



JE Pistons

SPORT COMPACT PERFORMANCE PRODUCTS
Pistons • Rings • Pins • Rods • Gaskets

JE Pistons
15312 Connector Lane
Huntington Beach, CA 92649
714-898-9763



SPORT COMPACT PERFORMANCE PRODUCTS
PISTONS • RINGS • PINS • RODS • GASKETS

2005





The Industry
LEADER
in Forged Racing
PISTONS!

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

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

Our fully staffed, climate controlled QC (Quality Control) department utilizes the latest equipment to ensure the highest quality pistons available anywhere. F.E.A. (Finite Element Analysis), which predicts the thermal and structural stresses a piston will experience before it goes into service, enables JE to test and





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race simulate our product before it ever sees a racetrack. Furthermore, the lessons we learn through our involvement in racing series like NASCAR, IRL, NHRA and many others, translate directly into the high quality, precision custom and shelf parts that we offer to you, our customer.

Our investment in technology and equipment is an investment in our future as well as our customers'.

We preserve that investment by remaining committed to the philosophy of our founders;

JE Pistons will always provide superior parts . . . developed through extensive research . . .

employing the latest high-tech manufacturing procedures and quality controls.

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

All parts shipped F.O.B. Huntington Beach, California • All parts are not legal for sale on pollution controlled motor vehicles • All trademarks, names or logos are property of their respective companies.

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OUR FACILITY

TECHNOLOGY CENTER

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



SALES & MANUFACTURING

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



DISTRIBUTION CENTER

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



NEW PRODUCTS

CARRILLO
INDUSTRIES

Since 1963, Carrillo has been supplying the automotive, motorcycle and racing industry with premium connecting rods. Carrillo combines aerospace technology with years of competitive racing and manufacturing experience to deliver premier connecting rods for extreme performance applications. Carrillo maintains a parts library of over 15,000 rods, and can custom make virtually any rod for your sport compact application. JE has a complete selection of Carrillo rods in stock and ready for immediate shipment.

NEW!

CARRILLO
A-BEAM ROD

CARRILLO
H-BEAM ROD

F.S.R. FORGINGS

JE is proud to introduce our new line of high performance Sport Compact pistons utilizing FEA (Finite Element Analysis) designed FSR (Forged Side Relief) forgings. FSR pistons are now available for Honda B18C engines and Honda B20B4 engines with VTEC cylinder heads with many more applications soon to follow. The FSR forging is a race proven design with thousands of miles logged in NASCAR, IRL and FIA World Rally Championships. These extremely lightweight forgings feature reduced skirt lengths and widths that minimize contact with the cylinder wall, which in turn lowers friction and increases horsepower. The FSR design also reduces piston crown deflection which helps to maintain ring groove flatness and allows a better seal. Contact your JE sales representative to determine how the FSR design can help you.



JE PRO SEAL
PISTON RINGS

With our JE Pro Seal™ ring program, JE offers the largest and best selection of high quality piston rings in the industry. Pro Seal rings are available in bores sizes ranging from 2.000" to 5.000"+ in both metric and standard sizes. JE Pro Seal rings are available in different materials and shapes designed specifically for your application. From NDRA to IRL, NHRA to the Street/Strip enthusiast, JE Pro Seal rings are the best choice for all of your piston ring needs.



COMETIC
GASKET **NEW!**

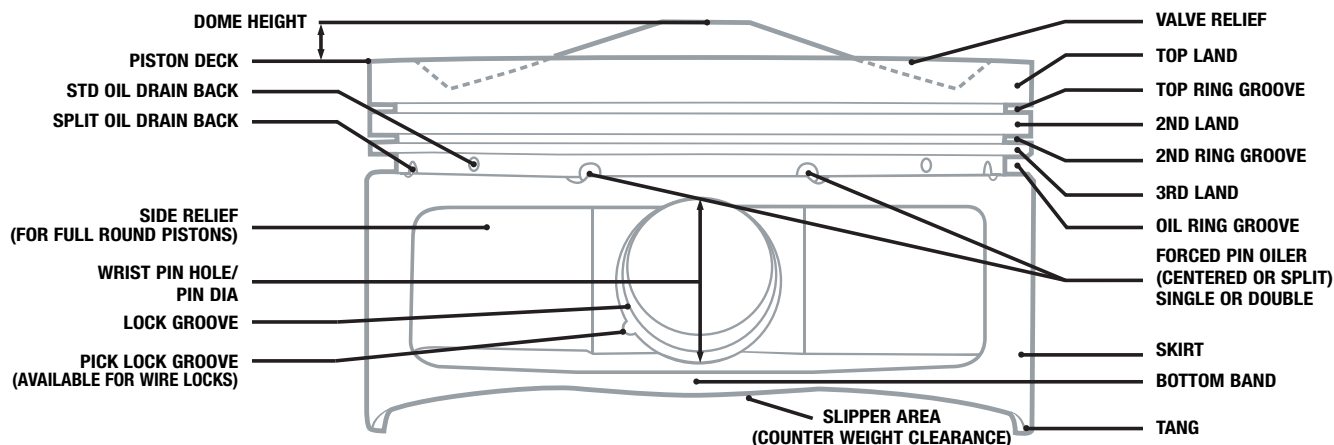
Cometic gaskets are now in stock and available from JE Pistons. Cometic has cutting-edge, computerized designs and a high-tech manufacturing facility that provide you with the highest quality gaskets available. Cometic gaskets are line listed in this catalog next to the piston part number. Gaskets are not included with your piston order and must be purchased separately. Please call your JE Sales Representative for technical support.



JE
PISTONS

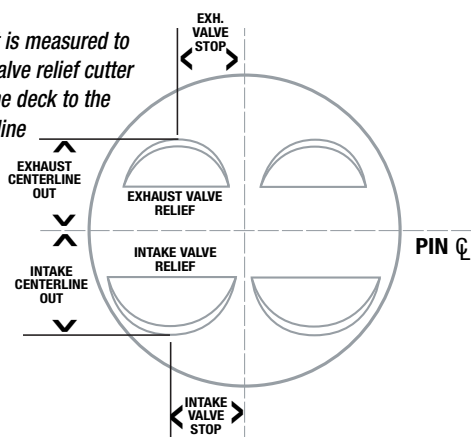


PISTON TERMINOLOGY

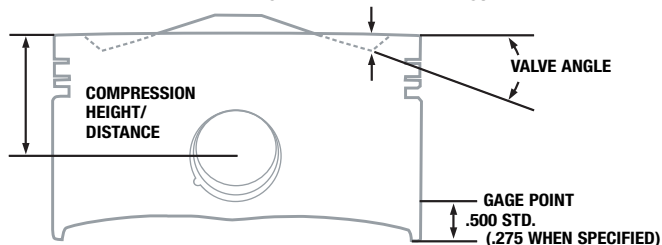


VALVE LOCATION TERMINOLOGY

Centerline Out is measured to where a 90° valve relief cutter would meet the deck to the piston center line



VALVE POCKET DEPTH MEASURED VERTICALLY FROM THE PISTON DECK TO THE DEEPEST PART OF THE VALVE RELIEF RADIUS



PISTON TO WALL CLEARANCE

4032 Alloy PISTONS

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

4032 Additional Clearance Guide Lines

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

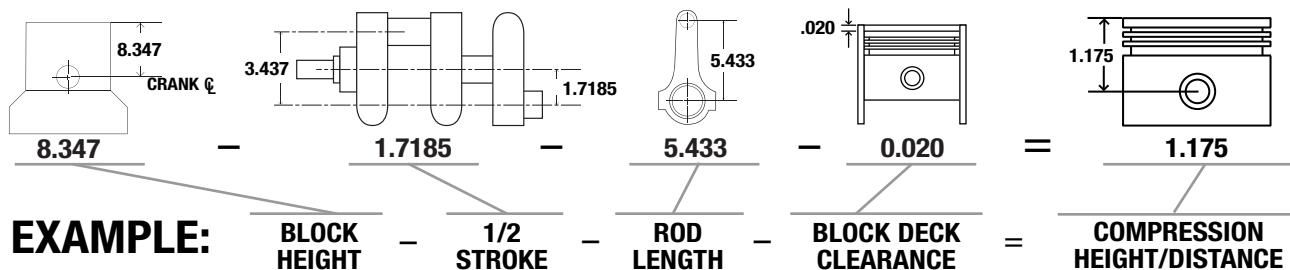
2618 Alloy PISTONS

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

2618 Additional Clearance Guide Lines

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

COMPRESSION HEIGHT





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

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

Physical Properties of 2618

Nominal Density	2.81 g/cc	.100 lb/in ³
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Mechanical Properties of 2618

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



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

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

Physical Properties of 4032

Nominal Density	2.68 g/cc	.097 lb/in ³
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Mechanical Properties of 4032

