-65551H	5.551	141.00	PRO-H	3/8	WMC	0.822	20.88	0.822	20.88	2.0866	53.000	22mm	537 / 380 / 157	H
5946	MI-3.0>-65551S	5.551	141.00	PRO-H	3/8	CARR	0.822	20.88	0.822	20.88	2.0866	53.000	22mm	543 / 386 / 157	S

### Nissan / Infiniti / Datsun

KA24

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4902	DA-KA24>-66496H	6.496	165.00	PRO-H	3/8	WMC	0.975	24.77	0.975	24.77	2.0870	53.010	21mm	607 / 431 / 176	H
5301	DA-KA24>-66496S	6.496	165.00	PRO-H	3/8	CARR	0.975	24.77	0.975	24.77	2.0870	53.010	21mm	612 / 436 / 176	S
6834	DA-KA24-1<A-66496H	6.496	165.00	PRO-A	3/8	WMC	0.975	24.77	0.975	24.77	2.0870	53.010	21mm		H

### Nissan / Infiniti / Datsun

L-16, L-24

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5303	DA-L16>-65235H	5.235	133.00	PRO-H	3/8	WMC	1.000	25.40	1.054	26.77	2.0865	52.997	21mm	555 / 404 / 151	H
5304	DA-L16>-65235S	5.235	133.00	PRO-H	3/8	CARR	1.000	25.40	1.054	26.77	2.0865	52.997	21mm	560 / 409 / 151	S

### Nissan / Infiniti / Datsun

RB25, RB26

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4889	DA-RB<SA-64783H	4.783	121.50	PRO-SA	3/8	WMC	0.860	21.84	0.857	21.77	2.0080	51.003	21mm	488 / 357 / 131	H
5305	DA-RB-1<A-64783H	4.783	121.50	PRO-A	3/8	WMC	0.860	21.84	0.857	21.77	2.0080	51.003	21mm	474 / 358 / 116	H
4848	DA-RB2>-64783H	4.783	121.50	PRO-H	3/8	WMC	0.860	21.84	0.857	21.77	2.0080	51.003	21mm	502 / 366 / 136	H
4249	DA-RB2>-64783S	4.783	121.50	PRO-H	3/8	CARR	0.860	21.84	0.857	21.77	2.0080	51.003	21mm	507 / 371 / 136	S

### Nissan / Infiniti / Datsun

CA18

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
7051	NI-CA18>-55235S	5.235	132.97	PRO-H	5/16	CARR	0.830	21.08	0.955	24.26	1.8897	48.00	20mm	460 / 330 / 130	S

Notes

H - H-11 tool steel bolts  
 S - CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



# CARRILLO RODS

## Japanese Sport Compact

### Nissan / Infiniti / Datsun QR25

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6845	NI-QR25D<SA-65630H	5.630	143.00	PRO-SA	3/8	WMC	0.896	22.76	0.896	22.76	1.8897	48.00	20mm	490 / 352 / 138	H
6506	NI-QR25D>-65630H	5.630	143.00	PRO-H	3/8	WMC	0.896	22.76	0.896	22.76	1.8897	48.00	20mm	474 / 342 / 132	H
6844	NI-QR25D>-65630S	5.630	143.00	PRO-H	3/8	CARR	0.896	22.76	0.896	22.76	1.8897	48.00	20mm	480 / 348 / 132	S

### Nissan / Infiniti / Datsun RB30

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
7060	NI-RB30>-66004H	6.004	152.50	PRO-H	3/8	WMC	1.000	25.40	0.854	21.69	2.0866	53.00	21mm	564 / 394 / 170	H
7063	NI-RB30>-66004S	6.004	152.50	PRO-H	3/8	CARR	1.000	25.40	0.854	21.69	2.0866	53.00	21mm	570 / 400 / 170	S

### Nissan / Infiniti / Datsun SR20

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
4256	NI-SR2<SA-65364H	5.364	136.25	PRO-SA	3/8	WMC	0.930	23.62	0.894	22.71	2.0080	51.003	22mm	533 / 378 / 155	H
4228	NI-SR2>-65364H	5.364	136.25	PRO-H	3/8	WMC	0.930	23.62	0.894	22.71	2.0080	51.003	22mm	540 / 383 / 157	H
4230	NI-SR2>-65364S	5.364	136.25	PRO-H	3/8	CARR	0.930	23.62	0.894	22.71	2.0080	51.003	22mm	545 / 388 / 157	S
5442	NI-SR2-1<A-65364H	5.364	136.25	PRO-A	3/8	WMC	0.930	23.62	0.894	22.71	2.0080	51.003	22mm	511 / 374 / 137	H

### Nissan / Infiniti / Datsun TB48

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
5443	NI-TB48<SA-66437H	6.437	163.50	PRO-SA	3/8	WMC	1.020	25.91	1.290	32.77	2.3622	60.000	23mm	785 / 555 / 230	H
5444	NI-TB48-1>-66437H	6.437	163.50	PRO-H	3/8	WMC	1.020	25.91	1.290	32.77	2.3622	60.000	23mm	774 / 554 / 220	H
5445	NI-TB48-1>-66437S	6.437	163.50	PRO-H	3/8	CARR	1.020	25.91	1.290	32.77	2.3622	60.000	23mm	780 / 560 / 220	S

### Nissan / Infiniti / Datsun VG30, VG33

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
4890	NI-VG3<SA-66070H	6.070	154.20	PRO-SA	3/8	WMC	0.860	21.84	0.817	20.75	2.0866	53.000	22mm	534 / 378 / 156	H
4878	NI-VG3>-66070H	6.070	154.20	PRO-H	3/8	WMC	0.860	21.84	0.817	20.75	2.0866	53.000	22mm	551 / 384 / 167	H
4880	NI-VG3>-66070S	6.070	154.20	PRO-H	3/8	CARR	0.860	21.84	0.817	20.75	2.0866	53.000	22mm	556 / 389 / 167	S
5446	NI-VG3-1<A-66070H	6.070	154.20	PRO-A	3/8	WMC	0.860	21.84	0.817	20.75	2.0866	53.000	22mm	499 / 363 / 136	H

**Notes**  
H - H-11 tool steel bolts  
S - CARR Multiphase bolts  
< - Taper Blade  
> - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## Japanese Sport Compact

### Nissan / Infiniti / Datsun VQ35

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4733	NI-Q35<SA-65676H	5.676	144.20	PRO-SA	3/8	WMC	0.818	20.78	0.818	20.78	2.1654	55.000	22mm	517 / 370 / 147	H
4850	NI-Q35>-65676H	5.676	144.20	PRO-H	3/8	WMC	0.818	20.78	0.818	20.78	2.1654	55.000	22mm	539 / 378 / 161	H
4849	NI-Q35>-65676S	5.676	144.20	PRO-H	3/8	CARR	0.818	20.78	0.818	20.78	2.1654	55.000	22mm	544 / 383 / 161	S
5441	NI-Q35-1<A-65676H	5.676	144.20	PRO-A	3/8	WMC	0.818	20.78	0.818	20.78	2.1654	55.000	22mm	493 / 363 / 130	H

### Nissan / Infiniti / Datsun VQ35HR

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5440	NI-35HR<SA-65974H	5.974	151.74	PRO-SA	3/8	WMC	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	550 / 387 / 163	H
5447	NI-VQ35HR>-65974H	5.974	151.74	PRO-H	3/8	WMC	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	557 / 386 / 171	H
5448	NI-VQ35HR>-65974S	5.974	151.74	PRO-H	3/8	CARR	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	562 / 391 / 171	S

### Nissan / Infiniti / Datsun VQ37HR

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5949	NI-37HR<SA-65886H	5.886	149.50	PRO-SA	3/8	WMC	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	547 / 385 / 162	H
6846	NI-VQ37HR>-65886H	5.886	149.50	PRO-H	3/8	WMC	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	554 / 384 / 170	H
5449	NI-VQ37HR>-65886S	5.886	149.50	PRO-H	3/8	CARR	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	559 / 389 / 170	S

### Nissan / Infiniti / Datsun VR38-GTR

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5450	NI-VR38>-66496H	6.496	165.00	PRO-H	3/8	WMC	0.896	22.76	0.896	22.76	2.3229	59.00	23mm	600 / 411 / 189	H
5451	NI-VR38>-66496S	6.496	165.00	PRO-H	3/8	CARR	0.896	22.76	0.896	22.76	2.3229	59.00	23mm	604 / 416 / 188	S

### Subaru EJ18, EJ20, EJ22, EJ257 (WRX STI)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4578	SB-2LTR<SA-65137H	5.137	130.50	PRO-SA	3/8	WMC	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	517 / 363 / 154	H
4245	SB-2LTR>-65137H	5.137	130.50	PRO-H	3/8	WMC	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	519 / 368 / 151	H
4246	SB-2LTR>-65137S	5.137	130.50	PRO-H	3/8	CARR	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	524 / 374 / 150	S
5477	SB-2LTR-1<A-65137H	5.137	130.50	PRO-A	3/8	WMC	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	509 / 369 / 140	H

Notes

H - H-11 tool steel bolts  
 S - CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



# CARRILLO RODS

## Japanese Sport Compact

### Toyota / Lexus 1FZ-FE

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5507	TO-1FZFE<SA-66063H	6.063	154.00	PRO-SA	3/8	WMC	1.096	27.84	1.096	27.84	2.3830	60.528	26mm	740 / 507 / 233	H
5508	TO-1FZFE>-66063H	6.063	154.00	PRO-H	3/8	WMC	1.096	27.84	1.096	27.84	2.3830	60.528	26mm	754 / 513 / 241	H
5509	TO-1FZFE>-66063S	6.063	154.00	PRO-H	3/8	CARR	1.096	27.84	1.096	27.84	2.3830	60.528	26mm	760 / 519 / 241	S

### Toyota / Lexus 1GR-FE

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5510	TO-1GRFE<SA-66300H	6.300	160.00	PRO-SA	3/8	WMC	0.820	20.83	0.820	20.83	2.3228	59.000	22mm	630 / 432 / 198	H
6847	TO-1GRFE>-66300H	6.300	160.00	PRO-H	3/8	WMC	0.820	20.83	0.820	20.83	2.3228	59.000	22mm	599 / 415 / 184	H
5511	TO-1GRFE>-66300S	6.300	160.00	PRO-H	3/8	CARR	0.820	20.83	0.820	20.83	2.3228	59.000	22mm	605 / 421 / 184	S

### Toyota / Lexus 2AZ-FE MAY REQUIRE CYLINDER SLEEVE CLEARANCING

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5512	TO-2AZFE<SA-65886H	5.886	149.50	PRO-SA	3/8	WMC	0.780	19.81	0.780	19.81	2.0079	51.001	22mm	534 / 366 / 168	H
5513	TO-2AZFE>-65886H	5.886	149.50	PRO-H	3/8	WMC	0.780	19.81	0.780	19.81	2.0079	51.001	22mm	537 / 370 / 167	H
6533	TO-2AZFE>-65886S	5.886	149.50	PRO-H	3/8	CARR	0.780	19.81	0.780	19.81	2.0079	51.001	22mm	543 / 376 / 167	S
6848	TO-2AZFE-1<A-65886H	5.886	149.50	PRO-A	3/8	WMC	0.780	19.81	0.780	19.81	2.0079	51.001	22mm	496 / 359 / 137	H

### Toyota / Lexus 2JZ HEAVY DUTY

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4269	TO-2JHD>-65590H	5.590	141.99	PRO-H	3/8	WMC	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	601 / 423 / 178	H
4236	TO-2JHD>-65590S	5.590	141.99	PRO-H	3/8	CARR	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	606 / 428 / 178	S

### Toyota / Lexus 2JZ, 2JZ-GE, 2JZ-GTE

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5514	TO-2JZ<SA-65590H	5.590	142.00	PRO-SA	3/8	WMC	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	569 / 406 / 163	H
5515	TO-2JZ>-65590H	5.590	142.00	PRO-H	3/8	WMC	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	595 / 423 / 172	H
4892	TO-2JZ>-65590S	5.590	142.00	PRO-H	3/8	CARR	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	600 / 428 / 172	S
5516	TO-2JZ-1<A-65590H	5.590	142.00	PRO-A	3/8	WMC	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	524 / 385 / 139	H

- Notes**
- H - H-11 tool steel bolts
  - S - CARR Multiphase bolts
  - < - Taper Blade
  - > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## Japanese Sport Compact

### Toyota / Lexus 2ZZ-GE

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4254	TO-2ZZGE<SA-65433H	5.433	138.00	PRO-SA	3/8	WMC	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	463 / 330 / 133	H
5517	TO-2ZZGE>-65433H	5.433	138.00	PRO-H	3/8	WMC	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	448 / 330 / 118	H
5518	TO-2ZZGE>-65433S	5.433	138.00	PRO-H	3/8	CARR	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	453 / 335 / 118	S

### Toyota / Lexus 3S-GE, 3S-GTE

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4891	TO-3SG<SA-65433H	5.433	138.00	PRO-SA	3/8	WMC	1.060	26.92	1.054	26.77	2.0080	51.003	22mm	558 / 398 / 160	H
4879	TO-3SG>-65433H	5.433	138.00	PRO-H	3/8	WMC	1.060	26.92	1.054	26.77	2.0080	51.003	22mm	584 / 414 / 170	H
4282	TO-3SG>-65433S	5.433	138.00	PRO-H	3/8	CARR	1.060	26.92	1.054	26.77	2.0080	51.003	22mm	583 / 411 / 172	S
5519	TO-3SG-1<A-65433H	5.433	138.00	PRO-A	3/8	WMC	1.060	26.92	1.054	26.77	2.0080	51.003	22mm	532 / 389 / 143	H

