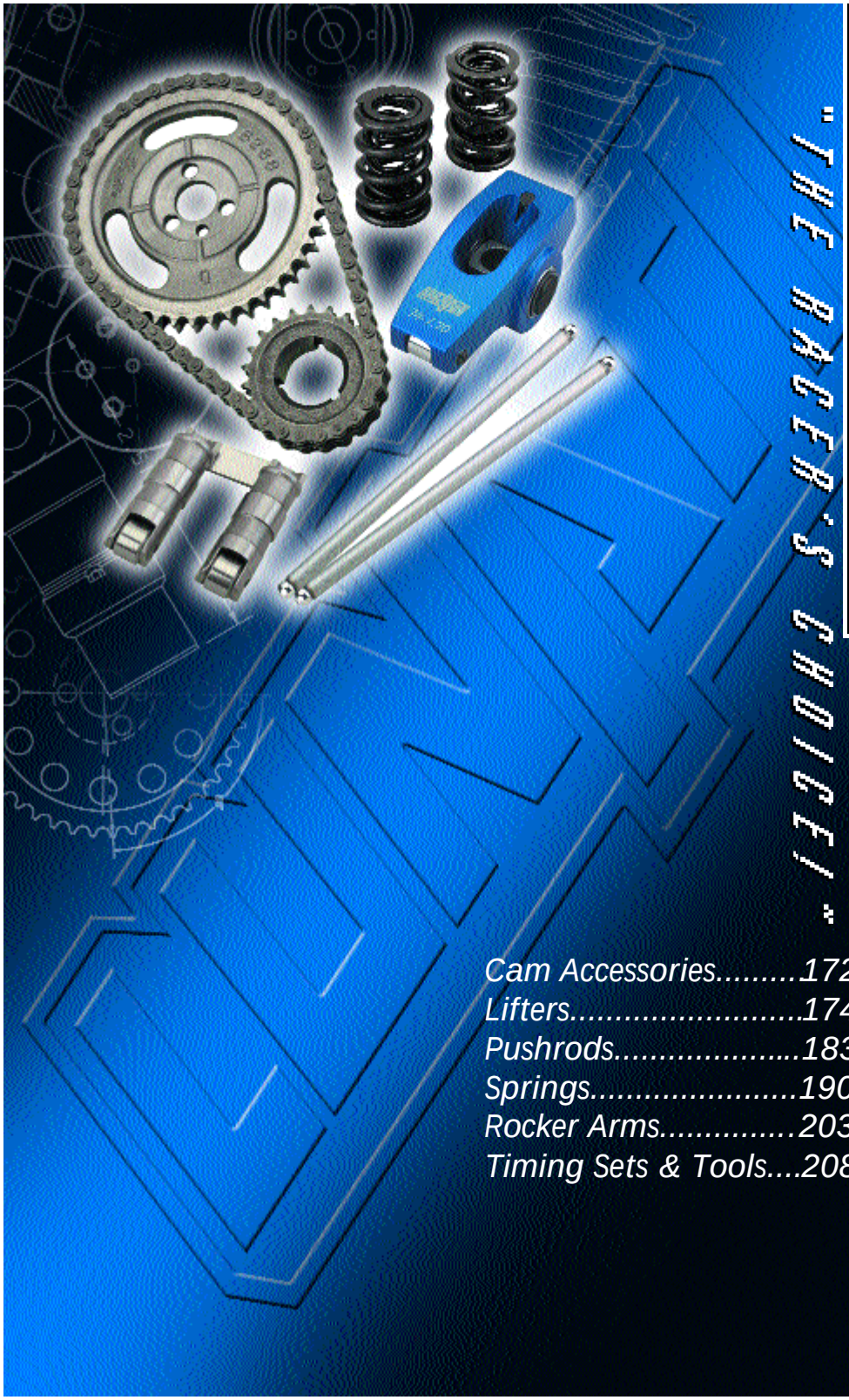


VALVE TRAIN

"THE ROCKER'S CONTROL"

CAMSHAFT ACCESSORIES

Cam Bolt Locking Plate

This lock plate and bolt kit prevents the damage that loose cam bolts can cause.

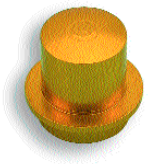
Part Number	Description
90283	Chevrolet V-8 1955-87

Cam Thrust Buttons

Aluminum

Roller tappet cams don't have the taper ground lobes that flat tappet cams use to provide locating thrust. Lunati's thrust button should be used with all roller cams to prevent forward cam walk

Part Number	Description
90002	Chevrolet 283-400
90003	Chevrolet 396-454



Rollerized

Provides reduced friction at the cam nose

Part Number	Description
90001	Chevrolet 283-400
90000	Chevrolet 396-454
90004	Chrysler "B" Mopar

Cam Wear Plate

Used to adjust cam end play in worn blocks

Part Number	Description
90201	Chevrolet 283-400, .025" Thick
90203	Chevrolet 396-454, .025" Thick
90207	Chevrolet 283-400, rollerized .100" Thick
90208	Chevrolet 396-454, rollerized .100" Thick

Camshaft Assembly Lube

Lunati Camshaft Assembly Lube, packaged in 10-gram tubes, is a molydisulphide-based lubricant, which provides superior wear protection on initial start up. We supply this lube with each flat tappet camshaft for use on cam lobes and lifter faces.

Part Number	Description
99010	10 Gram Tube

CAMSHAFT ACCESSORIES

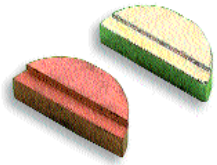
Degree Bushing Kits

Used to advance or retard camshafts up to 8º.

Part Number	Description
81015	Chevrolet V-8 0º,2º,4º,6º,8º Bushings
81006	Ford V-8 0º,2º,4º,6º,8º Bushings & Special Dowel Pin

Degree Keys

Used to advance or retard Chevy cams up to 4 crankshaft degrees.



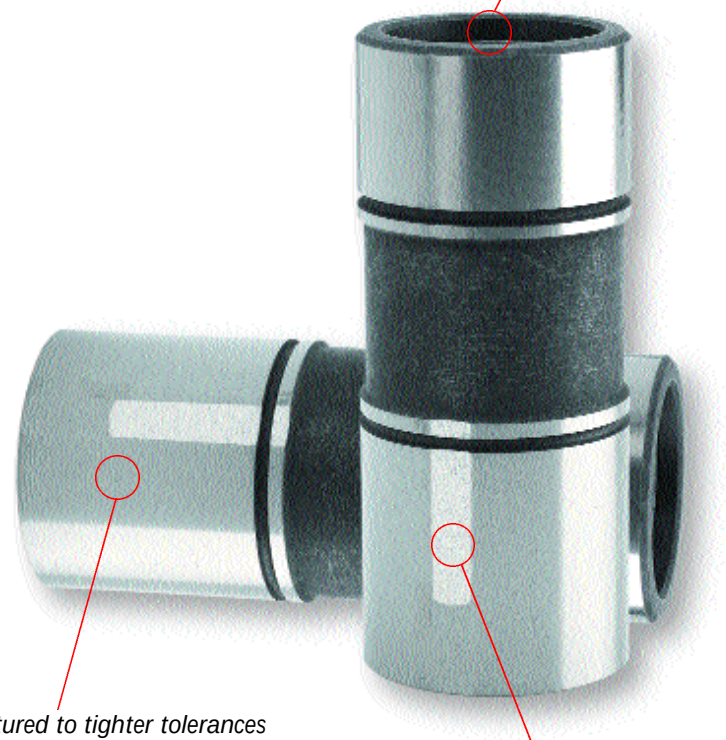
Part Number	Description
81003	Chevrolet Contains 2º and 4º Keys

Distributor Gears

Lunati distributor gears are manufactured from bronze alloy material (Ampco 45) to exacting tolerances for a perfect mesh with your cam gear.

Part Number	Description
88347	Chevrolet V8 HEI w/ .427” Shaft
88350	Chevrolet V8 & V6 w/ .491” Shaft (Stock Size)
88349	Chevrolet V8 w/ .500” Shaft
88250	Chevrolet L6 w/ .491” shaft
88348	MSD w/ .500” Shaft
88340	Chrysler “A” 273-360 ci
88426	Chrysler “B” & Hemi w/ .484” Shaft
88302	SVO 302/351W w/ .531” Shaft
88289	Ford 289-302 w/ .467” Shaft
88290	Ford 289-302 w/ .500” Shaft
88400	Ford 351C-400 & 332-428 w/ .500” Shaft
88351	Ford 351C-400 & 370-460 w/ .530” Shaft
88428	Ford FE 332-428 w/ .467” Shaft
88455	Oldsmobile V8 w/ .491” Shaft
88489	Pontiac V8 w/ .489” Shaft

LIFTERS


Precise oil metering system that reduces excess oil to top of engine at high RPM.
Manufactured to tighter tolerances than OEM specifications.
Micro Lube Flat for up to 10cc extra oil to cam lobe and lifter face per minute.

LIFTERS

Performance Replacement Hydraulic Lifters

Lunati's Performance replacement lifters are designed and manufactured to exacting tolerances. Performance replacement lifters are intended to be an exact replacement for your factory performance lifters.

Part Number	Description
71963PR	AMC V8 290-304-343-360-401 ci.
71817PR-12	Chevrolet V6 200-229-262 ci.
71817PR-12	Chevrolet L6 194-230-250-292 ci.
71817PR-12	Chevrolet V8 262-265-267-283-302-305-307-327-350-400-396-402-427-454 ci.
71977PR	Chrysler A 273-340-360 & '67 up 318 ci.
71977PR	Chrysler B 350-361-383-400-413-426-440 ci. '68 & up
71900PR	Ford V8 221-255-260-289-302-351C-351W-370-400-429-460 ci.
71951PR	Oldsmobile V8 '68 & up 260-307-350-400-403-425-455 ci.
71951PR	Pontiac V8 265-287-301-316-326-347-350-370-389-400-421-428-455 ci.

Hi-Vac Hydraulic Lifters (Fast Bleed)

Lunati's Hi-Vac Lifters are designed to bleed down faster than a normal lifter. At a lower RPM this increases engine vacuum. When RPM increases these lifters act like a conventional hydraulic lifter. Hi-Vac lifters are excellent when a vacuum rule is in place or extra vacuum is needed for accessories.

Part Number	Description
71817HV	Chevrolet V8 262-265-267-283-302-305-307-327-350-400-396-402-427-454 ci.
71900HV	Ford V8 221-255-260-289-302-351C-351W-370-400-429-460 ci.

LIFTERS

"Micro" Lube Hydraulic Lifters

Lunati's new Micro lube hydraulic lifters are designed to add extra oil to the lobe of the camshaft and lifter face to help prevent premature lifter or lobe failure. Machined flat adds up to 10cc extra oil to the lobe per minute. The Micro lube lifter offers improved cam and lifter life without sacrificing oil pressure.

Part Number	Description
71817ML	Chevrolet V8 262-265-267-283-302-305-307-327-350-400-396-402-427-454 ci.
71900ML	Ford V8 221-255-260-289-302-351C-351W-370-400-429-460 ci.
71977ML	Chrysler A 273-340-360 & '67 up 318 ci.
71977ML	Chrysler B 350-361-383-400-413-426-440 ci. '68 & up

Micro-Trol Hydraulic Lifters

Lunati's Micro-Trol Lifters are designed for performance applications where precise oil control is an absolute necessity. The precise oil control allows higher rpm potential.To obtain maximum performance from this lifter, the plunger is held in place by a full contact snap ring, specially designed to be an integral part of the lifter assembly...unlike wire clip locking rings that come apart at high RPM, destroying the lifter.

Part Number	Description
71963-12	AMC 6 cyl. 199-232-244-258 ci.
71963	AMC V8 290-304-343-360-401 ci.
71969-12	Buick V6 181-196-231-252 ci.
71969	Buick V8 350-400-430-455 ci.
71217-12	Chevrolet V6 60º 173 ci.
71817-12	Chevrolet V6 200-229-262 ci.
71817-12	Chevrolet L6 194-230-250-292 ci.
71817	Chevrolet V8 262-265-267-283-302-305-307-327-350-400-396-402-427-454 ci.
71977	Chrysler A 273-340-360 & '67 up 318 ci.
71977	Chrysler B 350-361-383-400-413-426-440 ci. '68 & up
71900-12	Ford 6 cyl. 240-300 ci.
71900	Ford V8 221-255-260-289-302-351C-351W-370-400-429-460 ci.
71949	Ford V8 332-360-390-406-410-427-428 ci.
71951	Oldsmobile V8 '68 & up 260-307-350-400-403-425-455 ci.
71077-8	Pontiac 4 cyl. 151 ci. '79 & up
71969-8	Pontiac 4 cyl. 151 ci. '77-*78
71951	Pontiac V8 265-287-301-316-326-347-350-370-389-400-421-428-455 ci.

LIFTERS

"G" Series Hydraulic Lifters

The G Series Hydraulic Lifter was designed for use in racing applications. To obtain maximum performance from this lifter, the plunger must be run at the extreme end of its travel.To keep the lifter from coming apart, the plunger is held in place by a full contact snap ring, specially designed to be an integral part of the lifter assembly, unlike wire clip locking rings that come apart at high RPM, destroying the lifter.

The G Series Lifter is built with the closest internal tolerances in the industry. This reduces bleed down and insures a more positive valve action than that found in more conventional hydraulic lifters.

Part Number	Description
71817G	Chevrolet, All Small and Big Block V-8
71900G	Ford 221-255-260-289-302-351C-351W-370-400-429-460
71977G	Chrysler A & B, 68 & up
71951G	Pontiac - Oldsmobile, All V-8

Solid Lifters

Lunati mechanical, (solid) lifters, are designed to meter the exact amount of oil while maintaining the precise lash needed to allow the camshaft to perform at its best.

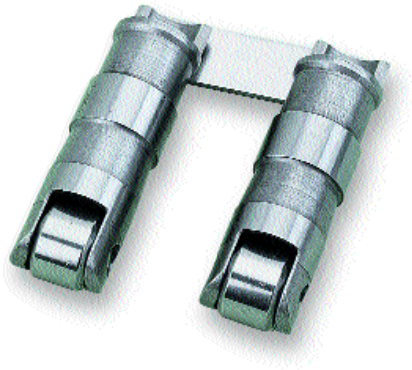
Part Number	Description
70998	AMC - all
70992	Chevrolet & Pontiac - all
70992-12	Chevrolet V6 & L6 - all
70937	Chrysler - all
70000	Ford V8 221-255-260-289-302-351C-351W-370-400-429-460 ci.
70872	Ford V8 352-360-390-406-410-427-428 ci. FE
70903	Ford V8 352-360-390-406-410-427-428 ci. FE, Shell Type

Hydraulic Roller Lifters & Retro-Fit Kit

LIFTERS

Hydraulic Roller Lifters

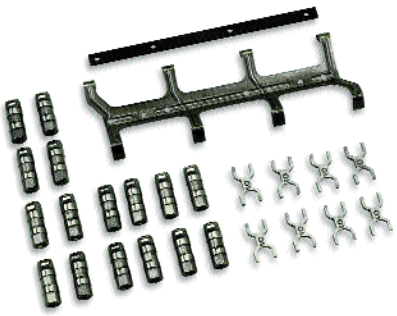
Lunati Hydraulic roller lifters are offered for the Small and Big Block Chevy's as a vertical bar drop in lifter for engines originally designed for use with a flat tappet lifter. Lunati's hydraulic roller lifter for the 302 HO Ford is a performance replacement that is also used in Lunati's hydraulic roller retrofit kit.



Part Number	Description
72817LUN	Chevrolet 283-400 hydraulic rollers- retro-fit
72820LUN	Chevrolet 396-454 hydraulic rollers - retro-fit
72915	Ford 302 HO 86-up hydraulic performance replacement and in the Lunati Hydraulic roller retrofit kit for 289-351W

Hydraulic Roller Retro-Fit Kit

Lunati Hydraulic roller retro-fit kit for Ford 289-351W engines include all the parts necessary to convert to hydraulic roller lifters.This kit is used on engines originally equipped with flat tappet cams.
(Kit Includes Lifters)



Part Number	Description
86140	Ford 289-351W hydraulic roller retro-fit kit

LIFTERS

Available for small block and big block Chevy.

"Pop-Up" design allows racers to change cams without removing the intake manifold!

Material removed from non-critical areas for increased valve train stability and reduced weight - less than 100 grams per pair.

Components are made of the highest quality materials and precision ground to ensure maximum performance lap after lap.

LIFTERS

Pop Up Roller Lifters

Lunati lightweight pop up design roller lifters are ideal for the racers that need to change camshafts quickly or for quick cam changes on the dyno. The spring loaded horizontal bar design allows you to remove the cam without removing the intake manifold! The light weight design also reduces valve train weight with a pair of 72840 only weighing in at 100 grams.

Part Number	Description	Diameter	Pushrod Seat Location
72840LUN	Chevrolet 283-400 Light weight pop up design, horizontal bar	.842”	All Centered
72992LUN	Chevrolet 396-454 Light weight pop up design, horizontal bar	.842”	All Centered

Vertical Bar Roller Lifters

Lunati vertical bar roller lifters are manufactured from premium materials and machined to exacting tolerances and heat-treat ed for maximum durability. Lunati’s vertical bar lifters feature maximized lifter bore contact for less wear and material is removed from non-critical areas for a strong lightweight lifter. Lunati roller lifters are the #1 choice for racers and street machines alike.

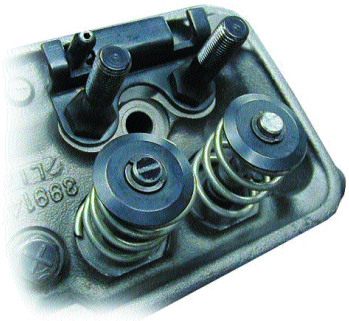
Part Number	Description	Diameter	Pushrod Seat Location
72848LUN	Chevrolet 283-400 vertical bar design	.842”	All Centered
72740LUN	Chevrolet 283-400 offset for Buick cyl. head	.842”	(8) Left Intake (8) Left Exhaust
72745	Chevrolet 283-400 .875” dia. lifter bore	.875”	All Centered
72750LUN	Chevrolet 283-400 special .180” offset intake	.842”	(8) Centered (4)Left intake (4) Right Intake
72790LUN	Chevrolet 396-454 vertical bar design	.842”	All Centered
72792LUN	Chevrolet 396-454 .180” offset intake	.842”	(8) Centered (4)Left intake (4) Right Intake
72340LUN	Mopar 318-340-360 vertical bar design	.903”	All Centered
72942	B-Mopar and Hemi vertical bar design	.903”	All Centered
72914	Ford 260-400 Windsor & Cleveland vertical bar design	.875”	All Centered
72903	Ford 390-428 FE vertical bar design	.842”	All Centered
72000LUN	Ford 429-460 vertical bar design	.875”	All Centered
72951	Pontiac engines vertical bar design	.842”	All Centered
72515LUN	Oldsmobile 307-455 vertical bar design	.842”	All Centered

HOW TO VERIFY PROPER VALVE TRAIN GEOMETRY

The following is a method of verifying proper valve train geometry. After you have estimated the required pushrod length using a Lunati Pushrod Length Checker, use this method to <u>verify</u> that the valve train geometry is correct (using the rockers you are using in your engine.)

1 *The first step is to install a solid lifter and an adjustable pushrod. Mark the tip of the valve with a marker.*

2 *Install your rocker arm and set it up with zero lash.*



3 *Rotate the crankshaft clockwise several times. Remove the rocker arm. The contact pattern of the rocker tip will be where the marker has been wiped away from the valve tip. The pattern should be centered on the valve tip, and as narrow as possible. If it is not, experiment with varying the pushrod length to yield the best pattern.*

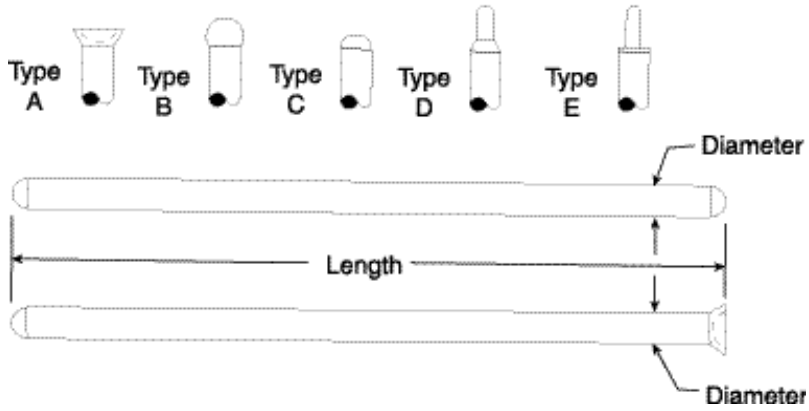
4a ***Pushrod Too Long:*** *Notice how the pattern is wide, and shifted to the exhaust side of the valve tip.*

HOW TO VERIFY PROPER VALVE TRAIN GEOMETRY

4b ***Pushrod Too Short:*** *Notice how the pattern is wide, and shifted to the intake side of the valve tip.*

4c ***Pushrod Length Correct:*** *Notice how the pattern is narrow and is centered on the valve tip.*

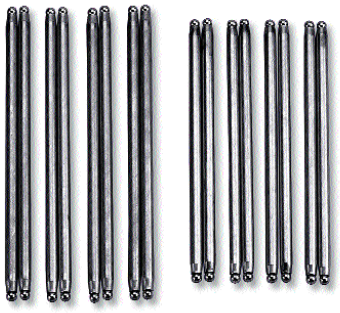
Pushrod End types



BRACKET MASTER II PUSHRODS

Bracket Master II Pushrods

When building an engine, one of the most over looked areas is the pushrods and rocker arms. Similar to a lifter that develops a wear pattern to the camshaft, the pushrod develops a wear pattern in the pushrod seat. If you mismatch the balls and seats, premature failure will result. We recommend you replace pushrods and rocker arms when build ing your engine. The special heat treated balls welded to the ends of the Bracket Master II pushrods make them an ideal replacement piece for your worn stock pushrods.



Chevrolet

Part Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
80159	V8 262-400, w/OE Hydraulic Roller Cam, '87 up	5/16"	7.195"	B&B	Yes
80132	V8 262-400 w/Retro Fit Hydraulic Roller Cam	5/16"	7.290"	B&B	Yes
81134	V8 262-400, '55-present w/Flat Tappet, hardened	5/16"	7.794"	B&B	Yes
80135LUN	V8 262-400, '55-present, .100" long	5/16"	7.894"	B&B	Yes
80160I	V8 396-454 Intake w/Retro Fit Hydraulic Roller	3/8"	7.725"	B&B	Yes
80160X	V8 396-454 Exhaust w/Retro Fit Hydraulic Roller	3/8"	8.684"	B&B	Yes
80160	V8 396-454, contains 80160I & 80160X	3/8"	-	B&B	Yes
80144I	V8 396-454, Intake hardened replacement	3/8"	8.280"	B&B	Yes
80144X	V8 396-454, Exhaust hardened replacement	3/8"	9.252"	B&B	Yes
80144	V8 396-454, contains 80144I & 80144X	3/8"	-	B&B	Yes

Ford

Part Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
80760	V8 255-302, '65-present w/Flat Tappet	5/16"	6.876"	B&B	Yes
80761	V8 302 w/OE Hydraulic Roller Cam '85-present	5/16"	6.250"	B&B	Yes
80762	V8 255-302 .060" long, '68-'85	5/16"	6.936"	B&B	No
80745	V8 302 Retro Fit	5/16"	6.400"	B&B	Yes
80763	V8 351W, '69-'78	5/16"	8.152"	B&B	No
80765	V8 351W Retro Fit	5/16"	7.700"	B&B	Yes
80950	V8 351C & Cobra Jet, '70-'74	5/16"	8.408"	B&B	No
80766	V8 429-460, '72-'78	5/16"	8.550"	B&B	No
80767	V8 429-460 .060" long, '72-'78	5/16"	8.616"	B&B	No

BRACKET MASTER II PUSHRODS - (CONTINUED)

Oldsmobile

Part Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
80801	V8 400-455, '71-'79	5/16"	9.750"	B&B	Yes

Pontiac

Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
80726	V8 350-455, '55-'79	5/16"	9.136"	B&B	Yes

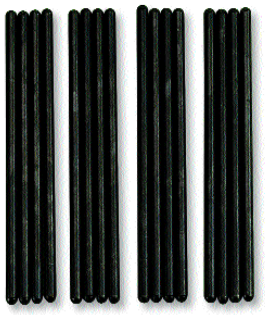
Pushrod Length Checker

This tool is a must for the serious engine builder or performance enthusiast. Without a doubt, this tool simplifies the art of determining correct push rod length .

Part Number	Description
80120	Chevrolet 283-400
80121	Chevrolet 396-454
80121T	Chevrolet 396-454 tall deck
80122	Ford 260-351W
80123	Ford 351C-400
80124	Ford 429-460
80125	Pontiac 264-400

LUNATI PERFORMANCE REPLACEMENT PUSHRODS "LPR"

Lunati Performance Replacement "LPR" pushrods are made of premium quality 1010 steel, heat treated for extra strength and rigidity where it is needed most - but at a highly affordable price for cost conscious engine builders. Once again, another prime example of the BEST PERFORMANCE VALUE in the business.