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

Coefficient of Thermal Expansion

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

Coefficient of Thermal Expansion for 2618

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

Coefficient of Thermal Expansion for 4032

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





CUSTOM PISTONS

TO ORDER CUSTOM PISTONS, PLEASE USE THE CUSTOM PISTON ORDER FORM LOCATED ON PAGE 21 OF THIS CATALOG OR ON OUR WEBSITE WWW.JEPISTONS.COM

STANDARD CUSTOM PISTON FEATURES

- Fully CNC Machined Piston for Consistent Quality
- Precision Machined CNC Ring Grooves for Better Sealing
- 2618 High-Strength, Low-Silicon Aluminum Alloy
- Diamond Turned Skirts
- Radiused Valve Reliefs
- Single Forced Pin Oilers
- Machined Side Reliefs on Full Round Forgings
- Pick Lock Grooves (for use with wire locks)
- Lock Grooves Machined for Carbon Steel Spiro Locks (other options available)

CUSTOM PISTON MOTOR/STYLE CODES

Code	Description	Code	Description
Sport Compact (4 & 6 Cylinder)		Sport Compact (8 Cylinder)	
101-2-2	Flat Top 2-Valve	102-2-2	Flat Top 2-Valve
101-2-4	Flat Top 4-Valve	102-2-4	Flat Top 4-Valve
101-3-2	Dish 2-Valve	102-3-2	Dish 2-Valve
101-3-4	Dish 4-Valve	102-3-4	Dish 4-Valve
101-1-2	Dome 2-Valve	102-1-2	Dome 2-Valve
101-1-4	Dome 4-Valve	102-1-4	Dome 4-Valve

CUSTOM PISTON ORDER EXAMPLE

To calculate custom piston pricing, determine the motor type (Honda, Mitsubishi, etc), piston style (flat top, dome, dish, or inverted dome), and which custom piston options you require.

DESCRIPTION	CODE	PRICE
Honda Flat Top	101-2-4	\$X.XX
Pin Fit	PF	\$X.XX
Contact Reduction	CD	\$X.XX
Ultra Groove	UG	\$X.XX
Vertical & Lateral Gas Ports	VL	\$X.XX
Double Pin Oiling	DP	\$X.XX

CUSTOM FEATURE CODES

Code	Description
PF	Honed Pin Bore (Pin Fitting)
CD	Contact Reduction Grooves
AG	Accumulator Groove
LG	Lateral Gas Ports (10*)
VG	Vertical Gas Ports
VL	Vertical & Lateral Gas Ports
UG	Ultra Groove
UP	Ultra Groove with Lateral Gas Ports (10*)
UV	Ultra Groove with Vertical Gas Ports
DP	Double Pin Oilers
BO	4 Bottom Pin Oilers
PV	Plunged Valve Reliefs
TV	Tulip Valve Pockets
NS	Notch Skirt
OP	Offset Pin

★ 10 Gas Ports Standard, Additional Gas Ports Incur an Extra Charge

Milling Options

PB	Plunge Bosses (Interior or Exterior)
SB	Spin Boss
CB	Chamfer Pin Boss
MC	Mill Under Crown
MB	Mill Pin Boss Width
WM	Mill Skirt or Window Mill
FM	Cavity Milling
SE	Skirt Register

Ultra Crown

US	One-Time Engineering Fee
UD	Machining per Piston Dome
UC	Machining per Piston Inverted Dome

Forged Side Relief

FS	FSR - Forged Side Relief
FE	FSR - external bracing and cavities
FC	FSR - external and internal bracing and cavities

CUSTOM OPTIONS



(UD) Ultra Crown Dome (UC) Ultra Crown Inverted Dome

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

(VG) Vertical Gas Ports:

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

(LG) Lateral Gas Ports:

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

(UG) Ultra Groove:

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

(SB) Spin Boss and (WM) Window Milling:

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

(PB) Plunge Boss and (CB) Chamfer Pin Boss:

Machining process that removes additional material for added weight savings.

(CD) Contact Reduction Grooves:

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

(AG) Accumulator Grooves:

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

(DP) Double Pin Oilers:

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

(PF) Pin Fitting:

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

(NS) Oil Squirt Notch:

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

(BO) Bottom Oilers:

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

(TV) Tulip Valve Pockets:

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



KNOWTHECODE...

B18C1 - 1994-01 Integra GSR

B18C5 - 1997-2000 Integra Type R

K20A2 - 2002-2004 RSX

B16A1/A2/A3 - 1993-97 VTEC Del Sol, 1999-00 Civic Si

BORE (MM) OVERSIZE STROKE ROD LENGTH COMP. HEIGHT HEAD C.C. COMP. RATIO DOME C.C.'S GRAM WEIGHT FOOTNOTES SKIRT STYLE GASKET NUMBER PART NUMBER STANDARD RING SET (NOT INCLUDED) OPTIONAL RING SET

ACURAB18C1

Darton Sleeve Kit #400-130-4



81.00	STD	3.433	5.433	1.181	41.5	9.0:1	-9.3	262	T	R	JC4231HP	189681	JG1004-3189	JXC0F4-3189-3
81.50	+020	3.433	5.433	1.181	41.5	9.0:1	-9.3	267	T	R	JC4232HP	189682	JG1004-3209	JXC0F4-3209-2
81.00	STD	3.433	5.433	1.181	41.5	9.0:1	-9.3	Call	T	F	JC4231HP	218900	JG1004-3189	JXC0F4-3189-3
81.50	+020	3.433	5.433	1.181	41.5	9.0:1	-9.3	Call	T	F	JC4232HP	218901	JG1004-3209	JXC0F4-3209-2
81.00	STD	3.433	5.433	1.181	41.5	9.8:1	-1.7	285	T	R	JC4231HP	176449	JG1004-3189	JXC0F4-3189-3
81.50	+020	3.433	5.433	1.181	41.5	9.8:1	-1.7	290	T	R	JC4232HP	176450	JG1004-3209	JXC0F4-3209-2
81.00	STD	3.433	5.433	1.181	41.5	9.8:1	-1.7	Call	T	F	JC4231HP	218902	JG1004-3189	JXC0F4-3189-3
81.50	+020	3.433	5.433	1.181	41.5	9.8:1	-1.7	Call	T	F	JC4232HP	218903	JG1004-3209	JXC0F4-3209-2
81.00	STD	3.433	5.433	1.195	41.5	12.5:1	6.7	275	U	R	JC4231	179500	JG1004-3189	JXC0F4-3189-3
81.50	+020	3.433	5.433	1.195	41.5	12.5:1	6.7	287	U	R	JC4232	179501	JG1004-3209	JXC0F4-3209-2
81.00	STD	3.433	5.433	1.195	41.5	12.5:1	6.7	Call	U	F	JC4231	218904	JG1004-3189	JXC0F4-3189-3
81.50	+020	3.433	5.433	1.195	41.5	12.5:1	6.7	Call	U	F	JC4232	218905	JG1004-3209	JXC0F4-3209-2

ACURAB18C5

Darton Sleeve Kit #400-130-4

81.50	+020	3.433	5.433	1.190	42.7	11.5:1	3.4	Call	U	R	JC4232	209846	JG1004-3209	JXC0F4-3209-2
81.50	+020	3.433	5.433	1.190	42.7	11.5:1	3.4	Call	U	R	JC4232	218907	JG1004-3209	JXC0F4-3209-2
81.50	+020	3.433	5.433	1.195	42.7	9.0:1	-9.8	267	T	R	JC4232HP	188982	JG1004-3209	JXC0F4-3209-2
81.50	+020	3.433	5.433	1.195	42.7	9.0:1	-9.8	Call	T	R	JC4232HP	218906	JG1004-3209	JXC0F4-3209-2

ACURAK20A2/A3

Darton Sleeve Kit #400-190-4

Compression Ratio will be .7 higher with a K20A3 head

86.00	STD	3.386	5.472	1.176	50.7	9.0:1	-4.6	309	T	R	JC4300HP	204255	JC0004-3386	-
86.00	STD	3.386	5.472	1.176	50.7	10.6:1	5.8	307	V	R	JC4300	204256	JC0004-3386	-
86.00	STD	3.386	5.472	1.176	50.7	11.5:1	8.5	Call	U	R	JC4300	226379	JC0004-3386	-