### Toyota / Lexus TOYOTA 4AG WITH 20MM PIN 4.803" 5/16 CARR

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
7049	TO-4AGZ>-54803S	4.803	122.00	PRO-H	5/16	CARR	0.860	21.84	0.858	21.79	1.7720	45.009	20mm	432 / 302 / 130	H

### Toyota / Lexus TOYOTA / SCION 1NZFE

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
7076	TO-1NZFE>-55543S	5.543	140.79	PRO-H	5/16	CARR	0.705	17.91	0.705	17.91	1.6929	43.000	18mm	383 / 275 / 108	S
7077	TO_B1NZF_OAT_5543B5H	5.543	140.79	PRO-A	5/16	WMC	0.705	17.91	0.705	17.91	1.6929	43.000	18mm	359 / 259 / 100	H

Notes

H – H-11 tool steel bolts  
 S – CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

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# CARRILLO RODS

## American Sport Compact

### Ford

#### DURATEC 2.0

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4585	F-DT20<SA-65758H	5.758	146.25	PRO-SA	3/8	WMC	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	500 / 365 / 135	H
4851	F-DT20>-65758H	5.758	146.25	PRO-H	3/8	WMC	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	522 / 374 / 148	H
5339	F-DT20>-65758S	5.758	146.25	PRO-H	3/8	CARR	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	527 / 380 / 147	S
4584	F-DT20-1<A-65758H	5.758	146.25	PRO-A	3/8	WMC	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	488 / 370 / 118	H

### Ford

#### DURATEC 2.3

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5340	F-DT23<SA-66094H	6.094	154.79	PRO-SA	3/8	WMC	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	528 / 380 / 148	H
5341	F-DT23>-66094H	6.094	154.79	PRO-H	3/8	WMC	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	533 / 375 / 158	H
5342	F-DT23>-66094S	6.094	154.79	PRO-H	3/8	CARR	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	539 / 381 / 158	S
4852	F-DT23-1<A-66094H	6.094	154.79	PRO-A	3/8	WMC	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	494 / 374 / 120	H

### Chrysler/Dodge

#### GEMA 2.4 (R/T '07-09)(SRT4 '08-09)(CAN USE TURBO OR NON TURBO BEARING)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5307	DG-GEMA<SA-65618H	5.618	142.70	PRO-SA	3/8	WMC	0.985	25.02	0.862	21.89	2.0078	50.998	22mm	539 / 368 / 171	H
5308	DG-GEMA>-65618H	5.618	142.70	PRO-H	3/8	WMC	0.985	25.02	0.862	21.89	2.0078	50.998	22mm	537 / 365 / 172	H
5309	DG-GEMA>-65618S	5.618	142.70	PRO-H	3/8	CARR	0.985	25.02	0.862	21.89	2.0078	50.998	22mm	543 / 371 / 172	S

### Chrysler/Dodge

#### SRT4 (2.4)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5313	DG-SRT4<SA-65945H	5.945	151.00	PRO-SA	3/8	WMC	1.013	25.73	1.013	25.73	2.0866	53.000	22mm	594 / 414 / 180	H
5314	DG-SRT4>-65945H	5.945	151.00	PRO-H	3/8	WMC	1.013	25.73	1.013	25.73	2.0866	53.000	22mm	578 / 403 / 175	H
5315	DG-SRT4>-65945S	5.945	151.00	PRO-H	3/8	CARR	1.013	25.73	1.013	25.73	2.0866	53.000	22mm	584 / 409 / 175	S

### GM

#### ECOTEC 2.0 AND 2.2 (L61) '02-PRESENT

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5351	GM-L61<SA-65768H	5.768	146.50	PRO-SA	3/8	WMC	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	560 / 398 / 162	H
5352	GM-L61>-65768H	5.768	146.50	PRO-H	3/8	WMC	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	540 / 383 / 157	H
5353	GM-L61>-65768S	5.768	146.50	PRO-H	3/8	CARR	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	546 / 389 / 157	S

Notes  
 H - H-11 tool steel bolts  
 S - CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.



## American Sport Compact

### GM

#### ECOTEC 2.4 (LE5) '06-PRESENT

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5354	GM-LE5<SA-65659H	5.659	143.75	PRO-SA	3/8	WMC	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	553 / 393 / 160	H
4853	GM-LE5>-65659H	5.659	143.75	PRO-H	3/8	WMC	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	565 / 304 / 161	H
5355	GM-LE5>-65659S	5.659	143.75	PRO-H	3/8	CARR	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	570 / 309 / 161	S

### GM

#### ECOTEC 2.0 TURBO CHARGED (LNF) '07-PRESENT

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
5356	GM-LNF<SA-65709H	5.709	145.00	PRO-SA	3/8	WMC	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	553 / 386 / 167	H
5357	GM-LNF>-65709H	5.709	145.00	PRO-H	3/8	WMC	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	548 / 380 / 168	H
5358	GM-LNF>-65709S	5.709	145.00	PRO-H	3/8	CARR	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	554 / 386 / 168	S

### GM

#### ECOTEC 2.0 SUPER CHARGED (LSJ) '04-09

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
5359	GM-LSJ<SA-65728H	5.728	145.50	PRO-SA	3/8	WMC	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	553 / 385 / 168	H
5360	GM-LSJ>-65728H	5.728	145.50	PRO-H	3/8	WMC	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	547 / 380 / 167	H
5361	GM-LSJ>-65728S	5.728	145.50	PRO-H	3/8	CARR	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	553 / 386 / 167	S

## European Sport Compact

### Citroen

#### CITROEN C4 & DS3 1.6 PSA EP6CDT & EP6DTS

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
7069	BM_BR56_OHS_5454B5S	5.454	138.53	PRO-H	5/16	CARR	0.822	20.88	0.822	20.88	1.8898	48.000	20mm	459 / 311 / 148	S

### LANCIA / FIAT

#### DELTA 2.0 16V TURBO - FIAT 2.0 (1995CC)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
5419	LN-DLTA>-65709H	5.709	145.01	PRO-H	3/8	WMC	0.905	22.99	1.012	25.70	2.1224	53.909	22mm	570 / 400 / 170	H
5420	LN-DLTA>-65709S	5.709	145.01	PRO-H	3/8	CARR	0.905	22.99	1.012	25.70	2.1224	53.909	22mm	575 / 405 / 170	S

Notes

H - H-11 tool steel bolts  
 S - CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.

## European Sport Compact

### Lotus

#### ELISE & EXIGE (TOYOTA 2ZZ-GE)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
4254	TO-2ZZGE<SA-65433H	5.433	138.00	PRO-SA	3/8	WMC	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	463 / 330 / 133	H
5517	TO-2ZZGE>-65433H	5.433	138.00	PRO-H	3/8	WMC	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	448 / 330 / 118	H
5518	TO-2ZZGE>-65433S	5.433	138.00	PRO-H	3/8	CARR	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	453 / 335 / 118	S

### Opel

#### G20XE

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
5455	OP-C20>-65634S	5.634	143.10	PRO-H	3/8	CARR	0.866	22.00	1.038	26.37	2.0472	52.000	21mm	584 / 423 / 161	S

### Peugeot

#### 207 & 308 1.6 PSA EP6CDT & EP6DTS

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
7069	BM_BR56_OHS_5454B5S	5.454	138.53	PRO-H	5/16	CARR	0.822	20.88	0.822	20.88	1.8898	48.000	20mm	459 / 311 / 148	S

### Saab 9-2

#### WITH SUBARU EJ18, EJ20, EJ22, EJ257

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
4578	SB-2LTR<SA-65137H	5.137	130.50	PRO-SA	3/8	WMC	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	517 / 363 / 154	H
4245	SB-2LTR>-65137H	5.137	130.50	PRO-H	3/8	WMC	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	519 / 368 / 151	H
4246	SB-2LTR>-65137S	5.137	130.50	PRO-H	3/8	CARR	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	524 / 374 / 150	S
5477	SB-2LTR-1<A-65137H	5.137	130.50	PRO-A	3/8	WMC	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	509 / 369 / 140	H

### Volkswagen / Audi / Skoda / Seat 2.8 VR6 W/82MM OR LARGER BORE

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIP (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)					
5529	VW-28VR6>-8M6457S	6.457	164.00	PRO-H	8mm	CARR	0.785	19.94	0.785	19.94	2.2362	56.800	20mm	477 / 332 / 145	S
5530	VW-32VR6>-9M6457H	6.457	164.00	PRO-H	9mm	WMC	0.785	19.94	0.785	19.94	2.2362	56.800	20mm	503 / 354 / 149	H
5531	VW-32VR6>-9M6457S	6.457	164.00	PRO-H	9mm	CARR	0.785	19.94	0.785	19.94	2.2362	56.800	20mm	513 / 360 / 153	S

#### Notes

H - H-11 tool steel bolts  
 S - CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.

## European Sport Compact

### Volkswagen / Audi / Skoda / Seat ABA 2.0

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5532	VW-ABA<SA-66260H	6.620	159.00	PRO-SA	3/8	WMC	0.980	24.89	0.981	24.92	1.9928	50.617	21mm	594 / 412 / 182	H
5533	VW-ABA>-66260H	6.620	159.00	PRO-H	3/8	WMC	0.980	24.89	0.981	24.92	1.9928	50.617	21mm	579 / 402 / 177	H
5534	VW-ABA>-66260S	6.620	159.00	PRO-H	3/8	CARR	0.980	24.89	0.981	24.92	1.9928	50.617	21mm	585 / 408 / 177	S

### Volkswagen / Audi / Skoda / Seat 2.0 TFSI

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
6099	VW-FSI20>-65670H	5.670	144.00	PRO-H	3/8	WMC	1.000	25.40	0.981	24.92	1.9928	50.617	20mm	516 / 369 / 147	H
6096	VW-FSI20>-65670S	5.670	144.00	PRO-H	3/8	CARR	1.000	25.40	0.981	24.92	1.9928	50.617	20mm	522 / 375 / 147	S

### Volkswagen / Audi / Skoda / Seat 1.8T, 2.0 16V (9A) & 2.2 (5 CYL)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5535	VW-GTI<SA-65670H	5.670	144.00	PRO-SA	3/8	WMC	1.000	25.40	0.981	24.92	1.9928	50.617	20mm	555 / 396 / 159	H
5537	VW-GTI>-65670H	5.670	144.00	PRO-H	3/8	WMC	1.000	25.40	0.981	24.92	1.9928	50.617	20mm	573 / 403 / 170	H
5538	VW-GTI>-65670S	5.670	144.00	PRO-H	3/8	CARR	1.000	25.40	0.981	24.92	1.9928	50.617	20mm	578 / 408 / 170	S
5539	VW-GTI-1<A-65670H	5.670	144.00	PRO-A	3/8	WMC	1.000	25.40	0.981	24.92	1.9928	50.617	20mm	539 / 395 / 141	H

### Volvo MODULAR ENGINES 1.9 (4CYL), 2.3, 2.4, 2.5 (5CYL), 2.9 (6CYL)

ID	PN DESCRIPTION	CC		STYLE	BOLT SIZE	BOLT TYPE	PE WIDTH		BE WIDTH		BE BORE		PIN SIZE	TOTAL/ROTATE/ RECIPI (GR)*	FN
		(in)	(mm)				(in)	(mm)	(in)	(mm)	(in)	(mm)			
5526	VO-S60<SA-65630H	5.630	143.00	PRO-SA	3/8	WMC	0.862	21.89	1.012	25.70	2.0866	53.000	23mm	573 / 410 / 163	H
5527	VO-S60>-65630H	5.630	143.00	PRO-H	3/8	WMC	0.862	21.89	1.012	25.70	2.0866	53.000	23mm	575 / 409 / 166	H
5528	VO-S60>-65630S	5.630	143.00	PRO-H	3/8	CARR	0.862	21.89	1.012	25.70	2.0866	53.000	23mm	580 / 414 / 166	S

**Notes**

H – H-11 tool steel bolts  
 S – CARR Multiphase bolts  
 < - Taper Blade  
 > - Straight Blade

\*Weights and dimensions are for reference only. Actual weight may vary. All sets match to +/- 1 gram per end.

# CP-CARRILLO

## Vintage and Custom

### DESIGNS

**"AN OBSESSION WITH PERFECTION"**

Leading name in high performance piston and connecting rod technology, CP-Carrillo has been the pre-eminent symbol of performance and prestige for over half a century. This rich background enables us to maintain an extensive library of product history and specifications. Many restoration engine builders tap in to our piston and rod resources of design and engineering knowledge. Everyone wants optimum performance and durability from their engine. Custom pistons and connecting rods assure that you get all the unique performance advantages from your engine while being engineered to last. Despite carrying one of the most comprehensive inventories of shelf pistons and rods in the industry, CP-Carrillo's foundation has been designing and manufacturing some of today's most sophisticated custom racing pistons and connecting rods. As you partner with us to design your piston and rod, we can present drawings with detailed specs incorporating all of your requirements. Our production process is designed to be flexible and accommodating, producing custom pistons on average 3 weeks or less and custom rods in 5 weeks or less. We also offer an expedite service.

*"CP-Carrillo - a legacy of craftsmanship striving to achieve that elusive goal of design perfection".*



# Vintage & European Custom Made Pistons



Our piston forgings accommodate European Vintage Racing and their demand for long Compression Heights and larger Pin Bosses. These pistons are custom and made per customers specifications.

**STANDARD FEATURES INCLUDE, BUT ARE NOT LIMITED TO:**

Accumulator Grooves, Double Forced Pin Oiling, Skirt Milling, Plunged Pockets, Twice Turned Ring Grooves, Standard Broaching, In-process Inspection and a Final Inspection. See pages 9-11 for piston features.