Chevrolet

Part Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
83132	V8 262-400, Hydraulic Roller Cam	5/16"	7.290"	C & C	Yes
83134	V8 262-400, Stock Length	5/16"	7.794"	C & C	Yes
83133	V8 262-400, .100" Long	5/16"	7.894"	C & C	Yes
83144	V8 396-454, Stock Length	5/16"	8.280" IN 9.252" EX	B&B	Yes

Chrysler

Part Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
83759	V8 318-360, Non-Adj. Stock Length	5/16"	7.513"	C & C	Yes
83720	V8 318-360, Adjustable Rocker Arms	5/16"	7.495"	A & C	Yes
83740	V8 383 "Low Block" Non-Adj. Stock Length	5/16"	8.555"	C & C	Yes
83718	V8 440 "Tall Block" Non-Adj. Stock Length	5/16"	9.295"	C & C	Yes
83743	V8 440 "Tall Block" Adjustable Rocker Arms	3/8"	9.445"	A & E	Yes

Ford

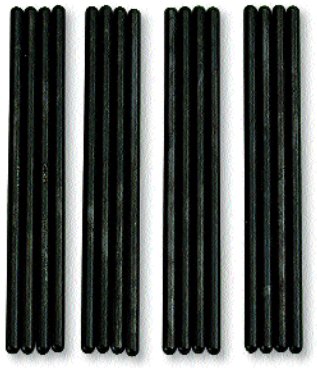
Part Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
83748	V8 260-302, Non-Adj. Stock Length	5/16"	6.886"	C & C	Yes
83747	V8 351W, Stock Length	5/16"	8.144"	C & C	Yes
83750	V8 351C, Stock Length	5/16"	8.408"	C & C	Yes
83274	V8 429-460, Stock Length	5/16"	8.555"	C & C	Yes

Pontiac

Part Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
83726	V8 All, Stock Length	5/16"	9.130"	C & C	Yes
83727	V8 All, With Chevy Lifters	5/16"	9.290"	C & C	Yes

PRO-SERIES PUSHRODS

Lunati "Pro-Series" pushrods listed below have specially formed one piece swedged ends and are heat treated carbonitrited chrome-moly steel which gives the Pro-Series pushrods remarkable strength for high spring pressure, high RPM engines - which need every ounce of that elusive "winning edge"!



Chevrolet

Part Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
82430	V6 292, Stock Length	5/16"	11.382"	C & C	Yes
82720	V8 283-400, -.600" Short - Std. OE Hydraulic Roller	5/16"	7.200"	C & C	Yes
82730	V8 283-400, -.500" Short - Std. Retrofit Hydraulic Roller	5/16"	7.300"	C & C	Yes
82735	V8 283-400, -.450" Short	5/16"	7.350"	C & C	Yes
82135	V8 283-400, -.100" Short	5/16"	7.700"	C & C	Yes
82134	V8 283-400, Stock Length	5/16"	7.794"	C & C	Yes
82154	V8 283-400, .50" Long	5/16"	7.844"	C & C	Yes
82133	V8 283-400, .100" Long	5/16"	7.894"	C & C	Yes
82138	V8 283-400, .150" Long	5/16"	7.944"	C & C	Yes
82139	V8 283-400, .200" Long	5/16"	7.994"	C & C	Yes
82140	V8 283-400, .250" Long	5/16"	8.044"	C & C	Yes
82141	V8 283-400, .300" Long	5/16"	8.094"	C & C	Yes
82747	V8 283-400, .350" Long	5/16"	8.144"	C & C	Yes
82155	V8 283-400, .400" Long	5/16"	8.194"	C & C	Yes
82156	V8 283-400, .450" Long	5/16"	8.244"	C & C	Yes
82136	V8 283-400, Stock Length	3/8"	7.794"	C & C	Yes
82137	V8 283-400, .100" Long	3/8"	7.894"	C & C	Yes
82146	V8 396-454, .100" Long	3/8"	8.380" IN 9.350" EX	D & D	Yes
82150	V8 396-454, Hydraulic Roller - Stock Length	5/16"	7.780" IN 8.760" EX	D & D	Yes
82150T	V8 396-454, Hydraulic Roller - Stock Length	3/8"	7.780" IN 8.760" EX	D & D	Yes
82145	V8 396-454, TRUCK BLOCK - Stock Length (+.400" over Pass.)	3/8"	8.680" IN 9.650" EX	D & D	Yes
82147	V8 396-454, TRUCK BLOCK - .100" Long	3/8"	8.780" IN 9.750" EX	D & D	Yes

PRO-SERIES PUSHRODS - (CONTINUED)

Chrysler

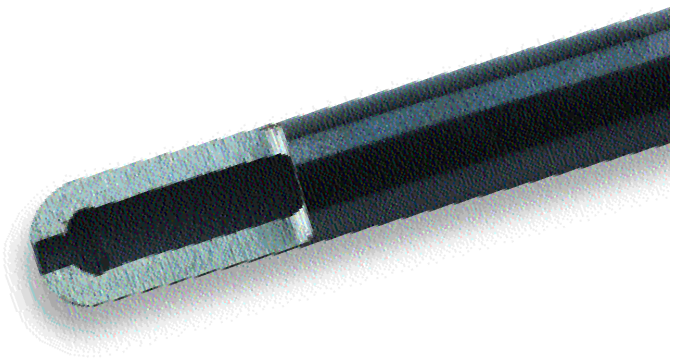
Part Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
82740	V8 383 “Low Block” Non-Adj. Stock Length	5/16”	8.555”	C & C	Yes
82718	V8 440 “Tall Block” Non-Adj. Stock Length	5/16”	9.295”	C & C	Yes

Ford

Part Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
82745	V8 260-302, Use with Pre-85 Retro fit hyd. roller	5/16”	6.400”	C & C	Yes
82704	V8 260-302, Adjustable Rocker Arms	5/16”	6.776”	C & C	Yes
82748	V8 260-302, Non-Adj. Stock Length - Early 289-302	5/16”	6.886”	C & C	Yes
82747	V8 351W, Stock Length	5/16”	8.144”	C & C	Yes
82750	V8 351C, Stock Length	5/16”	8.408”	C & C	Yes
82753	V8 Boss 351, Stock Length	3/8”	8.492”	C & C	Yes
82705	V8 332-428, Adjustable Rocker Arms	3/8”	9.310”	A & B	Yes
82706	V8 332-428, Adjustable Rocker Arms w/ Shell Lifter	3/8”	10.650”	A & B	Yes
82709	V8 332-428, Adjustable Rocker Arms w/ Roller Lifter	3/8”	9.000”	A & B	Yes

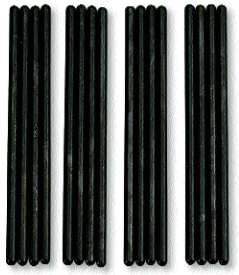
Pontiac

Part Number	Engine Application	Diameter	Overall Length	End Type	Use with Guide Plates
82726	V8 All, Stock Length	5/16”	9.130”	C & C	Yes
82727	V8 All, With Chevy Lifters	5/16”	9.290”	C & C	Yes



PRO-SERIES CUSTOM LENGTH PUSHRODS

Any time valve train geometry is changed due to milling the heads, small base circle cams, different rocker arm ratios, etc., it becomes necessary to replace your stock length pushrods with custom built pushrods. Lunati can help off set this expense by providing the exact length pushrod you need without the wait for custom units to be built.



Chevrolet

Part Number	Engine Application	Diameter	Overall Length	Use with Guide Plates
82720	SBC OE Hyd. Roller	5/16”	7.200”	Yes
82730	SBC Retrofit Hyd Roller	5/16”	7.300”	Yes
82735	SBC +.050” Hyd. Roller	5/16”	7.350”	Yes
82135	SBC -.100”	5/16”	7.694”	Yes
82134	SBC stock length	5/16”	7.794”	Yes
82136	SBC stock length	3/8”	7.794”	Yes
82154	SBC +.050”	5/16”	7.844”	Yes
82133	SBC +.100”	5/16”	7.894”	Yes
82137	SBC +.100”	3/8”	7.894”	Yes
82138	SBC +.150”	5/16”	7.944”	Yes
82139	SBC +.200”	5/16”	7.994”	Yes
82140	SBC +.250”	5/16”	8.044”	Yes
82141	SBC +.300”	5/16”	8.094”	Yes
82747	SBC +.350”,351W Std.	5/16”	8.144”	Yes
82155	SBC +.400”	5/16”	8.194”	Yes
82156	SBC +.450”	5/16”	8.244”	Yes
82158I	BBC truck intake	3/8”	8.180”	Yes
82158X	BBC truck exhaust	3/8”	9.160”	Yes
82144I	BBC stock length intake	3/8	”8.280”	Yes
82144X	BBC stock length exhaust	3/8”	9.252”	Yes
82146I	BBC +.100” intake	3/8”	8.380”	Yes
82146X	BBC +.100” exhaust	3/8”	9.352”	Yes
82145I	BBC truck intake	3/8”	8.680”	Yes
82145X	BBC truck exhaust	3/8”	9.652”	Yes
82147I	BBC +.100” truck intake	3/8”	8.780”	Yes
82147X	BBC +.100” truck exhaust	3/8”	9.752”	Yes
82151I	BBC +.150” truck intake	3/8”	8.830”	Yes
82151X	BBC +.150” truck exhaust	3/8”	9.802”	Yes
82152I	BBC +.250” truck intake	3/8”	8.930”	Yes
82152X	BBC +.250” truck exhaust	3/8”	9.852”	Yes
82153I	BBC intake	3/8”	8.950”	Yes
82153X	BBC exhaust	3/8”	9.900”	Yes

PRO-SERIES CUSTOM LENGTH PUSHRODS - (CONTINUED)

Ford

Part Number	Engine Application	Diameter	Overall Length	Use with Guide Plates
82745	SBF Early Retrofit	5/16”	6.400”	Yes
82704	SBF	5/16”	6.750”	Yes
82750	Ford 351C	5/16”	8.408”	Yes
82753	Boss 351	3/8”	8.492”	Yes

Pontiac

Part Number	Engine Application	Diameter	Overall Length	Use with Guide Plates
82726	Pontiac V8	5/16”	9.130”	Yes
82727	Pont. w/ Chevrolet lifters	5/16”	9.290”	Yes

PUSHROD ACCESSORIES

Guide Plates

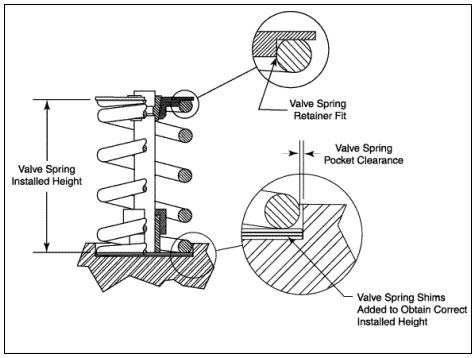
Lunati pushrod guide plates are made from high quality, heat treated, black oxide coated steel to not only look good but to fill the need for absolute control of side to side movement of the pushrod.

Part Number	Description
86516	Small block Chevrolet 5/16”
86380	Small Block Chevrolet 3/8”
86454	Big Block Chevrolet 3/8”
86289	Ford 289-302-351W 5/16”

VALVE SPRING TECHNICAL INFORMATION

How To Get The Most Out Of Your Lunati Valve Springs

• Valve Spring Fitment



Valve Spring Pocket Clearance

Valve spring pocket clearance is the gap between the inside diameter of the valve spring pocket (or cup, if used) and the outside diameter of the valve spring.

• Too much clearance will result in the spring " dancing" around in the head, which "beats up" the spring mounting surface and the spring itself. If this is the case, a spring cup may be used. Additional machining of the spring pocket may be required to accept the spring cup.

• Not enough clearance will bind the spring in the pocket, overstressing the bottom coil by limiting its movement and not allowing the spring to "grow". This will cause the bottom coil to wear against the head and/or prematurely fail. Machine the valve pocket using a Spring Seat Cutter if not enough clearance exists.

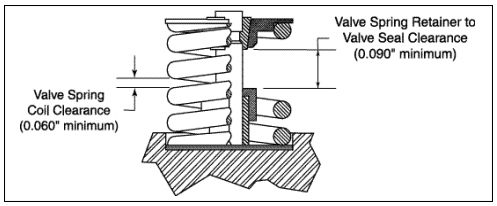
Valve Spring Retainer Fit *The valve spring retainer should fit the valve spring being used. A slightly snug fit is acceptable, however a fit that is too tight can overstress the top coil, and cause it to fail. A fit that is too loose can lead to spring "dancing."*

Valve Spring Installed Height *The installed height of the valve spring is the distance between the valve pocket (or cup, or shims) and the outer edge of the spring retainer (which is the height of the valve spring) when the valve is closed. To check installed height, follow the following procedure:*

1. *Install the valve in the guide.*
2. *Install the retainer and valve locks.*
3. *Install all spring cups and/or valve spring shims (basically, everything except the valve spring).*
4. *Hold the valve closed by pulling the retainer up tightly against the valve locks.*
5. *Measure the distance between the outside edge of the valve spring retainer and the spring seat. A snap gage or a height micrometer should be used.*
6. *Check the distance against what is recommended on the camshaft specification card. An installed height of +/- 0.020" is acceptable.*
7. *If the installed height is not within 0.020", either machining of the valve pocket, or removal/installation of valve spring shims is necessary.*
8. *Repeat this procedure for the rest of the valves.*

VALVE SPRING TECHNICAL INFORMATION

Spring Retainer to Valve Seal Clearance



The distance between the innermost step on the valve spring retainer and the valve guide must be 0.090" larger than the maximum valve lift of the camshaft. Measure the distance between the top of the valve seal to the bottom of the valve spring retainer. After adding 0.090" to your measurement, it should still be larger than the maximum valve lift of the camshaft. If not, machining of the valve guide in necessary for adequate clearance.

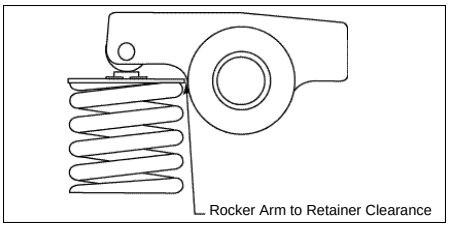
Valve Spring Coil Clearance

Coil clearance is the distance between the valve spring coils when the valve is it maximum lift (fully open). A minimum of 0.060" must exist between the coils at maximum lift. Coil bind is when the valve spring is compressed fully-to the point that all of the coils are "stacked up" on top of each other. .100 is recommended for high RPM applications. Coil bind is a catastrophic condition that will result in valve train failure.

Disassemble each spring (if multiple springs are employed at each valve). Check all the springs (both inner, and outer springs) If there is not 0.060"- 0.100" minimum of clearance between the coils, the solutions are: the valve retainer, the valve locks, the valve, or the spring must be changed; the spring pocket must be machined. Keep in mind that these modifications will change the valve spring installed height.

Retainer to Rocker Arm Clearance

When installing the rocker arms, check to see that the inside of the rocker arms clear the spring retainers. Many rocker arms have a "relief" to accommodate large valve spring retainers.



• Valve Spring Run-In

Each set of Lunati valve springs are hand-selected to keep load variations below +/- 10% of the next. However, it is important to "run in" your new valve springs at low RPM using the following procedure:

1. *Start the engine and run the engine between 1500 and 2000 RPM until the engine reaches operating temperature.*
2. *Shut off the engine and allow the springs to cool.*
3. *After initial run-in, most springs will lose a slight amount of pressure. Re-check and shim up the valve springs if necessary. After the springs are "run in," spring pressure should remain constant until the point of replacement.*

VALVE SPRING SETS

Chrome Silicon Single Spring Sets

Lunati Chrome Silicon single valve springs with damper are manufactured from the finest chrome silicon wire available today. Lunati Chrome Silicon valve springs are excellent for use in your street machine or Saturday night bracket car.

Part Number	Installed Height	Installed Load	Height 2	Load 2	Coil Bind Height	OD	ID***	Max Lift	Damper	Retainer
73842-8	1.550	80	1.250	184	0.938	1.410	1.026	0.552	YES	75966
73090	1.620	80	1.250	165	0.985	1.450	1.086	0.575	YES	75702
73084	1.750	115	1.250	250	1.080	1.450	1.080	0.610	YES	75702
73262	1.660	96	1.250	238	1.100	1.495	1.080	0.500	YES	75702
73943	1.750	108	1.250	339	1.060	1.266	0.883	0.630	YES	75704
73126	1.800	100	1.250	294	1.100	1.500	1.086	0.640	YES	75702
73815	1.820	120	1.250	312	1.100	1.500	1.086	0.660	YES	75702
73236	1.930	135	1.250	355	1.200	1.540	1.125	0.670	YES	75713

**** This dimension does not include flat damper thickness*

Chrome Silicon Dual Spring Sets

Lunati Chrome Silicon dual valve springs are manufactured from the finest chrome silicon wire available today. Lunati Chrome Silicon valve springs are excellent for use in your street machine or Saturday night bracket car.

Part Number	Installed Height	Installed Load	Height 2	Load 2	Coil Bind Height	OD	ID	Max Lift	Damper	Retainer
73884-8	1.650	90	1.250	176	0.927	1.304	0.754	0.663	NO	75933
73949	1.650	120	1.250	265	0.950	1.440	0.745	0.640	YES	75702
73838	1.690	110	1.250	302	0.950	1.465	0.807	0.680	NO	75702
73110	1.850	110	1.250	300	1.070	1.440	0.700	0.720	YES	75702
73124	1.880	136	1.250	355	1.150	1.500	0.766	0.670	YES	75702
73100	1.850	125	1.250	328	1.070	1.450	0.740	0.720	YES	75502
73121	1.940	140	1.250	400	1.150	1.526	0.775	0.730	YES	75513
73264	1.880	120	1.250	425	1.100	1.500	0.700	0.720	YES	75702
73899	1.850	197	1.250	533	1.110	1.500	0.802	0.680	NO	75502
73367	1.950	210	1.250	550	1.150	1.550	0.740	0.740	YES	75513

73110 *IS A REPLACEMENT SPRING FOR HOLLEY SMALL BLOCK CYLINDER HEADS!*

VALVE SPRING SETS

H-11 Steel Dual Spring Sets

The racer's choice for exceptionally long spring life and resistance to breakage and fatigue is the H-11Valve Spring. Designed for high lift race cams, the Lunati H-11 valve springs have 5 times more chrome in the material than Chrome Silicon valve springs, plus nickel, molybdenum and vanadium, metals that make stronger and more resistant to the effects of engine temperature and fatigue. Chrome Silicon makes an excellent valve spring for normal high performance applications, but in high stress race applications, H-11 represents a far better alternative than Chrome Silicon.

Part Number	Installed Height	Installed Load	Height 2	Load 2	Coil Bind Height	OD	ID	Max Lift	Damper	Retainer
74150*	1.750	120	1.250	350	1.100	1.260	0.880	0.590	YES	75704
74500	1.850	200	1.250	550	1.070	1.525	0.730	0.720	YES	76102
74300	1.850	200	1.250	560	1.080	1.625	0.770	0.710	YES	76110
74301	1.950	210	1.250	680	1.100	1.625	0.770	0.790	YES	76110
74555	1.900	230	1.250	630	1.025	1.550	0.725	0.815	YES	76113
74302	2.050	250	1.250	745	1.150	1.650	0.770	0.840	YES	76110

Pro Mod Dual Spring Sets

Lunati PRO MOD Valve Springs were designed for serious racers. Oval track applications, bracket racers and serious pro street applications can benefit from the quality of the Pro Mod spring. Higher stress loads with no sacrifice in durability and Statistical Process Control assures maximum performance for the life of the valve spring. Each spring is rate checked to insure proper tension and exacting rate.

Part Number	Installed Height	Installed Load	Height 2	Load 2	Coil Bind Height	OD	ID	Max Lift	Damper	Retainer
73010	1.850	120	1.250	320	1.070	1.450	0.700	0.720	YES	75702
73015*	1.820	120	1.250	312	1.100	1.500	1.086	0.660	YES	75702
73021	1.940	143	1.250	406	1.050	1.540	0.861	0.830	NO	75713
73043*	1.750	108	1.250	339	1.060	1.266	0.883	0.630	YES	75704
73067	1.950	226	1.250	591	1.150	1.550	0.740	0.740	YES	76113
73099	1.850	197	1.250	533	1.110	1.500	0.802	0.680	NO	76102

Notes: ** Indicates a single spring*

VALVE SPRING SETS

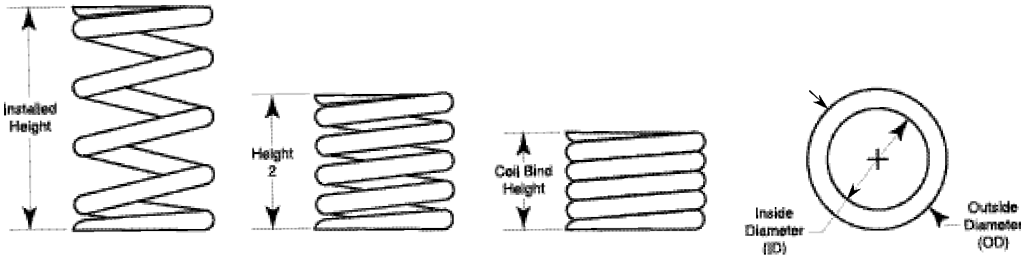
Pro Rev Steel Dual Spring Sets

Lunati Pro Rev Valve Springs are the ultimate in performance valve springs. The material used in the Pro Rev can handle 15% higher stress with the same durability as other springs. We also have specialized certification on the raw material to ensure con tinued quality on each run of springs. Statistical Process Control is used in manufacturing to ensure minimum interference fit along with proper sizing of the spring. Cycle fatigue testing is done on each lot of springs along with all springs being 100% checked for rate.

Part Number	Installed Height	Installed Load	Height 2	Load 2	Coil Bind Height	OD	ID	Max Lift	Damper	Retainer
74012	2.100	225	1.250	747	1.145	1.550	0.735	0.895	YES	76113
74013	2.050	225	1.250	747	1.145	1.550	0.735	0.845	YES	76113
74014	2.000	225	1.250	625	1.180	1.550	0.700	0.760	YES	76113
74021	1.950	225	1.250	660	1.200	1.550	0.730	0.690	YES	76113
74210**	2.000	340	1.250	850	1.130	1.650	0.636	0.810	NO	76107
74220**	2.100	330	1.250	925	1.130	1.650	0.645	0.910	NO	76107

Notes: ** Indicates a single spring*

*** Indicates a triple spring*



VALVE SPRING SPECS CHART

Part Numbers

	73010	73015	73021	73043	73067	73084	73090	73099	73100	73110	73121	73124
Installed Height	1.850	1.820	1.940	1.750	0.950	1.750	1.620	1.850	1.850	1.850	1.940	1.880
Outside Diameter	1.450	1.500	1.540	1.266	1.550	1.450	1.450	1.500	1.450	1.440	1.526	1.500
Inside Diameter	0.700	1.086	0.861	0.883	0.740	1.080	1.086	0.802	0.740	0.700	0.775	0.766
Maximum Lift	0.720	0.660	0.830	0.630	0.740	0.610	0.575	0.680	0.720	0.720	0.730	0.670
Coil Bind Height	1.070	1.100	1.050	1.060	1.150	1.080	0.985	1.110	1.070	1.070	1.150	1.150
Rate (lb/in)	342	337	381	462	521	270	230	560	338	317	377	348
Spring Type	Dual	Single	Dual	Single	Dual	Single	Single	Dual	Dual	Dual	Dual	Dual
Damper	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
2.400												
2.350												
2.300												
2.250												
2.200												
2.150												
2.100			82		148							
2.050			101		174						99	
2.000	74		120		200			113	74	63	117	94
1.950	91	76	139		226			141	91	78	136	112
1.900	108	93	158	39	252	75		169	108	94	155	129
1.850	125	110	177	62	278	88		197	125	110	174	146
1.800	142	127	196	85	304	102		225	142	126	193	164
1.750	159	144	215	108	330	115	50	253	159	142	212	181
1.700	176	160	234	131	356	129	62	281	176	158	230	199
1.650	193	177	253	154	382	142	73	309	193	173	249	216
1.600	210	194	273	177	409	156	85	337	210	189	268	233
1.550	228	211	292	200	435	169	96	365	227	205	287	251
1.500	245	228	311	224	461	183	108	393	243	221	306	268
1.450	262	245	330	247	487	196	119	421	260	237	325	285
1.400	279	261	349	270	513	210	131	449	277	253	343	303
1.350	296	278	368	293	539	223	142	477	294	268	362	320
1.300	313	295	387	316	565	237	154	505	311	284	381	338
1.250	330	312	406	339	591	250	165	533	328	300	400	355
1.200	347	329	425	362	617	264	176	561	345	316	419	372
1.150	364	346	444	385	643	277	188	589	362	332	438	390
1.100	381	363	463	408		291	199		379	348		
1.050			482				211					
1.000							222					
0.950												

Height (inches)

Load (Lbs)

VALVE SPRING SPECS CHART

Part Number

	73126	73236	73262	73264	73367	73815	73838	73842-8	73884-8	73899	73943	73949
Installed Height	1.800	1.930	1.660	1.880	1.950	1.820	1.690	1.550	1.650	1.850	1.750	1.650
Outside Diameter	1.500	1.540	1.495	1.500	1.550	1.500	1.465	1.410	1.304	1.500	1.266	1.440
Inside Diameter	1.086	1.125	1.080	0.700	0.740	1.086	0.807	1.026	0.754	0.802	0.883	0.745
Maximum Lift	0.640	0.670	0.500	0.720	0.740	0.660	0.680	0.552	0.663	0.680	0.630	0.640
Coil Bind Height	1.100	1.200	1.100	1.100	1.150	1.100	0.950	0.938	0.927	1.110	1.060	0.950
Rate (lb/in)	355	324	346	484	486	337	438	345	215	560	462	363
Spring Type	Single	Single	Single	Dual	Dual	Single	Dual	Single	Dual	Dual	Single	Dual
Damper	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes
2.400												
2.350												
2.300												
2.250												
2.200												
2.150												
2.100					137							
2.050		96			161							
2.000		112		62	186					113		
1.950	46	129		86	210	76				141		
1.900	64	145		110	234	93				169	39	
1.850	81	161		135	259	110				197	62	
1.800	100	177	48	159	283	127	61		58	225	85	66
1.750	117	193	65	183	307	144	83		68	253	108	84
1.700	135	209	82	207	331	160	105	28	79	281	131	102
1.650	152	226	99	231	356	177	127	46	90	309	154	120
1.600	170	242	117	256	380	194	149	63	101	337	177	138
1.550	188	258	134	280	404	211	170	80	112	365	200	156
1.500	205	274	151	304	429	228	192	97	122	393	224	174
1.450	223	290	169	328	453	245	214	115	133	421	247	193
1.400	241	306	186	352	477	261	236	132	144	449	270	211
1.350	259	323	203	377	501	278	258	149	155	477	293	229
1.300	276	339	221	401	526	295	280	166	165	505	316	247
1.250	294	355	238	425	550	312	302	184	176	533	339	265
1.200	312	371	255	449	574	329	324	201	187	561	362	283
1.150	330		273	473	599	346	345	218	198	589	38	5301
1.100	347		290	498		363	367	235	208		408	319
1.050							389	252	219			337
1.000							411	270	230			356
0.950							433	287	241			374