HONDAB16A1/A2/A3

Darton Sleeve Kit 81mm & 81.5mm #400-110-4

Darton Sleeve Kit 84mm & larger #400-120-4

81.00	STD	3.047	5.290	1.181	42.7	8.1:1	-9.3	262	T	R	JC4231HP	189681	JG1004-3189	JXC0F4-3189-3
81.50	+020	3.047	5.290	1.181	42.7	8.1:1	-9.3	267	T	R	JC4232HP	189682	JG1004-3209	JXC0F4-3209-2
84.00	+120	3.047	5.290	1.181	42.7	8.2:1	-11.9	286	T	R	JC4188HP	185917	JG1004-3307	JXC0F4-3307-2
84.50	+140	3.047	5.290	1.181	42.7	8.2:1	-11.9	292	T	R	JC4182HP	199888	JG1004-3327	JXC0F4-3327-0
85.00	+160	3.047	5.290	1.181	42.7	8.2:1	-11.9	296	T	R	JC4182HP	185918	JG1004-3346	JXC0F4-3347-0
81.00	STD	3.047	5.290	1.181	42.7	9.2:1	-1.7	285	T	R	JC4231HP	176449	JG1004-3189	JXC0F4-3189-3
81.50	+020	3.047	5.290	1.181	42.7	9.2:1	-1.7	290	T	R	JC4232HP	176450	JG1004-3209	JXC0F4-3209-2
84.00	+120	3.047	5.290	1.181	42.7	9.8:1	-1.7	295	V	R	JC4188	185919	JG1004-3307	JXC0F4-3307-2
85.00	+160	3.047	5.290	1.181	42.7	9.8:1	-1.7	305	V	R	JC4182	185920	JG1004-3346	JXC0F4-3347-0
84.00	+120	3.047	5.290	1.181	42.7	10.7:1	3.2	296	U	R	JC4188	209847	JG1004-3307	JXC0F4-3307-2
84.50	+140	3.047	5.290	1.181	42.7	10.7:1	3.2	300	U	R	JC4182	209848	JG1004-3327	JC1004-3327-0
81.00	STD	3.047	5.290	1.181	42.7	11.5:1	6.7	275	U	F	JC4231	224229	JG1004-3189	JXC0F4-3189-3
81.50	+020	3.047	5.290	1.181	42.7	11.5:1	6.7	287	U	F	JC4232	224230	JG1004-3209	JXC0F4-3209-2
84.00	+120	3.047	5.290	1.181	42.7	12.2:1	6.7	283	U	F	JC4188	224231	JG1004-3307	JXC0F4-3307-2
84.50	+140	3.047	5.290	1.181	42.7	12.2:1	6.7	318	U	F	JC4182	224232	JG1004-3346	JXC0F4-3327-0
85.00	+160	3.047	5.290	1.181	42.7	12.2:1	6.7	318	U	F	JC4182	224233	JG1004-3346	JXC0F4-3347-0

KNOWTHECODE...

H22A1 - 1992-1996 Prelude Si • 1997-01 Prelude

H23A1 - 1992-96 Prelude Si & SE

B20B4 - 1997-2000 CRV

ECB/ECC - 1994-2001 Neon

ZETEC- 2000-2004 ZX3



BORE (MM)

OVERSIZE

STROKE

ROD LENGTH

COMP. HEIGHT

HEAD C.C.

COMP. RATIO

DOME C.C.'S

GRAM WEIGHT

FOOTNOTES

SKIRT STYLE

GASKET NUMBER

PART NUMBER

STANDARD RING SET
(NOT INCLUDED)

OPTIONAL RING SET

NEW!

HONDA H22A1

Must Sleeve Block, Darton Sleeve Kit #400-160-4

87.00	STD	3.571	5.630	1.220	53.8	9.0:1	-7.1	325	M,T	R	JC4255HP	208475	JC0004-3425	-
87.00	STD	3.571	5.630	1.220	53.8	10.0:1	1.3	323	M,V	R	JC4255	166036	JC0004-3425	-
87.00	STD	3.571	5.630	1.220	53.8	11.5:1	9.8	348	M,U	R	JC4255	166035	JC0004-3425	-

HONDA H23A1

Must Sleeve Block, Darton Sleeve Kit #400-160-4

87.50	+020	3.740	5.571	1.204	50.0	9.0:1	-11.9	Call	M,T	R	N/A	208472	JC8004-3445	-
87.50	+020	3.740	5.571	1.204	50.0	10.0:1	-5.1	Call	M,V	R	N/A	208474	JC8004-3445	-

HONDA B20 VTEC

These B20B4 pistons are designed to be used with a B16A head
Compression ratio will be .2 lower with B18C1 crank and B16A head
Darton Sleeve Kit #400-140-4

84.00	STD	3.504	5.394	1.181	42.7	9.0:1	-11.9	286	T	R	JC4193HP	185917	JG1004-3307	JXC0F4-3307-2
84.50	+020	3.504	5.394	1.181	42.7	9.0:1	-11.9	292	T	R	JC4241HP	199888	JG1004-3327	JXC0F4-3327-0
85.00	+040	3.504	5.394	1.181	42.7	9.0:1	-11.9	296	T	R	JC4194HP	185918	JG1004-3346	JXC0F4-3347-0
84.00	STD	3.504	5.394	1.181	42.7	9.0:1	-11.9	Call	T	F	JC4193HP	218908	JG1004-3307	JXC0F4-3307-2
84.50	+020	3.504	5.394	1.181	42.7	9.0:1	-11.9	Call	T	F	JC4241HP	218909	JG1004-3327	JXC0F4-3327-0
85.00	+040	3.504	5.394	1.181	42.7	9.0:1	-11.9	Call	T	F	JC4194HP	218910	JG1004-3346	JXC0F4-3347-0
84.00	STD	3.504	5.394	1.181	42.7	10.5:1	-1.7	295	V	R	JC4193	185919	JG1004-3307	JXC0F4-3307-2
85.00	+040	3.504	5.394	1.181	42.7	10.5:1	-1.7	305	V	R	JC4194	185920	JG1004-3346	JXC0F4-3347-0
84.00	STD	3.504	5.394	1.181	42.7	10.5:1	-1.7	Call	V	F	JC4193	218911	JG1004-3307	JXC0F4-3307-2
85.00	+040	3.504	5.394	1.181	42.7	10.5:1	-1.7	Call	V	F	JC4194	218912	JG1004-3346	JXC0F4-3347-0
84.00	STD	3.504	5.394	1.181	42.7	11.5:1	3.2	296	U	R	JC4193	209847	JG1004-3307	JXC0F4-3307-2
84.50	+020	3.504	5.394	1.181	42.7	11.5:1	3.2	300	U	R	JC4194	209848	JG1004-3327	JXC0F4-3327-0
84.00	STD	3.504	5.394	1.181	42.7	11.5:1	3.2	Call	U	F	JC4193	218913	JG1004-3307	JXC0F4-3307-2
84.50	+020	3.504	5.394	1.181	42.7	11.5:1	3.2	Call	U	F	JC4194	218914	JG1004-3327	JXC0F4-3327-0
84.00	STD	3.504	5.394	1.190	42.7	12.5:1	4.8	Call	U	F	JC4193	218915	JG1004-3307	JXC0F4-3307-2
85.00	+040	3.504	5.394	1.190	42.7	12.5:1	4.8	Call	U	F	JC4194	218916	JG1004-3346	JXC0F4-3347-0
84.00	STD	3.504	5.394	1.195	42.7	12.5:1	4.8	283	U	R	JC4193	185921	JG1004-3307	JXC0F4-3307-2
85.00	+040	3.504	5.394	1.195	42.7	12.5:1	4.8	318	U	R	JC4194	185922	JG1004-3346	JG1004-3347-0

DODGE ECB/ECC

88.00	+020	3.268	5.470	1.236	52.0	8.8:1	-2.6	337	T	R	JC5498HP	208476	JC1204-3465	JM1004-3465
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FORD ZETEC

85.00	+007	3.465	5.48	1.171	48.0	9.0:1	-7.2	295	T	R	JC4280HP	185915	JG1004-3346	JXC0F4-3347-0
85.00	+007	3.465	5.48	1.171	48.0	10.5:1	3.5	321	V	R	JC4280	185916	JG1004-3346	JXC0F4-3347-0





KNOWTHECODE...