Depending on the application, the forgings are X-Style (Forged Side Relief) or Full Round, where a Side Relief is machined.

**ADDITIONAL FEATURES AVAILABLE UPON REQUEST:**

Mirror Image 3D Under-head Milling/Lightening, 3D Kellered Dome Tops for Max Compression (Cylinder Head required) Kellered Edges/Blending Custom Lathe Features/Programs, Level 2/3 Inspection

Alfa Romeo  
Aston Martin  
Audi

BMW  
Coventry  
Fiat  
Jaguar

Ferrari  
Lotus Twin Cams  
Mercedes  
Peugeot

Porsche  
Puch  
Renault

Triumph  
Vauxhall  
VW  
And many more...



## Vintage & Custom Made Connecting Rods

Below is a sampling of custom rods readily available. Additionally, we can customize any versions of our catalog part numbers to suit your requirements. See page 68 for rod design features. Check with our knowledgeable sales staff for assistance.

### Alfa

APPLICATION	CYL
1300	4
1600	4
Twin Spark 2.0 ltr 8 valve (75 & 164)	4
Twin Spark 2.0 ltr 16 valve (147 & 155)	4
2.5 & 3.0 V6	6
1900 JTS (159)	4

### Aston Martin

APPLICATION	CYL
DB3	6
DB4	6

### Audi

APPLICATION	CYL
2.7 V6	6

### Austin Healey

APPLICATION	CYL
3000	6

### BMW

APPLICATION	CYL
2002 M10	4
320i M30	6
Big 6 M30	6
M60/M62B46 E53-X5 4.6si	8

### Buick

APPLICATION	CYL
215	8
400, 455	8

### Chevy

APPLICATION	CYL
4 Cylinder Small Journal Midget	4
4 Cylinder Large Journal Midget	4
4.3 V6	6

### Chrysler

APPLICATION	CYL
3.5 V6	6
273, 318, 340, 360	8
413-426-440 Wedge	8

### Climax

APPLICATION	CYL
FWB	4
MKII (FPF)	4

### Cosworth

APPLICATION	CYL
DFV	8
YB	4
GAA 3.4 V6	6

### Ferrari

APPLICATION	CYL
410	12
5.0 V12	12
246GT, GTS, DINO	6
330	12
430	8
510	12

### Fiat

APPLICATION	CYL
850	4
1150	4
1290	4
Punto & Uno	4



## Ford

APPLICATION	CYL
Zetec 2.0Ltr	4
1600 CVH	4
2.5 & 3.0 Duratec V6	6
RS2000	4
BA6, BA6T (Australia)	6
302	8
289 and 302 Boss	8
351 Windsor	8
351 Cleveland	8
390, 427FE, 428	8
429, 460	8

## Honda/Acura

APPLICATION	CYL
EV1	4
EB1 / EB2 / EB3	4
D15	4
D16A	4
C30A	6
C27A	6
J35A	6

## Hyundai

APPLICATION	CYL
2.7 V6	6

## Jaguar

APPLICATION	CYL
AJ-V8 4.2L	8
3.4 & 3.6	6
2.4	6

## Lamborghini

APPLICATION	CYL
Daiblo V12	12
V10	10

## Mazda

APPLICATION	CYL
FS 2.0L	4
F2T 2.2L Turbo	4
KL 2.5 V6	6

## MG

APPLICATION	CYL
TC & TD	4
MGA 1622	4
Twin Cam	4
MGB Early 3 Main Crank	4
6R4 Metro	6

## Mini

APPLICATION	CYL
1275 GT Metro	4

## Mitsubishi

APPLICATION	CYL
6A12	6
4G93	4
4G94	4
6G72	4
6A13	6
4G54	6
6G74	4

## Nissan/Datsun

APPLICATION	CYL
MA12	
CA16 / CA18	4
A12 Early with 11/16 pin	4
A12A with 19mm pin	4
A14 / A15	4
L20B	4
L26 / L28	4
FJ20	6
RB30	4
VQ30DE	6
R16	6
U20	4
VK56DE	4
TB42, TB45	8

## Oldsmobile

APPLICATION	CYL
400, 455	8
260, 307, 350, 403	8

## Opel / Vauxhall

APPLICATION	CYL
Astra / Corsa 1.6	4
C24NE CIH	4

## Peugeot

APPLICATION	CYL
1.9 16v (309)	4
406	4
306	4

## Pontiac

APPLICATION	CYL
400 / 421 / 455	8

## Porsche

APPLICATION	CYL
914 (2.0)	4
928	8
904 Engine type 587 (356 B/C, 2000 GS)	4
996 (98'-02') Non-Turbo	6
996 (03' up) Non-Turbo	6
4.5 Ltr Cayenne	8
914 (1.7-1.8)	4
692, 356 "Carrera 2"	4

## Renault

APPLICATION	CYL
R5	4
Clio	4
Clio V6	6
PRV6	6

## Rover

APPLICATION	CYL
K Series	4
Rover 4.2L V8	8
4.6L V8	8

## Saab

APPLICATION	CYL
900/Turbo 2.3ltr	4

## Subaru

APPLICATION	CYL
EJ-25 Phase I DOHC	4
EJ-25 2000 & newer SOHC	4
EJ22	4

## Suzuki

APPLICATION	CYL
Swift 1.3L	4
1.6L	4

## Toyota

APPLICATION	CYL
1NZ-FE	4
4E	4
4AG	4
4AGE 1.6 16v and 4AGZ	4
4K	4
AGZ	4
5E	4
1ZZ-FE	4
2TC / 3TC	4
1UZ-FE / 2UZ-FE	8
5SFE	4
5M / 7M-GE / 7M-GTE	6
1JZ / 1JZ-GTE	6
3UZ-FE	8
20R / 22R	4

## Triumph

APPLICATION	CYL
1300 Spitfire	4
1147	4

## TVR

APPLICATION	CYL
Speed 6 AJP6	6
AJP8	8

## Volkswagen

APPLICATION	CYL
Rabbit 1.6L and 1.7L	4
Corrado G60	4
Type 1 with Buick bearing	4
Type 1 stock bearing	4

# **HARDWARE** and **ACCESSORIES**



As piston and connecting rod technology advances, the same can be said of the other components that work with your pistons and rods – pins, pin buttons, locks, rails, rings and fasteners. All our products are race proven and are developed to meet the same high performance criteria and exacting tolerances that we require of our pistons and connecting rods. We offer the latest in quality materials and innovative technology that works with your pistons and connecting rods to maximize the performance and durability of your engine.

# RING Installation SPECIFICATIONS

## CP-CARRILLO RING RECOMMENDATIONS

Failure to check ring gap can result in severe engine failure. The following end gap recommendations are general guidelines. The best ring gap for any particular engine and application varies. Increased clearance is generally needed for forced induction, nitrous, filled blocks, endurance racing and other extreme applications. The final end gap suitable for the engine is the full responsibility of the engine builder. If you have any questions, please call 949-567-9000 for technical support.

## RING GAP MEASURING PROCEDURES

1. A torque plate should be installed on engine (if applicable) and torqued to same specifications as machine shop.
2. Piston ring should be below and square to the deck.
3. Measure ring end gap with a feeler gauge.

## Ring End Gap Chart

APPLICATION	TOP RING	SECOND RING	OIL RING
Street / Hi Performance	Bore x .0045"	.004" - .008" Bigger than top ring	Min..015" Do not file
Drag Racing Road Racing	Bore x .005"	.004" - .008" Bigger than top ring	Min..015" Do not file
Nitrous/Turbo Supercharged	Bore x .0055"	.004" - .008" Bigger than top ring	Min..015" Do not file

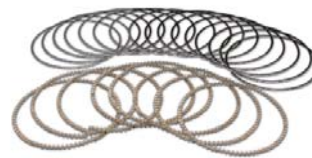
## DETERMINING RING GAP

To determine the ring end gap look for your application in the proceeding table. ALL BORES MUST BE CONVERTED TO INCHES. Example: Bore size is 81mm – to find top ring end gap for a street application:

$$81\text{mm}/25.4= 3.189 \text{ inches}$$

$$(3.189" \times .005) = .016"$$

.016" is the minimum allowable clearance.



**NOTE:** If the ring gap is less than the minimum specified for your bore size, it will be necessary to file fit the rings to achieve proper end gap

## RING FILING PROCEDURES

1. Ring gap should be filed using a ring filing tool.
2. Ring gap should be filed in an inward direction and square to the sides.

**IMPORTANT:** Ring sets are manufactured to fit specific bores. For every .001" over the intended bore size, ring gap will increase by .00314"

## CP-CARRILLO CYLINDER HONING RECOMMENDATIONS

*\*A torque plate must be utilized for boring and honing\**

### GAS NITRIDED, CPN, CPN2 AND R8GNHD PISTON RINGS

To identify a gas nitrided top ring the entire ring will be a light gray. These instructions must be followed for maximum ring seal. A torque plate must be used unless the bolt holes are not part of the cylinder. The first stone is a 525 (220 grit) stone, done until there is .001" left from final bore. The bore must be round to .0002", checked 360 degrees from the bottom to the top of the bore. Then switch to a 625 (280 grit) stone, 50% load until .0002" is left from final bore. Then use the 625 stone at 20% load to final bore size.

### DUCTILE MOLY RINGS

To identify a moly top ring look for a silver-grey plated finish with black phosphated top and bottom surfaces. If there is a dot on the flat side of the ring, make sure it faces up. Rough hone cylinders to within .003, intermediate hone to within .0005 with 220 grit and final hone with a 400 grit and a 10 to 12 RA finish with a 20° to 22° crosshatch.

### CHROME RINGS

To identify a chrome top ring the face will have chrome plating, the top and bottom of the ring will be a reddish-brown. Chrome on any of the rings is not advisable with nikasil bores. These instructions must be followed for maximum ring seal. A torque plate must be used unless the bolt holes are not part of the cylinder. The first stone is a 525 (220 grit) stone, honed until there is .001" left from final bore. The bore must be round to .0002", checked 360 degrees from the bottom to the top of the bore. Continue with a 525 (220 grit) stone, 50% load until .0002" is left from final bore. Then use the 525 stone at 20% load to final bore size.

### ALL RINGS

The honing must be done slow to minimize heat build-up. No hand honing. Final bore needs to be less than plus or minus .0002" out of round, checked 360 degrees around the bore from the bottom to the top of the cylinder. This should be checked with a dial bore gauge. The expertise of your machine shop is critical to the proper finish on your block bore. When you receive the block back from the machine shop it will appear clean, the block still needs to be cleaned. There could be material trapped in the honing grooves of the block that are not visible. Failure to clean the block could lead to premature ring wear and blow-by.

## CPN RINGS

### TOP RING

The top ring is a steel compression ring that has been gas nitride so that it is compatible with Nikasil and cast iron bores. This scuff resistant gas nitrided ring allows it to operate at maximum efficiency without blemishing up the bore. The nitriding ensures extended life and protection under extreme conditions.

### SECOND RING

The second ring is a cast iron with a taper underhook groove face. The THG ring acts as a wiper and pushes the oil back away from combustion. This type of ring allows you to run a lower tension oil ring.

### OIL RING

The oil ring is made up of two gas nitride rails with a low-tension expander. Because of the miniflex vent design; there is less friction on the cylinder wall, which increases the performance and efficiency of the engine.

These ring sets are high strength and low tension, resulting in maximum sealing with minimum drag.

## Wire Locks

- Made from High quality Carbon Spring Steel or Chrome Silicon based alloy
- QS 9000 and ISO 9000 process implemented
- Black Oxide coated, oil dipped and sealed to be non-corrosive



PART	PART	PART
591x040 AWL	787x050 SWL	927x073 SWL
551x040 SWL	787x063 SWL	945x073 SWL
630x050 SWL	827x063 SWL	990x073 SWL
669x050 SWL	866x063 SWL	1031x073 SWL
708x050 SWL	866x073 SWL	1094x073 AWL
748x050 SWL	905x073 SWL	

## Spiral Locks

- Made in accordance with the requirements of ISO 9000, AS7170 and MIL-Q-9858
- Made from high quality Carbon steel
- Pre-tempered with uniform circular grain micro structure
- Blued, oil dipped and sealed to be non-corrosive



PART	PART	PART
750x042 CSL	927x042 CSL	990x072 CSL
812x042 CSL	927x073 CSL	990x073 CSL
866x042 CSL	927x073 ESL	1031x050 CSL
875x042 CSL	990x042 CSL	1094x050 CSL
892x042 CSL		

## Why KRAMM-LOX?

Are you tired of the time consuming task of installing conventional wire locks and damaging a perfectly good piston in the process? Well, no more rotating with the KRAMM-LOX wire lock. CP-Carrillo has partnered exclusively with KRAMM-Lox to produce non-rotating wire locks for pistons. "SURE-Lox" are able to withstand very heavy loads and high RPMs. They are designed to directly replace standard wire locks with no additional machining to the piston and "SURE-Lox" will not rotate in the lock groove even under extreme conditions. They are available in most wrist pin sizes. Kramm Lox installation tools make assembling much easier without deforming locks. For more details or to order contact your sales tech.