Height (inches)

Load (Lbs)

VALVE SPRING SPECS CHART

Part Number

	74012	74013	74014	74021	74150	74210	74220	74300	74301	74302	74500	74555
Installed Height	2.100	2.050	2.000	1.950	1.750	2.000	2.100	1.850	1.950	2.050	1.850	1.900
Outside Diameter	1.550	1.550	1.550	1.550	1.260	1.650	1.650	1.625	1.625	1.650	1.525	1.550
Inside Diameter	0.735	0.735	0.700	0.730	0.880	0.636	0.645	0.770	0.770	0.770	0.730	0.725
Maximum Lift	0.895	0.845	0.760	0.690	0.590	0.810	0.910	0.710	0.790	0.840	0.720	0.815
Coil Bind Height	1.145	1.145	1.180	1.200	1.100	1.130	1.130	1.080	1.100	1.150	1.070	1.025
Rate (lb/in)	614	653	533	621	460	680	700	610	671	619	583	615
Spring Type	Dual	Dual	Dual	Dual	Single	Triple	Triple	Dual	Dual	Dual	Dual	Dual
Damper	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes
2.400												
2.350												
2.300												
2.250	133						225					
2.200	164	127					260			157		
2.150	194	160	145			238	295			188		
2.100	225	192	172	132		272	330		109	219		
2.050	256	225	198	163		306	365		143	250		138
2.000	286	258	225	194		340	400	110	176	281	113	168
1.950	317	290	252	225		374	435	140	210	312	142	199
1.900	348	323	278	256	51	408	470	170	244	343	171	230
1.850	379	356	305	287	74	442	505	200	277	374	200	261
1.800	409	388	332	318	97	476	540	230	311	405	229	292
1.750	440	421	358	349	120	510	575	260	344	436	258	322
1.700	471	453	385	380	143	544	610	290	378	467	288	353
1.650	501	486	412	411	166	578	645	320	411	498	317	384
1.600	532	519	438	443	189	612	680	350	445	528	346	415
1.550	563	551	465	474	212	646	715	380	479	559	375	445
1.500	593	584	492	505	235	680	750	410	512	590	404	476
1.450	624	617	518	536	258	714	785	440	546	621	433	507
1.400	655	649	545	567	281	748	820	470	579	652	463	538
1.350	686	682	572	598	304	782	855	500	613	683	492	568
1.300	716	714	598	629	327	816	890	530	646	714	521	599
1.250	747	747	625	660	350	850	925	560	680	745	550	630
1.200	778	780	652	691	373	884	960	590	714	776	579	661
1.150	808	812			396	918	995	620	747	807	608	692
1.100					419			650	781		638	722
1.050												753
1.000												
0.950												

Height (inches)

Load (Lbs)

CHROMOLY STEEL 7-DEGREE RETAINERS

Lunati Chromoly steel retainers are precision manufactured from the best quality bar stock steel available. Steel retainers are available for 3/8" and 11/32" valve stem diameters and in 7º and 10º tapers. All steel retainers are black oxide coated for corrosion resistance

Retainer Part Number	Dimension A	Dimension B	Dimension C	Dimension D	Valve Stem Diameter	Use Locks Part Number
75704	1.225	0.875	N/A	0.615	11/327	7003
75933-8	1.250	0.985	N/A	0.745	7.91mm	77027-8
75967-8	1.250	0.985	N/A	0.745	11/32	77033-8
75966-8	1.375	0.960	N/A	0.705	11/32	77033-8
75702LUN	1.437	1.060	N/A	0.700	11/32	77034
					3/8	77004
					3/8	77012
					11/32	77006
75713LUN	1.5001	.125	N/A	0.700	11/32	77034
					3/8	77004
					3/8	77012
					11/32	77006

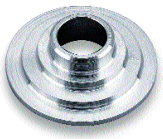
Chromoly Steel 10-Degree Retainers

Lunati Chromoly steel retainers are precision manufactured from the best quality bar stock steel available. Steel retainers are available for 5/16", 3/8" and 11/32" valve stem diameters and in 7º and 10º tapers. All steel retainers are black oxide coated for corrosion resistance

Retainer Part Number	Dimension A	Dimension B	Dimension C	Dimension D	Valve Stem Diameter	Use Locks Part Number
75502LUN	1.437	1.060	N/A	0.700	5/16	77105
					11/32	77103
					3/8	77104
75513	1.500	1.125	N/A	0.700	5/16	77105
					11/32	77103
					3/8	77104

TITANIUM 10 DEGREE RETAINERS

Lunati Titanium retainers are American made with the best bar stock available and are up to 40% lighter than a steel retainer. Titanium retainers are available for 5/16", 3/8" and 11/32" valve stem diameters and in 10º tapers. Take weight out of the valve train at the top of the valve.



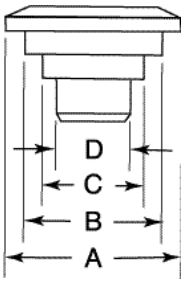
Retainer Part Number	Dimension A	Dimension B	Dimension C	Dimension D	Valve Stem Diameter	Use Locks Part Number
76102LUN	1.440	1.060	N/A	0.700	5/16	77105
					11/32	77103
					3/8	77104
76107LUN	1.500	1.180	0.870	0.635	5/16	77105
					11/32	77103
					3/8	77104
76110LUN	1.500	1.168	N/A	0.760	5/16	77105
					11/32	77103
					3/8	77104
76113LUN	1.500	1.102	N/A	0.700	5/16	77105
					11/32	77103
					3/8	77104

Steel and Titanium Retainers for Special Applications

Retainer Part Number	Description	Dimension A	Dimension B	Dimension C	Dimension D	Valve Stem Diameter	Use Locks Part Number
75912LUN	Steel Buick 11º	1.200	0.867	N/A	0.599	3/8	77095
75910LUN	Steel Buick 11º	1.375	1.075	N/A	0.698	3/8	77095
76120LUN	LS1 Titanium	1.115	-	N/A	0.873	8mm	Stock LS1

Retainer Interchange List

Titanium 10º Retainers	Steel 7º Retainers	Steel 10º Retainers	Valve Stem Diameter	Spring O.D
N/A	**75704**	N/A	11/32"	1.300"
76102LUN	**75702LUN**	**75502LUN**	5/16"	1.430"-1.500"
76102LUN	**75702LUN**	**75502LUN**	11/32"	1.430"-1.500"
76102LUN	**75702LUN**	**75502LUN**	3/8"	1.430"-1.500"
76110LUN	N/A	**75513**	5/16"	1.625"
76110LUN	N/A	**75513**	11/32"	1.625"
76110LUN	N/A	**75513**	3/8"	1.625"
76113LUN	**75713LUN**	**75513**	5/16"	1.550"
76113LUN	**75713LUN**	**75513**	11/32"	1.550"
76113LUN	**75713LUN**	**75513**	3/8"	1.550"



VALVE LOCKS

7-Degree Valve Locks

Lunati Valve locks are manufactured from Fatigue-Proof® Steel. Lunati Valve Locks are heat treated before being machined therefore greatly minimizing distortion.

Part Number	Stem Diameter	Notes	Used with Retainer Part Number
77003	11/32”	Single Groove	75704 only
77027-8	7.91mm	Ford Multi-groove	75933 only
77095	3/8”	Buick	75910 & 75912
77033-8	11/32”	Multi-groove	75966 & 75967
77034	11/32”	Single Groove	75702 & 75713
77004	3/8”	Single Groove	75702 & 75713
77012	3/8”	Chrysler 2/4 groove	75702 & 75713
77006	11/32”	Ford 351C 4 groove	75702 & 75713

10-Degree Valve Locks

Lunati Valve locks are manufactured from Fatigue-Proof® Steel. Lunati Valve Locks are heat treated before being machined therefore greatly minimizing distortion.

Part Number	Stem	Notes	Used with Retainer Part Number
77003	11/32”	Single Groove	75704 only
77027-8	7.91m	Ford Multi-groove	75933 only
77095	3/8”	Buick	75910 & 75912

VALVE SPRING ACCESSORIES

Valve Lash Caps

Machined 8620 steel, heat treated and black oxided for high performance use. Used to protect valve stems or to correct valve train geometry.

Part Number	Application	Description
87105	5/16" Valve stem dia.	.427" O.D., .080" thick
87103	11/32"Valve stem dia.	.460" O.D., .080" thick
87104	3/8" Valve stem dia.	.490" O.D., .080" thick
87223-8	11/32" Valve stem dia.	for 2300cc Ford
87245-8	8 mm Valve stem dia.	for 2000cc Ford

Valve Spring Cups

Specially hardened machined valve spring cups. Black oxide finish, .062" thick. May require machining of head.
(Qty of 16 per part number)

Part Number	Application	O.D.	I.D.	Hole
86600	For 1-7/16 springs	1.550	1.450	.680"
86601	For 1-1/2 springs	1.680	1.560	.635"
86602	For 1-5/8 springs	1.750	1.625	.635"
86603	Rotator Spacer for BB Chevy .300" Thick	-	-	-

Head Bolt Washer

Manufactured from hardened precision machined steel for accurate torque readings.

Part Number	Application	O.D.	I.D.	Thickness
86494	7/16" Head Bolt Washer	.850"	.445"	.105"

VALVE SPRING ACCESSORIES

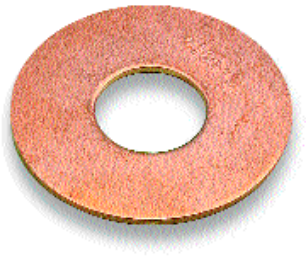
Valve Seals

Lunati's Raymond type valve seal provides superior oil control without starving the valve guide for needed lubrication.

Part Number	Valve DIA.	Guide DIA.
78135	11/32"	0.500
78132LUN	11/32"	0.530
78380	3/8"	0.625
78385	3/8"	0.530

Valve Spring Shims

Lunati's Valve spring shims are manufactured from durable steel shim stock and then zinc plated for corrosion resistance. (Qty of 16)



Part Number	Thick	O.D.	I.D.
86215A	0.015	1.250	0.812
86215B	0.030	1.250	0.812
86215C	0.060	1.250	0.812
86220A	0.015	1.311	0.995
86222A	0.015	1.356	0.642
86229A	0.015	1.440	0.765
86229B	0.030	1.440	0.765
86229C	0.060	1.440	0.765
86231A	0.015	1.500	0.700
86231B	0.030	1.500	0.700
86231C	0.060	1.500	0.700
86233A	0.015	1.500	0.645
86233B	0.030	1.500	0.645
86233C	0.060	1.500	0.645
86240A	0.015	1.625	0.645
86240B	0.030	1.625	0.645
86240C	0.060	1.625	0.645

ROCKER ARMS

"Long Slot" Replacement Stamped Steel Rocker Arms

These rockers are top quality steel alloy and spe cially stamped to resist flexing. They have long slots for use with high lift cams. They come com plete with slotted balls and lock nuts.

Part Number	Description	Stud Diameter	Ratio
85025	Sm. Chevy 1.5 Ratio - 3/8" Stud	3/8"	1.5
85028	Sm. Chevy 1.5 Ratio - 7/16" Stud	7/16"	1.5
85026	Small Block Chevy	3/8"	1.6
85027	Big Block Chevy .560" Max Lift	7/16"	1.7
85034	Ford FE Adj. Shaft Assy.	Shaft	-

Stamped Steel Roller Tip Rocker Arms

These rockers Feature roller tips to help eliminate friction and side loading of the valve stem.They are constructed from top quality steel alloy and specially stamped to resist flexing. They have long slots for use with high lift cams. They come complete with slotted balls and lock nuts.

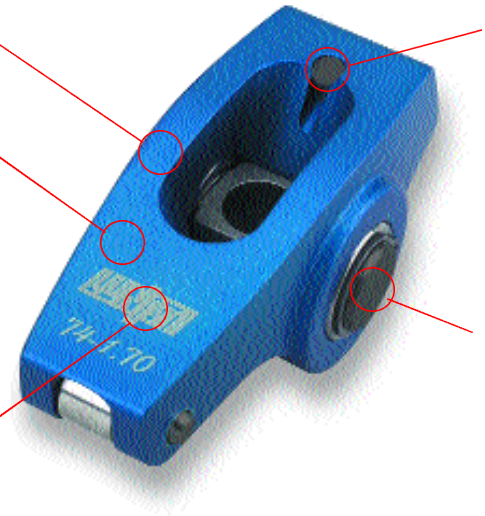
Part Number	Description	Stud Diameter	Ratio
85035	Small Block Chevy 1.5 Ratio	3/8"	1.5
85037	Big Block Chevy.560" Max Lift	7/16"	1.7
85045LUN	Small Block Ford	Pedestal	1.6

ROCKER ARMS

Anodized blue for long lasting good looks.

Premium aluminum alloy provides strength while absorbing valve train damaging harmonics under extreme racing con - ditions - better than the competition's "high-tech" rockers.

Lunati logo and rocker ratio are laser-etched into the body for easy identification and to let everyone know that the best rocker arms are at work in your engine.



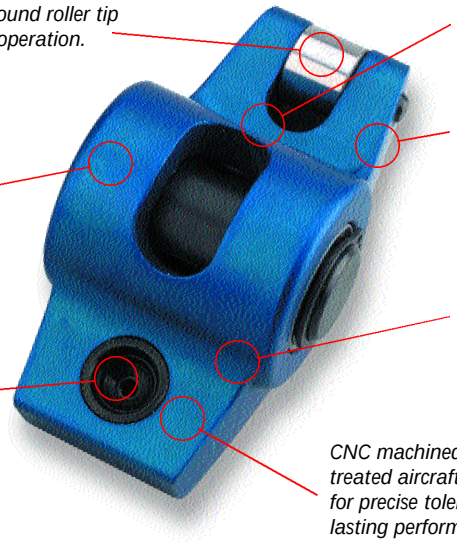
Precision-machined "squirter" ensures that the trunnion, roller tip and valve spring receive plenty or oil for long life under extreme conditions.

Beefy, large diameter trunnion dwarfs the competition's for added durability at high RPM.

Precision ground roller tip for smooth operation.

Tumble de-burred to smooth edges and reduce stress risers for a stronger rocker arm that goes the distance.

Pushrod cup is CNC machined to provide maximum performance with minimal pushrod wear.



"Clearanced" for large retainers.

Contoured body reduces weight without compromising durability.

Generous radii for maximum strength and reduced weight.

CNC machined from heat treated aircraft alloy extrusions for precise tolerances and long lasting performance.

ALUMINUM ROLLER ROCKER ARMS

NEW AND IMPROVED!

Lunati's NEW and IMPROVED Aluminum roller rocker arms are extruded from premi um aircraft heat-treated aluminum alloy for maximum strength, then CNC machined to exacting tolerances for long lasting performance, before being tumble polished to reduce stress risers. Lunati then Installs needle bearing trunnions to with stand the high valve spring forces found in many of today's street and race engines. Lunati aluminum roller rockers are anodized blue for long lasting good looks and the Lunati name and rocker ratio are laser etched into the body for easy identifi cation and to let everyone know the best aluminum roller rockers are in your engine.

Part Number	Description ID	Stamp Diameter	Stud	Ratio
84146	Chevrolet 283-400	46	3/8"	1.5
84148	Chevrolet 283-400	48	7/16"	1.5
84149	Chevrolet 283-400	49	3/8"	1.6
84147	Chevrolet 283-400	47	7/16"	1.6
84155	Chevrolet 283-400	55	7/16"	1.65
84156	Chevrolet 283-400	47/48	7/16"	1.60/1.50
84157	Chevrolet 283-400	46/49	3/8"	1.60/1.50
84174	Chevrolet 396-454	74	7/16"	1.7
84150	Ford 351C-400	50	7/16"	1.73
84151	Ford 351C-400	51	7/16"	1.65
84160	Ford 260-351W	60	3/8"	1.6
84161	Ford 260-351W	60	7/16"	1.6
84170	Ford 429-460	74	7/16"	1.7
84178	Pontiac 265-455	78	7/16"	1.65

Note: Rocker arms do not include lock nuts

PISTONS

"THE MAKER'S CHOICE!"

INTRODUCTION

This is where each piston starts life at Lunati. Fresh Lunati forgings are waiting to be machined.

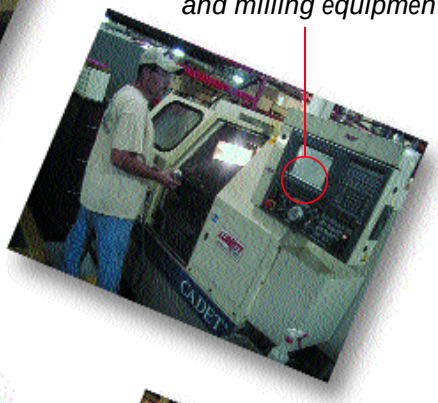
These flat-top pistons are finished turned and are waiting for valve reliefs.

Finished pistons waiting to go!

The Racer's Choice!

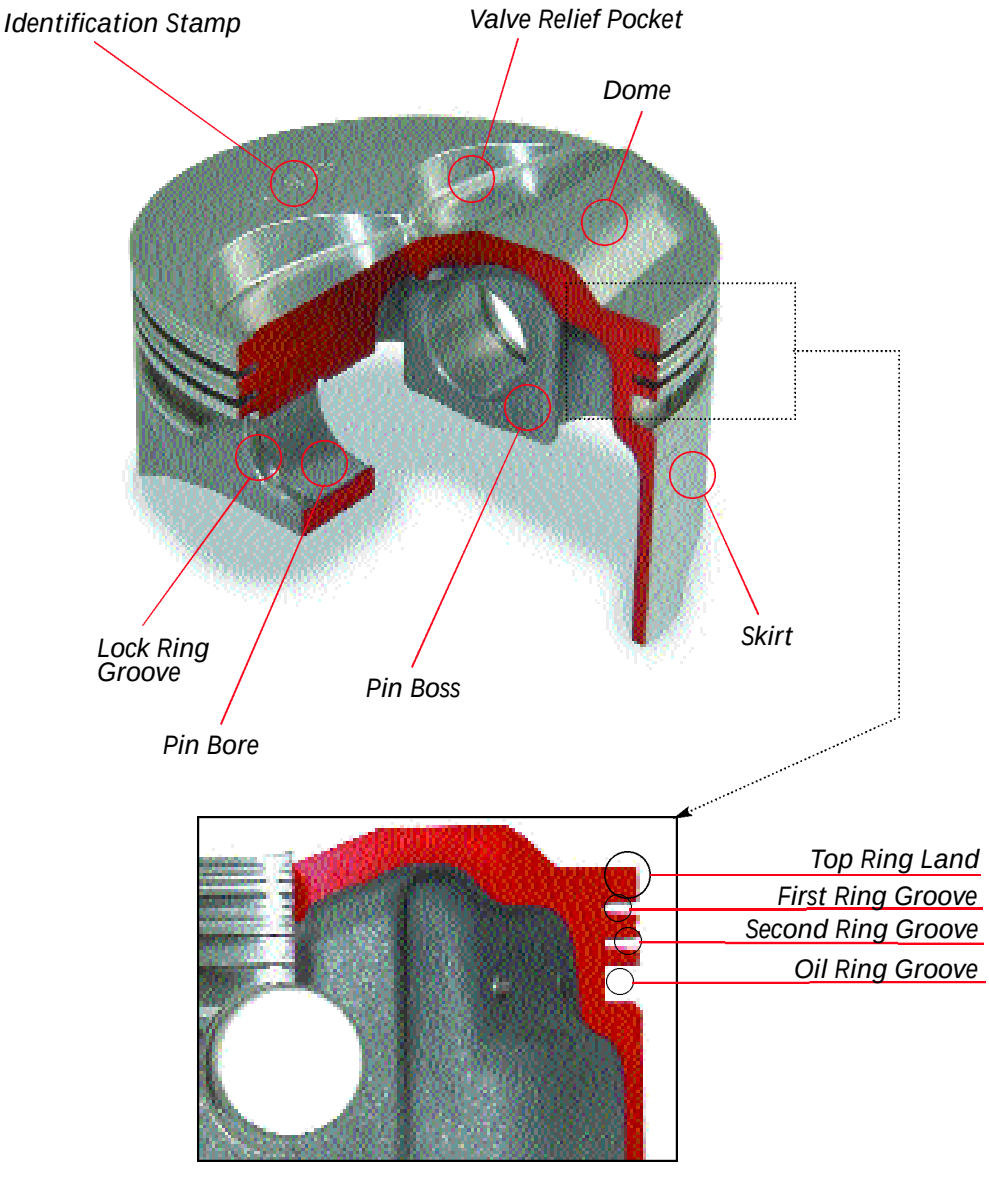
A program being set up for valve reliefs on one of Lunati's many CNC milling machines.

Each Lunati piston is precision-CNC-machined on our state-of-the-art turning and milling equipment.



Precision craftsmen ensure that every Lunati piston, custom or stock, receives the attention to detail that Lunati is famous for.

PISTON ANATOMY



SELECTING A LUNATI PISTON SET FOR YOUR ENGINE

1 *Locate the piston section that matches your engine.*

2 *Select the type of piston that fits your application to yield the desired com - pression ratio range (Flat Top, Dome, Reverse Dome, Super Light, etc,).*

5 *After you are finished choosing your piston set, use the formulas on pages 223 & 224 to confirm your compression ratio.*

Small Block Chevrolet Flat Top Pistons for Holley Cylinder Heads - 4032 alloy

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.550" Compression Height											
13H1J2S1	Holley Flat Top	4032	4.004	3.500	5.700	9.000	11.3:1	10.5:1	9.2:1	-4	20
13H1J2S2	Holley Flat Top	4032	4.020	3.500	5.700	9.000	11.4:1	10.5:1	9.2:1	-4	20

3 *Locate the piston family with the correct compression height to fit your rods, crank and block. To figure compression height, see pages 216-220.*

4 *Select the cylinder bore diameter.*

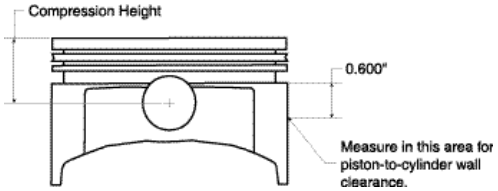
Still can't find what you need? No Problem!

Lunati makes custom pistons to your specifications! Just call Lunati's expert piston designers at

901-365-0950!

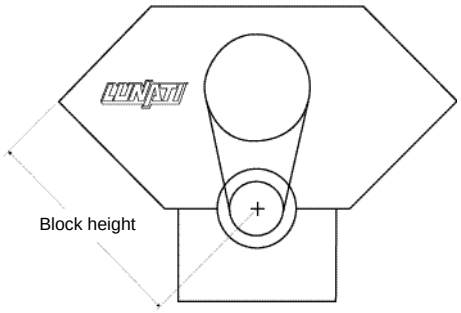
WHAT COMPRESSION HEIGHT PISTON DO I NEED?

Before selecting a piston, the desired compression height must be known. As shown below, compression height is the distance between the centerline of the pin bore and the top of the piston. To determine the compression height needed for a particular engine combination, three things about the engine must first be known: ***block height***, ***connecting rod length*** *and* ***crankshaft stroke length***.



1 CALCULATE BLOCK HEIGHT

Deck height is measured from the crankshaft centerline to the deck (cylinder head mounting surface) of the block.



STOCK CHEVROLET V-8 BLOCK HEIGHTS

Displacement		
Cubic Inches	Liters	Deck Height (inches)
302	4.9	9.025
305	5.0	9.025
327	5.4	9.025
350	5.7	9.025
350 (LT5)	5.7	9.025
350 (LS1)	5.7	9.240
364 (LQ4)	6.0	9.240
383	6.3	9.025
400	6.6	9.025
396	6.5	9.800
402	6.6	9.800
427	7.0	9.800
454	7.4	9.800
502	8.2	9.800

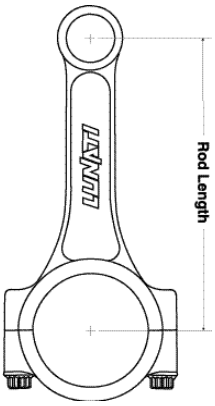
STOCK FORD V-8 BLOCK HEIGHTS

Displacement		
Cubic Inches	Liters	Deck Height (inches)
289	4.7	8.206
302	5.0	8.206
302 (Boss)	5.0	8.201-8.210
302 (SVO)	5.0	8.201-8.210
351 W ('69-'70)	5.8	9.480
351 W ('71-'96)	5.8	9.503
351 (SVO 9.2)	5.8	9.206
351C (Boss)	5.8	9.206
351M	5.8	10.297
429 STD ('68-'70)	7.0	10.300
429 STD ('70 1/2-'71)	7.0	10.310
429 CJ/SCJ ('72-'73)	7.0	10.322
429 Boss (S)	7.0	10.300
429 Boss (T)	7.0	10.300
460	7.5	10.322
281 (modular)	4.6	8.937
331 (modular)	5.4	10.079

WHAT COMPRESSION HEIGHT PISTON DO I NEED?

2 CALCULATE CONNECTING ROD LENGTH

Connecting rod length is measured between the centers of the "big end" (journal end - rotating) and the "little end" (piston pin end - reciprocating).