4G63 - 1988-2001 Eclipse/Talon
 VG30DE - 1990-1996 300Z Non Turbo
 VG30DETT - 1990-1996 300Z Turbo
 RB26DET - Skyline
 SR20DET - Silvia S13
 VQ35DE - 2003-04 350Z
 3SGTE - 1990-1995 MR2 Turbo

BORE (MM) OVERSIZE STROKE ROD LENGTH COMP. HEIGHT HEAD C.C. COMP. RATIO DOME C.C.'S GRAM WEIGHT FOOTNOTES SKIRT STYLE GASKET NUMBER PART NUMBER STANDARD RING SET (NOT INCLUDED) OPTIONAL RING SET

NEW! MITSUBISHI 4G63

Also Fits Evo 1-3
 1992 & Earlier, 21mm/.827" Pin Diameter, * Stroker kit for a 4G64 crank

85.50	+.020	3.937	5.906	1.130	47.0	8.5:1	-22.2	281	T	R	JC4233HP	202194*	J670F4-3366	-
86.00	+.040	3.937	5.906	1.130	47.0	8.5:1	-22.2	287	T	R	JC4234HP	202195*	J614F4-3386	-
85.50	+.020	3.465	5.906	1.367	47.0	8.5:1	-13.4	317	T	R	JC4233HP	208478	JG2704-3366	JC1904-3366

MITSUBISHI 4G63

Also Fits Evo 4-8
 1993 & Later, 22mm/.866" Pin Diameter, * Stroker kit for a 4G64 crank

85.50	+.020	3.937	5.906	1.130	47.0	8.5:1	-22.2	283	T	R	JC4163HP	202192*	J670F4-3366	-
86.00	+.040	3.937	5.906	1.130	47.0	8.5:1	-22.2	286	T	R	JC4163HP	202193*	J614F4-3386	-
85.50	+.020	3.465	5.906	1.367	47.0	8.5:1	-13.4	316	T	R	JC4163HP	208477	JG2704-3366	JC1904-3366

NISSAN VG30DE/VG30DETT

87.50	+.020	3.270	6.071	1.255	49.5	9.0:1	-4.1	340	T	R	N/A	165053	JC50F6-3445	-
87.50	+.020	3.270	6.071	1.255	49.5	10.5:1	4.8	323	V	R	N/A	166027	JC50F6-3445	-

NISSAN RB26DET

86.50	+.020	3.386	4.780	1.185	70.0	8.5:1	14.6	355	T	R	JC4320HP	209849	JC2106-3406	-
87.00	+.040	3.386	4.780	1.185	70.0	8.5:1	14.6	360	T	R	JC4320HP	209855	JC2106-3425	-

NISSAN SR20DET

86.00	STD	3.386	5.366	1.253	46.5	8.5:1	-11.5	Call	T	R	JC4130HP	226376	JG1904-3386	-
86.50	+.019	3.386	5.366	1.253	46.5	8.5:1	Call	Call	T	R	JC4130HP	226377	JC2104-3406	-

NISSAN VQ35DE

95.50	STD	3.205	5.675	1.165	56.0	8.5:1	-12.6	409	T	R	Call	231532	JC2806-3760	-
95.50	STD	3.205	5.675	1.165	56.0	10.5:1	3.7	358	V	R	Call	231580	JC2806-3760	-

SUBARU EJ25D * STi Model

99.50	STD	3.110	5.135	1.192	48.0	8.5:1	-29.5	386	T	R	JC4264HP	205091	JC14F4-3317	-
99.50	STD	3.110	5.165	1.162	51.0	8.5:1	-24.5	387	T	R	JC4264HP	205103	JC14F4-3317	-
99.50	STD	3.110	5.137	1.209	Call	8.5:1	-21.25	Call	T	R	JC4264HP	227296*	Call	-

KNOWTHECODE...

2JZGTE - 1993-1998 Supra Turbo
 7MGTE - 1987-1992 Supra Turbo
 9A - 1990-93 16V Jetta/GTi/Passat
 ABA - 1993-99 Golf III/Jetta III
 AAA - 1992-99 VR6 GTI/Jetta GLX/Passat
 EJ25D - 1997-2004 Impreza
 EJ20 - 2001-2004 Impreza WRX



BORE (MM)

OVERSIZE

STROKE

ROD LENGTH

COMP. HEIGHT

HEAD C.C.

COMP. RATIO

DOME C.C.'S

GRAM WEIGHT

FOOTNOTES

SKIRT STYLE

GASKET NUMBER

PART NUMBER

STANDARD RING SET
(NOT INCLUDED)

OPTIONAL RING SET

NEW!

SUBARUEJ20

92.00	STD	2.953	5.135	1.287	48.0	8.0:1	-12.0	364	T	R	JC4261HP	205090	JC9004-3622	-
92.50	+020	2.953	5.135	1.287	48.0	8.0:1	-12.0	367	T	R	JC4261HP	226378	JC9004-3642	-

TOYOTA3SGTE

86.50	+020	3.385	5.433	1.378	50.0	9.0:1	-4.1	341	T	R	JC4314HP	162109	JC15F4-3405	-
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TOYOTA2JZGTE

86.50	+020	3.386	5.59	1.338	40.0	8.5:1	-14.0	339	T	R	JC4276HP	210384	JC2106-3406	-
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TOYOTA7MGTE

83.50	+020	3.582	5.984	1.299	40.0	8.4:1	-18.5	293	T	R	JC4278HP	186241	JG1006-3287	JXC0F6-3287-0
84.00	+040	3.582	5.984	1.299	40.0	8.4:1	-18.5	298	T	R	JC4278HP	186242	JG1006-3307	JXC0F6-3307-2

VOLKSWAGEN9A

83.00	+020	3.654	5.669	1.174	46.0	9.0:1	-7.8	286	T	R	JC4247HP	186231	JG1004-3268-2	JXC0F4-3268-2
83.50	+040	3.654	5.669	1.174	46.0	9.0:1	-7.8	290	T	R	JC4246HP	186232	JG1004-3287-2	JXC0F4-3287-0
83.00	+020	3.654	5.669	1.174	46.0	10.8:1	3.7	287	V	R	JC4247	186233	JG1004-3268-2	JXC0F4-3268-2
83.50	+040	3.654	5.669	1.174	46.0	10.8:1	3.7	294	V	R	JC4246	186234	JG1004-3287-2	JXC0F4-3287-0

VOLKSWAGENABA

82.50	STD	3.654	6.26	1.213	30.0	9.6:1	-19.3	252	V	R	N/A	186239	JG1004-3248-2	JXC0F4-3248-2
83.00	+020	3.654	6.26	1.213	30.0	9.6:1	-19.3	258	V	R	N/A	186240	JG1004-3268-2	JXC0F4-3268-2

VOLKSWAGENAAA

82.00	+040	3.552	6.457	1.275	-	9.0:1	-11.5	304	T	R	N/A	186235	JG1006-3228-2	JXC0F6-3228-0
83.00	+080	3.552	6.457	1.275	-	9.0:1	-11.5	311	T	R	N/A	186236	JG1006-3268-2	JXC0F6-3268-2
82.00	+040	3.552	6.457	1.275	-	10.0:1	-5.0	296	V	R	N/A	186237	JG1006-3228-2	JXC0F6-3228-0
83.00	+080	3.552	6.457	1.275	-	10.0:1	-5.0	305	V	R	N/A	186238	JG1006-3268-2	JXC0F6-3268-2



KNOWTHECODE...

B17A1 - 1992-93 Integra GSR

B18C1 - 1994-01 Integra GSR

B18A1/B1 - 1990-90 Integra Non-VTEC

BORE (MM)

OVERSIZE

STROKE

ROD LENGTH

COMP. HEIGHT

HEAD C.C.

COMP. RATIO

DOVE C.C.'S

GRAM WEIGHT

FOOTNOTES

GASKET NUMBER

PART NUMBER

STANDARD RING SET
(NOT INCLUDED)

OPTIONAL RING SET

ACURAB17A1

NEW!

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

81.00	STD	3.205	5.208	1.181	42.7	9.0:1	-6.6	271	T	JC4231	149229	JXC0F4-3189-3	JG1004-3189
81.25	+.010	3.205	5.208	1.181	42.7	9.0:1	-6.6	276	T	JC4232	149230	JXC0F4-3199-0	JG1004-3199
81.50	+.020	3.205	5.208	1.181	42.7	9.0:1	-6.6	279	T	JC4232	149231	JXC0F4-3209-2	JG1004-3209
81.00	STD	3.205	5.208	1.181	42.7	10.5:1	1.7	279	V,L	JC4231	149226	JXC0F4-3189-3	JG1004-3189
81.25	+.010	3.205	5.208	1.181	42.7	10.5:1	1.7	281	V,L	JC4232	149227	JXC0F4-3199-0	JG1004-3199
81.50	+.020	3.205	5.208	1.181	42.7	10.5:1	1.7	285	V	JC4232	149228	JXC0F4-3209-2	JG1004-3209

ACURAB18C1

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

81.00	STD	3.433	5.429	1.181	41.5	9.0:1	-8.4	276	V	JC4231	149235	JXC0F4-3189-3	JG1004-3189
81.25	+.010	3.433	5.429	1.181	41.5	9.0:1	-8.4	279	V	JC4232	149236	JXC0F4-3199-0	JG1004-3199
81.50	+.020	3.433	5.429	1.181	41.5	9.0:1	-8.4	283	V	JC4232	149237	JXC0F4-3209-2	JG1004-3209
81.00	STD	3.433	5.429	1.181	41.5	10.6:1	0.5	271	U	JC4231	149232	JXC0F4-3189-3	JG1004-3189
81.25	+.010	3.433	5.429	1.181	41.5	10.6:1	0.5	275	U	JC4232	149233	JXC0F4-3199-0	JG1004-3199
81.50	+.020	3.433	5.429	1.181	41.5	10.6:1	0.5	281	U	JC4232	149234	JXC0F4-3209-2	JG1004-3209