## Kramm-Lox "SURE-Lox"

PART	DESCRIPTION	PART	DESCRIPTION	PART	DESCRIPTION
551x040 SLX	.551 pin x .040 dia	708x063 SLX	.708 pin x .063 dia	912x073 SLX	.905/.912 pin x .073 dia
591x040 SLX	.591 pin x .040 dia	748x050 SLX	.748 pin x .050 dia	927x073 SLX	.927 pin x .073 dia
591x050 SLX	.591 pin x .050 dia	748x063 SLX	.748 pin x .063 dia	945x073 SLX	.945 pin x .073 dia
630x050 SLX	.630 pin x .050 dia	787x050 SLX	.787 pin x .050 dia	990x073 SLX	.990 pin x .073 dia
630x063 SLX	.630 pin x .063 dia	787x063 SLX	.787 pin x .063 dia	1031x073 SLX	1.031 pin x .073 dia
669x050 SLX	.669 pin x .050 dia	827x063 SLX	.827 pin x .063 dia	1094x073 SLX	1.094 pin x .073 dia
669x063 SLX	.669 pin x .063 dia	866x063 SLX	.866 pin x .063 dia		
708x050 SLX	.708 pin x .050 dia	866x073 SLX	.866 pin x .073 dia		

## Kramm-Lox Installation and Removal Tool

PART	DESCRIPTION	PART	DESCRIPTION	PART	DESCRIPTION
KL 040	Tool for .040 SURE-Lox	KL 063	Tool for .063 SURE-Lox	KL 073	Tool for .073 SURE-Lox
KL 050	Tool for .050 SURE-Lox				



# Locks, Pins & Rings

## Chromoly Bar Stock Pins

CP-Carrillo 5100 Series Pins are an affordable alternative Wrist Pin

- 1 micron surface finish
- Case hardened (computerized gas process)
- Gun drilled I.D.'s
- Precision ground ends
- Made from Carbon Steel bar stock
- Available with chamfered ends for wire locks
- Straight wall design to reduce pin bore galling

MATERIAL TYPE

1 = Chromoly C = Chamfered (Wire)  
3 = 9310 S = Sharp (Spiral)



## Chromoly Bar Stock Pins - Chamfered

PART	PART	PART	PART	PART
551-1500-12CP1C	708-2000-15CP1C	792-2250-14CP1C	866-2250-20CP1C	927-2750-18CP1C
591-1500-11CP1C	708-2107-12CP1C	792-2500-14CP1C	866-2500-12CP1C	928-2750-15CP1C
591-1650-11CP1C	708-2250-12CP1C	798-2107-12CP1C	866-2500-15CP1C	928-2250-15CP1C
591-1650-13CP1C	708-2250-15CP1C	812-1875-15CP1C	875-2500-12CP1C	929-2750-15CP1C
591-1850-12CP1C	748-2000-12CP1C	812-2250-14CP1C	875-2500-13CP1C	930-2750-15CP1C
591-2000-11CP1C	748-2000-15CP1C	812-2250-16CP1C	875-2500-15CP1C	945-2250-15CP1C
630-1500-11CP1C	748-2250-12CP1C	827-2000-15CP1C	905-2250-12CP1C	945-2500-15CP1C
630-1650-13CP1C	748-2250-15CP1C	8272-2250-16CP1C	905-2250-15CP1C	984-2500-15CP1C
630-1810-12CP1C	748-2500-12CP1C	827-2250-12CP1C	905-2500-14CP1C	990-2500-15CP1C
669-1650-12CP1C	787-1875-15CP1C	827-2250-16CP1C	927-2000-12CP1C	990-2750-15CP1C
669-1810-12CP1C	787-2000-12CP1C	827-2500-12CP1C	927-2250-15CP1C	990-2750-18CP1C
669-1810-13CP1C	787-2000-15CP1C	827-2500-15CP1C	927-2250-18CP1C	990-2750-20CP1C
669-2000-11CP1C	787-2250-12CP1C	827-2000-12CP1C	927-2250-20CP1C	990-2930-15CP1C
669-2250-11CP1C	787-2250-16CP1C	866-2000-12CP1C	927-2500-12CP1C	990-2930-18CP1C
669-2250-15CP1C	787-2500-12CP1C	866-2000-15CP1C	927-2500-15CP1C	990-2930-20CP1C
687-2000-12CP1C	791-2000-14CP1C	866-2250-12CP1C	927-2500-18CP1C	991-2750-18CP1C
687-2250-12CP1C	791-2250-14CP1C	866-2250-15CP1C	927-2500-20CP1C	991-2930-18CP1C
708-1850-15CP1C	791-2500-14CP1C	866-2250-18CP1C	927-2750-15CP1C	1000-2750-15CP1C
708-2000-12CP1C	791-2500-15CP1C			

## Chromoly Bar Stock Pins - Non Chamfered

PART	PART	PART	PART	PART
791-2795-14CP1S	927-2250-15CP1S	928-2950-15CP1S	984-2500-15CP1S	992-2930-18CP1S
792-2795-14CP1S	927-2500-12CP1S	928-2950-17CP1S	984-2930-15CP1S	993-2930-15CP1S
812-2800-16CP1S	927-2500-15CP1S	929-2500-12CP1S	990-2750-15CP1S	993-2930-18CP1S
866-2500-12CP1S	927-2750-15CP1S	929-2500-15CP1S	990-2750-18CP1S	1000-2930-15CP1S
866-2500-15CP1S	927-2750-18CP1S	929-2750-15CP1S	990-2930-15CP1S	1024-2500-20CP1S
875-2500-15CP1S	927-2950-15CP1S	930-2500-15CP1S	990-2930-18CP1S	1031-2750-15CP1S
905-2500-15CP1S	927-2950-17CP1S	940-2750-18CP1S	990-2930-22CP1S	1031-2930-15CP1S
905-2500-18CP1S	928-2500-12CP1S	945-2500-15CP1S	991-2930-15CP1S	1040-2930-15CP1S
912-2500-14CP1S	928-2500-15CP1S	975-2930-15CP1S	991-2930-18CP1S	1094-2750-15CP1S
912-2750-14CP1S	928-2750-15CP1S	980-2930-15CP1S	992-2930-15CP1S	1094-2930-15CP1S
927-2000-12CP1S				



## 9310 Steel Pins

These high quality Pins are ISO 9000 and QS 9000 certified and statistical process control (SPC) is fully implemented throughout manufacturing

- 100% Rockwell tested
- Case hardened (computerized gas process)
- Gun drilled I.D.'s with 3 stages of I.D. honing
- Weight tolerances +/- 1 gram
- Precision ground ends with I.D. radius

- Straight wall design to reduce pin galling on ends
- Available with chamfered ends for Wire Locks
- Cryogenically treated (subzero heat-treating process) for improved material strength and grain structure

## 9310 Steel Pins - Chamfered

PART	PART	PART	PART	PART
591-1810-11CP3C	787-2000-16CP3C	866-2250-15CP3C	927-2500-11CP3C	929-2250-15CP3C
591-2000-11CP3C	787-2250-12CP3C	866-2250-17CP3C	927-2500-13CP3C	929-2500-13CP3C
591-2250-10CP3C	787-2250-14CP3C	866-2250-18CP3C	927-2500-17CP3C	929-2500-17CP3C
630-1500-12CP3C	787-2250-16CP3C	866-2250-20CP3C	927-2000-15CP3C	929-2750-13CP3C
630-1810-12CP3C	787-2250-18CP3C	866-2500-12CP3C	927-2250-15CP3C	929-2750-15CP3C
630-2000-12CP3C	787-2350-10CP3C	866-2500-15CP3C	927-2500-15CP3C	929-2750-17CP3C
630-2000-15CP3C	787-2350-12CP3C	866-2500-18CP3C	927-2625-13CP3C	929-2950-15CP3C
630-2250-10CP3C	787-2350-18CP3C	866-2500-20CP3C	927-2625-15CP3C	929-2950-17CP3C
669-1810-11CP3C	812-2000-12CP3C	866-2750-15CP3C	927-2750-13CP3C	930-2750-15CP3C
669-2000-11CP3C	812-2250-12CP3C	866-2750-18CP3C	927-2750-15CP3C	930-2950-15CP3C
669-2250-15CP3C	812-2250-16CP3C	867-2000-17CP3C	927-2750-17CP3C	930-2950-17CP3C
708-1810-12CP3C	827-2000-09CP3C	867-2250-15CP3C	927-2750-20CP3C	931-2950-15CP3C
708-2000-09CP3C	827-2000-12CP3C	867-2250-17CP3C	927-2850-15CP3C	945-2500-15CP3C
708-2000-12CP3C	827-2000-18CP3C	868-2000-17CP3C	927-2950-15CP3C	945-2500-19CP3C
708-2000-15CP3C	827-2000-20CP3C	868-2250-17CP3C	927-2950-17CP3C	990-2750-15CP3C
708-2250-12CP3C	827-2250-12CP3C	905-2250-12CP3C	928-2250-13CP3C	990-2930-15CP3C
708-2250-15CP3C	827-2250-16CP3C	905-2250-19CP3C	928-2250-15CP3C	990-2930-18CP3C
708-2350-18CP3C	827-2250-18CP3C	905-2500-15CP3C	928-2250-17CP3C	990-2930-20CP3C
748-2000-09CP3C	827-2250-20CP3C	905-2500-19CP3C	928-2500-13CP3C	990-2930-22CP3C
748-2000-12CP3C	827-2500-20CP3C	912-2500-14CP3C	928-2500-15CP3C	991-2930-15CP3C
748-2250-12CP3C	866-2000-09CP3C	912-2750-14CP3C	928-2500-17CP3C	991-2930-18CP3C
748-2250-15CP3C	866-2000-12CP3C	927-2000-11CP3C	928-2750-13CP3C	992-2930-15CP3C
748-2350-12CP3C	866-2000-15CP3C	927-2250-13CP3C	928-2750-15CP3C	992-2930-18CP3C
787-2000-09CP3C	866-2000-17CP3C	927-2250-17CP3C	928-2750-17CP3C	993-2930-18CP3C
787-2000-12CP3C	866-2250-10CP3C	927-2250-23CP3C	928-2950-15CP3C	993-2930-22CP3C
787-2000-14CP3C	866-2250-12CP3C	927-2500-09CP3C	928-2950-17CP3C	1094-2750-15CP3C

## 9310 Steel Pins - Non Chamfered

PART	PART	PART	PART	PART
791-2795-14CP3S	927-2500-09CP3S	927-2950-23CP3S	930-2750-15CP3S	990-2930-22CP3S
792-2795-14CP3S	927-2500-11CP3S	928-2250-17CP3S	930-2950-13CP3S	990-2930-24CP3S
827-2250-12CP3S	927-2500-13CP3S	928-2500-11CP3S	930-2950-15CP3S	991-2930-15CP3S
866-2250-12CP3S	927-2500-15CP3S	928-2500-13CP3S	930-2950-17CP3S	991-2930-18CP3S
866-2500-12CP3S	927-2500-17CP3S	928-2500-15CP3S	931-2950-13CP3S	991-2930-20CP3S
866-2500-15CP3S	927-2750-13CP3S	928-2750-13CP3S	931-2950-15CP3S	991-2930-22CP3S
875-2250-10CP3S	927-2750-15CP3S	928-2750-15CP3S	975-2500-13CP3S	992-2930-15CP3S
892-2795-17CP3S	927-2750-17CP3S	928-2950-15CP3S	990-2500-10CP3S	992-2930-18CP3S
905-2500-19CP3S	927-2750-18CP3S	928-2950-17CP3S	990-2500-13CP3S	992-2930-22CP3S
905-2500-20CP3S	927-2750-20CP3S	929-2500-13CP3S	990-2750-13CP3S	993-2930-15CP3S
912-2500-14CP3S	927-2750-20CP3S	929-2750-15CP3S	990-2750-15CP3S	993-2930-18CP3S
912-2750-14CP3S	927-2850-15CP3S	929-2950-13CP3S	990-2750-18CP3S	1031-2750-13CP3S
912-2930-11CP3S	927-2950-13CP3S	929-2950-15CP3S	990-2930-15CP3S	1031-2750-15CP3S
927-2000-11CP3S	927-2950-15CP3S	929-2950-17CP3S	990-2930-18CP3S	1031-2750-17CP3S
927-2250-15CP3S	927-2950-17CP3S	930-2500-13CP3S	990-2930-20CP3S	



# Locks, Pins & Rings

## Diamond-Like coated pins (DLC)

CP-Carrillo's Diamond-Like coated Premium Pins are manufactured from high quality 9310 steel. Our metal-free carbon coating is harder than steel, ensuring a durability unsurpassed by any other coated pin on the market today. They are ISO 9000 and QS 9000 certified, ensuring consistency, quality and performance. They offer high resistance to abrasive wear, extend the service life and improve reliability under extreme conditions that push other coatings to their limits. When performance and durability are required, these pins offer that competitive edge you are looking for.