STOCK CHEVROLET V-8 CONNECTING ROD LENGTHS

Displacement Cubic Inches	Liters	Big End Dia. (inches)	Rod Length (inches)
302	4.9	2.1000	5.7000
305	5.0	2.1000	5.7000
327	5.4	2.1000	5.7000
350	5.7	2.1000	5.7000
350 (LT5)	5.7	2.1000	5.7400
350 (LS1)	5.7	2.2500	6.0980
383	6.3	2.1000	6.0000
400	6.6	2.1000	5.5650
396	6.5	2.2000	6.1350
402	6.6	2.2000	6.1350
427	7.0	2.2000	6.1350
454	7.4	2.2000	6.1350
502	8.2	2.2000	6.1350
377	6.2	2.2000	6.1350

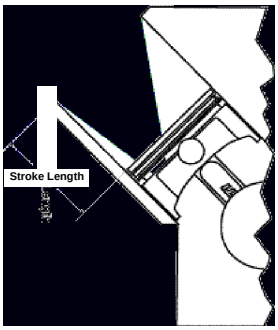
STOCK FORD V-8 CONNECTING ROD LENGTHS

Displacement Cubic Inches	Liters	Big End Dia. (inches)	Rod Length (inches)
289	4.7	2.1232	5.1550
302	5.0	2.1232	5.0900
302 (Boss)	5.0	2.1226	5.1500
302 (SVO)	5.0	2.1226	5.1500
351 W ('69-'70)	5.8	2.3110	5.9560
351 W ('71-'96)	5.8	2.3110	5.9560
351 (SVO 9.2)	5.8	2.3110	5.7800
351C (Boss)	5.8	2.3110	5.7800
351M	5.8	2.3107	6.5800
429 STD ('68-'70)	7.0	2.5000	6.6050
429 STD ('70 1/2-'71)	7.0	2.5000	6.6050
429 CJ/SCJ ('72-'73)	7.0	2.5000	6.6050
429 Boss (S)	7.0	2.5000	6.5490
429 Boss (T)	7.0	2.5000	6.6050
460	7.5	2.5000	6.6050
281 (modular)	4.6	2.0863	5.9331
331 (modular)	5.4	2.0863	6.6575

WHAT COMPRESSION HEIGHT PISTON DO I NEED?

3 CALCULATE STROKE LENGTH

Stroke length is twice the distance from the centerline of the crank - shaft main bearing journals to the center - line of the connecting rod journals. It is also the distance the piston moves up and down in the cylinder.



STOCK CHEVROLET V-8 BORE & STROKE

Displacement		Bore (inches)	Stroke (inches)
Cubic Inches	Liters		
302	4.9	4.000	3.000
305	5.0	3.740	3.480
327	5.4	4.000	3.250
350	5.7	4.000	3.480
350 (LT5)	5.7	3.898	3.661
350 (LS1)	5.7	3.898	3.622
364 (LQ4)	6.0	4.000	3.622
383	6.3	4.000	3.800
400	6.6	4.125	3.750
396	6.5	4.094	3.766
402	6.6	4.125	3.766
427	7.0	4.250	3.766
454	7.4	4.250	4.000
502	8.2	4.470	4.000

STOCK FORD V-8 BORE & STROKE

Displacement		Bore (inches)	Stroke (inches)
Cubic Inches	Liters		
289	4.7	4.000	2.870
302	5.0	4.000	3.000
302 (Boss)	5.0	4.000	3.000
302 (SVO)	5.0	4.000	3.000
351 W ('69-'70)	5.8	4.000	3.500
351 W ('71-'96)	5.8	4.000	3.500
351 (SVO 9.2)	5.8	4.000	3.500
351C (Boss)	5.8	4.000	3.500
351M	5.8	4.000	3.500
429 STD ('68-'70)	7.0	4.360	3.590
429 STD ('70 1/2-'71)	7.0	4.360	3.590
429 CJ/SCJ ('72-'73)	7.0	4.360	3.590
429 Boss (S)	7.0	4.360	3.590
429 Boss (T)	7.0	4.360	3.590
460	7.5	4.360	3.850
281 (modular)	4.6	3.552	3.543
331 (modular)	5.4	3.552	4.165

COMPRESSION HEIGHT CALCULATION

How Compression Height Is Calculated:

Compression height *= block height - rod length - (0.5 x stroke)*

Example: ***block height*** *= 11.685”*
rod length *= 7.500”*
stroke *= 5.500”*

Compression height *= block height - rod length - (0.5 x stroke)*
Compression height *= 11.685 - 7.500 - (0.5 x 5.500)*
Compression height *= 1.435”*

Small Block Chevrolet Compression Height (9.000” deck)

STROKE	Rod Length							
	5.700”	5.850”	5.875”	6.000”	6.125”	6.200”	6.250”	6.300”
2.750”	1.925”	1.775”	1.750”	1.625”	1.500”	1.425”	1.375”	1.325”
3.000”	1.800”	1.650”	1.625”	1.500”	1.375”	1.300”	1.250”	1.200”
3.250”	1.675”	1.525”	1.500”	1.375”	1.250”	1.175”	1.125”	1.075”
3.335”	1.633”	1.483”	1.458”	1.333”	1.208”	1.133”	1.083”	1.033”
3.480”*	1.550”	1.400”	1.375”	1.250”	1.125”	1.050”	1.000”	
3.500”	1.550”	1.400”	1.375”	1.250”	1.125”	1.050”	1.000”	
3.550”	1.525”	1.375”	1.350”	1.225”	1.100”	1.025”		
3.625”	1.488”	1.338”	1.313”	1.188”	1.063”			
3.750”	1.425”	1.275”	1.250”	1.125”	1.000”			
3.800”	1.400”	1.250”	1.225”	1.100”				
3.875”	1.363”	1.213”	1.188”	1.063”				
4.000”	1.300”	1.150”	1.125”	1.000”				
4.125”	1.238”	1.088”	1.063”					
4.250”	1.175”	1.025”	1.000”					

* 8.990” Deck height

Big Block Chevrolet Compression Height (9.780” deck)

STROKE	Rod Length					
	6.135”	6.385”	6.405”	6.535”	6.635”	6.700”
3.750”	1.770”	1.520”	1.500”	1.370”	1.270”	1.205”
4.000”	1.645”	1.395”	1.375”	1.245”		
4.125”	1.582”	1.332”	1.312”	1.182”		
4.250”	1.520”	1.270”	1.250”			
4.375”*	1.457”	1.207”	1.187”			

COMPRESSION HEIGHT CALCULATION

Big Block Chevrolet Compression Height (10.180" deck)

STROKE	Rod Length						
	6.135"	6.385"	6.405"	6.535"	6.635"	6.700"	6.800"
3.750"	2.170"	1.920"	1.900"	1.770"	1.670"	1.605"	1.505"
4.000"	2.045"	1.795"	1.775"	1.645"	1.545"	1.480"	1.380"
4.125"	1.983"	1.733"	1.712"	1.582"	1.483"	1.417"	1.318"
4.250"	1.920"	1.670"	1.650"	1.520"	1.420"	1.355"	1.255"
4.375"*	1.858"	1.608"	1.587"	1.457"	1.358"	1.292"	1.193"
4.500"	1.795"	1.545"	1.525"	1.395"	1.295"	1.230"	
4.625"	1.733"	1.483"	1.462"	1.332"	1.233"		
4.750"	1.670"	1.420"	1.400"	1.270"			

HELPFUL CALCULATIONS

Engine Displacement

Engine displacement *= bore x bore x stroke x 0.7854 x number of cylinders*

Example: ***Cylinder bore diameter*** *= 4.000"*
Stroke length *= 3.480"*
Number of cylinders *= 8*

Engine displacement *= bore x bore x stroke x 0.7854 x number of cylinders.*
Engine displacement *= 4.000 x 4.000 x 3.480 x 0.7854 x 8*
Engine displacement *= 349.8486 cubic inches (round up to 350 cubic inches)*

Stroke Length

Stroke length *= engine displacement/(cylinder bore diameter x cylinder bore diameter x 0.7854 x number of cylinders)*

Example: ***Engine displacement*** *=350 cubic inches*
Cylinder bore diameter *= 4.000"*
Number of cylinders *= 8*

Stroke length *= engine displacement/(bore x bore x 0.7854 x number of cylinders)*
Stroke length *= 349.8486/(4.000 x 4.000 x 0.7854 x 8)*
Stroke length *= 3.480"*

HELPFUL CALCULATIONS

Cylinder Bore Diameter

Cylinder bore diameter *= square root of [engine displacement/(stroke x 0.7854 x number of cylinders)]*

Example 1: ***Engine displacement*** *=350 cubic inches*
Stroke length *= 3.480"*
Number of cylinders *= 8*

Cylinder bore diameter *= square root of [engine displacement/(stroke x 0.7854 x number of cylinders)]*
Cylinder bore diameter*= ([349.8486/(3.480 x 0.7854 x 8)]*
Cylinder bore diameter*= 4.000"*

Example 2: *NASCAR has a 358 cubic inch maximum engine size rule. If we use a 3.480 stroke crank, what is the biggest bore allowed?*

Engine displacement *=358 cubic inches*
Stroke length *= 3.480"*
Number of cylinders *= 8*

Cylinder bore diameter *= square root of [engine displacement/ (stroke x 0.7854 x number of cylinders)]*
Cylinder bore diameter *= ([358/(3.480 x 0.7854 x 8)]*
Cylinder bore diameter *= 4.046"*

Formula For Milling Pistons

(For 4032 material only)
Piston dome cc's to gram conversion: 1cc (Volume) *= 2.8 grams (Weight)*

This is a good way to remove excess dome without having to re-cc piston: Mill a small amount and re-weigh piston until total reduction is reached.

Example: *A piston has 12.5cc effective dome volume. The desired effective dome volume is 10.5cc.*

To remove 2.0cc, cut 5.6 grams (2 x 2.8) from the piston dome.

HELPFUL CALCULATIONS

Compression Ratio

Compression ratio *= (swept volume + total chamber volume)/total chamber volume*

It is important that we understand two terms and their relationship to compression ratio: Swept Volume and Total Chamber Volume. Swept Volume is the area the piston travels through from bottom dead center to top dead center. Total Chamber Volume is all the area above the piston at top dead center. This would include the area above the piston in the cylinder block, the area of the compressed head gasket, the combustion chamber, the valve pocket, and the dome of the piston. The compression ratio is the relationship of the swept volume to the total chamber volume.

To start, we need to know the Swept Volume of one cylinder. The size of one cylinder is figured in cubic centimeters.

Swept volume (cc) *= cylinder bore diameter (inches) x cylinder bore diameter (inches) x stroke (inches) x 12.8704*

Example:

Cylinder bore diameter *= 4.000"*
Stroke length *= 3.480"*

Swept volume *= bore x bore x stroke x 12.8704*
Swept volume *= 4.000 x 4.000 x 3.480 x 12.8704*
Swept volume *= 716.62 cc*

To get the Total Chamber Volume, several things will have to be taken into account:

Cylinder head combustion chamber volume*: Find the number of cc in the cylinder head.*
Piston valve relief pocket volume(s)*: Valve relief pockets add combustion chamber volume.*
Head gasket volume: *Head gasket thickness adds combustion chamber volume.*
Deck clearance volume: *If the piston is above or below the deck of the block, this must be taken into account.*
Total chamber volume *= chamber volume + valve pocket volume(s) + head gasket volume +/- deck clearance volume*

Example:

Cylinder head cc *= 72.18 cc*
Piston *= flat top with two valve pockets that measure a total 4 cc*
Head gasket *= 4.000" round and .038" thick when compressed*
Deck clearance *= The piston at top dead center is 0.010" below the surface of the deck*

Gasket cc *= bore x bore x compressed thickness x 12.8704*
Gasket cc *= 4.000 x 4.000 x .038 x 12.8704*
Gasket cc *= 7.83 cc.*

Deck clearance volume *= bore x bore x deck clearance x 12.8704*
Deck clearance volume *= 4.000 x 4.000 x 0.010 x 12.8704*
Deck clearance volume *= 2.059 cc*

Total chamber volume *= 72.18 +7.83 + 4 + 2.059*
Total chamber volume *= 86.07 cc*

HELPFUL CALCULATIONS

Now we are finally ready to calculate the compression ratio!

Examples: ***swept volume*** *= 716.62 cc*
total chamber volume *= 86.07 cc*

Compression ratio *= (swept volume + total chamber volume) /total chamber volume*
Compression ratio *= (716.16 + 86.07)/86.07*
Compression ratio *= 9.33:1*

Total Combustion Chamber Volume For a Specific Compression Ratio

Cylinder head chamber volume *= swept volume/(desired compression ratio - 1)*

Examples: ***swept volume*** *= 716.62 cc*
desired compression ratio *= 11:1*

Cylinder head chamber volume *= swept volume/(desired compression ratio - 1)*
Cylinder head chamber volume *= 716.62/(11:1 - 1)*
Cylinder head chamber volume *= 71.66cc*

Cylinder Head Deck Machining To Reduce Total Chamber Volume

Cylinder head deck material removal *= (current chamber volume - desired chamber volume) x deck material per cc*

By experience, we have learned that a small block Chevy cylinder head will need 0.006" deck removed for each cc we want to reduce. An open chamber big block will take 0.005" per cc. These numbers will put us in the ballpark. Always check by "cc-ing" the cylinder head chamber volume for accuracy.

Example: ***Current chamber volume*** *= 86.07 cc*
Desired chamber volume *= 71.66 cc*
Deck material removal per cc *= 0.006"*

Deck material to remove *= (current chamber volume - desired chamber volume) x deck material per cc*
Deck material to remove *= (86.07 - 71.66) x 0.006*
Deck material to remove *= 0.086"*

LUNATI PISTON APPLICATIONS

Small Block Chevrolet Flat Top Pistons - 4032 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16"- 3/16"*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*

** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.550" Compression Height											
1311J2S1	Flat Top	4032	4.004	3.500	5.700	9.000	11.3:1	10.5:1	9.2:1	-4	23
1311J2S2	Flat Top	4032	4.020	3.500	5.700	9.000	11.4:1	10.5:1	9.2:1	-4	23
1311J2S3	Flat Top	4032	4.030	3.500	5.700	9.000	11.4:1	10.6:1	9.3:1	-4	23
1311J2S4	Flat Top	4032	4.035	3.500	5.700	9.000	11.4:1	10.6:1	9.3:1	-4	23
1311J2S5	Flat Top	4032	4.040	3.500	5.700	9.000	11.4:1	10.6:1	9.3:1	-4	23
1311J2S6	Flat Top	4032	4.060	3.500	5.700	9.000	11.5:1	10.7:1	9.4:1	-4	23
1.250" Compression Height											
1311D2S1	Flat Top	4032	4.004	3.500	6.000	9.000	11.3:1	10.5:1	9.2:1	-4	23
1311D2S2	Flat Top	4032	4.020	3.500	6.000	9.000	11.4:1	10.5:1	9.2:1	-4	23
1311D2S3	Flat Top	4032	4.030	3.500	6.000	9.000	11.4:1	10.6:1	9.3:1	-4	23
1311D2S4	Flat Top	4032	4.035	3.500	6.000	9.000	11.4:1	10.6:1	9.3:1	-4	23
1311D2S5	Flat Top	4032	4.040	3.500	6.000	9.000	11.4:1	10.6:1	9.3:1	-4	23
1311D2S6	Flat Top	4032	4.060	3.500	6.000	9.000	11.5:1	10.7:1	9.4:1	-4	23
1.420" Compression Height											
1311G2S3	Flat Top	4032	4.030	3.750	5.700	8.995	12.1:1	11.3:1	9.9:1	-4	23
1311G2S5	Flat Top	4032	4.040	3.750	5.700	8.995	12.2:1	11.3:1	9.9:1	-4	23
1311G2S6	Flat Top	4032	4.060	3.750	5.700	8.995	12.3:1	11.4:1	10.0:1	-4	23
1.120" Compression Height											
1311B2S3	Flat Top	4032	4.030	3.750	6.000	8.995	12.1:1	11.3:1	9.9:1	-4	23
1311B2S5	Flat Top	4032	4.040	3.750	6.000	8.995	12.2:1	11.3:1	9.9:1	-4	23
1311B2S6	Flat Top	4032	4.060	3.750	6.000	8.995	12.3:1	11.4:1	10.0:1	-4	23

Small Block Chevrolet Super Light Flat Top Pistons - 4032 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 99 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees	App. Mass
1.550" Compression Height												
131GJ2S1	Super Light	4032	4.004	3.500	5.700	9.000	11.4:1	10.6:1	9.3:1	-3	23	399
131GJ2S2	Super Light	4032	4.020	3.500	5.700	9.000	11.5:1	10.7:1	9.3:1	-3	23	399
131GJ2S3	Super Light	4032	4.030	3.500	5.700	9.000	11.5:1	10.7:1	9.4:1	-3	23	399
131GJ2S4	Super Light	4032	4.035	3.500	5.700	9.000	11.6:1	10.7:1	9.4:1	-3	23	399
131GJ2S5	Super Light	4032	4.040	3.500	5.700	9.000	11.6:1	10.8:1	9.4:1	-3	23	399
131GJ2S6	Super Light	4032	4.060	3.500	5.700	9.000	11.7:1	10.8:1	9.5:1	-3	23	399
1.250" Compression Height												
131GD2S1	Super Light	4032	4.004	3.500	6.000	9.000	11.4:1	10.6:1	9.3:1	-3	23	375
131GD2S2	Super Light	4032	4.020	3.500	6.000	9.000	11.5:1	10.7:1	9.3:1	-3	23	375
131GD2S3	Super Light	4032	4.030	3.500	6.000	9.000	11.5:1	10.7:1	9.4:1	-3	23	375
131GD2S4	Super Light	4032	4.035	3.500	6.000	9.000	11.6:1	10.7:1	9.4:1	-3	23	375
131GD2S5	Super Light	4032	4.040	3.500	6.000	9.000	11.6:1	10.8:1	9.4:1	-3	23	375
131GD2S6	Super Light	4032	4.060	3.500	6.000	9.000	11.7:1	10.8:1	9.5:1	-3	23	375
1.060" Compression Height												
131GT2S3	Super Light	4032	4.030	3.500	6.200	9.010	11.5:1	10.7:1	9.4:1	-3	23	350
131GT2S4	Super Light	4032	4.035	3.500	6.200	9.010	11.6:1	10.7:1	9.4:1	-3	23	350
131GT2S5	Super Light	4032	4.040	3.500	6.200	9.010	11.6:1	10.8:1	9.4:1	-3	23	350
1.000" Compression Height												
131GA2S3	Super Light	4032	4.030	3.500	6.250	9.000	11.5:1	10.7:1	9.4:1	-3	23	340
131GA2S5	Super Light	4032	4.040	3.500	6.250	9.000	11.6:1	10.8:1	9.4:1	-3	23	340

Small Block Chevrolet Super Light Flat Top Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 99 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees	App. Mass
1.550"" Compression Height												
131CJ2S3	Super Light	2618	4.030	3.500	5.700	9.000	11.5:1	10.7:1	9.4:1	-3	23	420
131CJ2S6	Super Light	2618	4.060	3.500	5.700	9.000	11.7:1	10.8:1	9.5:1	-3	23	420
1.250" Compression Height												
131CD2S3	Super Light	2618	4.030	3.500	6.000	9.000	11.5:1	10.7:1	9.4:1	-3	23	375
131CD2S6	Super Light	2618	4.060	3.500	6.000	9.000	11.7:1	10.8:1	9.5:1	-3	23	375
1.000" Compression Height												
131CA2S3	Super Light	2618	4.030	3.500	6.250	9.000	11.5:1	10.7:1	9.4:1	-3	23	330
131CA2S6	Super Light	2618	4.060	3.500	6.250	9.000	11.7:1	10.8:1	9.5:1	-3	23	330

Small Block Chevrolet Flat Top Pistons for Holley 20º Cyl. Heads - 4032 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16""- 3/16""*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.550" Compression Height											
13H1J2S1	Holley Flat Top	4032	4.004	3.500	5.700	9.000	11.3:1	10.5:1	9.2:1	-4	20
13H1J2S2	Holley Flat Top	4032	4.020	3.500	5.700	9.000	11.4:1	10.5:1	9.2:1	-4	20
13H1J2S3	Holley Flat Top	4032	4.030	3.500	5.700	9.000	11.4:1	10.6:1	9.3:1	-4	20

Small Block Chevrolet Flat Top Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.250"" Compression Height											
1317D5S3	Flat Top	2618	4.030	3.500	6.000	9.000	11.4:1	10.6:1	9.3:1	-4	23
1317D5S5	Flat Top	2618	4.040	3.500	6.000	9.000	11.4:1	10.6:1	9.3:1	-4	23
1317D5S6	Flat Top	2618	4.060	3.500	6.000	9.000	11.5:1	10.7:1	9.4:1	-4	23
1.550" Compression Height											
1317J5S3	Flat Top	2618	4.030	3.500	5.700	9.000	11.4:1	10.6:1	9.3:1	-4	23
1317J5S5	Flat Top	2618	4.040	3.500	5.700	9.000	11.4:1	10.6:1	9.3:1	-4	23
1317J5S6	Flat Top	2618	4.060	3.500	5.700	9.000	11.5:1	10.7:1	9.4:1	-4	23

Small Block Chevrolet Reverse Dome Pistons - 4032 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Slipper*

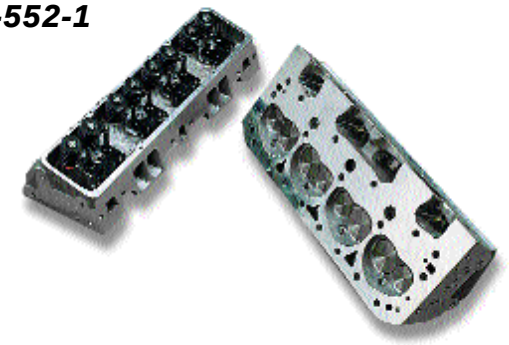
* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*

** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.250" Compression Height											
1310D2S3	Reverse Dome	4032	4.030	3.500	6.000	9.000	10.5:1	9.8:1	8.7:1	-11	23
1310D2S5	Reverse Dome	4032	4.040	3.500	6.000	9.000	10.5:1	9.8:1	8.7:1	-11	23
1310D2S6	Reverse Dome	4032	4.060	3.500	6.000	9.000	10.6:1	9.9:1	8.8:1	-11	23
1.550" Compression Height											
1313J2S3	Reverse Dome	4032	4.030	3.500	5.700	9.000	10.7:1	10.0:1	8.8:1	-9.2	23
1313J2S5	Reverse Dome	4032	4.040	3.500	5.700	9.000	10.7:1	10.0:1	8.9:1	-9.2	23
1313J2S6	Reverse Dome	4032	4.060	3.500	5.700	9.000	10.8:1	10.1:1	8.9:1	-9.2	23

DID YOU KNOW?

Lunati makes pistons designed to fit Holley SysteMAX™ cylinder heads! *See page 228*
P/N 300-552-1



Small Block Chevrolet Reverse Dome Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950"x 0.927" 141.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.550" Compression Height											
131AJ5S3	Reverse Dome	2618	4.030	3.500	5.700	9.000	9.5:1	8.9:1	8.0:1	-20	23
131AJ5S6	Reverse Dome	2618	4.060	3.500	5.700	9.000	9.6:1	9.0:1	8.1:1	-20	23
1.250" Compression Height											
131AD5S3	Reverse Dome	2618	4.030	3.500	6.000	9.000	9.5:1	8.9:1	8.0:1	-20	23

Small Block Chevrolet Reverse Dome Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.550" Compression Height											
131PJ5S3	Reverse Dome	2618	4.030	3.500	5.700	9.000	9.5:1	8.9:1	8.0:1	-20	18
131PJ5S6	Reverse Dome	2618	4.060	3.500	5.700	9.000	9.6:1	9.0:1	8.1:1	-20	18
1.250" Compression Height											
131PD5S3	Reverse Dome	2618	4.030	3.500	6.000	9.000	9.5:1	8.9:1	8.0:1	-20	18

Small Block Chevrolet Hollow Dome Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Round*

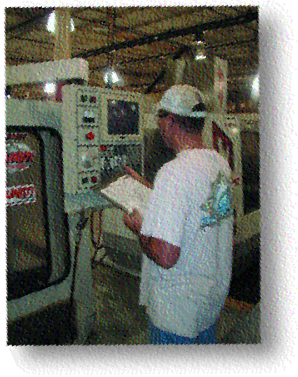
* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*

** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.550" Compression Height											
1318J5S3	Hollow Dome	2618	4.030	3.500	5.700	9.000	14.6:1	13.2:1	11.2:1	12.5	23
1318J5S5	Hollow Dome	2618	4.040	3.500	5.700	9.000	14.6:1	13.3:1	11.2:1	12.5	23
1318J5S6	Hollow Dome	2618	4.060	3.500	5.700	9.000	14.8:1	13.4:1	11.3:1	12.5	23
1.250" Compression Height											
1318D5S3	Hollow Dome	2618	4.030	3.500	6.000	9.000	14.6:1	13.2:1	11.2:1	12.5	23
1318D5S5	Hollow Dome	2618	4.040	3.500	6.000	9.000	14.6:1	13.3:1	11.2:1	12.5	23
1318D5S6	Hollow Dome	2618	4.060	3.500	6.000	9.000	14.8:1	13.4:1	11.3:1	12.5	23

DID YOU KNOW?