ACURAB18A1/B1

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

81.00	STD	3.504	5.394	1.181	45.0	8.5:1	-11.1	271	T	JC4238	149223	JXC0F4-3189-3	JG1004-3189
81.25	+.010	3.504	5.394	1.181	45.0	8.5:1	-11.1	277	T,L	JC4239	149224	JXC0F4-3199-0	JG1004-3199
81.50	+.020	3.504	5.394	1.181	45.0	8.5:1	-11.1	280	T	JC4239	149225	JXC0F4-3209-2	JG1004-3209
81.00	STD	3.504	5.394	1.181	45.0	9.2:1	-5.9	274	V	JC4238	149217	JXC0F4-3189-3	JG1004-3189
81.25	+.010	3.504	5.394	1.181	45.0	9.2:1	-5.9	278	V	JC4239	149218	JXC0F4-3199-0	JG1004-3199
81.50	+.020	3.504	5.394	1.181	45.0	9.2:1	-5.9	280	V	JC4239	149219	JXC0F4-3209-2	JG1004-3209
81.00	STD	3.504	5.394	1.181	45.0	10.5:1	1.8	277	V	JC4238	149220	JXC0F4-3189-3	JG1004-3189
81.25	+.010	3.504	5.394	1.181	45.0	10.5:1	1.8	280	V	JC4239	149221	JXC0F4-3199-0	JG1004-3199
81.50	+.020	3.504	5.394	1.181	45.0	10.5:1	1.8	284	V	JC4239	149222	JXC0F4-3209-2	JG1004-3209



KNOWTHECODE...

B18C5 - 1997-00 Integra Type R

B18A1/B1 - 1990-90 Integra Non-VTEC



BORE (MM)

OVERSIZE

STROKE

ROD LENGTH

COMP. HEIGHT

HEAD C.C.

COMP. RATIO

DOME C.C.'S

GRAM WEIGHT

FOOTNOTES

GASKET NUMBER

PART NUMBER

STANDARD RING SET
(NOT INCLUDED)

OPTIONAL RING SET

NEW!

ACURAB18C5

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

81.00	STD	3.433	5.429	1.181	42.7	8.8:1	-8.4	276	T	JC4231	149235	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.433	5.429	1.181	42.7	8.8:1	-8.4	279	T	JC4232	149236	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.433	5.429	1.181	42.7	8.8:1	-8.4	283	T	JC4232	149237	JXCOF4-3209-2	JG1004-3209
81.00	STD	3.433	5.429	1.181	42.7	9.0:1	-6.6	271	T	JC4231	149229	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.433	5.429	1.181	42.7	9.0:1	-6.6	276	T	JC4232	149230	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.433	5.429	1.181	42.7	9.0:1	-6.6	279	T	JC4232	149231	JXCOF4-3209-2	JG1004-3209
81.00	STD	3.433	5.429	1.181	42.7	9.7:1	-2.2	270	V	JC4231	149214	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.433	5.429	1.181	42.7	9.7:1	-2.2	272	V	JC4232	149215	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.433	5.429	1.181	42.7	9.7:1	-2.2	273	V	JC4232	149216	JXCOF4-3209-2	JG1004-3209
81.00	STD	3.433	5.429	1.181	42.7	10.2:1	0.5	271	V	JC4231	149232	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.433	5.429	1.181	42.7	10.2:1	0.5	275	V	JC4232	149233	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.433	5.429	1.181	42.7	10.2:1	0.5	281	V	JC4232	149234	JXCOF4-3209-2	JG1004-3209
81.00	STD	3.433	5.429	1.181	42.7	10.5:1	1.7	279	V,L	JC4231	149226	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.433	5.429	1.181	42.7	10.5:1	1.7	281	U,L	JC4232	149227	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.433	5.429	1.181	42.7	10.5:1	1.7	285	V	JC4232	149228	JXCOF4-3209-2	JG1004-3209
81.00	STD	3.433	5.429	1.181	42.7	11.3:1	5.7	290	U	JC4231	149211	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.433	5.429	1.181	42.7	11.3:1	5.7	294	U	JC4232	149212	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.433	5.429	1.181	42.7	11.3:1	5.7	296	U	JC4232	149213	JXCOF4-3209-2	JG1004-3209

ACURAB18A1/B1

Includes 827-2250-15-51S Pins and 812-042-CS Spiro locks
With LS VTEC B16A or B18C1 Head

*B18C1 Head will have slightly higher compression.

81.00	STD	3.504	5.394	1.181	42.7	8.9:1	-8.4	276	T	JC4237	149235	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.504	5.394	1.181	42.7	8.9:1	-8.4	279	T	JC4236	149236	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.504	5.394	1.181	42.7	8.9:1	-8.4	283	T	JC4236	149237	JXCOF4-3209-2	JG1004-3209
81.00	STD	3.504	5.394	1.181	42.7	9.6:1	-6.6	271	V	JC4237	149229	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.504	5.394	1.181	42.7	9.6:1	-6.6	276	V	JC4236	149230	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.504	5.394	1.181	42.7	9.6:1	-6.6	279	V	JC4236	149231	JXCOF4-3209-2	JG1004-3209
81.00	STD	3.504	5.394	1.181	42.7	10.0:1	-2.2	270	V	JC4237	149214	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.504	5.394	1.181	42.7	10.0:1	-2.2	272	V	JC4236	149215	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.504	5.394	1.181	42.7	10.0:1	-2.2	273	V	JC4236	149216	JXCOF4-3209-2	JG1004-3209
81.00	STD	3.504	5.394	1.181	42.7	10.4:1	0.5	271	V	JC4237	149232	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.504	5.394	1.181	42.7	10.4:1	0.5	275	V	JC4236	149233	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.504	5.394	1.181	42.7	10.4:1	0.5	281	V	JC4236	149234	JXCOF4-3209-2	JG1004-3209
81.00	STD	3.504	5.394	1.181	42.7	11.2:1	1.7	279	U,L	JC4237	149226	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.504	5.394	1.181	42.7	11.2:1	1.7	281	U,L	JC4236	149227	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.504	5.394	1.181	42.7	11.2:1	1.7	285	U	JC4236	149228	JXCOF4-3209-2	JG1004-3209
81.00	STD	3.504	5.394	1.181	42.7	11.5:1	5.7	290	U	JC4237	149211	JXCOF4-3189-3	JG1004-3189
81.25	+010	3.504	5.394	1.181	42.7	11.5:1	5.7	294	U	JC4236	149212	JXCOF4-3199-0	JG1004-3199
81.50	+020	3.504	5.394	1.181	42.7	11.5:1	5.7	296	U	JC4236	149213	JXCOF4-3209-2	JG1004-3209



KNOWTHECODE...

- D15B2/B7 - 1988-95 Civic DX/LX, HB DX/CRX-DX
- D16A6 - 1988-91 Civic Si/CRX-Si
- D16Z6 - 1992-95 Civic EX/Si, 1993-95 Del Sol
- D16Y7 - 1996-00 Civic DX/LX, Del Sol Si

BORE (MM) OVERSIZE STROKE ROD LENGTH COMP. HEIGHT HEAD C.C. COMP. RATIO DOME C.C.'S GRAM WEIGHT FOOTNOTES GASKET NUMBER PART NUMBER STANDARD RING SET (NOT INCLUDED) OPTIONAL RING SET

HONDAD15B2/B7

NEW!