- Enhanced surface hardness
- Improved surface quality
- Low friction coefficient
- 100% Rockwell Tested
- 1 Micron surface finish
- Case hardened (computerized gas process)
- Gun drilled I.D.'s with 3 stages of I.D. honing
- Weight tolerances +/- 1 gram
- Precision ground ends with I.D. radius
- Cryogenically treated (subzero heat-treating process) for improved material strength and grain structure

MATERIAL	TYPE
1 = Chromoly	C = Chamfered (Wire)
3 = 9310	S = Sharp (Spiral)



## Diamond Like Coated Pins (DLC) - Chamfered

PART	PART	PART	PART
X591-1500-11CP3C	X827-2000-12CP3C	X866-2500-18CP3C	X928-2250-17CP3C
X630-1500-12CP3C	X827-2250-12CP3C	X866-2500-20CP3C	X928-2500-15CP3C
X708-1810-12CP3C	X827-2250-16CP3C	X866-2750-15CP3C	X928-2750-15CP3C
X708-2000-12CP3C	X827-2250-18CP3C	X866-2750-18CP3C	X928-2750-17CP3C
X708-2000-15CP3C	X827-2250-20CP3C	X866-2750-18CP3C	X929-2250-15CP3C
X708-2000-18CP3C	X866-2000-09CP3C	X867-2250-15CP3C	X929-2750-15CP3C
X748-2000-12CP3C	X866-2000-12CP3C	X877-2250-15CP3C	X930-2750-15CP3C
X748-2250-12CP3C	X866-2000-15CP3C	X905-2250-19CP3C	X945-2500-19CP3C
X787-2000-12CP3C	X866-2000-18CP3C	X927-2250-15CP3C	X990-2250-18CP3C
X787-2000-14CP3C	X866-2000-18CP3C	X927-2250-17CP3C	X990-2750-18CP3C
X787-2000-16CP3C	X866-2250-12CP3C	X927-2250-23CP3C	X990-2750-18CP3C
X787-2000-16CP3C	X866-2250-15CP3C	X927-2500-13CP3C	X990-2930-15CP3C
X787-2250-16CP3C	X866-2250-17CP3C	X927-2500-15CP3C	X990-2930-18CP3C
X787-2250-18CP3C	X866-2250-18CP3C	X927-2500-15CP3C	X990-2930-20CP3C
X812-2000-12CP3C	X866-2250-20CP3C	X927-2750-15CP3C	X990-2930-22CP3C
X812-2000-16CP3C	X866-2250-20CP3C	X927-2750-17CP3C	X990-2930-24CP3C
X812-2250-12CP3C	X866-2500-12CP3C	X927-2950-17CP3C	X991-2930-18CP3C
X812-2250-16CP3C	X866-2500-15CP3C	X928-2250-15CP3C	

## Diamond Like Coated Pins (DLC) - Non Chamfered

PART	PART	PART	PART
X827-2150-16CP3S	X927-2500-15CP3S	X928-2500-15CP3S	X990-2750-18CP3S
X866-2500-15CP3S	X927-2500-17CP3S	X928-2750-15CP3S	X990-2750-22CP3S
X905-2500-19CP3S	X927-2750-15CP3S	X928-2950-15CP3S	X990-2930-15CP3S
X912-2291-14CP3S	X927-2750-17CP3S	X929-2750-15CP3S	X990-2930-18CP3S
X927-2000-11CP3S	X927-2750-185CP3S	X929-2950-15CP3S	X990-2930-20CP3S
X927-2250-15CP3S	X927-2750-18CP3S	X990-2500-13CP3S	X990-2930-22CP3S
X927-2250-18CP3S	X927-2750-20CP3S	X990-2750-15CP3S	X990-2930-24CP3S
X927-2500-11CP3S	X927-2950-15CP3S		



## Ceramic Micro-Dimpled pins

CP-Carrillo's Micro-Dimpled finish pins offer affordable wear protection. This unique treatment process refines and compacts the pin's surface texture, making it harder and more durable. The improved surface texture allows more consistent lubrication, reducing friction and decreasing chances of wrist pin galling. Available in both our 5100 Chromoly and 9310 pins, these pins are perfect for every budget -and application.

- Strengthened surface structure
- More durable, harder and consistent finish
- Micro-Dimpling holds lubricant better
- 1 Micron surface finish
- Case hardened (computerized gas process)
- Gun drilled I.D.'s
- Weight tolerances +/- 1 gram
- Precision ground ends
- Available with chamfered ends for use with Wire Locks
- Straight wall design to reduce pin bore galling

## Ceramic Micro-Dimpled pins - Chamfered - Chromoly

PART	PART	PART	PART	PART
W551-1500-12CP1C	W708-2000-15CP1C	W827-2250-16CP1C	W905-2250-15CP1C	W927-2500-15CP1C
W591-1650-13CP1C	W748-2000-15CP1C	W827-2500-15CP1C	W927-2000-12CP1C	W927-2750-15CP1C
W630-1650-13CP1C	W787-2000-15CP1C	W866-2250-15CP1C	W927-2250-15CP1C	W928-2750-15CP1C
W669-1650-12CP1C	W812-1875-15CP1C	W866-2500-12CP1C	W927-2250-18CP1C	W945-2500-15CP1C
W708-1850-15CP1C	W827-2000-15CP1C	W866-2500-15CP1C	W927-2500-12CP1C	

## Ceramic Micro-Dimpled pins - Non Chamfered - Chromoly

PART	PART	PART	PART
W927-2500-15CP1S	W927-2750-15CP1S	W929-2750-15CP1S	W990-2750-15CP1S

## Ceramic Micro-Dimpled pins 9310 Steel - Chamfered

PART	PART	PART	PART	PART
W708-2350-18CP3C	W866-2750-15CP3C	W927-2750-15CP3C	W928-2750-15CP3C	W990-2930-22CP3C
W748-2000-12CP3C	W905-2500-15CP3C	W927-2750-17CP3C	W928-2950-17CP3C	W991-2930-15CP3C
W787-2250-14CP3C	W927-2000-11CP3C	W927-2950-15CP3C	W929-2250-15CP3C	W991-2930-18CP3C
W787-2250-16CP3C	W927-2000-15CP3C	W927-2950-17CP3C	W929-2750-15CP3C	W991-2930-20CP3C
W827-2000-12CP3C	W927-2250-13CP3C	W928-2250-13CP3C	W929-2750-17CP3C	W991-2930-22CP3C
W866-2250-15CP3C	W927-2250-15CP3C	W928-2250-15CP3C	W929-2950-17CP3C	W992-2930-15CP3C
W866-2250-17CP3C	W927-2250-17CP3C	W928-2500-13CP3C	W990-2750-18CP3C	W992-2930-18CP3C
W866-2250-18CP3C	W927-2500-13CP3C	W928-2500-15CP3C	W990-2930-18CP3C	W992-2930-22CP3C
W866-2500-20CP3C	W927-2500-15CP3C			

## Ceramic Micro-Dimpled pins 9310 Steel - Non Chamfered

PART	PART	PART	PART	PART
W866-2500-15CP3S	W927-2750-17CP3S	W930-2750-15CP3S	W990-2930-18CP3S	W991-2930-20CP3S
W927-2250-15CP3S	W927-2950-13CP3S	W990-2750-13CP3S	W990-2930-20CP3S	W991-2930-22CP3S
W927-2500-13CP3S	W927-2950-15CP3S	W990-2750-15CP3S	W990-2930-22CP3S	W992-2930-15CP3S
W927-2500-15CP3S	W927-2950-23CP3S	W990-2750-18CP3S	W991-2930-15CP3S	W992-2930-18CP3S
W927-2750-13CP3S	W928-2500-15CP3S	W990-2930-15CP3S	W991-2930-18CP3S	W992-2930-22CP3S
W927-2750-15CP3S	W928-2750-15CP3S			



# Locks, Pins & Rings

## CPX Series (Vascomax TM) Maraging Steel Pins

These high quality pins are superior in tensile strength (294000 psi) and have been Ion Nitrided (65-66RC) for enhanced surface wear. The rigidity of this material helps to maintain ring seal and loss of horsepower by reducing piston flex. CPX 's high impact strength & ductility make it the preferred material for critical engine parts.



- High yield, tensile & compressive strength
- High toughness, ductility & impact strength
- Crack Propagation Resistant
- AMS 6514/MIL-S-46850 Specifications
- Honed I.D. to eliminate stress risers
- Micro-finished O.D. (1.5 R/A)
- .000052" Roundness for ultimate parallelism, thus eliminating premature or uneven piston pin bore wear
- Ion Plasma Nitride for a surface hardness of 65-66 RC for lubricity & increased wear properties
- Offered with OR without DLC (diamond-like-carbon) coatings
- Weight tolerances +/- .5 gram
- 100 Percent Rockwell Tested
- Thru-hardened

### CPX Pins

PART	PART
1094-3250-23 CPX	094-3400-23 CPX

## EN39B Pins

These high quality Nickel-Chrome-Moly carburizing steel pins for highly stressed applications are ISO 9000 and QS 9000 certified and statistical process control (SPC) is fully implemented throughout manufacturing.

- Precision ground ends with I.D. radius (not applicable on custom EN pins)
- 1300 MPa UTS
- 55 HRC surface hardness
- 100% Rockwell tested
- Case hardened (computerized gas process)
- Gun drilled I.D.'s with 3 stages of I.D. honing
- Precision ground ends with ID radius
- Coated with 2µm- Diamond-like-carbon-coating

## EN39 Pins

PART	PART
990-2930-20ENC	990-2930-22ENS
990-2930-20ENS	990-2930-24ENC
990-2930-22ENC	990-2930-24ENS

## Spacer Rails

- CP-Carrillo stock oil ring support rails in popular bore sizes.
- Allows High wrist pin locations used with stroker cranks or long rods
- Custom made to CP-Carrillo's specifications
- Spring steel with anti-rotation dimple
- Install under oil ring assembly with dimple facing down in wrist pin area
- Preset Tension and end gap when used with CP Pistons



## Spacer Rails

PART	BORE	RADIAL	PART	BORE	RADIAL	PART	BORE	RADIAL
Rail-3070-128	3.070	.128	Rail-4000-128	4.000	.128	Rail-4180-158	4.180	.158
Rail-3110-128	3.110	.128	Rail-4000-158	4.000	.158	Rail-4180-178	4.180	.178
Rail-3149-128	3.149	.128	Rail-4000-178	4.000	.178	Rail-4250-198	4.250	.198
Rail-3189-128	3.189	.128	Rail-4030-128	4.030	.128	Rail-4280-198	4.280	.198
Rail-3228-128	3.228	.128	Rail-4030-158	4.030	.158	Rail-4310-198	4.310	.198
Rail-3267-128	3.267	.128	Rail-4030-178	4.030	.178	Rail-4350-198	4.350	.198
Rail-3307-128	3.307	.128	Rail-4060-128	4.060	.128	Rail-4440-198	4.440	.198
Rail-3346-128	3.346	.128	Rail-4060-158	4.060	.158	Rail-4500-158	4.500	.158
Rail-3386-128	3.386	.128	Rail-4060-178	4.060	.178	Rail-4500-198	4.500	.198
Rail-3425-128	3.425	.128	Rail-4080-178	4.080	.178	Rail-4506-158	4.506	.158
Rail-3465-128	3.465	.128	Rail-4100-178	4.100	.178	Rail-4530-158	4.530	.158
Rail-3504-128	3.504	.128	Rail-4125-128	4.125	.128	Rail-4530-198	4.530	.198
Rail-3543-128	3.543	.128	Rail-4125-158	4.125	.158	Rail-4560-198	4.560	.198
Rail-3622-128	3.622	.128	Rail-4125-178	4.125	.178	Rail-4600-158	4.600	.158
Rail-3700-128	3.700	.128	Rail-4135-128	4.135	.128	Rail-4600-198	4.600	.198
Rail-3780-128	3.780	.128	Rail-4135-158	4.135	.158	Rail-4675-198	4.675	.198
Rail-3810-128	3.810	.128	Rail-4135-178	4.135	.178	Rail-4750-150	4.750	.150
Rail-3905-128	3.905	.128	Rail-4155-128	4.155	.128	Rail-4750-208	4.750	.208
Rail-3905-128	3.905	.128	Rail-4155-178	4.155	.178	Rail-4780-208	4.780	.208
Rail-3937-128	3.937	.128						



Your CP Pistons can be ordered to accept these high quality pin buttons in place of Wire or Spiral Locks

- Custom made to fir your individual application
- Heat treated bar stock to ensure durability and wear resistance
- 100% machined and precision deburred
- Available for all bore sizes, pin lengths and pin diameters



# Locks, Pins & Rings

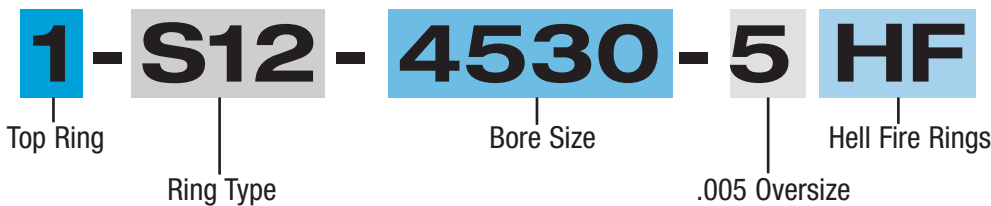
## Top Rings

Our top rings are produced to give our customers the best possible ring seal and minimize blow-by

- Manufactured from high strength ductile iron for optimum durability
- Plasma molly faced for superior cylinder wall sealing
- Available in black-cut radial depths to reduce parasitic drag and reduce ring flutter in the higher RPM range
- Designed for file fit

### RING TYPES

- S10** = .043 Moly Black Cut Top Ring
- S11** = 1.5mm Ductile Moly Black Cut Top Ring
- S12** = 1/16 Ductile Moly D-Wall Top Ring
- S13** = 1.2mm Ductile Moly Black Cut Top Ring
- S14** = .043 Ductile Moly D-Wall Top Ring
- N16** = 1.2mm Nitrided Back Cut Top Ring