Lunati sells custom pistons built to your specifications! *See page 266.*



Small Block Chevrolet 18º Hollow Dome Pistons - 2618 alloy

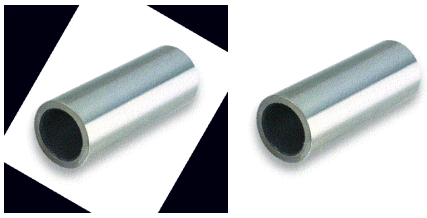
Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Round*

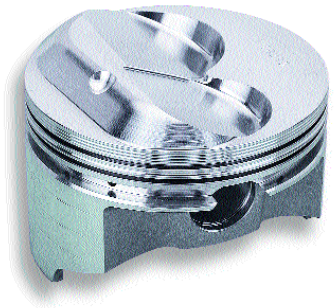
* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.250" Compression Height											
131FD5S3	Hollow Dome	2618	4.030	3.500	6.000	9.000	14.5:1	13.1:1	11.1:1	12	18
131FD5S5	Hollow Dome	2618	4.040	3.500	6.000	9.000	14.5:1	13.2:1	11.2:1	12	18
131FD5S6	Hollow Dome	2618	4.060	3.500	6.000	9.000	14.6:1	13.3:1	11.2:1	12	18
1314D5S3	Hollow Dome	2618	4.030	3.500	6.000	9.000	13.1:1	12.0:1	10.3:1	5.8	18
1314D5S5	Hollow Dome	2618	4.040	3.500	6.000	9.000	13.1:1	12.0:1	10.4:1	5.8	18
1314D5S6	Hollow Dome	2618	4.060	3.500	6.000	9.000	13.2:1	12.1:1	10.4:1	5.8	18

Tool Steel Piston Pins are available sold separately. *See page 265*



Small Block Chevrolet Hollow Dome Pistons - 4032 alloy



Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*

** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.550" Compression Height											
1312J2S2	Hollow Dome	4032	4.020	3.500	5.700	9.000	14.5:1	13.2:1	11.1:1	12.5	23
1312J2S3	Hollow Dome	4032	4.030	3.500	5.700	9.000	14.6:1	13.2:1	11.2:1	12.5	23
1312J2S5	Hollow Dome	4032	4.040	3.500	5.700	9.000	14.6:1	13.3:1	11.2:1	12.5	23
1312J2S6	Hollow Dome	4032	4.060	3.500	5.700	9.000	14.8:1	13.4:1	11.3:1	12.5	23
1.420" Compression Height											
1312G2S3	Hollow Dome	4032	4.030	3.750	5.700	8.995	15.6:1	14.1:1	11.9:1	12.5	23
1312G2S6	Hollow Dome	4032	4.060	3.750	5.700	8.995	15.7:1	14.3:1	12.1:1	12.5	23
1.250" Compression Height											
1312D2S2	Hollow Dome	4032	4.020	3.500	6.000	9.000	14.5:1	13.2:1	11.1:1	12.5	23
1312D2S3	Hollow Dome	4032	4.030	3.500	6.000	9.000	14.6:1	13.2:1	11.2:1	12.5	23
1312D2S4	Hollow Dome	4032	4.035	3.500	6.000	9.000	14.6:1	13.2:1	11.2:1	12.5	23
1312D2S5	Hollow Dome	4032	4.040	3.500	6.000	9.000	14.6:1	13.3:1	11.2:1	12.5	23
1312D2S6	Hollow Dome	4032	4.060	3.500	6.000	9.000	14.8:1	13.4:1	11.3:1	12.5	23
1.213" Compression Height											
1312C2S3	Hollow Dome	4032	4.030	3.875	5.850	9.000	16.0:1	14.5:1	12.3:1	12.5	23
1312CDS5	Hollow Dome	4032	4.040	3.875	5.850	9.000	16.1:1	14.6:1	12.3:1	12.5	23
1312C2S6	Hollow Dome	4032	4.060	3.875	5.850	9.000	16.2:1	14.7:1	12.4:1	12.5	23
1.185" Compression Height											
1312Q2S3	Hollow Dome	4032	4.030	3.625	6.000	8.998	15.1:1	13.7:1	11.5:1	12.5	23
1312Q2S5	Hollow Dome	4032	4.040	3.625	6.000	8.998	15.1:1	13.7:1	11.6:1	12.5	23
1312Q2S6	Hollow Dome	4032	4.060	3.625	6.000	8.998	15.2:1	13.8:1	11.7:1	12.5	23
1.120" Compression Height											
1312B2S3	Hollow Dome	4032	4.030	3.500	6.125	8.995	14.6:1	13.2:1	11.2:1	12.5	23
1312B2S5	Hollow Dome	4032	4.040	3.500	6.125	8.995	14.6:1	13.3:1	11.2:1	12.5	23
1312B2S6	Hollow Dome	4032	4.060	3.500	6.125	8.995	14.8:1	13.4:1	11.3:1	12.5	23

Small Block Chevrolet NHRA Flat Top Pistons - 2618 alloy

Descriptions:

Ring Grooves: *5/64" - 5/64" - 3/16"*
(131KJ2S6: 1/16" - 1/16" - 3/16")
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*

** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees	App. Mass
1.675" Compression Height (327 ci)												
135JL2S4	NHRAFlat Top	2618	4.035	3.250	5.700	9.000	10.8:1	10.0:1	8.8:1	-3	20	567
135JL2S5	NHRA Flat Top	2618	4.040	3.250	5.700	9.000	10.8:1	10.1:1	8.8:1	-3	20	567
1.550" Compression Height (350 ci)												
135KJ2S4	NHRA Flat Top	2618	4.035	3.480	5.700	8.990	11.4:1	10.5:1	9.3:1	-4	20	567
135KJ2S5	NHRA Flat Top	2618	4.040	3.480	5.700	8.990	11.4:1	10.6:1	9.3:1	-4	20	567
135KJ2S6	NHRAFlat Top	2618	4.060	3.480	5.700	8.990	11.5:1	10.7:1	9.3:1	-4	20	567
131KJ2S6	NHRAFlat Top	2618	4.060	3.480	5.700	8.990	11.5:1	10.7:1	9.3:1	-4	20	528

Small Block Chevrolet NHRA LT-1 Flat Top Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*

** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees	App. Mass
1.550" Compression Height												
131HJ2S4	NHRAF/T LT-1	2618	4.035	3.480	5.700	8.990	11.4:1	10.5:1	9.3:1	-4	20	528
131HJ2S5	NHRA F/T LT-1	2618	4.040	3.480	5.700	8.990	11.4:1	10.6:1	9.3:1	-4	20	528
13AHJ2S6	NHRA F/T LT-1	2618	4.040	3.480	5.700	8.990	11.4:1	10.6:1	9.3:1	-4	20	528

Small Block Chevrolet NHRA "170" Dish Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compression head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees	App. Mass
1.550" Compression Height												
131IJ2S3	NHRA Dish	2618	4.030	3.480	5.700	8.990	9.9:1	9.3:1	8.3:1	-15	21	565
131IJ2S4	NHRADish	2618	4.035	3.480	5.700	8.990	10.0:1	9.3:1	8.3:1	-15	21	565
131IJ2S5	NHRA Dish	2618	4.040	3.480	5.700	8.990	10.0:1	9.4:1	8.4:1	-15	21	565
131IJ2S6	NHRA Dish	2618	4.060	3.480	5.700	8.990	10.1:1	9.4:1	8.4:1	-15	21	565

Small Block Chevrolet Flat Top Pistons - 4032 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.250" Compression Height											
131ZD2S3	Flat Top	4032	4.020	3.500	6.000	9.000	10.9:1	10.2:1	9.0:1	-7	20
131ZD2S4	Flat Top	4032	4.035	3.500	6.000	9.000	11.0:1	10.2:1	9.0:1	-7	20
131ZD2S5	Flat Top	4032	4.040	3.500	6.000	9.000	11.0:1	10.3:1	9.0:1	-7	20
131ZD2S6	Flat Top	4032	4.060	3.500	6.000	9.000	11.1:1	10.3:1	9.1:1	-7	20
1.120" Compression Height											
131ZB2S3	Flat Top	4032	4.030	3.500	6.125	8.995	11.0:1	10.2:1	9.0:1	-7	20
131ZB2S4	Flat Top	4032	4.035	3.500	6.125	8.995	11.0:1	10.2:1	9.0:1	-7	20
131ZB2S5	Flat Top	4032	4.040	3.500	6.125	8.995	11.0:1	10.3:1	9.0:1	-7	20
131ZB2S6	Flat Top	4032	4.060	3.500	6.125	8.995	11.1:1	10.3:1	9.1:1	-7	20

Small Block Chevrolet Reverse Dome Pistons - 4032 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.120" Compression Height											
131UB2S3	Reverse Dome	4032	4.030	3.500	6.125	8.995	9.5:1	8.9:1	8.0:1	-20	20
131UB2S4	Reverse Dome	4032	4.035	3.500	6.125	8.995	9.5:1	8.9:1	8.0:1	-20	20
131UB2S5	Reverse Dome	4032	4.040	3.500	6.125	8.995	9.5:1	9.0:1	8.0:1	-20	20
131UB2S6	Reverse Dome	4032	4.060	3.500	6.125	8.995	9.6:1	9.0:1	8.1:1	-20	20

Small Block Chevrolet LS-1 Flat Top Pistons - 4032 alloy

Descriptions:

Ring Grooves: *1.5mm - 1.5mm - 3mm*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees	App. Mass
1.130" Compression Height												
LS11	Flat Top LS-1	4032	3.898	4.000	6.125	9.240	12.7:1	11.7:1	10.2:1	-1	15	373

Small Block Chevrolet LS-1 Dome Pistons - 4032 alloy

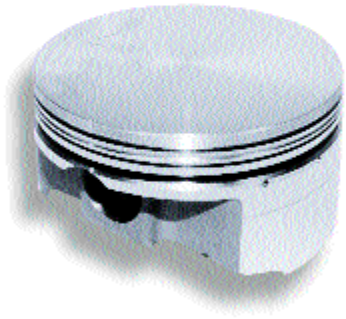
Descriptions:

Ring Grooves: *1.5mm - 1.5mm - 3mm*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees	App. Mass
1.130" Compression Height												
LS12	Dome LS-1	4032	3.898	4.000	6.125	9.240	15.1:1	13.8:1	11.7:1	10.5	15	373

Small Block Chevrolet LS-1 NHRA Flat Top Pistons - 4032 alloy



Descriptions:

Ring Grooves: *1.5mm - 1.5mm - 3mm*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees	App. Mass
1.130" Compression Height												
LS1J	NHRA F/T LS-1	4032	3.898	3.622	6.098	9.240	11.8:1	10.9:1	9.5:1	0	N/A	440

Small Block Chevrolet Solid Dome Pistons for Brodix Cyl. Heads - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.250" Compression Height											
1316D5S3	Brodix #12 S/D	2618	4.030	3.500	6.000	9.000	13.2:1	12.1:1	10.4:1	6.2	15
1316D5S5	Brodix #12 S/D	2618	4.040	3.500	6.000	9.000	13.2:1	12.1:1	10.4:1	6.2	15
1.000" Compression Height											
1316A5S3	Brodix #12 S/D	2618	4.030	4.000	6.000	9.000	14.9:1	13.6:1	11.7:1	6.2	15
1316A5S5	Brodix #12 S/D	2618	4.040	4.000	6.000	9.000	15.0:1	13.7:1	11.7:1	6.2	15

Complete your piston installation with a set of high performance piston rings. See pages 261-263

Small Block Chevrolet (400 ci) Flat Top Pistons - 4032 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*

** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.550" Compression Height											
1411J2S3	Flat Top	4032	4.155	3.500	5.700	9.000	12.0:1	11.1:1	9.7:1	-4	23
1411J2S5	Flat Top	4032	4.165	3.500	5.700	9.000	12.0:1	11.2:1	9.8:1	-4	23
1.420" Compression Height											
1411G2S3	Flat Top	4032	4.155	3.750	5.700	8.995	12.8:1	11.8:1	10.4:1	-4	23
1411G2S5	Flat Top	4032	4.165	3.750	5.700	8.995	12.8:1	11.9:1	10.4:1	-4	23
1411G2S6	Flat Top	4032	4.185	3.750	5.700	8.995	12.9:1	12.0:1	10.5:1	-4	23
1.250" Compression Height											
1411D2S3	Flat Top	4032	4.155	3.500	6.000	9.000	12.0:1	11.1:1	9.7:1	-4	23
1411D2S5	Flat Top	4032	4.165	3.500	6.000	9.000	12.0:1	11.2:1	9.8:1	-4	23
1411D2S6	Flat Top	4032	4.185	3.500	6.000	9.000	12.1:1	11.2:1	9.9:1	-4	23
1.120" Compression Height											
1411B2S3	Flat Top	4032	4.155	3.750	6.000	8.995	12.8:1	11.8:1	10.4:1	-4	23
1411B2S5	Flat Top	4032	4.165	3.750	6.000	8.995	12.8:1	11.9:1	10.4:1	-4	23
1.060" Compression Height											
1411T2S3	Flat Top	4032	4.155	3.875	6.000	8.998	13.1:1	12.2:1	10.7:1	-4	23
1411T2S5	Flat Top	4032	4.165	3.875	6.000	8.998	13.2:1	12.2:1	10.7:1	-4	23
1.000" Compression Height											
1411A2S3	Flat Top	4032	4.155	4.000	6.000	9.000	13.5:1	12.6:1	11.0:1	-4	23
1411A2S5	Flat Top	4032	4.165	4.000	6.000	9.000	13.6:1	12.6:1	11.0:1	-4	23

Small Block Chevrolet (400 ci) Flat Top Pistons - 2618 alloy

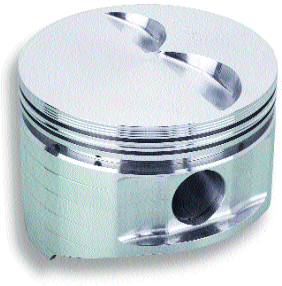
Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.420" Compression Height											
1417G5S3	Flat Top	2618	4.155	3.750	5.700	8.995	12.8:1	11.8:1	10.4:1	-4	23
1417G5S5	Flat Top	2618	4.165	3.750	5.700	8.995	12.8:1	11.9:1	10.4:1	-4	23
1.120" Compression Height											
1417B5S3	Flat Top	2618	4.155	3.750	6.000	8.995	12.8:1	11.8:1	10.4:1	-4	23
1417B5S5	Flat Top	2618	4.165	3.750	6.000	8.995	12.8:1	11.9:1	10.4:1	-4	23

Small Block Chevrolet (400 ci) Flat Top Pistons - 2618 alloy



Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.120" Compression Height											
141EB5S3	Flat Top	2618	4.155	3.750	6.000	8.995	12.8:1	11.8:1	10.4:1	-4	18
141EB5S5	Flat Top	2618	4.165	3.750	6.000	8.995	12.8:1	11.9:1	10.4:1	-4	18
1.000" Compression Height											
141EA5S3	Flat Top	2618	4.155	4.000	6.000	9.000	13.5:1	12.6:1	11.0:1	-4	18
141EA5S5	Flat Top	2618	4.165	4.000	6.000	9.000	13.6:1	12.6:1	11.0:1	-4	18

Small Block Chevrolet (400 ci) Reverse dome Pistons - 4032 alloy

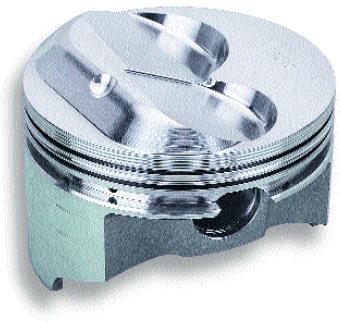
Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.420" Compression Height											
1413G2S3	Reverse Dome	4032	4.155	3.750	5.700	8.995	12.0:1	11.2:1	9.9:1	-9.2	23
1413G2S5	Reverse Dome	4032	4.165	3.750	5.700	8.995	12.0:1	11.2:1	9.9:1	-9.2	23
1.120" Compression Height											
1410B2S3	Reverse Dome	4032	4.155	3.750	6.000	8.995	11.7:1	10.9:1	9.7:1	-11	23
1410B2S5	Reverse Dome	4032	4.165	3.750	6.000	8.995	11.7:1	11.0:1	9.7:1	-11	23

Small Block Chevrolet (400 ci) Hollow Dome Pistons - 4032 alloy



Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.550" Compression Height											
141VJ2S3	Hollow Dome	4032	4.155	3.500	5.700	9.000	14.8:1	13.5:1	11.5:1	10.5	23
141VJ2S5	Hollow Dome	4032	4.165	3.500	5.700	9.000	14.8:1	13.5:1	11.5:1	10.5	23
1.420" Compression Height											
141VG2S3	Hollow Dome	4032	4.155	3.750	5.700	8.995	15.8:1	14.4:1	12.2:1	10.5	23
141VG2S5	Hollow Dome	4032	4.165	3.750	5.700	8.995	15.8:1	14.4:1	12.2:1	10.5	23
141VG2S6	Hollow Dome	4032	4.185	3.750	5.700	8.995	16.0:1	14.5:1	12.3:1	10.5	23
1.250" Compression Height											
141VD2S3	Hollow Dome	4032	4.155	3.800	5.850	9.000	16.0:1	14.5:1	12.4:1	10.5	23
141VD2S5	Hollow Dome	4032	4.165	3.480	6.000	8.990	14.8:1	13.4:1	11.4:1	10.5	23
1.120" Compression Height											
141VB2S3	Hollow Dome	4032	4.155	3.750	6.000	8.995	15.8:1	14.4:1	12.2:1	10.5	23
141VB2S5	Hollow Dome	4032	4.165	3.750	6.000	8.995	15.8:1	14.4:1	12.2:1	10.5	23
1.060" Compression Height											
141VT2S3	Hollow Dome	4032	4.155	3.875	6.000	8.998	16.3:1	14.8:1	12.6:1	10.5	23
141VT2S5	Hollow Dome	4032	4.165	3.875	6.000	8.998	16.3:1	14.9:1	12.6:1	10.5	23
1.000" Compression Height											
141VA2S3	Hollow Dome	4032	4.155	4.000	6.000	9.000	16.8:1	15.2:1	12.9:1	10.5	23
141VA2S5	Hollow Dome	4032	4.165	4.000	6.000	9.000	16.8:1	15.3:1	13.0:1	10.5	23

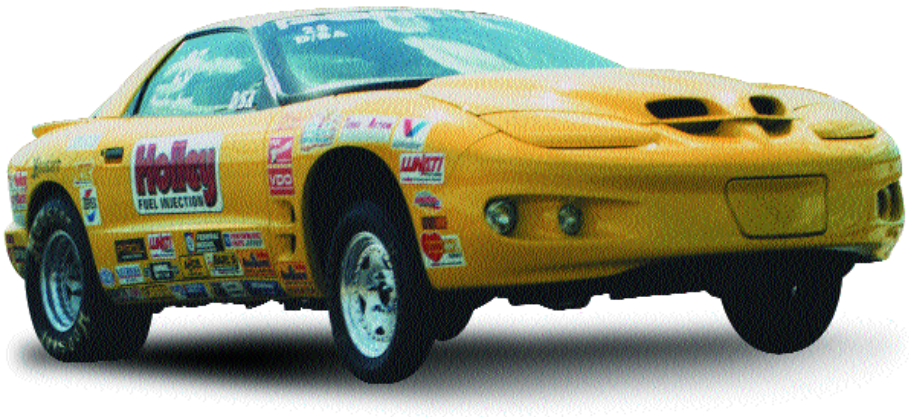
Small Block Chevrolet (400 ci) Hollow Dome Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.420" Compression Height											
141WG5S3	Hollow Dome	2618	4.155	3.750	5.700	8.995	15.8:1	14.4:1	12.2:1	10.5	23
141WG5S5	Hollow Dome	2618	4.165	3.750	5.700	8.995	15.8:1	14.4:1	12.2:1	10.5	23
1.120" Compression Height											
141WB5S3	Hollow Dome	2618	4.155	3.750	6.000	8.995	15.8:1	14.4:1	12.2:1	10.5	23
141WB5S5	Hollow Dome	2618	4.165	3.750	6.000	8.995	15.8:1	14.4:1	12.2:1	10.5	23



Small Block Chevrolet Pistons

Small Block Chevrolet (400 ci) Solid Dome Pistons - 4032 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Slipper*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.420" Compression Height											
1412G2S3	Solid Dome	4032	4.155	3.750	5.700	8.995	15.8:1	14.4:1	12.2:1	10.5	23
1412G2S5	Solid Dome	4032	4.165	3.750	5.700	8.995	15.8:1	14.4:1	12.2:1	10.5	23
1412G2S6	Solid Dome	4032	4.185	3.750	5.700	8.995	16.0:1	14.5:1	12.3:1	10.5	23
1.120" Compression Height											
1412B2S3	Solid Dome	4032	4.155	3.750	6.000	8.995	15.8:1	14.4:1	12.2:1	10.5	23
1412B2S5	Solid Dome	4032	4.165	3.750	6.000	8.995	15.8:1	14.4:1	12.2:1	10.5	23

Small Block Chevrolet (400 ci) Solid Dome Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.420" Compression Height											
1418G5S3	Solid Dome	2618	4.155	3.750	5.700	8.995	15.8:1	14.4:1	12.2:1	10.5	23
1418G5S5	Solid Dome	2618	4.165	3.750	5.700	8.995	15.8:1	14.4:1	12.2:1	10.5	23
1.120" Compression Height											
1418B5S3	Solid Dome	2618	4.155	3.750	6.000	8.995	15.8:1	14.4:1	12.2:1	10.5	23
1418B5S5	Solid Dome	2618	4.165	3.750	6.000	8.995	15.8:1	14.4:1	12.2:1	10.5	23

Small Block Chevrolet (400 ci) Solid Dome Pistons for Brodix Cyl. Heads - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927" 141.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*

** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.250" Compression Height											
1419D5S3	Brodix #12 S/D	2618	4.155	3.500	6.000	9.000	12.6:1	11.7:1	10.2:1	0	15
1419D5S5	Brodix #12 S/D	2618	4.165	3.500	6.000	9.000	12.7:1	11.7:1	10.2:1	0	15
1.120" Compression Height											
1419B5S6	Brodix #12 S/ D	2618	4.155	3.750	6.000	8.995	13.5:1	12.4:1	10.8:1	0	15
1419B5S5	Brodix #12 S/ D	2618	4.165	3.750	6.000	8.995	13.5:1	12.5:1	10.9:1	0	15
1.105" Compression Height											
1419E5S1	Brodix #12 S/ D	2618	4.129	3.540	6.125	9.000	12.6:1	11.7:1	10.2:1	0	15
1419E5SA	Brodix #12 S/ D	2618	4.135	3.540	6.125	9.000	12.7:1	11.7:1	10.2:1	0	15
1419E5SC	Brodix #12 S/ D	2618	4.140	3.540	6.125	9.000	12.7:1	11.7:1	10.2:1	0	15
1.000" Compression Height											
1419A5S3	Brodix #12 S/ D	2618	4.155	4.000	6.000	9.000	14.3:1	13.2:1	11.5:1	0	15
1419A5S5	Brodix #12 S/ D	2618	4.165	4.000	6.000	9.000	14.3:1	13.2:1	11.5:1	0	15

Small Block Chevrolet (400 ci) Solid Dome Pistons for Buick Cyl. Heads - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.950" x 0.927"" 141.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 58	64	76	Effective Dome Volume cc	Valve Angle degrees
1.250" Compression Height											
141SD5S3	Buick S/D	2618	4.155	3.500	6.000	9.000	12.6:1	11.7:1	10.2:1	0	10
141SD5S5	Buick S/D	2618	4.165	3.500	6.000	9.000	12.7:1	11.7:1	10.2:1	0	10
1.000" Compression Height											
141SA5S3	Buick S/D	2618	4.155	4.000	6.000	9.000	14.3:1	13.2:1	11.5:1	0	10
141SA5S5	Buick S/D	2618	4.165	4.000	6.000	9.000	14.3:1	13.2:1	11.5:1	0	10

Big Block Chevrolet Flat Top Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.930" x 0.990" 151.1 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 110	118	124	Effective Dome Volume cc
1.645" Compression Height										
1511K4S3	Flat Top	2618	4.280	4.000	6.135	9.780	8.7:1	8.3:1	7.9:1	-2.5
1511K4S6	Flat Top	2618	4.310	4.000	6.135	9.780	8.8:1	8.4:1	8.0:1	-2.5
1511K4SB	Flat Top	2618	4.375	4.000	6.135	9.780	9.1:1	8.6:1	8.2:1	-2.5
1611K4S0	Flat Top	2618	4.500	4.000	6.135	9.780	9.5:1	9.0:1	8.6:1	-2.5
1611K4S3	Flat Top	2618	4.530	4.000	6.135	9.780	9.6:1	9.1:1	8.7:1	-2.5

Big Block Chevrolet Flat Top Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.930" x 0.990" 151.1 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 110	118	124	Effective Dome Volume cc
1.520" Compression Height										
15111FS6	Flat Top	2618	4.310	4.250	6.135	9.780	9.3:1	8.8:1	8.5:1	-2.5
151114SB	Flat Top	2618	4.375	4.250	6.135	9.780	9.6:1	9.0:1	8.7:1	-2.5
161114S0	Flat Top	2618	4.500	4.250	6.135	9.780	10.0:1	9.5:1	9.1:1	-2.5
1.395" Compression Height										
1511F4S6	Flat Top	2618	4.310	4.500	6.135	9.780	16.4:1	9.3:1	8.9:1	-2.5
1611F4S0	Flat Top	2618	4.500	4.500	6.135	9.780	17.5:1	10.0:1	9.6:1	-2.5
1.270" Compression Height										
1511U4S6	Flat Top	2618	4.310	4.750	6.535	10.180	17.2:1	9.7:1	9.3:1	-2.5
1611U4S0	Flat Top	2618	4.500	4.750	6.535	10.180	18.5:1	10.5:1	10.0:1	-2.5

Big Block Chevrolet Reverse Dome Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.930" x 0.990" 151.1 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compression head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 110	118	124	Effective Dome Volume cc
1.645" Compression Height										
1510K4S6	Reverse Dome	2618	4.310	4.000	6.135	9.780	8.1:1	7.7:1	7.4:1	-15
1610K4S0	Reverse Dome	2618	4.500	4.000	6.135	9.780	8.7:1	8.3:1	8.0:1	-15
151014S6	Reverse Dome	2618	4.310	4.000	6.135	9.780	8.1:1	7.7:1	7.4:1	-15
161014S0	Reverse Dome	2618	4.500	4.000	6.135	9.780	8.7:1	8.3:1	8.0:1	-15

Big Block Chevrolet Mini Dome (Closed Chamber) Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.930" x 0.990" 151.1 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 110	118	124	Effective Dome Volume cc
1.760" Compression Height										
1515M4S3	M/Dome/Closed Chamber Only	2618	4.280	3.760	6.135	9.775	10.1:1	9.4:1	8.9:1	21.5
1515M4S6	M/Dome/Closed Chamber Only	2618	4.310	3.760	6.135	9.775	10.2:1	9.5:1	9.0:1	21.5
1.645" Compression Height										
1515K4S3	M/Dome/Closed Chamber Only	2618	4.280	4.000	6.135	9.780	10.6:1	9.9:1	9.4:1	21.5
1515K4S6	M/Dome/Closed Chamber Only	2618	4.310	4.000	6.135	9.780	10.8:1	10.0:1	9.5:1	21.5
1515K4SB	M/Dome/Closed Chamber Only	2618	4.375	4.000	6.135	9.780	11.0:1	10.3:1	9.8:1	21.5
1615K4S0	M/Dome/Closed	2618	4.500	4.000	6.135	9.780	11.5:1	10.7:1	10.2:1	21.5