Includes 748-2250-12-51S Pins and 748-042-CS Spiro Locks

75.00	STD	3.327	5.276	1.213	38.0	9.0:1	-3.7	234	T	JC4251	149184	JXC0F4-2953-2	JG1004-2953
75.25	+010	3.327	5.276	1.213	38.0	9.0:1	-3.7	236	T,L	JC4251	149185	JXC0F4-2963-0	JG1004-2963
75.50	+020	3.327	5.276	1.213	38.0	9.0:1	-3.7	238	T	JC4251	149186	JXC0F4-2972-2	JG1004-2972
75.00	STD	3.327	5.276	1.213	38.0	10.5:1	3.7	241	V,L	JC4251	149187	JXC0F4-2953-2	JG1004-2953
75.25	+010	3.327	5.276	1.213	38.0	10.5:1	3.7	245	V,L	JC4251	149188	JXC0F4-2963-0	JG1004-2963
75.50	+020	3.327	5.276	1.213	38.0	10.5:1	3.7	247	V	JC4251	149189	JXC0F4-2972-2	JG1004-2972

HONDAD16A6

Includes 748-2250-12-51S Pins and 748-042-CS Spiro Locks

75.00	STD	3.543	5.394	1.161	38.0	8.5:1	-6.8	235	T	JC4251	149193	JXC0F4-2953-2	JG1004-2953
75.25	+010	3.543	5.394	1.161	38.0	8.5:1	-6.8	233	T	JC4251	149194	JXC0F4-2963-0	JG1004-2963
75.50	+020	3.543	5.394	1.161	38.0	8.5:1	-6.8	236	T	JC4251	149195	JXC0F4-2972-2	JG1004-2972
75.00	STD	3.543	5.394	1.161	38.0	9.5:1	-2.9	233	V	JC4251	149190	JXC0F4-2953-2	JG1004-2953
75.25	+010	3.543	5.394	1.161	38.0	9.5:1	-2.9	236	V	JC4251	149191	JXC0F4-2963-0	JG1004-2963
75.50	+020	3.543	5.394	1.161	38.0	9.5:1	-2.9	239	V	JC4251	149192	JXC0F4-2972-2	JG1004-2972
75.00	STD	3.543	5.394	1.161	38.0	11.0:1	4.3	240	U,L	JC4251	149196	JXC0F4-2953-2	JG1004-2953
75.25	+010	3.543	5.394	1.161	38.0	11.0:1	4.3	242	U,L	JC4251	149197	JXC0F4-2963-0	JG1004-2963
75.50	+020	3.543	5.394	1.161	38.0	11.0:1	4.3	245	U	JC4251	149198	JXC0F4-2972-2	JG1004-2972

HONDAD16Z6

Includes 748-2250-12-51S Pins and 748-042-CS Spiro Locks

75.00	STD	3.543	5.394	1.181	34.6	9.0:1	-11.0	230	T	JC4251	149199	JXC0F4-2953-2	JG1004-2953
75.25	+010	3.543	5.394	1.181	34.6	9.0:1	-11.0	233	T	JC4251	149200	JXC0F4-2963-0	JG1004-2963
75.50	+020	3.543	5.394	1.181	34.6	9.0:1	-11.0	236	T	JC4251	149201	JXC0F4-2972-2	JG1004-2972
75.00	STD	3.543	5.394	1.181	34.6	10.5:1	-3.2	227	V	JC4251	149202	JXC0F4-2953-2	JG1004-2953
75.25	+010	3.543	5.394	1.181	34.6	10.5:1	-3.2	228	V	JC4251	149203	JXC0F4-2963-0	JG1004-2963
75.50	+020	3.543	5.394	1.181	34.6	10.5:1	-3.2	233	V	JC4251	149204	JXC0F4-2972-2	JG1004-2972

HONDAD16Y7

Includes 748-2250-12-51S Pins and 748-042-CS Spiro Locks

75.00	STD	3.543	5.394	1.181	34.6	9.0:1	2.2	232	T	JC4251	149208	JXC0F4-2953-2	JG1004-2953
75.25	+010	3.543	5.394	1.181	34.6	9.0:1	2.2	236	T	JC4251	149209	JXC0F4-2963-0	JG1004-2963
75.50	+020	3.543	5.394	1.181	34.6	9.0:1	2.2	239	T	JC4251	149210	JXC0F4-2972-2	JG1004-2972
75.00	STD	3.543	5.394	1.181	34.6	10.5:1	5.7	232	V,L	JC4251	149205	JXC0F4-2953-2	JG1004-2953
75.25	+010	3.543	5.394	1.181	34.6	10.5:1	5.7	233	V,L	JC4251	149206	JXC0F4-2963-0	JG1004-2963
75.50	+020	3.543	5.394	1.181	34.6	10.5:1	5.7	237	V,L	JC4251	149207	JXC0F4-2972-2	JG1004-2972

L- Limited Quantities Available, T- Accepts Turbo and Nitrous, U- Not Designed for use with Turbo or Nitrous, V- Accepts Nitrous

KNOWTHECODE...

D16Y8 - 1996-98 Civic EX, 1996-98 Del Sol Si

B16A1/A2/A3 - 1993-97 VTEC Del Sol, 1999-00 Civic Si



BORE (MM)

OVERSIZE

STROKE

ROD LENGTH

COMP. HEIGHT

HEAD C.C.

COMP. RATIO

DOME C.C.'S

GRAM WEIGHT

FOOTNOTES

GASKET NUMBER

PART NUMBER

STANDARD RING SET
(NOT INCLUDED)

OPTIONAL RING SET

NEW!

HONDA D16Y8

Includes 748-2250-12-51S Pins and 748-042-CS Spiro Locks

75.00	STD	3.543	5.394	1.154	32.8	9.0:1	-11.9	229	T	JC4251	149178	JXC0F4-2953-2	JG1004-2953
75.25	+0.010	3.543	5.394	1.154	32.8	9.0:1	-11.9	231	T	JC4251	149179	JXC0F4-2963-0	JG1004-2963
75.50	+0.020	3.543	5.394	1.154	32.8	9.0:1	-11.9	234	T	JC4251	149180	JXC0F4-2972-2	JG1004-2972
75.00	STD	3.543	5.394	1.154	32.8	10.5:1	-4.1	228	V	JC4251	149181	JXC0F4-2953-2	JG1004-2953
75.25	+0.010	3.543	5.394	1.154	32.8	10.5:1	-4.1	231	V,L	JC4251	149182	JXC0F4-2963-0	JG1004-2963
75.50	+0.020	3.543	5.394	1.154	32.8	10.5:1	-4.1	233	V	JC4251	149183	JXC0F4-2972-2	JG1004-2972

HONDA B16A1/A2/A3

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

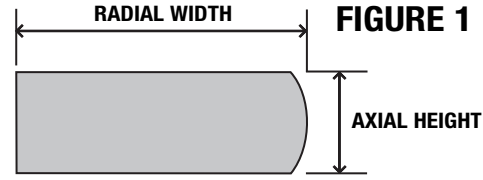
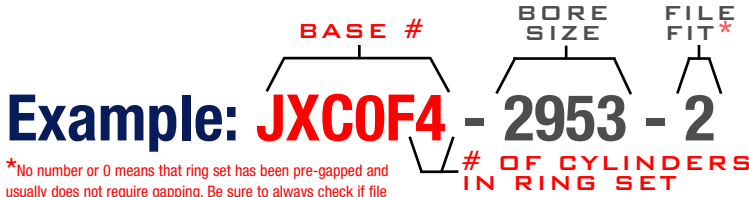
81.00	STD	3.047	5.290	1.181	42.7	8.2:1	-8.4	276	T	JC4231	149235	JXC0F4-3189-3	JG1004-3189
81.25	+0.010	3.047	5.290	1.181	42.7	8.2:1	-8.4	279	T	JC4232	149236	JXC0F4-3199-0	JG1004-3199
81.50	+0.020	3.047	5.290	1.181	42.7	8.2:1	-8.4	283	T	JC4232	149237	JXC0F4-3209-2	JG1004-3209
81.00	STD	3.047	5.290	1.181	42.7	8.5:1	-6.6	270	T	JC4231	149229	JXC0F4-3189-3	JG1004-3189
81.25	+0.010	3.047	5.290	1.181	42.7	8.5:1	-6.6	276	T	JC4232	149230	JXC0F4-3199-0	JG1004-3199
81.50	+0.020	3.047	5.290	1.181	42.7	8.5:1	-6.6	279	T	JC4232	149231	JXC0F4-3209-2	JG1004-3209
81.00	STD	3.047	5.290	1.181	42.7	9.0:1	-2.2	270	T	JC4231	149214	JXC0F4-3189-3	JG1004-3189
81.25	+0.010	3.047	5.290	1.181	42.7	9.0:1	-2.2	273	T	JC4232	149215	JXC0F4-3199-0	JG1004-3199
81.50	+0.020	3.047	5.290	1.181	42.7	9.0:1	-2.2	277	T	JC4232	149216	JXC0F4-3209-2	JG1004-3209
81.00	STD	3.047	5.290	1.181	42.7	9.6:1	0.5	271	V	JC4231	149232	JXC0F4-3189-3	JG1004-3189
81.25	+0.010	3.047	5.290	1.181	42.7	9.6:1	0.5	275	V	JC4232	149233	JXC0F4-3199-0	JG1004-3199
81.50	+0.020	3.047	5.290	1.181	42.7	9.6:1	0.5	281	V	JC4232	149234	JXC0F4-3209-2	JG1004-3209
81.00	STD	3.047	5.290	1.181	42.7	9.9:1	1.7	279	V,L	JC4231	149226	JXC0F4-3189-3	JG1004-3189
81.25	+0.010	3.047	5.290	1.181	42.7	9.9:1	1.7	281	V,L	JC4232	149227	JXC0F4-3199-0	JG1004-3199
81.50	+0.020	3.047	5.290	1.181	42.7	9.9:1	1.7	285	V	JC4232	149228	JXC0F4-3209-2	JG1004-3209
81.00	STD	3.047	5.290	1.181	42.7	10.5:1	5.7	290	V	JC4231	149211	JXC0F4-3189-3	JG1004-3189
81.25	+0.010	3.047	5.290	1.181	42.7	10.5:1	5.7	294	V	JC4232	149212	JXC0F4-3199-0	JG1004-3199
81.50	+0.020	3.047	5.290	1.181	42.7	10.5:1	5.7	296	V	JC4232	149213	JXC0F4-3209-2	JG1004-3209