## 9310 Steel Pins - Chamfered

PART	PART	PART	PART	PART
1-S10-3815-0	1-S10-4600-5	1-S12-4060-5HF	1-S13-4050-5	1-S14-4280-5
1-S10-3875-5	1-S10-4600-5HF	1-S12-4070-5	1-S13-4060-5	1-S14-4310-5
1-S10-3935-5	1-S10-4625-5	1-S12-4120-5	1-S13-4090-5	1-S14-4320-5
1-S10-4000-5	1-S10-4625-5HF	1-S12-4125-5	1-S13-4120-5	1-S14-4350-5
1-S10-4010-5	1-S10-4675-5	1-S12-4125-5HF	1-S13-4125-5	1-S14-4440-5
1-S10-4020-5	1-S10-4750-5	1-S12-4130-5	1-S13-4130-5	1-S14-4500-5
1-S10-4030-5	1-S10-4800-5	1-S12-4135-5	1-S13-4135-5	1-S14-4530-5
1-S10-4035-5	1-S10-4900-5	1-S12-4140-5	1-S13-4140-5	1-S14-4560-5
1-S10-4040-5	1-S10-5000-5HF	1-S12-4145-5	1-S13-4145-5	1-S14-4600-5
1-S10-4055-5	1-S11-3905-5	1-S12-4155-5	1-S13-4150-5	1-S14-4600-5HF
1-S10-4060-5	1-S11-4000-5	1-S12-4155-5HF	1-S13-4155-5	1-S14-4625-5
1-S10-4070-5	1-S11-4020-5	1-S12-4160-5	1-S13-4165-5	1-S14-4800-5
1-S10-4080-5	1-S11-4030-5	1-S12-4165-5	1-S13-4175-5	1-S14-5000-5HF
1-S10-4090-5	1-S11-4040-5	1-S12-4250-5	1-S13-4180-5	1-S16-4030-0
1-S10-4120-5	1-S11-4060-5	1-S12-4280-5	1-S13-4185-5	1-S16-4040-0
1-S10-4125-5	1-S11-4080-5	1-S12-4280-5HF	1-S13-4190-5	1-S16-4060-5
1-S10-4130-5	1-S11-4120-5	1-S12-4310-0	1-S13-4250-5	1-N16-3812-0
1-S10-4135-5	1-S11-4125-5	1-S12-4310-5	1-S13-4280-5	1-N16-3875-0
1-S10-4140-5	1-S11-4130-5	1-S12-4320-5	1-S13-4750-5HF	1-N16-3937-0
1-S10-4145-5	1-S11-4135-5	1-S12-4350-5	1-S13-4750-5HFM	1-N16-4000-0
1-S10-4150-5	1-S11-4140-5	1-S12-4375-5	1-S13-4800-5HFM	1-N16-4007-0
1-S10-4155-5	1-S11-4145-5	1-S12-4440-5	1-S13-5125-5HF	1-N16-4022-0
1-S10-4160-5	1-S11-4150-5	1-S12-4440-5HF	1-S13-5125-5HFM	1-N16-4030-0
1-S10-4165-5	1-S11-4155-5	1-S12-4470-5	1-S14-3875-5	1-N16-4032-0
1-S10-4170-5	1-S11-4165-5	1-S12-4500-5	1-S14-4000-5HF	1-N16-4040-0
1-S10-4175-5	1-S11-4185-5	1-S12-4500-5HF	1-S14-4020-5	1-N16-4042-0
1-S10-4180-5	1-S12-31875-5	1-S12-4530-5	1-S14-4030-5	1-N16-4052-0
1-S10-4180-5C	1-S12-3500-5	1-S12-4530-5HF	1-S14-4030-5HF	1-N16-4060-0
1-S10-4185-5	1-S12-3575-5	1-S12-4560-5	1-S14-4040-5	1-N16-4070-0
1-S10-4250-5	1-S12-3810-5	1-S12-4560-5HF	1-S14-4060-5	1-N16-4080-0
1-S10-4280-5	1-S12-3830-5	1-S12-4600-5	1-S14-4060-5HF	1-N16-4125-0
1-S10-4310-5	1-S12-3875-5	1-S12-4600-5HF	1-S14-4070-5	1-N16-4127-0
1-S10-4320-5	1-S12-3935-5	1-S12-4625-5	1-S14-4080-5	1-N16-4132-0
1-S10-4375-5	1-S12-3995-5	1-S12-4625-5HF	1-S14-4100-5HF	1-N16-4137-0
1-S10-4500-5	1-S12-4000-5	1-S12-4750-5	1-S14-4125-5	1-N16-4142-0
1-S10-4500-5HF	1-S12-4020-5	1-S13-4000-5	1-S14-4125-5HF	1-N16-4147-0
1-S10-4530-5	1-S12-4030-5	1-S13-4010-5	1-S14-4155-5	1-N16-4158-0
1-S10-4530-5HF	1-S12-4030-5HF	1-S13-4020-5	1-S14-4155-5HF	1-N16-4167-0
1-S10-4560-5	1-S12-4040-5	1-S13-4030-5	1-S14-4165-5HF	1-N16-4188-0
1-S10-4560-5HF	1-S12-4060-5	1-S13-4040-5	1-S14-4250-5	1-N16-4203-0



# Locks, Pins & Rings

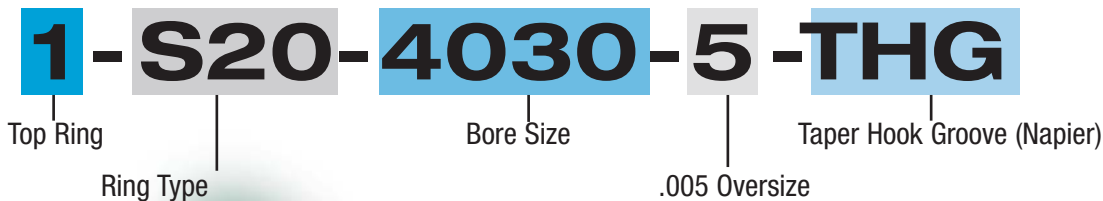
## Second Rings

Our cast iron Second Rings are designed to aid in oil control.

- Taper faced and reversed bevel tapered for quick seating
- Phosphate coated
- Available in .043, 1.5mm and 1/16 widths in a variety of bore sizes and over sizes
- Available in black-cut radial depths to reduce parasitic drag
- Designed for file fit

### RING TYPES

- S20** = .043 Cast Iron Back Cut 2nd Ring
- S21** = 1.5mm Cast Iron Back Cut 2nd Ring
- S22** = 1/16 Cast Iron D-Wall 2nd Ring
- S24** = .043 Cast Iron D-Wall 2nd Ring
- N26** = 1.2mm Cast Iron Back Cut 2nd Ring





## Second Rings

PART	PART	PART	PART	PART
2-S20-4000-5	2-S20-4180-5	2-S21-4135-5THG	2-S22-4040-5THG	2-S22-4600-5THG
2-S20-4000-5THG	2-S20-4180-5THG	2-S21-4140-5	2-S22-4060-5	2-S22-4625-5
2-S20-4010-5	2-S20-4185-5	2-S21-4140-5THG	2-S22-4060-5THG	2-S22-4750-5
2-S20-4020-5	2-S20-4185-5THG	2-S21-4145-5	2-S22-4070-5	2-S22-5000-5
2-S20-4020-5THG	2-S20-4250-5	2-S21-4145-5THG	2-S22-4120-5	2-S22-5000-5B/C
2-S20-4030-5	2-S20-4500-5	2-S21-4150-5	2-S22-4125-5	2-S24-4600-5
2-S20-4030-5THG	2-S20-4530-5	2-S21-4150-5THG	2-S22-4125-5THG	2-S24-4600-5DI
2-S20-4035-5THG	2-S20-4560-5	2-S21-4155-5	2-S22-4130-5	2-S24-4625-5
2-S20-4040-5	2-S20-4600-5	2-S21-4155-5THG	2-S22-4130-5THG	2-S24-4675-5HF
2-S20-4040-5THG	2-S20-4625-5	2-S21-4160-5	2-S22-4135-5	2-S24-4800-5
2-S20-4050-5	2-S20-4675-5	2-S21-4160-5THG	2-S22-4135-5THG	2-S24-4800-5DI
2-S20-4050-5THG	2-S20-4675-5HF	2-S21-4165-5	2-S22-4140-5	2-S25-3875-5THG
2-S20-4060-5	2-S20-4750-5	2-S21-4165-5THG	2-S22-4140-5THG	2-S25-3935-5THG
2-S20-4060-5THG	2-S20-4800-5	2-S21-4175-5	2-S22-4145-5	2-S25-4250-5THG
2-S20-4070-5	2-S20-4900-5THG	2-S21-4175-5THG	2-S22-4145-5THG	2-S25-4375-5THG
2-S20-4080-5	2-S21-3510-5	2-S21-4185-5	2-S22-4155-5	2-S25-5125-5
2-S20-4080-5THG	2-S21-3582-0	2-S21-4185-5THG	2-S22-4155-5THG	2-S26-5125-5THG
2-S20-4100-5THG	2-S21-3815-0	2-S21-4250-5	2-S22-4165-5	2-N26-3812-0THG
2-S20-4120-5	2-S21-3937-0	2-S21-4250-5THG	2-S22-4165-5THG	2-N26-3875-0THG
2-S20-4120-5THG	2-S21-3957-0	2-S21-4280-5	2-S22-4185-5THG	2-N26-3937-0THG
2-S20-4125-5	2-S21-4000-5	2-S21-4280-5THG	2-S22-4250-5	2-N26-4000-0THG
2-S20-4125-5THG	2-S21-4000-5THG	2-S21-4310-5	2-S22-4250-5THG	2-N26-4007-0THG
2-S20-4130-5	2-S21-4020-5	2-S21-4310-5THG	2-S22-4280-5	2-N26-4022-0THG
2-S20-4130-5THG	2-S21-4020-5THG	2-S21-4500-5THG	2-S22-4280-5THG	2-N26-4032-0THG
2-S20-4135-5THG	2-S21-4030-5	2-S21-4750-5THG	2-S22-4310-0	2-N26-4042-0THG
2-S20-4140-5	2-S21-4030-5THG	2-S22-3500-5	2-S22-4310-5	2-N26-4052-0THG
2-S20-4140-5THG	2-S21-4040-5	2-S22-3575-5	2-S22-4310-5THG	2-N26-4060-0THG
2-S20-4145-5	2-S21-4040-5THG	2-S22-3810-5	2-S22-4320-5	2-N26-4070-0THG
2-S20-4145-5THG	2-S21-4060-5	2-S22-3820-5	2-S22-4350-5	2-N26-4080-0THG
2-S20-4150-5	2-S21-4060-5THG	2-S22-3830-5	2-S22-4375-5	2-N26-4125-0THG
2-S20-4150-5THG	2-S21-4080-5	2-S22-3875-5	2-S22-4440-5	2-N26-4127-0THG
2-S20-4155-5	2-S21-4080-5THG	2-S22-3935-5	2-S22-4440-5THG	2-N26-4132-0THG
2-S20-4155-5THG	2-S21-4090-5THG	2-S22-3995-5	2-S22-4470-5	2-N26-4137-0THG
2-S20-4160-5THG	2-S21-4100-5THG	2-S22-4000-5	2-S22-4500-5	2-N26-4142-0THG
2-S20-4165-5	2-S21-4120-5	2-S22-4010-5	2-S22-4500-5THG	2-N26-4147-0THG
2-S20-4165-5THG	2-S21-4120-5THG	2-S22-4020-5	2-S22-4530-5	2-N26-4158-0THG
2-S20-4170-5	2-S21-4125-5	2-S22-4020-5THG	2-S22-4530-5THG	2-N26-4167-0THG
2-S20-4170-5THG	2-S21-4125-5THG	2-S22-4030-5	2-S22-4560-5	2-N26-4188-0THG
2-S20-4175-5	2-S21-4130-5	2-S22-4030-5THG	2-S22-4560-5THG	2-N26-4203-0THG
2-S20-4175-5THG	2-S21-4130-5THG	2-S22-4040-5	2-S22-4600-5	



# Locks, Pins & Rings

## Oil Rings

CP-Carrillo offers several different Oil Ring combinations depending on customer needs and requirements.

- Available in a variety of widths and radial depths
- Available in a variety of bore sizes and over bores
- For low tension applications, mini flex vents or reduced radial designs are available.