Big Block Chevrolet Mini Dome (Open Chamber) Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.930" x 0.990" 151.1 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 110	118	124	Effective Dome Volume cc
1.760" Compression Height										
1514M4S3	M/Dome/Open Chamber Only	2618	4.280	3.760	6.135	9.775	11.1:1	10.3:1	9.7:1	32
1514M4S6	M/Dome/Open Chamber Only	2618	4.310	3.760	6.135	9.775	11.3:1	10.4:1	9.9:1	32
1.645" Compression Height										
1514K4S6	M/Dome/Open Chamber Only	2618	4.310	4.000	6.135	9.780	11.9:1	11.0:1	10.4:1	32
1514K4SB	M/Dome/Open Chamber Only	2618	4.375	4.000	6.135	9.780	12.2:1	11.3:1	10.7:1	32
1614K4S0	M/Dome/Open Chamber Only	2618	4.500	4.000	6.135	9.780	12.8:1	11.8:1	11.2:1	32

Big Block Chevrolet Dome (Open Chamber) Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.930" x 0.990" 151.1 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 110	118	124	Effective Dome Volume cc
1.645" Compression Height										
1512K4S3	Dome/Open Chamber Only	2618	4.280	4.000	6.135	9.780	14.2:1	12.9:1	12.0:1	48
1512K4S6	Dome/Open Chamber Only	2618	4.310	4.000	6.135	9.780	14.4:1	13.0:1	12.2:1	48
1512K4SB	Dome/Open Chamber Only	2618	4.375	4.000	6.135	9.780	14.7:1	13.3:1	12.5:1	48
1612K4S0	Dome/Open Chamber Only	2618	4.500	4.000	6.135	9.780	14.8:1	13.5:1	12.7:1	48
1612K4S3	Dome/Open	2618	4.530	4.000	6.135	9.780	15.0:1	13.6:1	12.8:1	48
1.520" Compression Height										
151214S6	Dome/Open Chamber Only	2618	4.310	4.250	6.135	9.780	15.2:1	13.8:1	12.9:1	48
151214SB	Dome/Open Chamber Only	2618	4.375	4.250	6.135	9.780	15.6:1	14.7:1	13.2:1	48
161214S0	Dome/Open	2618	4.500	4.250	6.135	9.780	15.7:1	14.3:1	13.4:1	48
1.395" Compression Height										
1512F4S6	Dome/Open Chamber Only	2618	4.310	4.500	6.135	9.780	16.0:1	14.5:1	13.6:1	48
1612F4S0	Dome/Open Chamber Only	2618	4.500	4.500	6.135	9.780	16.5:1	15.1:1	14.1:1	48
1.270" Compression Height										
1512U4S6	Dome/Open Chamber Only	2618	4.310	4.250	6.385	9.780	15.2:1	13.8:1	12.9:1	48
1612U4S0	Dome/Open Chamber Only	2618	4.500	4.250	6.385	9.780	15.7:1	14.3:1	13.4:1	48

Big Block Chevrolet (502 ci) Mini Dome Pistons - 2618 alloy

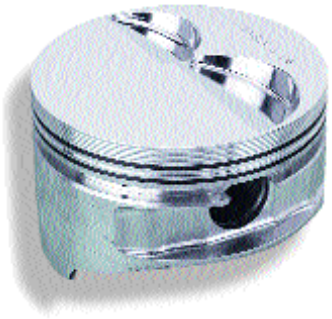
Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.930" x 0.990" 151.1 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 110	118	124	Effective Dome Volume cc
1.645" Compression Height										
1716K4SA	M/Dome/Open Chamber Only	2618	4.476	4.000	6.135	9.780	9.9:1	9.4:1	9.0:1	5
1616K4S0	M/Dome/Open Chamber Only	2618	4.500	4.000	6.135	9.780	10.0:1	9.4:1	9.1:1	5
1.520" Compression Height										
171614SA	M/Dome/Open Chamber Only	2618	4.476	4.250	6.535	10.180	10.5:1	9.9:1	9.5:1	5
161614S0	M/Dome/Open Chamber Only	2618	4.500	4.250	6.535	10.180	10.6:1	10.0:1	9.6:1	5

Small Block Ford Flat Top Pistons - 2618 alloy



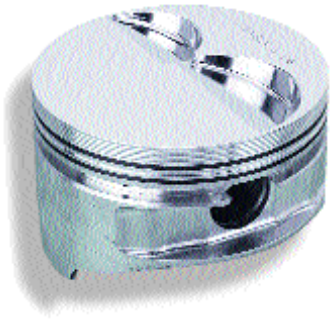
Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.912" 112.8 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 55	60	65	Effective Dome Volume cc	Valve Angle degrees
1.600" Compression Height											
2211V7S3	Flat Top	2618	4.030	3.000	5.090	8.190	10.2:1	9.6:1	9.1:1	-4.5	20

Small Block Ford Flat Top Pistons - 2618 alloy



Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 111.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 55	60	65	Effective Dome Volume cc	Valve Angle degrees
1.078" Compression Height											
221Q82S3	Flat Top	2618	4.030	3.425	5.400	8.190	11.5:1	10.8:1	10.2:1	-4.5	20

Small Block Ford Dome Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.912" 112.8 grams*
(221R82 series: 2.500" x 0.927" 119.9 grams
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 55	60	65	Effective Dome Volume cc	Valve Angle degrees
1.600" Compression Height											
2212V7S3	Dome	2618	4.030	3.000	5.090	8.190	13.3:1	12.2:1	11.3:1	12.5	20
2212V7S5	Dome	2618	4.040	3.000	5.090	8.190	13.4:1	12.3:1	11.3:1	12.5	20
2212V7S6	Dome	2618	4.060	3.000	5.090	8.190	13.5:1	12.4:1	11.4:1	12.5	20
1.078" Compression Height											
221R82S3	Dome	2618	4.030	3.425	5.400	8.190	14.4:1	13.3:1	12.3:1	12.5	20

Small Block Ford Flat Top Pistons for Holley Cyl. Heads - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
(221TV7 series: 2.500" x 0.912" 112.8 grams)
Skirt: *Round*

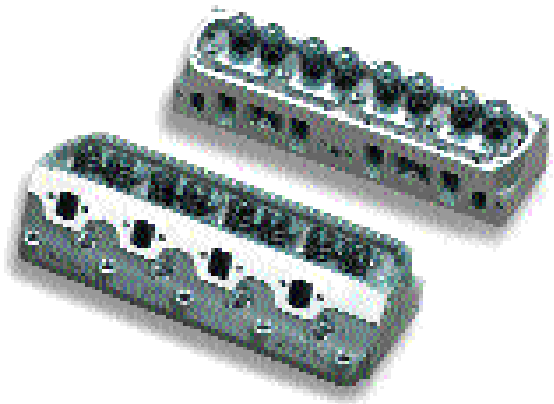
* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 63	Effective Dome Volume cc	Valve Angle degrees
1.600" Compression Height									
221TV7S3	Holley Flat Top	2618	4.030	3.000	5.090	8.190	10.8:1	-4.5	17
1.078" Compression Height									
221T82S3	Holley Flat Top	2618	4.030	3.425	5.400	8.190	10.3:1	-4.5	17

DID YOU KNOW?

Lunati make pistons designed to fit Holley SysteMAX™ cylinder heads!

P/N 300-573
P/N 300-574
P/N 300-575
P/N 300-551-2



Small Block Ford Reverse Dome Pistons for Holley Cyl. Heads - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.912" 112.8 grams (221S82-series 2.500" x 0.927" 119.9 grams)*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 63	Effective Dome Volume cc	Valve Angle degrees
1.600" Compression Height									
221SV7S3	Holley R/Dome	2618	4.030	3.000	5.090	8.190	8.8:1	-9.2	17
221SV7S4	Holley R/Dome	2618	4.035	3.000	5.090	8.190	8.8:1	-9.2	17
221SV7S5	Holley R/Dome	2618	4.040	3.000	5.090	8.190	8.8:1	-9.2	17
1.078" Compression Height									
221S82S3	Holley R/Dome	2618	4.030	3.425	5.400	8.190	9.9:1	-9.2	17
221S82S4	Holley R/Dome	2618	4.035	3.425	5.400	8.190	9.9:1	-9.2	17
221S82S5	Holley R/Dome	2618	4.040	3.425	5.400	8.190	9.9:1	-9.2	17

Small Block Ford Reverse Dome Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.927" 119.9 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 55	60	65	Effective Dome Volume cc	Valve Angle degrees
1.078" Compression Height											
221P82S3	Reverse Dome	2618	4.030	3.425	5.400	8.190	9.6:1	9.1:1	8.7:1	-20	20

Small Block Ford (351W) Flat Top Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.912" 112.8 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 55	60	65	Effective Dome Volume cc	Valve Angle degrees
1.769" Compression Height											
2411W7S3	Flat Top	2618	4.030	3.500	5.954	9.473	11.8:1	11.0:1	10.4:1	-4.5	20
2411W7S5	Flat Top	2618	4.040	3.500	5.954	9.473	11.8:1	11.1:1	10.4:1	-4.5	20
2411W7S6	Flat Top	2618	4.060	3.500	5.954	9.473	11.9:1	11.2:1	10.5:1	-4.5	20

Small Block Ford (351W) Dome Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.500" x 0.912" 112.8 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 55	60	65	Effective Dome Volume cc	Valve Angle degrees
1.769" Compression Height											
2412W7S3	Dome	2618	4.030	3.500	5.954	9.473	15.4:1	14.1:1	13.0:1	12.5	20
2412W7S4	Dome	2618	4.035	3.500	5.954	9.473	15.4:1	14.1:1	13.0:1	12.5	20
2412W7S5	Dome	2618	4.040	3.500	5.954	9.473	15.4:1	14.2:1	13.1:1	12.5	20
2412W7S6	Dome	2618	4.060	3.500	5.954	9.473	15.6:1	14.3:1	13.2:1	12.5	20

Big Block Ford (429 ci - 460 ci) Flat Top Pistons - 2618 alloy

Descriptions:

Ring Grooves: *1/16" - 1/16" - 3/16"*
Wrist Pins: *2.930" x 0.990" 151.1 grams*
Skirt: *Round*

* *Pistons of a certain compression height work with many different stroke, rod length and block height combinations. Measurements listed are the most popular combinations and are listed for reference. Please see the piston technical information section to determine required compression height.*
** *Compression ratios are figured assuming a "zero deck" block and a 0.040" compressed head gasket.*

Part Number	DESCRIPTION	ALLOY	Bore inches	Stroke* inches	Rod* Length inches	Deck* Height inches	Approx. Compression Ratio** with this "cc" chamber 75	95	Effective Dome Volume cc
1.756" Compression Height									
2817Y4S3	Flat Top	2618	4.390	3.850	6.605	10.286	11.7:1	9.8:1	-4
1.675" Compression Height									
2811L4S8	Flat Top	2618	4.440	4.140	6.535	10.280	12.8:1	10.6:1	-4
1.516" Compression Height									
281194S8	Flat Top	2618	4.440	4.140	6.700	10.286	12.8:1	10.6:1	-4

SPECIAL ORDER PISTON DESIGNS

351 Cleveland Flat Top

351 Cleveland Reverse Dome

360 Chrysler Flat Top

360 Chrysler Dish

440 Chrysler Flat Top

440 Chrysler Dish

302-351W Reverse Dome

460 Ford Dome

400 Chevy NHRA Dish

Pontiac Big Chief Dome

Holley SysteMAX™ Dome

Brodix Canted Valve Dome

Ford Twisted Wedge Flat

Ford Twisted Wedge Dish

NHRA 351W

PISTON RING TECHNICAL INFORMATION

Lunati offers the finest quality piston ring sets available on the market today. Each series contains the best combination of rings necessary to seal your performance engine for maximum efficiency and per - formance. If you're serious about racing, then this is the ring set for you.

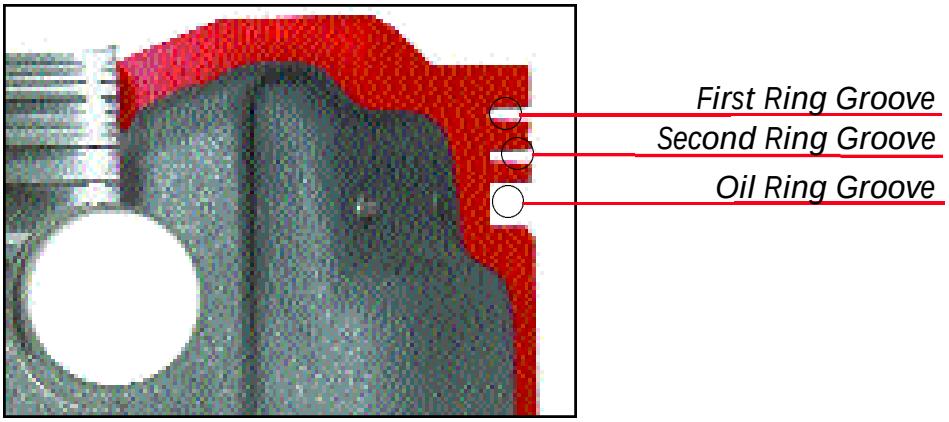
3 basic ring set combinations are available from Lunati:

"R" (Racer) Series: *consisting of a plasma moly top ring, a ductile iron second ring, and a low tension oil control ring.*

"P" (Pro) Series: *consisting of a barrel faced plasma moly top ring, a ductile iron second ring and a low tension oil ring.*

"T" (Pro Series w/Total Seal® 2nd ring) Series: *consisting of a barrel faced plasma moly top ring, a Total Seal® second ring and a low tension oil control ring.*

The part number prefix (i.e. P, T, R) denotes the combination, the next digit (i.e.1, 2, 3, 4) denotes the thickness and combination of the rings in the set, and the suffix (i.e. 4035) denotes the size of the bore. (Rings for individual pistons will have "I" behind the part number (i.e. P14005I).



PISTON RING TECHNICAL INFORMATION

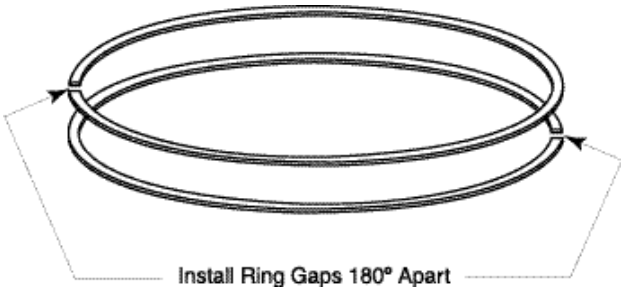
Installation Tips

1. *Minimum gap clearance is 0.004" per inch of cylinder diameter for top rings. Example: 4.000" bore X .004" = .016" minimum top ring gap clearance. Minimum gap clearance for second ring is .003" per inch of cylinder diameter. (.012" for 4.00" bore.) (NORMALLY ASPIRATED ENGINES ONLY)*

2. *When filing end gaps, make sure the ends are squared. Remove any burrs from ring ends to prevent scratching the cylinder walls. We strongly recommend a ring filing tool for this operation.*

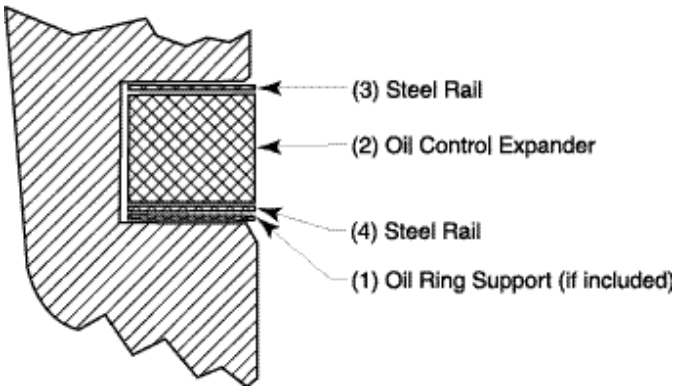
3. *Top groove (bright faced plasma moly) and second groove (dull faced ductile iron) compression rings: Install rings with dots facing up. If there are no dots, install with bevel facing up. Rings without dots or bevels can be installed either side up. Install with gaps approximately 180 degrees apart.*

4. *If Total Seal® 2nd ring is being used, install the machined (step) ring first, with groove facing down, then install the thin rail below the machined (step) ring. Place gaps 180 degrees apart.*



5. *Oil ring groove: If there is an oil ring support included with your pistons due to short compression height, install the support first on the bottom of the oil ring groove. Place the oil control expander in the groove . Install the bottom rail between the expander and the oil ring support (if used). Butt ends of expander above either pin hole, with gaps on rails approximately 1" to the right and left of the spacer ends. Install the remaining rail into the groove above the expander. Make sure the oil ring support gap is 90 degrees away from the pin hole.*

OIL RING COMPONENT INSTALLATION SEQUENCE



PISTON RING APPLICATIONS

Lunati offers the finest quality piston ring sets available on the market today. Each series contains the best combination of rings necessary to seal your performance engine for maximum efficiency and performance. If you're serious about racing, then this is the ring set for you.

PART NUMBER	DESCRIPTION	FILE FIT	BORE inches	RING SIZE (inches) FIRST RING	SECOND RING	OIL RING	MASS GRAMS
Racer Series 1/16" - 1/16" - 3/16"							
R14030	Moly Top Ring	NO	4.030	1/16	1/16	3/16	45
R14040	Moly Top Ring	NO	4.040	1/16	1/16	3/16	45
R14060	Moly Top Ring	NO	4.060	1/16	1/16	3/16	46
R14155	Moly Top Ring	NO	4.155	1/16	1/16	3/16	48
R14165	Moly Top Ring	NO	4.165	1/16	1/16	3/16	48
R14185	Moly Top Ring	NO	4.185	1/16	1/16	3/16	49
Pro Series 1/16" - 1/16" - 3/16"							
P14005	Plasma Moly Top Ring	YES	4.000	1/16	1/16	3/16	45
P14010	Plasma Moly Top Ring	YES	4.005	1/16	1/16	3/16	45
P14025	Plasma Moly Top Ring	YES	4.020	1/16	1/16	3/16	45
P14035	Plasma Moly Top Ring	YES	4.030	1/16	1/16	3/16	45
P14045	Plasma Moly Top Ring	YES	4.040	1/16	1/16	3/16	46
P14065	Plasma Moly Top Ring	YES	4.060	1/16	1/16	3/16	46
P14130	Plasma Moly Top Ring	YES	4.125	1/16	1/16	3/16	47
P14135	Plasma Moly Top Ring	YES	4.130	1/16	1/16	3/16	47
P14150	Plasma Moly Top Ring	YES	4.145	1/16	1/16	3/16	48
P14160	Plasma Moly Top Ring	YES	4.155	1/16	1/16	3/16	48
P14170	Plasma Moly Top Ring	YES	4.165	1/16	1/16	3/16	48
P14285	Plasma Moly Top Ring	YES	4.280	1/16	1/16	3/16	51
P14315	Plasma Moly Top Ring	YES	4.310	1/16	1/16	3/16	51
P14325	Plasma Moly Top Ring	YES	4.320	1/16	1/16	3/16	52
P14355	Plasma Moly Top Ring	YES	4.350	1/16	1/16	3/16	52
P14380	Plasma Moly Top Ring	YES	4.375	1/16	1/16	3/16	53
P14445	Plasma Moly Top Ring	YES	4.440	1/16	1/16	3/16	53
P14505	Plasma Moly Top Ring	YES	4.500	1/16	1/16	3/16	54
P14535	Plasma Moly Top Ring	YES	4.530	1/16	1/16	3/16	54
P14565	Plasma Moly Top Ring	YES	4.560	1/16	1/16	3/16	55
P146075	Plasma Moly Top Ring	YES	4.600	1/16	1/16	3/16	56
P14630	Plasma Moly Top Ring	YES	4.625	1/16	1/16	3/16	60

PISTON RING APPLICATIONS

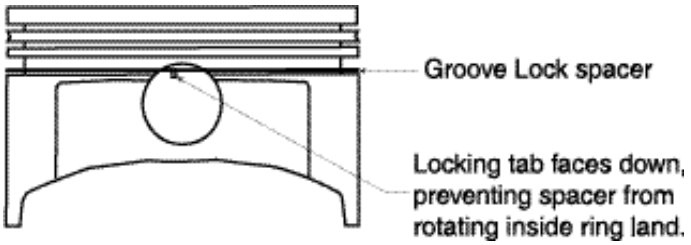
PART NUMBER	DESCRIPTION	FILE FIT	BORE inches	RING SIZE (inches) FIRST RING	SECOND RING	OIL RING	MASS GRAMS
Pro Series 0.043" - 0.043" - 3mm (for custom pistons)							
P24005	Plasma Moly Top Ring	YES	4.000	0.043	0.043	3 mm	27
P24010	Plasma Moly Top Ring	YES	4.005	0.043	0.043	3 mm	28
P24015	Plasma Moly Top Ring	YES	4.010	0.043	0.043	3 mm	28
P24020	Plasma Moly Top Ring	YES	4.015	0.043	0.043	3 mm	28
P24025	Plasma Moly Top Ring	YES	4.020	0.043	0.043	3 mm	28
P24030	Plasma Moly Top Ring	YES	4.025	0.043	0.043	3 mm	28
P24035	Plasma Moly Top Ring	YES	4.030	0.043	0.043	3 mm	28
P24045	Plasma Moly Top Ring	YES	4.040	0.043	0.043	3 mm	28
P24065	Plasma Moly Top Ring	YES	4.060	0.043	0.043	3 mm	28
P24130	Plasma Moly Top Ring	YES	4.125	0.043	0.043	3 mm	28
P24135	Plasma Moly Top Ring	YES	4.130	0.043	0.043	3 mm	29
P24140	Plasma Moly Top Ring	YES	4.135	0.043	0.043	3 mm	29
Pro Series 0.043" - 1/16" - 3/16" (for custom pistons)							
P34005	Plasma Moly Top Ring	YES	4.000	0.043	1/16	3/16	38
P34010	Plasma Moly Top Ring	YES	4.005	0.043	1/16	3/16	38
P34015	Plasma Moly Top Ring	YES	4.010	0.043	1/16	3/16	38
P34020	Plasma Moly Top Ring	YES	4.015	0.043	1/16	3/16	38
P34025	Plasma Moly Top Ring	YES	4.020	0.043	1/16	3/16	38
P34030	Plasma Moly Top Ring	YES	4.025	0.043	1/16	3/16	38
P34035	Plasma Moly Top Ring	YES	4.030	0.043	1/16	3/16	39
P34045	Plasma Moly Top Ring	YES	4.040	0.043	1/16	3/16	39
P34065	Plasma Moly Top Ring	YES	4.060	0.043	1/16	3/16	39
P34130	Plasma Moly Top Ring	YES	4.125	0.043	1/16	3/16	40
P34135	Plasma Moly Top Ring	YES	4.130	0.043	1/16	3/16	40
P34140	Plasma Moly Top Ring	YES	4.135	0.043	1/16	3/16	40
P34160	Plasma Moly Top Ring	YES	4.155	0.043	1/16	3/16	40

PISTON RING APPLICATIONS

PART NUMBER	DESCRIPTION	FILE FIT	BORE inches	RING SIZE (inches) FIRST RING	SECOND RING	OIL RING	MASS GRAMS
TOTAL SEAL® 2nd RING SETS 1/16" - 1/16" - 3/16"							
T14005	Plasma Moly top ring Total Seal® 2nd ring	YES	4.000	1/16	1/16	3/16	45
T14010	Plasma Moly top ring Total Seal® 2nd ring	YES	4.005	1/16	1/16	3/16	45
T14025	Plasma Moly top ring Total Seal® 2nd ring	YES	4.020	1/16	1/16	3/16	45
T14035	Plasma Moly top ring Total Seal® 2nd ring	YES	4.030	1/16	1/16	3/16	45
T14045	Plasma Moly top ring Total Seal® 2nd ring	YES	4.040	1/16	1/16	3/16	46
T14050	Plasma Moly top ring Total Seal® 2nd ring	YES	4.045	1/16	1/16	3/16	46
T14065	Plasma Moly top ring Total Seal® 2nd ring	YES	4.060	1/16	1/16	3/16	46
T14130	Plasma Moly top ring Total Seal® 2nd ring	YES	4.125	1/16	1/16	3/16	48
T14135	Plasma Moly top ring Total Seal® 2nd ring	YES	4.130	1/16	1/16	3/16	48
T14160	Plasma Moly top ring Total Seal® 2nd ring	YES	4.155	1/16	1/16	3/16	48
T14170	Plasma Moly top ring Total Seal® 2nd ring	YES	4.165	1/16	1/16	3/16	48
T14285	Plasma Moly top ring Total Seal® 2nd ring	YES	4.280	1/16	1/16	3/16	50
T14315	Plasma Moly top ring Total Seal® 2nd ring	YES	4.310	1/16	1/16	3/16	51
T14325	Plasma Moly top ring Total Seal® 2nd ring	YES	4.320	1/16	1/16	3/16	52
T14355	Plasma Moly top ring Total Seal® 2nd ring	YES	4.350	1/16	1/16	3/16	52
T14380	Plasma Moly top ring Total Seal® 2nd ring	YES	4.375	1/16	1/16	3/16	53

GROOVE LOCK SPACER

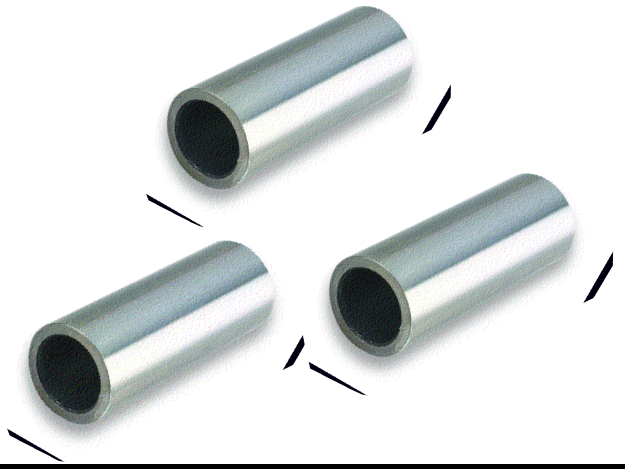
The Lunati Groove Lock spacer is designed too prevent the oil ring groove spacer from turning in the groove, which causes the oil ring package to collapse. When the non-rotating Groove Lock Spacer is properly installed, the oil ring pack will not allow the tab to move past the wrist pin bore. Finally, the problem of collapsed oil rings due to groove lock spacer rotation has been solved! The Groove Lock Spacer only applies to pistons with short compression heights, where the pin bore extends up into the oil ring groove. Spacers are included with pistons.