JE PRO SEAL[®]

PISTON RINGS

Use the example below to determine the appropriate ring set part number for your application. Begin by selecting your desired ring type (Steel/Gas Nitrided, Steel Chrome Faced or Ductile Iron Moly Top ring) then select the appropriate axial ring heights from the ring chart for your piston (see figure 1). This will provide the base number as shown in the example. To the right of the base number on the ring chart, all bore sizes available for that type of ring are listed. If bore size is followed by a "-" and a number (oversize) the rings must be file fit to the finished bore size.



*No number or 0 means that ring set has been pre-gapped and usually does not require gapping. Be sure to always check if file fitting is required.

GAS NITRIDED RING SETS

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

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

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

CHROME FACE RING SETS

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

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

AXIAL HEIGHT	BASE #	BORE SIZES
1.0mm • 1.2mm • 2.8mm	JXCOF4	2953-2, 2963-0, 2972-2, 3189-3, 3199-0, 3209-2, 3228-2, 3248-2, 3268-2, 3287-2, 3307-2, 3327-0, 3346-2, 3425-2, 3445-0, 3504-0, 3543-0
1.2mm • 1.2mm • 2.8mm	JG0004	3386, 3425, 3445
1.2mm • 1.2mm • 2.8mm	JG1204	3465
1.2mm • 1.2mm • 3.0mm	JG1004	3110
1.5mm • 1.5mm • 4.0mm	JG20H4	3405
1.2mm • 1.5mm • 2.8mm	JG3004	3071, 3091, 3917
1.2mm • 1.5mm • 4.0mm	JG4004	3031, 3051, 3150, 3405, 3622, 3642
1.5mm • 1.5mm • 3.0mm	JG6004	3287, 3661
1.2mm • 1.2mm • 2.5mm	JG7004	3504, 3524
1.2mm • 1.5mm • 3.0mm	JG9004	2972, 3406, 3587, 3622, 3386
1.0mm • 1.2mm • 2.8mm	JXCOF6	3228-2, 3287-2, 3307-2
1.5mm • 1.5mm • 4.0mm	JG11F6	3405
1.5mm • 1.5mm • 2.8mm	JG5006	3445
1.2mm • 1.5mm • 3.0mm	JG9006	3406, 3606, 3425

MOLY RING SETS

Ductile iron moly inlay ring sets

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

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

CUSTOM RING OPTIONS

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

ULTRA FINISH RINGS (UFR)

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

CRITICAL FINISH RINGS (CFR)

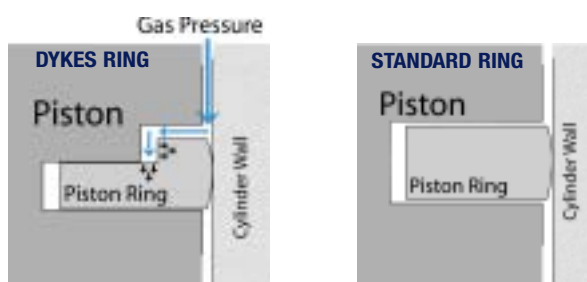
JE ProSeal Critical Finish Rings (CFR) present an alternative to Ultra Finish Rings with the same surface finish ($< 4\mu\text{Ra}$) on lapped top and bottom ring sides as the UFR held to within $\pm .00015$ " axial thickness.

CRITICAL TOLERANCE RINGS (CTR)

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

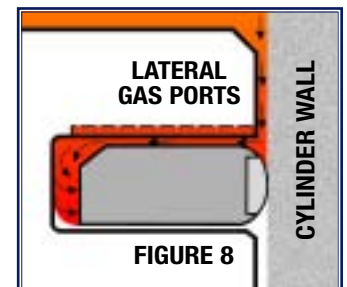
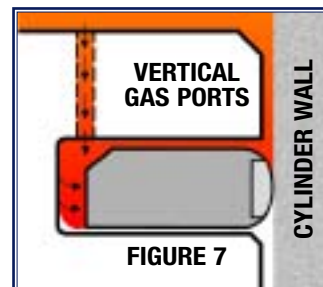
DYKES RINGS

If you want maximum ring seal for your drag racing application, talk to your JE salesman about Dykes Rings. On the power and compression strokes of your engine, the gas pressure loads the ring against the cylinder wall and the bottom of the ring groove to create a better seal for increased horsepower. On the remaining two strokes, the ring relaxes giving you the reduced pressure created by the ring's natural radial tension thus reducing frictional drag.

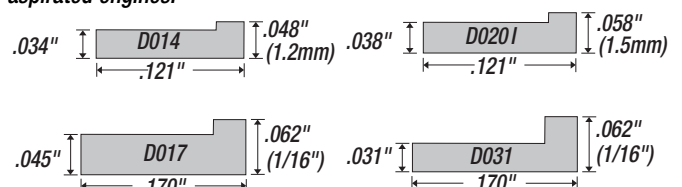


GAS PORTING

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



The four most common types of Dyke cut top rings are the D017, the D031, the D014 and the D020I. All D017 and D031 rings have an axial height of $1/16$ ". The D014 and the D020I are metric rings and have axial heights of 1.2mm and 1.5mm respectively. Both the D017 and the D014 are for use on forced induction and nitrous applications. Although the D020I can be used on forced induction engines as well, it is generally used on naturally aspirated engines. The D031 ring is for use only on naturally aspirated engines.





WRISTPINS

WRIST PIN INSPECTION

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



WRIST PIN FINISH

All JE series 52, 64, 72, 93, 94, 95 pins are *superfinished* on both outside and inside diameters. The outside finish helps to reduce piston pin bore wear and to distribute loads more evenly over the entire piston pin boss area. The inside finish is extremely important and helps to minimize fatigue cracking thereby contributing to the overall strength and reliability of the pin.

DLC (DIAMOND LIKE CARBON)

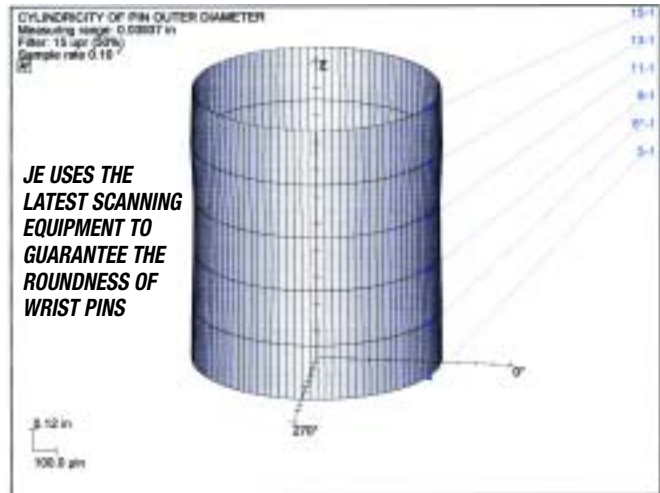
DLC (Diamond Like Carbon) is an extremely hard, wear resistant coating with a very low friction coefficient of 0.1-0.2. Excellent adhesion to steel and Titanium is achieved via a plasma assisted chemical vapor deposition (PACVD) process. The wear resistance and non-stick performance of DLC make it an excellent addition to wrist pins for the prevention of pin bore galling.

LOCK TYPES C OR S

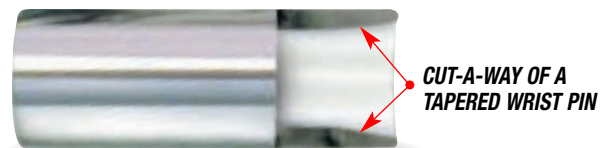
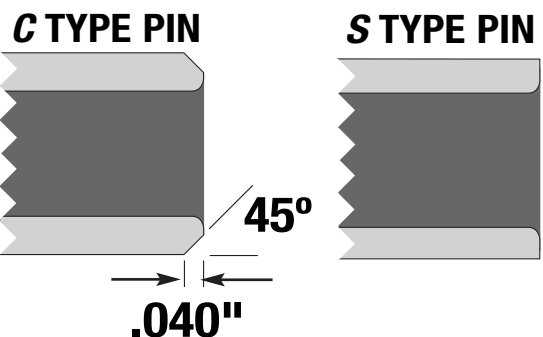
C stands for chamfered, all pin part numbers that end with C have a 45° chamfer on the ends of the pin and are designed to be used with wire locks only. It is important to note that JE C type pins have a deeper chamfer (.040" as shown) than many other manufacturers. S type wrist pins have a sharp edge and are designed for use with Spiro and Tru Arc type locks.