### RING TYPES

- S32** = 3/16 Standard Tension SS-50-U Type
- H30** = 3.0mm .150 Radial Wall Low Tension Flex Vent Oil Ring
- H31** = 3/16 .150 Radial Wall Low Tension Flex Vent Oil Ring
- H35** = 3/16 .180 Radial Wall Std. Tension Flex Vent Oil Ring
- H36** = 2.8mm Standard Tension Oil Ring
- H38** = 2.0mm .115 Radial Wall Extra Low Tension Flex Vent Oil Ring
- D30** = 3.0mm .150 Radial Wall Low Tension Flex Vent Oil Ring
- D35** = 3/16 .200 Radial Wall Standard Tension Flex Vent Oil Ring
- D38** = 2.0mm .130 Radial Wall Extra Low Tension Flex Vent Oil Ring, Non Chrome Rail
- DAU** = 2.5mm .135 Radial Wall Extra Low Tension Flex Vent Oil Ring





## Oil Rings

PART	PART	PART	PART	PART
3-D30-3582-0	3-D35-4560-0	3-H30-4155-0	3-H35-3830-0	3-H38-3346-0
3-D30-3810-0	3-D35-4600-0	3-H30-4160-0	3-H35-4020-0	3-H38-3386-0
3-D30-3875-0	3-D35-4625-0	3-H30-4165-0	3-H35-4030-0	3-H38-3425-0
3-D30-3935-0	3-D35-4750-0	3-H30-4170-0	3-H35-4035-0	3-H38-3505-0
3-D30-4000-0	3-D35-5000-0	3-H30-4175-0	3-H35-4035-5	3-H38-3543-0
3-D30-4020-0	3-D37-3810-0	3-H30-4180-0	3-H35-4040-0	3-H38-3700-0
3-D30-4030-0	3-D38-4015-0	3-H30-4185-0	3-H35-4060-0	3-H38-3740-0
3-D30-4035-0	3-D38-4094-0	3-H30-4190-0	3-H35-4120-0	3-H38-3780-0
3-D30-4040-0	3-D38-4125-0	3-H30-4195-0	3-H35-4125-0	3-H38-3820-0
3-D30-4045-0	3-D38-4130-0	3-H30-4250-0	3-H35-4130-0	3-H38-3858-0
3-D30-4050-0	3-D38-4135-0	3-H30-4280-0	3-H35-4135-0	3-H38-3937-0
3-D30-4055-0	3-D38-4140-0	3-H30-4310-0	3-H35-4140-0	3-H38-3957-0
3-D30-4060-0	3-D38-4145-0	3-H30-4350-0	3-H35-4145-0	3-H38-3977-0
3-D30-4070-0	3-D38-4150-0	3-H30-4500-0	3-H35-4150-0	3-H38-4015-0
3-D30-4080-0	3-D38-4155-0	3-H30-4505-0	3-H35-4155-0	3-H38-4095-0
3-D30-4120-0	3-D38-4160-0	3-H30-4530-0	3-H35-4160-0	3-S30-4030-0
3-D30-4125-0	3-D38-4165-0	3-H30-4600-0	3-H35-4165-0	3-S30-4040-0
3-D30-4130-0	3-D38-4170-0	3-H30-4625-0	3-H35-4250-0	3-S30-4120-0
3-D30-4135-0	3-D38-4175-0	3-H31-4000-0	3-H35-4260-0	3-S30-4185-0
3-D30-4140-0	3-D38-4180-0	3-H31-4005-0	3-H35-4280-0	3-S31-3875-0
3-D30-4145-0	3-D38-4185-0	3-H31-4020-0	3-H35-4310-0	3-S31-4530-0
3-D30-4155-0	3-DAU-3813-0	3-H31-4030-0	3-H35-4350-0	3-S32-3875-0
3-D30-4160-0	3-DAU-3875-0	3-H31-4040-0	3-H35-4375-0	3-S32-4000-0
3-D30-4165-0	3-DAU-3937-0	3-H31-4060-0	3-H35-4440-0	3-S32-4020-0
3-D30-4185-0	3-DAU-4125-0	3-H31-4065-0	3-H35-4500-0	3-S32-4030-0
3-D30-4250-0	3-DAU-4250-0	3-H31-4125-0	3-H35-4530-0	3-S32-4030-5
3-D30-4280-0	3-DAU-4375-0	3-H31-4130-0	3-H35-4560-0	3-S32-4040-0
3-D30-4310-0	3-H30-3780-0	3-H31-4135-0	3-H35-4600-0	3-S32-4060-0
3-D30-4370-0	3-H30-3810-0	3-H31-4140-0	3-H35-4675-0	3-S32-4125-0
3-D30-4500-0	3-H30-3820-0	3-H31-4145-0	3-H35-4750-0	3-S32-4130-0
3-D30-4560-0	3-H30-3905-0	3-H31-4155-0	3-H36-3071-0	3-S32-4140-0
3-D30-4600-0	3-H30-3937-0	3-H31-4160-0	3-H36-3110-0	3-S32-4150-0
3-D30-4625-0	3-H30-4005-0	3-H31-4165-0	3-H36-3150-0	3-S32-4155-0
3-D30-4675-0	3-H30-4015-0	3-H31-4170-0	3-H36-3189-0	3-S32-4165-0
3-D30-4750-0	3-H30-4025-0	3-H31-4185-0	3-H36-3209-0	3-S32-4250-0
3-D30-4800-0	3-H30-4035-0	3-H31-4250-0	3-H36-3228-0	3-S32-4280-0
3-D30-4900-0	3-H30-4045-0	3-H31-4260-0	3-H36-3248-0	3-S32-4310-0
3-D30-5000-0	3-H30-4055-0	3-H31-4280-0	3-H36-3268-0	3-S32-4320-0
3-D30-5125-0	3-H30-4065-0	3-H31-4310-0	3-H36-3287-0	3-S32-4350-0
3-D35-4000-0	3-H30-4072-0	3-H31-4320-0	3-H36-3307-0	3-S32-4375-0
3-D35-4020-0	3-H30-4085-0	3-H31-4350-0	3-H36-3327-0	3-S32-4440-0
3-D35-4030-0	3-H30-4094-0	3-H31-4440-0	3-H36-3347-0	3-S32-4470-0
3-D35-4040-0	3-H30-4100-0	3-H31-4470-0	3-H36-3386-0	3-S32-4500-0
3-D35-4060-0	3-H30-4125-0	3-H31-4500-0	3-H36-3425-0	3-S32-4530-0
3-D35-4250-0	3-H30-4130-0	3-H31-4530-0	3-H36-3465-0	3-S32-4560-0
3-D35-4280-0	3-H30-4132-0	3-H31-4560-0	3-H36-3484-0	3-S32-4600-0
3-D35-4310-0	3-H30-4135-0	3-H31-4600-0	3-H36-3504-0	3-S32-4625-0
3-D35-4320-0	3-H30-4140-0	3-H31-4750-0	3-H36-3524-0	3-S32-5000-0
3-D35-4390-0	3-H30-4142-0	3-H33-4000-0	3-H36-3544-0	3-S32-5125-0
3-D35-4500-0	3-H30-4145-0	3-H33-4005-0	3-H36-3622-0	3-S34-3935-0
3-D35-4530-0	3-H30-4150-0	3-H35-3820-0	3-H38-3307-0	



# Locks, Pins & Rings

## Ring Sets

Purchased in bulk from the finest manufacturers in the world and packaged in combinations for your application. All rings are also available individually. These sets deliver reliable and dependable performance and come in a variety of sizes and widths. CP-Carrillo can custom design any combination Top, Second, and Oil ring shown, to be made as a custom ring set.

In Choosing your ring combination we consider:

- Power adders (supercharged, turbocharged, nitrous)
- Type of racing
- Type of fuel

### TOP RINGS

<b>0</b>	=	.043 Moly Black Cut Top Ring
<b>1</b>	=	1.5mm Ductile Moly Black Cut Top Ring
<b>2</b>	=	1/16 Ductile Moly D-Wall Top Ring
<b>3</b>	=	1.2mm Ductile Moly Black Cut Top Ring
<b>4</b>	=	.043 Ductile Moly D-Wall Top Ring
<b>6</b>	=	Gas Nitride
<b>HF</b>	=	Hell Fire (Blown or NOS)

### OIL RINGS

<b>0</b>	=	3.0mm .150 Radial Wall Low Tension Flex Vent Oil Ring
<b>1</b>	=	3/16 .150 Radial Wall Low Tension Flex Vent Oil Ring
<b>2</b>	=	3/16 .Standard Tension SS-50-U Type
<b>5</b>	=	3/16 .180 Radial Wall Std. Tension Flex Vent Oil Ring

### SECOND RINGS

<b>0</b>	=	.043 Cast Iron Back Cut 2nd Ring
<b>1</b>	=	1.5mm Cast Iron Back Cut 2nd Ring
<b>2</b>	=	1/16 Cast Iron D-Wall 2nd Ring
<b>4</b>	=	.043 Cast Iron D-Wall 2nd Ring
<b>5</b>	=	1.2 Back Cut Taper Hook Groove
<b>6</b>	=	1.2mm Cast Iron Back Cut 2nd Ring
<b>THG</b>	=	Taper hook Groove

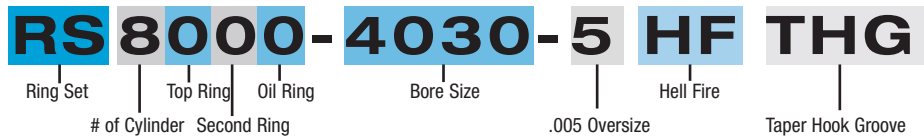
### EXAMPLE: RS8000-4030-5

- 8 Cylinders
- .043 Ductile Moly Black Cut Top Ring
- .043 Cast Iron Back Cut 2nd ring
- 3mm .150 Radial Wall Low Tension Flex Vent Oil Ring
- 4.030 bore Size +.005 oversize

## Ring Sets

PART	PART	PART	PART	PART
RS1000-4125-0	RS1223-3457-0	RS1310-3825-0	RS4000-4125-5	RS8000-4025-5
RS1000-4130-5	RS1223-3467-0	RS1317-3622-0	RS4000-4130-5	RS8000-4030-5
RS1000-4155-5	RS1223-3498-0	RS1317-3642-0	RS4110-4060-5	RS8000-4035.5
RS1000-4175-0	RS1223-3500-5	RS1317-3661-0	RS4116-3445-0	RS8000-4040-5
RS1000-4250-5	RS1223-3505-5	RS1317-3760-0	RS4310-3815-0	RS8000-4060-5
RS1000NCR-4130-5	RS1223-3515-5	RS1410-4250-5	RS4317-3642-0	RS8000-4080-5
RS1000NCR-4170-0	RS1223-3525-5	RS1610-3406-0	RS4610-3406-0	RS8000-4120-5
RS1008-4010-5	RS1223-3812-0	RS1610-3617-0	RS4616-3366-0	RS8000-4125-5
RS10451-5	RS1223-38122-5	RS1616-3366-0	RS4616-3937-0	RS8000-4130-5
RS1110-3750-0	RS1223-3812-5	RS1616-3937-0	RS6000-4020-5	RS8000-4135-5
RS1110-3760-0	RS1223-3817-0	RS1616-3948-0	RS6000-4030-5	RS8000-4140-5
RS1110-3780-0	RS1223-3817-5	RS1658-3917-0	RS6000-4040-5	RS8000-4145-5
RS1113-3760-0	RS1223-3822-0	RS1658-3927-0	RS6000-4125-5	RS8000-4150-5
RS1113-4000-5	RS1224-3937-5	RS1658-3937-0	RS6000-4130-5	RS8000-4155-5
RS1116-3445-0	RS1224-4125-5	RS165A-3760-0	RS6110-4030-5	RS8000-4160-5
RS1116-3465-0	RS1227-3498-0	RS165A-3770-0	RS6113-3760-0	RS8000-4165-5
RS1116-3937-0	RS1227-3498-5	RS165A-3780-0	RS6116-3445-0	RS8000-4170-5
RS1117-3560-0	RS1227-3500-0	RS2040-4600-5	RS6116-3465-0	RS8000-4170-5THG
RS111A-3750-5	RS1227-3505-0	RS2221-4000-5	RS6220-4060-5	RS8000-4175-5
RS111A-3760-5	RS1227-3510-0	RS227-3625-0	RS6225-4145-5	RS8000-4180-5
RS111A-3780-5	RS1227-3515-0	RS4000-4020-5	RS6610-3406-0	RS8000-4180-5THG
RS111A-3875-0	RS1227-3525-5	RS4000-4030-5	RS6610-3617-0	RS8000-4185-0
RS111A-3880-0	RS1227-3625-0	RS4000-4040-5	RS6610-3780-0	RS8000-4185-5
RS1127-3500-0	RS1227-3630-0	RS4000-4060-5	RS8000-4000-5	RS8000-4250-5
RS1223-3437-0	RS1310-3815-0	RS4000-4120-5	RS8000-4020-5	RS8000-4600-5