PART NUMBER	ENGINE FAMILY	BORE inches	MASS grams
LT73840SR	305 Chevy	3.810	8
LT73875SR	305 Chevy	3.875	9
LT74000SR	350 Chevy	4.000	9
LT74030SR	350 Chevy	4.030	9
LT74060SR	350 Chevy	4.060	9
LT74080SR	350 Chevy	4.080	9

PISTON PINS

Lunati piston pins are machined to exacting tolerances from the finest mate - rials. Tool steel piston pins are available (and recommended) for extreme duty racing applications where reliability and durability are of the upmost concern.



PART NUMBER	DESCRIPTION	PIN DIAMETER inches	PIN LENGTH inches	PIN WALL inches	WEIGHT grams
High Performance Piston Pins					
LT91010PP	Small Block Chevrolet	0.927	2.500	0.155”	119.6
LT91011PP	Small Block Chevrolet	0.927	2.500	0.120”	98.9
LT91012PP	“Small Block Chevrolet 0.003”” oversize”	0.930	2.500	0.155”	121.6
LT91013PP	Small Block Chevrolet	0.927	2.950	0.155”	141.5
LT91014PP	Small Block Chevrolet	0.927	2.950	0.120”	117.2
LT91030PP	Big Block Chevrolet	0.990	2.930	0.155”	156.7
LT91040PP	Small Block Ford	0.912	2.500	0.155”	113.1
LT91045PP	Big Block Ford	1.040	2.930	0.185”	188
LT91050PP	A Mopar	0.984	2.500	0.150”	126
LT91055PP	B Mopar	1.094	3.125	0.215”	235
Tool Steel Piston Pins					
LT91020PP	Small Block Chevrolet	0.927	2.500	0.120”	99
LT91021PP	Small Block Chevrolet	0.927	2.950	0.120”	112.3
LT91035PP	Big Block Chevrolet	0.990	2.930	0.120”	122

Custom Piston Recommendation Form

CUSTOM PISTON RECOMMENDATION FORM

All custom piston sets are designed and manufactured per specific engine specifications and must be accompanied by a signed order sheet and a fifty percent down payment. Under no circumstances are custom pistons returnable for credit, exchange, or refund unless the piston fails to meet the custom order specifications. Examine our list of stocked pistons before deciding to order custom sets. We are con stantly expanding our product line and may have the products that you need in stock.

LUNATI®
4770 Lamar Ave.
Memphis, TN 38118-7403
Phone 901-365-0950 - Fax 901-795-9411

Name_____
Date _____
Shipping Address _____ **City** _____ State _____
Zip _____
Daytime Phone _____ **Night Phone** _____
Fax _____
Special Shipping Instructions _____
Custom Piston Specifications _____
Bore Size _____ **Compression Height** _____ **Boss Width** _____
Brand of Pins _____
Pin Diameter _____ **Pin Lock Type** _____ **Pin Offset** _____ **Piston Weight Needed** _____
Pin Length _____
Brand of Rings _____ **Top Ring Thickness** _____ **Radial Depth** _____ **2nd Ring Thickness** _____
Radial Depth _____
Oil Ring Thickness _____ **Radial Depth**_____ **Dome Rise** _____
Exhaust Pocket Diameter _____ **Exhaust Pocket Depth** _____
Valve Diameter _____
Intake Pocket Diameter _____ **Intake Pocket Depth** _____
Valve Diameter _____
Valve Angle - Intake _____ **Exhaust** _____
Piston Quantity V-Motor - Left _____ **Right** _____
Piston Quantity - Inline Motor - _____ **Cylinder** _____
Number Racing Type _____ **Fuel Type**_____ **Nitrous** _____
Forced Induction _____
Crankshaft Stroke _____ **Type of Rods** _____ **Rod Length** _____
Engine _____
Piston Material Type _____ **2618** _____ **4032**

Information:

The left cylinders are numbered 1,4,5,8 with the exhaust valve pockets on the left side. The right cylinders are num - bered 2,3,6,7 with the valve pockets on the right side. Chevrolet six cylinder 90 degree motors demand 4 left and 2 right pistons. Small block Ford requires all left side pockets.

Valve Pockets:

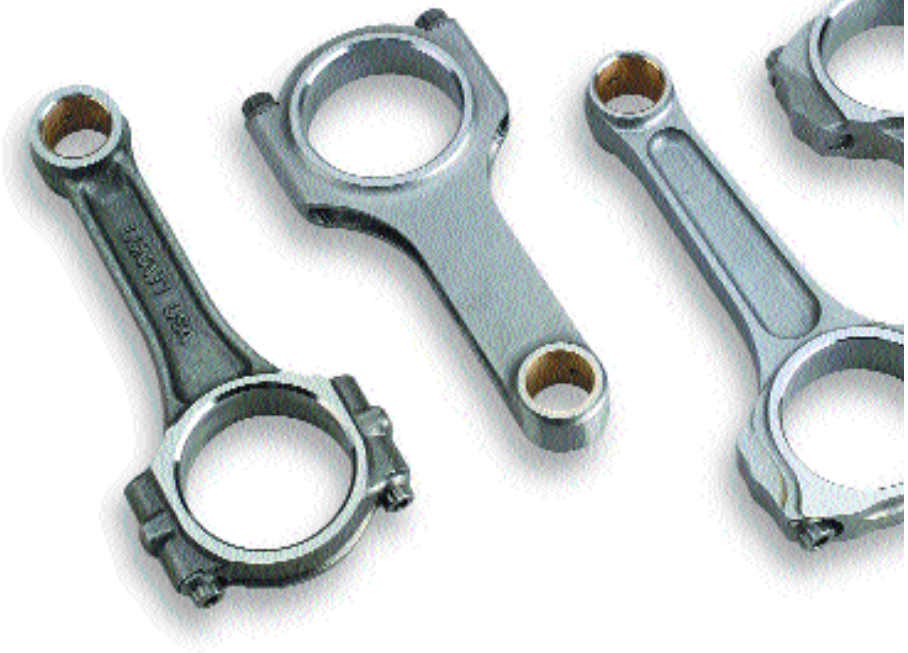
Valve pockets will be custom machined to work with your camshaft and valves. To insure that your valve pocket depth will be proper we must know how much lift at the valve your camshaft will give at nine degrees before and after top dead center when it is installed at the centerline in which it will be run. The gross lift of the camshaft has very little to do with the valve pocket depth. To ensure that the valve pocket depth will be correct we MUST have the above information AND the amount that the intake and exhaust valve is recessed or protrudes above in rela - tion to the surface of the head plus the head gasket thickness and the amount of deck clearance that you have. In the event that you can not supply this data we will make every attempt to cut the pockets correctly based on our past experience, however we will in no way be responsible should your valve to piston clearance be incorrect.

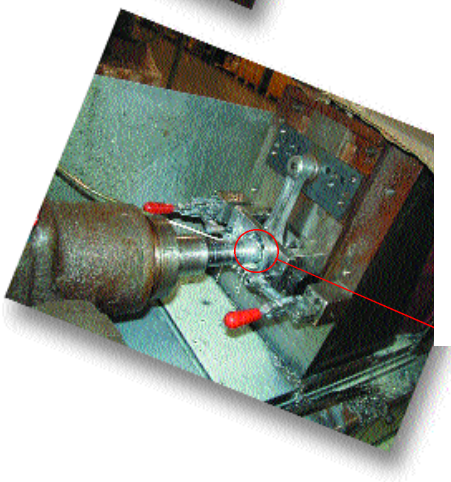
RODS

"THE PERFECT CONNECTION"

INTRODUCTION

Pro Billet rod being finish honed on the big end to within 0.0001".



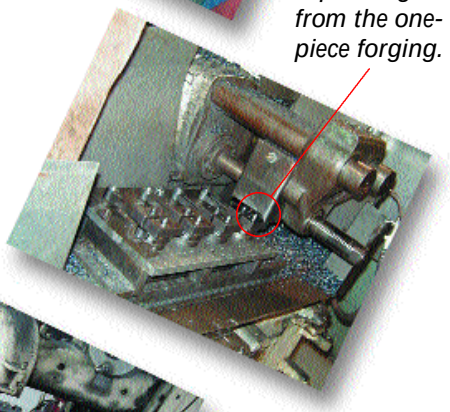


Pro Mod rod being finish bored on the big end.

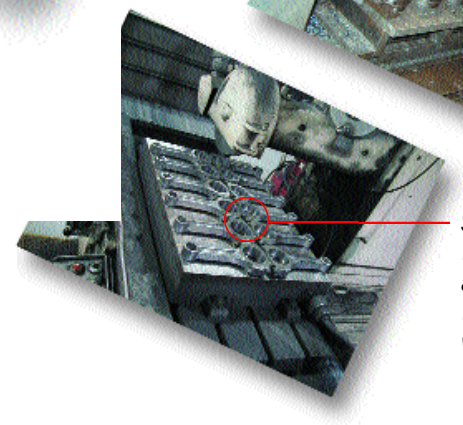
The Racer's Choice!

CNC profiling a set of Pro Mod rods.

Pro mod rod caps being cut from the one-piece forging.

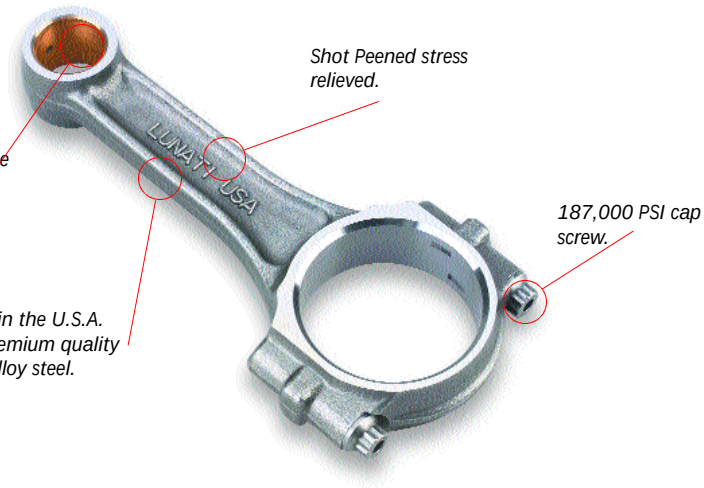


Surface grinding the big end to achieve exact thickness too within 0.001".

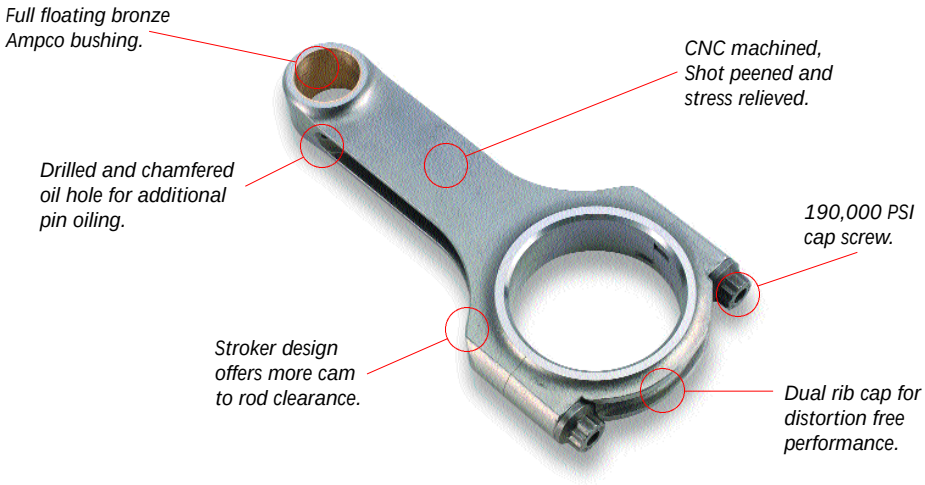


Connecting Rod Classifications

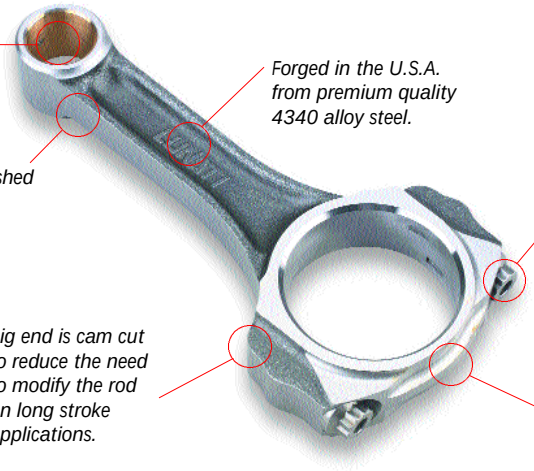
4340 FORGED STEEL
"STREET RACE" CONNECTING ROD



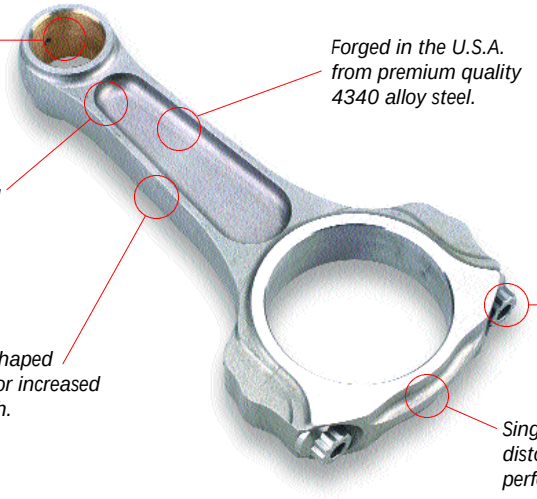
4340 FORGED STEEL
"SPORTSMAN" H-BEAM CONNECTING ROD



4340 FORGED STEEL
"PRO MOD" CONNECTING ROD



4340 STEEL BILLET
"PRO BILLET" CONNECTING ROD

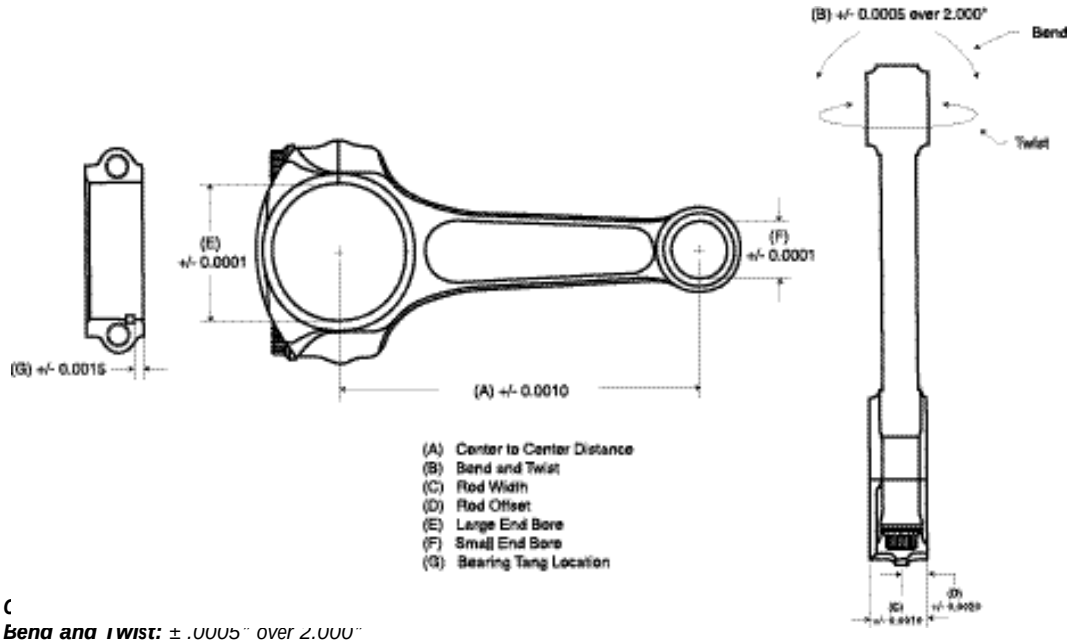


MACHINING TOLERANCES

Connecting rods probably receive the highest stresses of any bottom end engine component. The forces the rod receives when the piston direction reverses from top dead center can exceed 12,000 lb. in a 500 C.I. Pro Stock engine. This is why Lunati rods are forged from the finest premium quality 4340 alloy steel for strength and utilize Lunati/ARP rod bolts for superior clamping forces on the rod journal.

Closer tolerances and pride in workmanship, along with strict quality control are what makes Lunati Connecting Rods the only logical choice for serious racers. We at Lunati feel the no other manufacturer will hold the close machining tolerances in manufacturing that we do.

OUR TOLERANCES SPEAK FOR THEMSELVES!



Bend and Twist: *± .0005" over 2.000"*
Rod Width: *± .001"*
Rod Offset: *± .002"*
Large End Bore: *± .0001"*
Small End Bore: *± .0001"*
Bearing Tang Location: *± .0015"*

NOTE: *Tolerances shown are for Pro Billet & Pro Mod rods*

SELECTING A LUNATI CONNECTING ROD SET FOR YOUR ENGINE

1 *Locate the connecting rod section that meets the horsepower expectations of your engine (Pro Mod, Pro Billet, etc.)*

2 *Select the engine family of your engine.*

STREET RACE CONNECTING RODS

Chevrolet Small Block

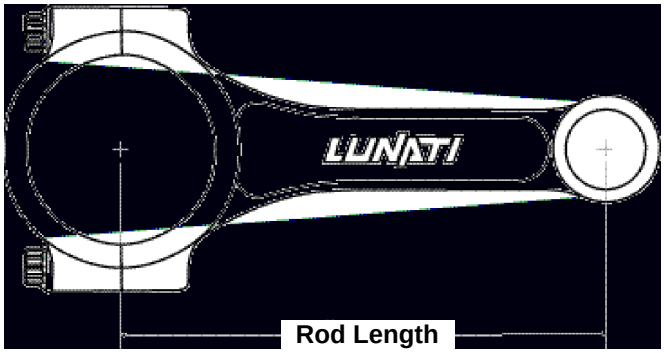
Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LHA1	Chevy SB (B)	5.700"	2.100"	.927"	580 gms	450
LHAF	Chevy SB (PF)	5.700"	2.100"	.927"	570 gms	450
LHD1	Chevy SB (B)	6.000"	2.100"	.927"	600 gms	450

3 *Select the desired rod lengths for each engine family, see page 8.*

Still can't find what you need?
Just call Lunati's rod pros at
901-365-0950!

WHAT CONNECTING ROD LENGTH SHOULD I USE?

Connecting rod length is measured between the centers of the "big end" (journal end) and the "little end" (piston pin end). Below is a table with stock connecting rod lengths for various engine families.



CHEVROLET V-8 CONNECTING ROD LENGTHS

Displacement		
Cubic Inches	Liters	Rod Length (inches)
302	4.9	5.700
305	5.0	5.700
327	5.4	5.700
350	5.7	5.700
350 (LT5)	5.7	5.700
350 (LS1)	5.7	6.098
383	6.3	6.000
400	6.6	5.565
396	6.5	6.135
402	6.6	6.135
427	7.0	6.135
454	7.4	6.135
502	8.2	6.135
377	6.2	6.135

FORD V-8 CONNECTING ROD LENGTHS

Displacement		
Cubic Inches	Liters	Rod Length (inches)
289	4.7	5.1550
302	5.0	5.0900
302 (Boss)	5.0	5.1500
302 (SVO)	5.0	5.1500
351 W ('69-'70)	5.8	5.9560
351 W ('71-'96)	5.8	5.9560
351 (SVO 9.2)	5.8	5.7800
351C (Boss)	5.8	5.7800
351M	5.8	6.5800
429 STD ('68-'70)	7.0	6.6050
429 STD ('70 1/2-'71)	7.0	6.6050
429 CJ/SCJ ('72-'73)	7.0	6.6050
429 Boss (S)	7.0	6.5490
429 Boss (T)	7.0	6.6050
460	7.5	6.6050
281 (modular)	4.6	5.9331
331 (modular)	5.4	6.6575

LUNATI CONNECTING ROD APPLICATIONS

Street Race Connecting Rods

Available in the popular Small Block Chevy 5.700" and 6.000" rod lengths and the Ford Windsor 5.400" rod length, the Street Race Rod is forged from premium 4340 alloy steel and utilizes the Lunati 187.000 psi cap screws, rather than the typical nut and bolt arrangement. This provides superior clamping force on the rod journal. The small end uses a full floating Ampco bronze bushing, however, it is also available as a press pin fit on the 5.700" rod. The entire rod surface is shot peened and stress relieved to improve overall appearance. The Street Race rod comes in weight matched sets to facilitate balancing, and has passed the 10 million cycle test for strength and durability. The Street Race Rod is suited for approximately 450 hp @ 7000 RPM in Street, Bracket and Oval Track applica - tions.

Chevrolet Small Block

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LHA1	Chevy SB (B)	5.700"	2.100"	.927"	580 gms	450
LHAF	Chevy SB (PF)	5.700"	2.100"	.927"	570 gms	450
LHD1	Chevy SB (B)	6.000"	2.100"	.927"	600 gms	450

Ford Small Block

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LLT1	Ford SB (B)	5.400"	2.100"	.927"	540 gms	450
LNT1	Blower rod for Dished Piston (B)	5.400"	2.100"	.927"	535 gms	450
LPT1 NEW	Ford SB (B)	5.400"	2.123"	.912"	540 gms	450

NOTE: *(B) Full Floating Bushed*
(PF) Press Fit Pin

LUNATI H-BEAM CONNECTING ROD APPLICATIONS

"Sportsman"H-Beam Connecting Rod

Lunati H-Beam Sportsman connecting rods are CNC machined from aircraft quality 4340 steel. All surfaces are shot peened and stress relieved. Bronze wrist pin bushings are honed to exact pin clearance. Every rod is magnafluxed, X-rayed and ultrasonically tested to ensure the best quality.

LUNATI H-BEAM CONNECTING ROD APPLICATIONS

Chevrolet Small Block

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LCAI	Chevy SB	5.700”	2.000”	.927”	640 gms	700
LCDI	Chevy SB	6.000”	2.000”	.927”	655 gms	700
LAAI	Chevy SB	5.700”	2.100”	.927”	635 gms	700
LADI	Chevy SB	6.000”	2.100”	.927”	650 gms	700
LAEI	Chevy SB	6.125”	2.100”	.927”	660 gms	700
LAHI	Chevy SB	6.250”	2.100”	.927”	670 gms	700

Chevrolet Big Block

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LBFI	Chevy BB	6.135”	2.200”	.990”	785 gms	800
LBJI	Chevy BB	6.385”	2.200”	.990”	790 gms	800
LBLI	Chevy BB	6.535”	2.200”	.990”	800 gms	800
LBPI	Chevy BB	6.800”	2.200”	.990”	820 gms	800
LBVI	Chevy BB	7.100”	2.200”	.990”	840 gms	800

Ford Small Block

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LSWI	Ford SB 289-302	5.090”	2.123”	.912”	590 gms	700
LSXI	Ford SB 289-302	5.155”	2.123”	.912”	600 gms	700
LSTI	Ford SB 289-302	5.400”	2.123”	.912”	610 gms	700
LSYI	Ford SB 351W	5.956”	2.311”	.912”	640 gms	700
LSGI	Ford SB 351W	6.200”	2.311”	.912”	660 gms	700

Ford Big Block

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LQZI	Ford BB 429-460	6.605”	2.500”	1.040”	820 gms	800

LUNATI PRO MOD CONNECTING ROD APPLICATIONS

Pro Mod Connecting Rod

Lunati's Pro Mod connecting rod is stronger and lighter than most other steel connecting rods. Made from aircraft quality 4340 certified material, the Pro Mod connecting rod is the one that is most often chosen by leading engine builders, and it's approved by NHRA.

Custom profiled on state-of-the-art CNC machining centers, the big end features an all new cam cut that greatly reduces the need to modify the connecting rod in long stroke applications. The I-beams are highly polished to help "roll" oil away from the rods. Quality 7/16" Lunati 220,000 psi rod bolts are used in all rods. Connecting rod sets are weight matched to ± 1.5 grams per end. The small end is fitted with an Ampco 18 bronze bushing.

Pro Mod Rods are available in Standard and Super Duty configurations. The Standard series is good for medium to high horsepower and torque applications for street, strip, road race and oval track applications. Each Small Block rod weighs approximately 625 grams. The Super Duty series is designed for a 400 cubic inch oval track type application. Approximate weight is 670 grams.

LUNATI PRO MOD CONNECTING ROD APPLICATIONS

Chevrolet Small Block (Standard Series)

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LAA1	Chevy SB	5.700”	2.100”	.927”	635 gms	750
LAB1	Chevy SB	5.850”	2.100”	.927”	640 gms	750
LAC1	Chevy SB	5.875”	2.100”	.927”	645 gms	750
LAD1	Chevy SB	6.000”	2.100”	.927”	650 gms	750
LAE1	Chevy SB	6.125”	2.100”	.927”	655 gms	750

Chevrolet Small Block (Super Duty Series)

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LADD	Chevy SB	6.000”	2.100”	.927”	680 gms	750

Chevrolet Big Block (Standard Series)

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LBF1	Chevy BB	6.135”	2.200”	.990”	840 gms	750
LBJ1	Chevy BB	6.385”	2.200”	.990”	850 gms	750
LBK1	Chevy BB	6.410”	2.200”	.990”	860 gms	750
LBL1	Chevy BB	6.535”	2.200”	.990”	860 gms	750
LBM1	Chevy BB	6.635”	2.200”	.990”	865 gms	750
LBN1	Chevy BB	6.660”	2.200”	.990”	870 gms	750
LB01	Chevy BB	6.700”	2.200”	.990”	870 gms	750

LUNATI PRO BILLET CONNECTING ROD APPLICATIONS

Pro Billet Connecting Rods

The Lunati Pro Billet Series Connecting Rod used by professional race engine builders all over the country. Exacting tolerance and precision weight matching make this rod an easy replacement for competitor's billet rods without extensive rebalancing (a typical 6.00" small block Chevy rod weighs 670 grams). Plus, the Lunati Pro Billet Rod is stronger and more durable than comparable billet steel rods on the mar - ket. The quality of the 4340E billet is undisputed, and serious racers know that demanding conditions require the very best parts available.

Lunati's Pro Billet Rod is computer designed and CNC profiled to be stronger, lighter, and more durable than all other billet rods being offered. The exclusive "barrel" shaped beam and rounded end are designed to reduce stress risers and create a smooth flow that compliments the natural grain of the billet. The big end was configured with the cam cut necessary for longer rod lengths and the increased stroke utilized in so many race engines today.