TAPERED PINS

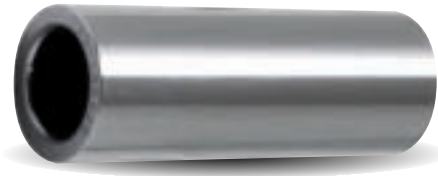
Tapered wall pins are designed for the highest strength to weight ratio possible with the length of the taper has been optimized for the piston pin boss span. JE tapered wall pins are hand lapped to the finest I.D. finish available in the industry.



DLC COATED WRIST PIN



WRISTPINS



PART NUMBER BREAKDOWN

827-2050-12-52C

DIAMETER

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

LENGTH

2.050" - Overall length of wrist pin in inches

WALL THICKNESS

.120" - number indicates first two decimal places

SERIES

Material Type

LOCK TYPE

Lock Type "C" or "S"

SERIES LEGEND

51 Series - Case Hardened, Low Carbon Steel

52 Series - Through Hardened, 52100 High Carbon Steel

93 Series - 9310 Nickel Carbon Steel Alloy, Straight Wall

95 Series - 9310 Nickel Carbon Steel Alloy, Tapered Wall

98 Series - 9310 Nickel Carbon Steel Alloy, DLC Coated

PT Series - 9310 Nickel Carbon Steel Alloy Precision Pin

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



CONNECTING RODS

CARRILLO INDUSTRIES

Carrillo Rods- The Choice Connection of Performance Rods Distributed by JE Pistons.

If you can't find your application please call your JE Sales representative

MAKE	PART NUMBER	ROD DESIGN	ROD LENGTH	BIG END BORE	BOLT DIA.	WRIST PIN	PIN WIDTH	WEIGHT
Honda	A5433HB827F90	B18C1	5.433	1.890	5/16	0.826	0.900	445
Honda	A5636HA866G94	H22A	5.636	2.008	3/8	0.866	0.940	520
Honda	H5433HB826B86	B18C1	5.433	1.890	5/16	0.826	0.900	453
Mitsubishi	A5906MI827G00	4G63/88-92	5.906	1.890	3/8	0.827	1.115	
Mitsubishi	A5906MJ866G11	4G63/93-99	5.906	1.890	3/8	0.866	1.104	
Nissan	A6069NV866G86	VG30	6.069	2.086	3/8	0.866	0.860	505
Toyota	A5433TS866G06	3SGTE	5.433	2.007	3/8	0.866	1.060	535
Toyota	A5590TJ866G00	2JZGTE	5.590	2.166	3/8	0.866	1.000	531
Toyota	H5590TJ866G00	2JZGTE	5.590	2.166	3/8	0.866	1.000	600



HOW TO

Convert from Cubic Centimeters to Cubic Inches

Multiply by **.0610237**

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

Convert from Cubic Inches to Cubic Centimeters

Multiply by **16.387064**

Example **350ch x 16.387064= 5735.47**

Convert from Inches to Millimeters

Multiply by **25.4**

Example **3.189 x 25.4= 81.00mm**

Convert from Millimeters to Inches

Multiply by **.0393701**

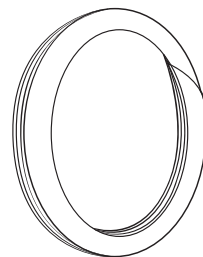
Example **81mm x .0393701= 3.1889**

INSTALLING WIRE LOCKS

Install the end of one lock at 90 degrees from the pick lock groove. Use a stiff small bladed screwdriver and insert the tip into the pick lock groove while you wedge the lock into the groove without kinking or deforming the lock. After the first lock is in place, seat the lock by solidly hitting the wrist pin with a brass drift pin. Now install the connecting rod and the second lock. Seat the 2nd lock in the same manner as the first. Just as a precaution, we recommend hitting each side of the wrist pin with the brass drift pin an additional time. Perform these functions on a cloth towel or soft rubber pad so no damage to the piston occurs.

INSTALLING SPIRO LOCKS

For installing Spiro locks, grip each end of the lock and pull apart (approx. 3/8"-7/16"). The lock will resemble a small coil (fig. 5). The lock can then be spiraled into place almost as if you were screwing them into a groove (fig. 6). When the locks are properly seated, only half of the lock will be visible above the groove. Most SRP Pistons that require spiral locks will need 4 locks per piston, two at each end of the pin. **WARNING: It is important that the correct numbers of locks are installed in each piston or severe engine damage may occur. WARNING: Do not over stretch spiro locks and do not reuse spiro locks!**



Not to Scale!

Figure 5

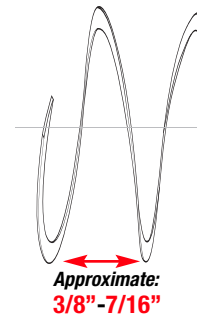


Figure 6

Custom Piston Order Form

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

Engine Make: _____ Model: _____ Year: _____

Number of Cylinders: _____ Order Quantity of Pistons: _____

Cubic Inch Displacement: _____ Max RPM: _____ Approx. HP: _____

Bore Size: _____ Stroke: _____

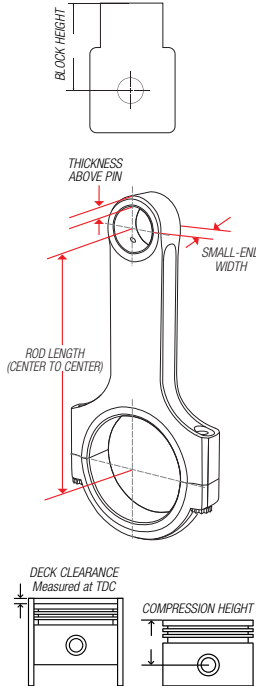
Rod Length: _____

Steel Aluminum Titanium

Brand: _____

Rod Small-End Width: _____

Thickness Above Pin: _____



Compression Height Calculation Table

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

Head Gasket Thickness: _____

Compression Ratio: _____

CAMSHAFT SPECS: Hydraulic Solid Roller

Gross Valve Lift: In: _____ Ex: _____

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

Degreed in Std. °: + _____ ° - _____ °

Valve Lift @ TDC: In: _____ Ex: _____

CYLINDER HEAD Type: _____ Pt#: _____

Combustion Chamber Size: _____ cc's

Valve Diameter: In: _____ Ex: _____

Free Drop (If Known): _____

Was Cylinder Head Milled?: Yes No

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

Piston Type (Circle One If Known):

- Dome Flat Top Dish Inverted Dome
 Conical Spherical Round 3D

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

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

Fuel Type: Pump Gas Race Gas Alcohol Nitro

Purchasing Rings with Order: Yes No Cylinder Qty: _____

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

And Part Number: _____

Axial Ring Height: **AXIAL RING HEIGHT**

Top: _____ 2nd: _____ Oil: _____

Radial Ring Widths: **RADIAL RING WIDTH**

Top: _____ 2nd: _____ Oil: _____

OPTIONAL FEATURES

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

Gas Ports; Vertical: _____ Spin Boss: _____

Gas Ports; Lateral: _____ Window Mill: _____

Accumulator Grooves: _____ Skirt Coating: _____

Contact Reduction: _____ DBL Pin Oilers: _____

Oil Rail Supports: _____ Pin Fit: _____

PIN SPECS

Pin Diameter: _____ Length: _____ Wall Thickness: _____ Qty: _____

Pins With Order: Yes No Pin Fit: Yes No

Pin Series: 51 52 72 93 94 95 44

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

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

Expedite Service

7 day + 25% 5 day + 40% 3 day + 50%

BILLING INFORMATION

Bill To: _____ Acct #: _____

Address: _____

Ship To: _____ Acct #: _____

Address: _____

Phone: _____ Fax: _____

Ship Method: _____ P.O. #: _____

CC#: _____

Name On Card: _____ Exp: _____

Deposit Amount: _____ Billing Zip Code: _____

Signature: _____ Date: _____

RETURN POLICY: Custom pistons are returnable only for defects in workmanship or materials in the as received condition. Under no circumstances will parts be returnable after 90 days. Please check packaging for complete details regarding return policy. All returns require "Return Materials Authorization" (RMA) number, available from the JE sales department.