# Locks, Pins & Rings



## Ring Sets

PART	PART	PART	PART	PART
RS8001-4040-5	RS8110-4040-5	RS8221-4125-5	RS8225-4060-5	RS8420-4060-5
RS8001-4185-5	RS8110-40405THG	RS8221-4130-5	RS8225-4125-5	RS8420-4125-5
RS8005-4030-5	RS8110-4045-5	RS8221-4135-5	RS8225-4130-5	RS8420-4145-5
RS8005-4155-5	RS8110-4060-5	RS8221-4140-5	RS8225-4135-5	RS8421-4250-5
RS8010-4000-5	RS8110-40605THG	RS8221-4140-5THG	RS8225-4140-5	RS8421-4280-5
RS8010-4020-5	RS8110-4080-5	RS8221-4145-5	RS8225-4145-5	RS8421-4310-5
RS8010-4030-5	RS8110-4120-5	RS8221-4155-5	RS8225-4155-5	RS8421-4350-5
RS8010-4035-5	RS8110-4120-5THG	RS8221-4165-5	RS8225-4160-5	RS8421-4440-5
RS8010-4040-5	RS8110-4125-5	RS8221-4280-5	RS8225-4165-5	RS8421-4500-5
RS8010-4040-5THG	RS8110-4125-5THG	RS8221-4310-5	RS8225-4250-5	RS8421-4530-5
RS8010-4045-5	RS8110-4130-5	RS8221-4350-5	RS8225-4280-5	RS8421-4560-5
RS8010-4060-5	RS8110-4130-5THG	RS8221-4375-5	RS8225-4310-5	RS8421-4600-5
RS8010-4080-5	RS8110-4135-5THG	RS8221-4440-5	RS8225-4350-5	RS8422-4125-5
RS8010-4120-5	RS8110-4140-5	RS8221-4470-5	RS8225-4440-5	RS8422-4280-5
RS8010-4125-5	RS8110-4145-0	RS8221-4500-5	RS8225-4470-5	RS8422-4310-5
RS8010-4125-5THG	RS8110-4155-0	RS8221-4530-5	RS8225-4500-5	RS8422-4385-5
RS8010-4130-5	RS8110-4185-5	RS8221-4565-5	RS8225-4530-5	RS8422-4440-5
RS8010-4140-5	RS8111-4000-5	RS8221-4600-5	RS8225-4560-5	RS8422-4500-5
RS8010-4155-5	RS8111-4030-5THG	RS8222-4000-5	RS8225-4580-5THG	RS8422-4600-5
RS8010-4165-5	RS8111-4120-5	RS8222-4020-5	RS8225-4600-5	RS8425-4030-5
RS8010-4170-5	RS8111-4125-5	RS8222-4030-5	RS8300-4030-5	RS8425-4250-5
RS8010-4175-5	RS8111-4135-5	RS8222-4040-5	RS8300-4060-5	RS8425-4310-5
RS8010-4185-5	RS8111-4185-5	RS8222-4060-5	RS8300-4125-5	RS8425-4500-5
RS8010-4310-5	RS8115-4030-5	RS8222-4080-5	RS8300-4140-5	RS8425-4560-5
RS8011-4125-5THG	RS8115-4040-5	RS8222-4125-5	RS8300-4155-5	RS8441-4600-5HF
RS8020-4040-5	RS8115-4120-5	RS8222-4130-5	RS8310-3815-0	RS8GNHD-3905-0
RS8020-4060-5THG	RS8115-4125-5	RS8222-4135-5	RS8310-4020-5	RS8GNHD-3937-0
RS8020-4085-5	RS8115-4130-5	RS8222-4140-5	RS8310-4030-5	RS8GNHD-4000-0
RS8020-4165-5	RS8115-4150-5	RS8222-4155-5	RS8310-4040-5	RS8GNHD-4005-0
RS8021-4125-5	RS8120-4125-5	RS8222-4165-5	RS8310-4060-5	RS8GNHD-4030-0
RS8021-4600-5	RS8121-4125-5	RS8222-4280-5	RS8310-4130-5	RS8GNHD-4035-0
RS8025-4600-5	RS8121-4500-5HF	RS8222-4310-5	RS8310-41305THG	RS8GNHD-4040-0
RS8040-4600-5	RS8220-4000-5	RS8222-4320-5	RS8310-4140-5	RS8GNHD-4042-0
RS8040-4625-5	RS8220-4030-5	RS8222-4350-5	RS8310-4145-5	RS8GNHD-4060-0
RS8041-4600-5	RS8220-4125-5	RS8222-4375-5	RS8310-4145-5THG	RS8GNHD-4065-0
RS8042-4600-5	RS8220-4140-5	RS8222-4440-5	RS8310-4150-5	RS8GNHD-4080-0
RS8045-4600-5	RS8220-4145-5	RS8222-4470-5	RS8310-4155-5	RS8GNHD-4125-0
RS8100-4030-5	RS8220-4155-5	RS8222-4500-5	RS8310-4165-5	RS8GNHD-4130-0
RS8100-4040-5	RS8220-4165-5	RS8222-4530-5	RS8311-4030-5	RS8GNHD-4135-0
RS8110-3780-0	RS8220-4250-5	RS8222-4600-5	RS8312-4030-5	RS8GNHD-4140-0
RS8110-4000-5	RS8221-4000-5	RS8222-4560-5	RS8312-4040-5	RS8GNHD-4145-0
RS8110-4020-5	RS8221-4020-5	RS8222-4600-5	RS8315-4130-5	RS8GNHD-4150-0
RS8110-4020-5THG	RS8221-4030-5	RS8225-4000-5	RS8400-4030-5	RS8GNHD-4155-0
RS8110-4030-5	RS8221-4030-5THG	RS8225-4020-5	RS8400-4040-5	RS8GNHD-4160-0
RS8110-4030-5THG	RS8221-4040-5	RS8225-4030-5	RS8410-4030-5	RS8GNHD-4165-0
RS8110-4035-5	RS8221-4060-5	RS8225-4040-5	RS8410-4040-5	RS8GNHD-4185-0

HARDWARE AND ACCESSORIES



# Locks, Pins & Rings

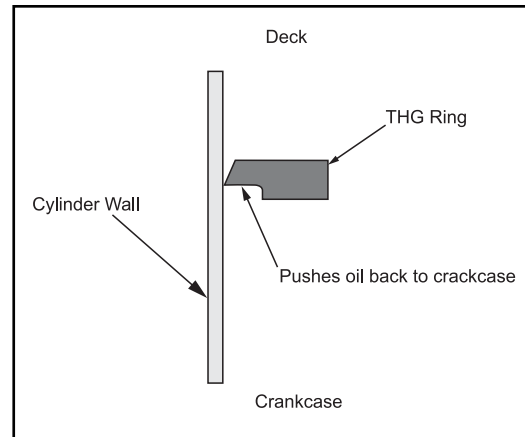
## CPN Ring Sets

Small bore and Sport Compact engines with higher cylinder pressure require better sealing power than most other applications. Our CPN ring sets are designed to meet those high demands. Compatible with today's new cylinder materials, such as Nikasil, these high strength, low tension ring sets offer optimum sealing with minimum drag. Each set consists of a gas nitrided steel 1.0mm top ring, a Taper hook groove (THG) Napier style 1.2mm second ring with a low tension 2.8mm flex vent oil ring. 2.0mm rings are available in the PDN2 ring sets.

- CPN is 1.0 1.2 2.8mm
- CPN2 is 1.0 1.2 2.0mm
- CPNG is 1.0 1.0 2.0mm

The bore size is incorporated in the part number:

EXAMPLE: CPN-2874 = 2.874 bore



## CPN Rings Sets

PART	PART	PART	PART
CPN-2874	CPN-3347	CPN-3622	CPN-2-3740
CPN- 2953	CPN-3366	CPN-3642	CPN-2-3759
CPN-2972	CPN-3386	CPN-3661	CPN-2-3780
CPN-2992	CPN-3406	CPN-3681	CPN-2-3812
CPN-3090	CPN-3425	CPN-3701	CPN-2-3819
CPN-3109	CPN-3445	CPN-2-3189	CPN-2-3858
CPN-3130	CPN-3453	CPN-2-3228	CPN-2-3897
CPN-3150	CPN-3465	CPN-2-3268	CPN-2-3937
CPN-3169	CPN-3484	CPN-2-3307	CPNG-2-3150
CPN-3189	CPN-3504	CPN-2-3347	CPNG-2-3189
CPN-3209	CPN-3512	CPN-2-3386	CPNG-2-3228
CPN-3228	CPN-3524	CPN-2-3425	CPNG-2-3268
CPN-3248	CPN-3543	CPN-2-3465	CPNG-2-3307
CPN-3268	CPN-3563	CPN-2-3504	CPNG-2-3346
CPN-3287	CPN-3573	CPN-2-3543	CPNG-2-3425
CPN-3307	CPN-3583	CPN-2-3622	CPNG-2-3504
CPN-3327	CPN-3602	CPN-2-3701	

# FASTNER and ASSEMBLY LUBE

**"Rather than simply offer instruction details we feel that if engine **ASSEMBLERS FULLY UNDERSTAND** the dynamics of the fastener, **SUCCESSFUL IMPLEMENTATION IS ACHIEVED**".**

The fastener system of a high performance connecting rod is most likely the most critical unit of the assembly. As a result it is important that the fastener is installed per instructions and with recommended lube. CP-Carrillo has close to fifty years of experience of working with what have become the most recognized fasteners in the connecting rod industry. Much of this has come from experience which has been tested and validated repeatedly.

Each CP-Carrillo fastener design is based on a known yield load. During linear stretch of the bolt this load should never be reached. The recommended stretch value is 80% of yield load calculated in a tension – torque diagram.

Torque figures are the more commonly used method for tightening fasteners, however this is not CP-Carrillo's preferred method and we will explain why. Torque is affected by numerous variables, all of which can alter the true preload figure you are trying to attain. Particularly, the lube utilized, the condition of the threads, the spot face, dimensional integrity, as well as other variables have an effect. Nearly all of these elements are alleviated if the assembler uses a "stretch" method. CP-Carrillo found that the consistency of high quality fasteners offers the least deviation when using the stretch method, with the result that the fastener will exhibit proper preload using designated stretch.

CP-Carrillo pays close attention to the above mentioned variables. Dimensional integrity is foremost -- the qualities of the fasteners have set the standard in the industry and we have continually looked at improved lubrication. The results of this continued effort is a new, improved lubrication for the fasteners. This is still molybdenum based lubrication grease, but with enhanced properties. This product offers an improved clamp load repeatability, greater resistance to high pressure and temperature (range -22F to 1200F), and no oil contamination. The coefficient of friction stays unchanged, even after several bolt re-tightening and loosening processes.

The implementation of this new lube is simply another example of Carrillo's efforts to continue to offer the finest connecting rod in the industry.

## BOLTS

All bolts should be lubricated under the heads as well as on the threads. We recommend the bolt lube included, or as an alternative, molybdenum base paste mixed with engine oil.

The preferred method to torque the bolt is by using the stretch figure listed in the table below. In order to check bolt stretch, simply fixture one rod, leaving the cap portion free from clamping load. Measure both bolt lengths loose, then progressively tighten the bolt until the measured increase in length correlates with the figures below. Use the indicated torque reading to tighten all the connecting rods in final assembly.



THREAD	TYPE	HEAD MARKING	STRETCH RECOMMENDED ENGLISH	STRETCH RECOMMENDED Metric	TORQUE NOT TO EXCEED English	TORQUE NOT TO EXCEED METRIC
1/4	CARR	S4	0.0040 in to 0.0060 in	0.100 to 0.150	215inlb	24 NM
5/16	WMC	H5	0.0040 in to 0.0060 in	0.100 to 0.150	30 ftlb	41 NM
5/16	CARR	S5	0.0050 in to 0.0070 in	0.130 to 0.180	40 ftlb	54 NM
3/8	WMC	H6	0.0050 in to 0.0065 in	0.130 to 0.160	40 ftlb	54 NM
3/8	CARR	S6	0.0050 in to 0.0070 in	0.130 to 0.180	58 ftlb	79 NM
7/16	WMC	H7	0.0050 in to 0.0070 in	0.130 to 0.180	75 ftlb	102 NM
7/16-1	WMC	H71	0.0050 in to 0.0070 in	0.130 to 0.180	75 ftlb	102 NM
7/16	CARR	S7	0.0050 in to 0.0070 in	0.130 to 0.180	100 ftlb	136 NM
M8	WMC	HM8	0.0040 in to 0.0055 in	0.100 to 0.140	20 ftlb	27 NM
M8-1	CARR	SM81	0.0040 in to 0.0055 in	0.100 to 0.150	32 ftlb	43 NM
M8	CARR	SM8	0.0045 in to 0.0060 in	0.110 to 0.150	32 ftlb	43 NM
M9	WMC	HM9	0.0045 in to 0.0060 in	0.110 to 0.150	40 ftlb	54 NM
M9	CARR	SM9	0.0045 in to 0.0060 in	0.110 to 0.150	40 ftlb	54 NM
M10	WMC	HM10	0.0045 in to 0.0060 in	0.110 to 0.150	62 ftlb	84 NM
M10	CARR	SM10	0.0050 in to 0.0070 in	0.130 to 0.180	72 ftlb	98 NM
CARR6PS	CARR	S6-A-xxx-PS	0.0040 in to 0.0060 in	0.100 to 0.150	58 ftlb	79 NM
H7AL	WMC	H7AL	0.0050 in to 0.0070 in	0.130 to 0.180	96 ftlb	130 NM

### DO NOT MAGNAFLUX CARRILLO CONNECTING RODS WITH BOLTS INSTALLED

CP-CARRILLO reserves the right to alter the design or initiate product changes without incurring liability or obligation with respect to similar products previously manufactured by this concern.

## **CP-CARRILLO FASTENER ASSEMBLY LUBRICANT**

The CARRILLO connecting rod is a precision, high strength, quality connecting rod, which when properly installed and maintained, will perform flawlessly in today's racing and high performance internal combustion engines. We would like to offer some suggestions and specifications that should be helpful in your installation.



## **HOW TO APPLY**

Spread an adequate amount of the paste on the threads and underhead to obtain a good seal. Paste must not be mixed with grease or oils. Before handling, read product and safety data sheets for safe use, physical and health hazard information. The material safety data sheet is available at [www.cp-carrillo.com](http://www.cp-carrillo.com). You can also obtain a copy from your sales representative by calling our office, or scan code below. CP-Carrillo lubricant is available in 36oz cans as well.

## **CLEARANCES**

Bearing clearances are dictated primarily by the bearing, not by the housing bore of the connecting rods. The connecting rod bore determines crush. Bearing clearances vary as to the application, diameter of the journal and bearing design. An approximate factor would be .001 per 1.000" diameter of crankshaft pin measured at the crown of the bearing surface.

Wrist pin to bushing clearance is variable per diameter as well. The following is a reference scale:

<b>WRIST PIN DIAMETER</b>	<b>CLEARANCE</b>	<b>MAXIMUM CLEARANCE</b>
.500 to 0.750"	.0010"	.0016"
.751 to 1.094"	.0012"	.0020"

Prior to disassembly of the connecting rod, number the connecting rod and matching cap.  
DO NOT use a metal stamp



For information on our Material Safety Data Sheets Scan our QR code



**MEDIA**

# CP-CARRILLO Media

[www.cp-carrillo.com](http://www.cp-carrillo.com)

For a direct link to download our PDF order forms please scan QR code.



## Social Media



# APPAREL



Two in one Backpack Cooler with Dry storage area 10 Can Capacity



Bullet Short Sleeved Black T-shirt S-3XL



CP-Carrillo work Apron with pocket and adjustable strap



Carrillo Short Sleeved Men's Black T-shirt S-3XL

Carrillo Long Sleeved Men's Black T-shirt S- 3XL



CP-Carrillo Hat  
Bullet Hat



Carrillo Travel Mug



CP-Carrillo Racing Patch  
CP Racing Patch  
Carrillo Racing Patch



CP Short Sleeved Men's Black T-shirt S-3XL  
CP Long Sleeved Men's Black T-shirt S- 3XL



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