Lunati 220,000 psi 7/16" rod bolts assure proper clamping load, and on the small end, burnished Ampco bronze bushings are honed to exact pin clear - ance. Closer tolerances and pride in workmanship, along with strict quality control make the Lunati Pro Billet the only logical choice for the serious racer. We feel that no other manufacturer will hold the close matching tolerances in manufacturing that we do.

Pro Billet Rods are available in Standard, Super Light and Super Duty configurations. The Standard series designed for all race applications. Approximate weight is 670 grams. Pro Billet Super Lights are intended for 355 cubic inch flat top low compression applications requiring a lighter bobweight. Approximate weight is 615 grams. Pro Billet Super Duty rods are intended for 430 cubic inch dirt, Sprint car and other NASCAR type applications. Approximate weight is 650 grams. Pro Billet Big Block rods are intended for all types of race applications.

Connecting Rod Tolerances

Center to Center Distance: ± .001"
Bend and Twist: ± .0005" over 2.000"
Rod Width: ± .001"
Rod Offset: ± .002"
Large End Bore: ± .0001"
Small End Bore: ± .0001"
Bearing Tang Location: ± .0015"

LUNATI PRO BILLET CONNECTING ROD APPLICATIONS

Chevrolet Small Block (Standard Series)

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LAA2	Chevy SB	5.700”	2.100”	.927”	650 gms	1000
LAB2	Chevy SB	5.850”	2.100”	.927”	660 gms	1000
LAD2	Chevy SB	6.000”	2.100”	.927”	665 gms	1000
LAE2	Chevy SB	6.125”	2.100”	.927”	670 gms	1000
LAG2	Chevy SB	6.200”	2.100”	.927”	680 gms	1000
LAH2	Chevy SB	6.250”	2.100”	.927”	685 gms	1000
LAI2	Chevy SB	6.300”	2.100”	.927”	690 gms	1000

Chevrolet Small Block (Super Light Series)

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LAD9	Chevy SB	6.000”	2.100”	.927”	620 gms	1000
LAE9	Chevy SB	6.125”	2.100”	.927”	625 gms	1000
LAG9	Chevy SB	6.200”	2.100”	.927”	630 gms	1000
LAH9	Chevy SB	6.250”	2.100”	.927”	635 gms	1000

Chevrolet Small Block (Super Duty Series)

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LABE	Chevy SB	5.850”	2.100”	.927”	710 gms	1000
LADE	Chevy SB	6.000”	2.100”	.927”	720 gms	1000
LAEE	Chevy SB	6.125”	2.100”	.927”	725 gms	1000

LUNATI PRO BILLET CONNECTING ROD APPLICATIONS

Pro Billet Connecting Rods - (continued)

GM LS1 (Super Light Series) NEW

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LTD9	GM LS1	6.000”	2.100”	.927”	620 gms	1250
LTE9	GM LS1	6.125”	2.100”	.927”	625 gms	1250

Chevrolet Big Block (Standard Series)

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LBF2	Chevy BB	6.135”	2.200”	.990”	830 gms	1250
LBJ2	Chevy BB	6.385”	2.200”	.990”	840 gms	1250
LBL2	Chevy BB	6.535”	2.200”	.990”	850 gms	1250
LB02	Chevy BB	6.700”	2.200”	.990”	860 gms	1250
LBP2	Chevy BB	6.800’	2.200”	.990”	865 gms	1250

Ford Small Block (Standard Series)

Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LMT2*	Ford SB	5.400”	2.100”	.927”	600 gms	1000

Ford Small Block (Super Light Series)

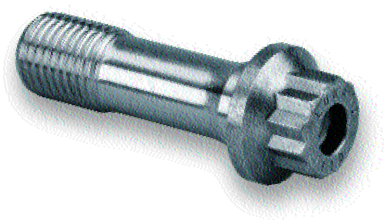
Part Number	Description	Length	Big End Diameter	Pin Diameter	Weight	Horsepower Rating
LMT9*	Ford SB	5.400”	2.100”	.927”	565 gms	1000

* Must use Lunati rod bearing, P/N CR869HP

REPLACEMENT ROD BOLTS AND MOLY LUBE

Replacement Bolts

Lunati replacement rod bolts are rated from 180,000 psi to 220,000 psi, depending upon application. These bolts are stress relieved. ***Features:*** *12 point hex caps and rolled threads.*



Part Number	Length	Application
CRB150	1.400”	Billet BB, SB, Pro Mod BB
CRB155	1.400”	Pro Mod SB
CRB120	1.833”	Early Style BB
CRB160	1.585”	Street Race Rod

Lunati Rod Bolt Lube

This is not an ordinary lubricant! A specially for - mulated moly base, made to strict specifications, we recommend its use to consistently achieve the exact amount of fastener preloading and precise clamping forces. The friction coefficient of lubri cants varies dramatically. Some are slicker than others. Tightened, dry unplated fasteners use about 85% of the applied torque simply overcom ing friction between the male and female threads. So that all Lunati fasteners maintain the highest service level, we calculate and verify their pre loads using superior grade moly lubricant. This lube may also be used for engine component assembly, press fitting, gear trains and general machinery.

Assembly Lubricant

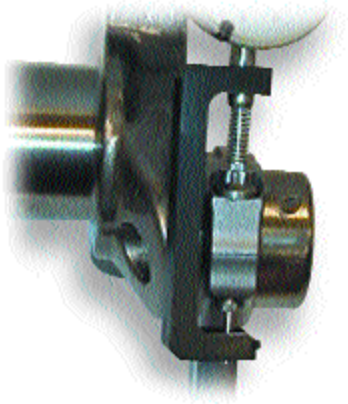
Part Number	Description
CRL100	0.5 oz. packet, Moly Base Assembly Lubricant

Connecting Rod Installation

LUNATI CONNECTING ROD INSTALLATION

Lunati strongly recommends using the bolt-stretch method for proper rod bolt installation. Use of a bolt-stretch gauge ensures that the bolts are correctly preloaded and are providing the proper clamping load. If you do not have a stretch gauge, Lunati offers one under part # 98401.

1 *Apply the molybdenum base lubricant (Part # CRL 100) under the head of the bolt and on the threads.*



2 *With the bolts installed hand tight, install the gauge and zero the dial indicator. The stretch gauge must fit into the dimples on each end of the bolt.*

3 *Alternating from one side of the rod to the other, tighten the bolts, until the bolt stretches* ***.0050"- .0054"*** *on Pro-Mod and Pro Billet rods and* ***.0039"- .0043"*** *on Street Race rods.*

Lunati does not recommend the use of a torque wrench to install the rod bolts. Errors due to friction, calibration, and tech - nique can lead to improper bolt stretch and can cause rod failure.
Only as a last resort, should a torque wrench be used.

DO NOT STAMP THE ROD NUM- BERS ON THE RODS! ETCH THE NUMBERS. STAMPING WILL DIS- TORT THE ROUNDNESS!

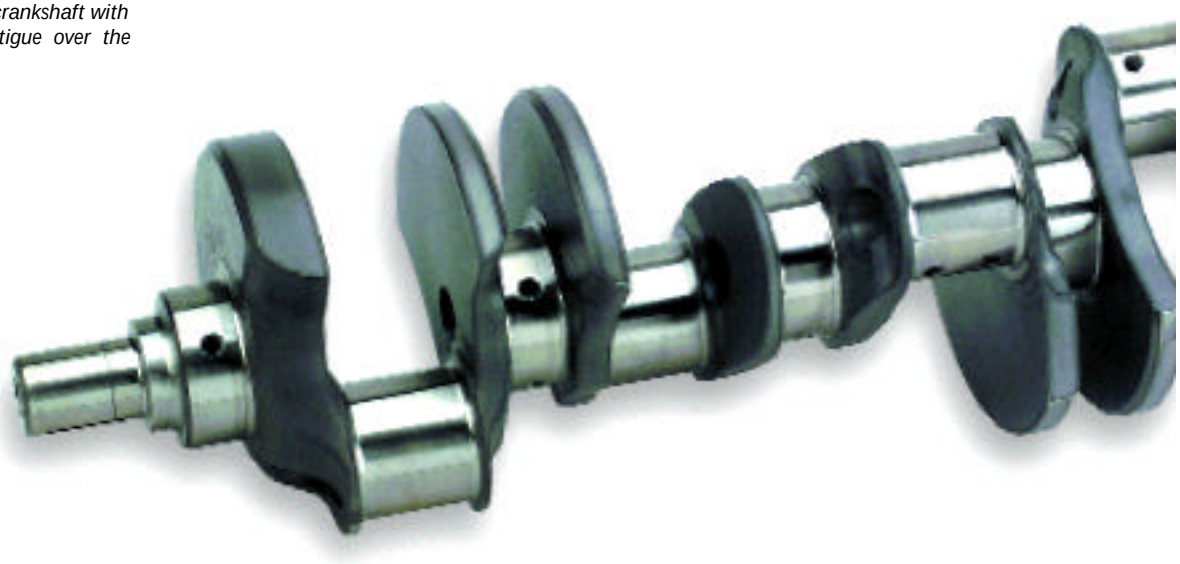
CRANKSHAFTS

"THE HEART'S CONTENT"

LUNATI 4340 NON TWIST STEEL FORGING

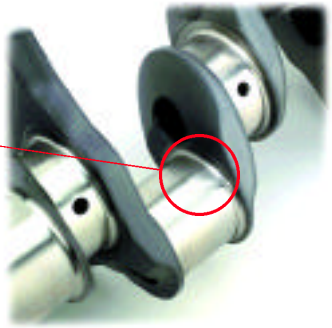
Lunati's big block and small block Chevy crankshafts are forged from the finest 4340 aircraft quality certified steel.

The 4340 alloy steel meets aircraft cleanli - ness and purity standards. Our exclusive non-twist design allows for continuous granular flow, producing a crankshaft with a higher cycle bending fatigue over the twisted forging version.



DESIGN SPECIF

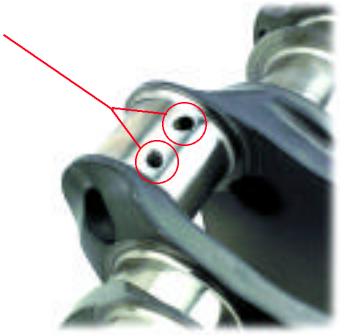
The specifications during manufacturing are of the highest Lunati standards. For racing use, it is necessary that we improve on factory standards. We have done this with the material as well as the machining:



- *All radii in the rod and main journals are .140".*
- *Roundness of each journal is within .0001" or less.*
- *Micro finishing of the journals are a grade 5 RMS or better.*
- *Crankshaft stroke is ±.001" maximum.*
- *A plasma gas nitrite heat treatment is used, which gives a case depth of .015"-.022".*

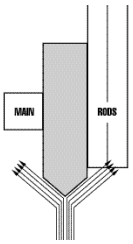
OILING TECHNOLOGY

The oiling system is similar to GM's factory specification, how ever, we have developed more precise points where the oil enters the main and exits the rod journal. This exacting entrance and exit point improves the oil film thickness avail able at the rod journal. In addition, all oil holes have special attention given to the design for proper oil delivery.

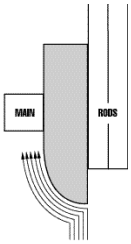


THE LUNATI CONTOURED WING DESIGN

Lunati is proud to offer the Contoured Wing Design counter - weights on all of its Pro Series crankshafts. The design of the leading edge of the counterweight is extremely important in directing the air and oil around the counterweights. This design allows the air and oil to be directed to the main, rather than the connecting rods, therefore keeping the air and oil away from the rotating connecting rods. Air and oil move around the Contour Wing Design without losing con - tact with the boundary layer. If the air and oil lose contact with the boundary layer, eddy currents will form, costing valuable horsepower through windage.



Competition's knife-edge counterweight directs oil onto swinging rods

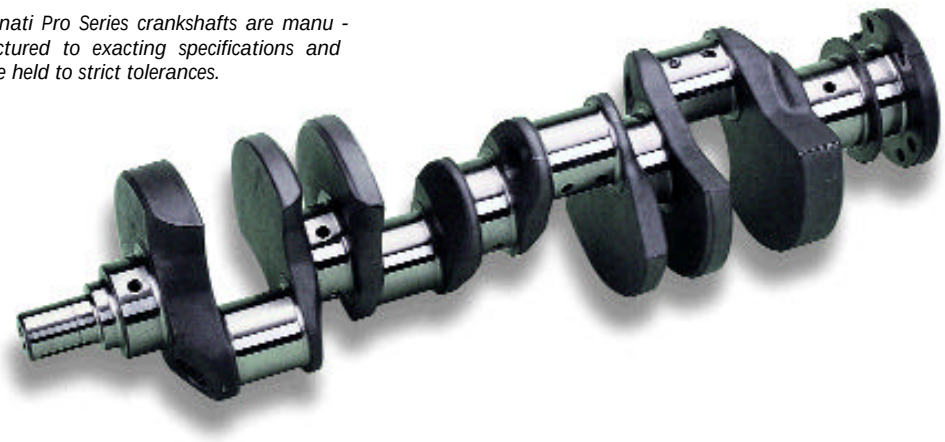


Lunati Contoured Wing Design counterweight directs oil away from swinging rods... minimizing windage = more horsepower

LUNATI PRO SERIES

Lunati Pro Series forged crankshafts are manufactured from the highest quality 4340 certified steel. The 4340 material meets all aircraft quality standards for material cleanliness and purity standards.

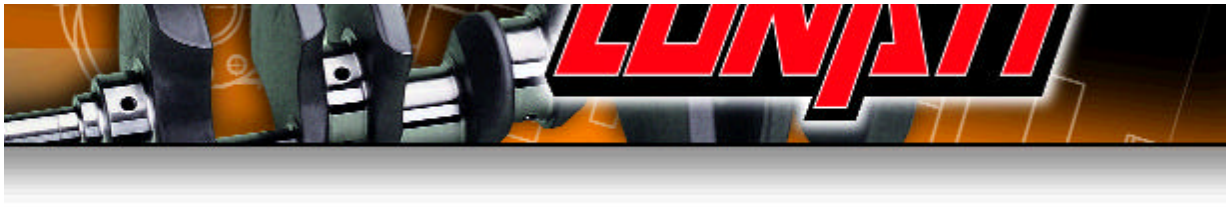
Lunati Pro Series crankshafts are manu - factured to exacting specifications and are held to strict tolerances.



DESIGN SPECIFICATIONS

- *All rod journals are drilled with either a 7/8" or 3/4" lightening hole, which reduce the inertia weight of the crankshaft.*
- *All journal radii are ground to .140".*
- *The roundness of each journal is .0001" or less.*
- *Overall stroke is held to ±.001".*
- *The surface finish of the shaft is a grade 5 RMS or better.*
- *Each shaft is heat treated by plasma gas nitrite, creating a case depth of .015"-.022". This heat treating creates high compressive loads, which in turn gives higher cycle bending fatigue.*

NOTE: *All crankshafts must use chamfered bearings! Lunati has chamfered bearings in stock to complete your engine package.*



LUNATI PRO SERIES

SMALL BLOCK CHEVROLET V8 PRO SERIES CRANKSHAFTS

NOTE: Must use chamfered bearings!

Part Number	Stroke	Main	Pin Size	Minimum Rod Length
AD111DN	3.000	350 (2.448	2.100	6.000
AE111DN	3.250	350 (2.448)	2.100	6.000
AX111DN	3.335	350 (2.448)	2.100	6.000
AF111DN	3.480	350 (2.448)	2.100	6.000
AG111DN	3.500	350 (2.448)	2.100	6.000
AT111DN	3.550	350 (2.448)	2.100	6.000
AH111DN	3.625	350 (2.448)	2.100	6.000
AJ111DN	3.750	350 (2.448)	2.100	6.000
AJ211DN	3.750	400 (2.648)	2.100	6.000
AK211DN	3.800	400 (2.648)	2.100	6.000
AM111DN	3.875	350 (2.448)	2.100	6.000
AM211DN	3.875	400 (2.648)	2.100	6.000
AO111DN	4.000	350 (2.448)	2.100	6.000
AO211DN	4.000	400 (2.648)	2.100	6.000
AU211EN	4.125	400 (2.648)	2.100	6.125
AP211EN	4.250	400 (2.648)	2.100	6.125

BIG BLOCK CHEVROLET V8 PRO SERIES CRANKSHAFTS (*)

NOTE: Must use chamfered bearings!

Part Number	Stroke	Main	Pin Size	Minimum Rod Length
BJ 421IN	3.750	2.750	2.200	6.385
BO421IN	4.000	2.750	2.200	6.385
BU421IN	4.125	2.750	2.200	6.385
BP421IN	4.250	2.750	2.200	6.385
BB421KN	4.375	2.750	2.200	6.535
BQ421KN	4.500	2.750	2.200	6.535
BR421MN	4.625	2.750	2.200	6.700
BS421MN	4.750	2.750	2.200	6.700
BN421MN	4.875	2.750	2.200	6.700
BV421IN	5.000	2.750	2.200	7.200
B5421IN	5.300	2.750	2.200	7.200

*NOTE: These crankshafts have 8 counterweights to lower the bearing loads.

LUNATI PRO SERIES

CHEVROLET LS1 V8

Lunati pioneered the development of the 4340 forged performance crankshaft for the LS1 engine configuration. Lunati supplies Lingenfelter Performance with their LS1 crankshafts for the develop - ment of the 383 Corvette, Camaro and Firebird. Now you can enjoy that same level of performance by installing this custom crankshaft in your LS1 engine. The crankshaft comes complete with reluctor ring installed.

Part Number	Stroke(*)	Main	Pin Size
J0711EN	4.000	2.559	2.100

*NOTE: Also available 3.200" thru 4.250" strokes

DID YOU KNOW?

Lunati also offers cams & rods for your LS1!

FORD 302 & 351 WINDSOR

Finally, a forged 4340 crankshaft for Ford Windsor's that delivers the quality and performance needed to assure con - sistent, reliable laps in all types of serious competition. Available for the HO block configuration, this crankshaft is forged from 4340E non-twist alloy steel, CNC profiled, and plasma gas heat treated before being micro-polished to exact standards. Designed for use with Lunati Pro Billet Connecting Rods.

Part Number	Stroke	Main	Pin Size	Application
MEA11RN	3.250	2.250	2.100	Ford Windsor 302 HO, 5.400" rod
M6A11RN	3.300	2.250	2.100	Ford Windsor 302 HO, 5.400" rod
M4A11RN	3.425	2.250	2.100	Ford Windsor 302 HO, 5.400" rod
IGC11DN	3.500	2.750	2.100	Ford 351W, 6.000" rod
IJC11FN	3.750	2.750	2.100	Ford 351W, 6.200" rod
I8C11FN	3.900	2.750	2.100	Ford 351W, 6.200" rod
IOC11FN	4.000	2.750	2.100	Ford 351W, 6.200" rod

PRO LIGHT SERIES SPECIALTY CRANKSHAFTS

Lunati prides itself in manufacturing specialty crankshafts designed exclu - sively for demanding applications. These crankshafts meet the stringent specifications of the Pro Series line with additional features to ensure survival in the most difficult engine environments.

SMALL BLOCK CHEVROLET V8 PRO LIGHT SERIES CRANKSHAFTS

The Lunati Pro Light Series Crankshaft comes in 3.480" & 3.500" stroke. The crankshaft has lightening holes in all pin arms and through the center main journals to reduce static weight. The counterweight has been designed to reduce the moment of inertia and accelerate quickly in the 9.0:1 racing classes. The Pro Light crank - shaft is designed for the professional racer and is intended to be used with our Pro Billet rods and our light - weight pistons. This crankshaft typically weighs 45 pounds, depending on the bobweight.

Part Number	Stroke	Main	Pin Size	Minimum Rod Length
AF11WDN	3.480	350 (2.448)	2.100	6.000
AG11WDN	3.500	350 (2.448)	2.100	6.000

NOTE: Must use chamfered bearings!

FORD WINDSOR V8 PRO LIGHT SERIES CRANKSHAFTS

NOTE: Must use chamfered bearings!

Lunati introduces a Pro Light forged 4340 crankshaft for the Ford Windsor V8 that is light in weight with Lunati durability. Available for the HO block configuration, this crankshaft is forged from 4340E non-twist alloy steel. It is CNC profiled and plasma gas heat treated before being micro-polished to exact standards. The crankshaft has lightening holes in all pin arms and through the center main journals to reduce static weight. The coun - terweight has been designed to reduce the moment of inertia and accelerate quickly in the 9.0:1 racing class - es. The Pro Light crankshaft is designed for the professional racer and is intended to be used with the Lunati Pro Billet rods and lightweight pistons. This crankshaft typically weighs 45 pounds, depending on the bob - weight.

Part Number	Stroke	Main	Pin Size	Application
IXA4WDN	3.335	2.250	2.000	Ford 351W, 6.000" rod
IYA4WDN	3.450	2.250	2.000	Ford 351W, 6.000" rod
IYC4WDN	3.450	2.750	2.000	Ford 351W, 6.000" rod
IFA4WDN	3.480	2.250	2.000	Ford 351W, 6.000" rod
IFC4WDN	3.480	2.750	2.000	Ford 351W, 6.000" rod

NASCAR LMS, Pro Blower & HED Cranks

NASCAR LATE MODEL STOCK 4340 CRANKSHAFT

Manufactured from the highest quality 4340 steel. Crankshafts offered for the 350 Chevy and the Ford 351. These cranks are designed to meet all rule requirements of NASCAR. Weight is 50lbs.

Part Number	Stroke	Main	Pin Size	Application
AF117AK	3.480	2.448	2.100	Chevrolet 5.7" rod
IGC17FK	3.500	2.750	2.100	Ford 351W, 6.00" rod

PRO BLOWER SERIES

This series is designed to withstand the extreme pressures encountered when using a Roots type supercharger, commonly referred to as a blower. Lunati Blower Crankshafts have .140" radii on the rods and mains. They also have dual keyways, 3/4"-16 threads in the nose, and the flange is drilled to either 1/2" or 7/16". There are 7/8" lightening holes in the 2, 3, and 4 rod journals. The #1 rod journal is not drilled, to provide extra strength on the front of the crankshaft. Rod and main bearing must be chamfered on all Blower Series crankshafts.

NOTE: Must use chamfered bearings!

BIG BLOCK CHEVROLET V8

Part Number	Stroke	Main	Pin Size	Minimum Rod Length
B0429IN	4.000	2.750	2.200	6.385
BU429IN	4.125	2.750	2.200	6.385
BP429IN	4.250	2.750	2.200	6.385

CHRYSLER LATE HEMI PRO SERIES CRANKSHAFT

The late Hemi Crankshaft is manufactured only for fuel and alcohol cars. Our same 4340 forged aircraft quality material is used. This crankshaft is available in 4.500" stroke only.

Part Number	Stroke	Main	Pin Size
EQ651*	4.500	2.750	2.374

* Call Lunati at 901-365-0950 for ordering information.

HARMONIC EQUALIZATION DAMPER™ (HED) CRANKSHAFT

Patent # 5295411

The Harmonic Equalization Damper™ (HED) Crankshaft is designed specifically for Sprint cars and Blower applications. Engines that are unable to use a harmonic damper (balancer) usually have a shorter life span than engines using a damper. The reason is the fourth order harmonics are not controlled to .5º double amplitude or less. During compression and firing, the crankshaft moves torsionally clockwise and counter-clockwise. This motion is measured in degrees and is called double amplitude, because it is measuring two directions at once. To correct this condition, we have installed a pendulum style damper in each end of the crankshaft, producing a resonance frequency equal to two times the engine speed, counteracting the crankshaft's fourth order harmonics. Dyno and on-track testing have proven that crankshaft durability increases by reducing this particular harmonic resonance. The fourth order harmonics in an aluminum 410 cubic inch Sprint car engine was reduced from 1.0º to .5º double amplitude. This brings the fourth order into a safe operating range and prevents the crankshaft from breaking due to torsional harmonics. During testing the first thru the sixth orders were also reduced, improving valve spring life by a magnitude of four. A typical 3.800" stroke crankshaft weights 51 pounds when used with a 1920 gram bobweight.

SMALL BLOCK CHEVROLET V8 HED CRANKSHAFTS

Part Number	Stroke	Main	Pin Size	Application
AT11H	3.550	350 (2.448)	2.100	360 Class Sprint Car
AK21H	3.800	400 (2.668)	2.100	410 Class Sprint Car

BIG BLOCK CHEVROLET V8 HED CRANKSHAFTS

Part Number	Stroke	Main	Pin Size	Application
B042H	4.000	2.750	2.200	Blower Class BBC
BU42H	4.125	2.750	2.200	Blower Class BBC
BP42H	4.250	2.750	2.200	Blower Class BBC

RACER SERIES CRANKSHAFTS

SMALL BLOCK CHEVROLET V8 RACER SERIES CRANKSHAFTS

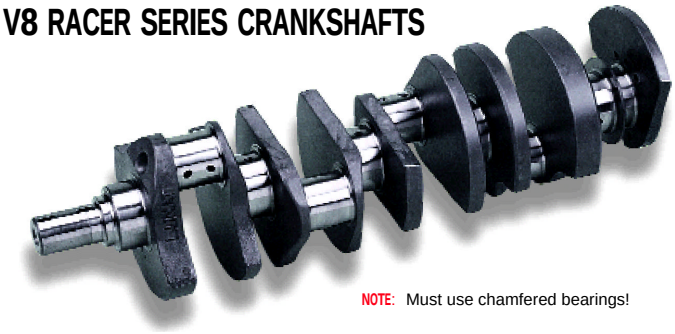
Lunati introduced the Racer Series crankshafts as an affordable alter - native to the Pro Series crankshafts. The #1 and # 4 rod journals are drilled to lighten and facilitate bal - ancing. The same high standards as the Pro Series apply to this crankshaft, with the exception that there is no contour work done.
The small block Chevrolet Racer Series Crankshaft is only available in 3.480", 3.500", 3.750" and 3.875" stroke.

NOTE: Must use chamfered bearings!

Part Number	Stroke	Main	Pin Size	Minimum Rod Length
AF117DN	3.480	350 (2.448)	2.100	6.000
AG117DN	3.500	350 (2.448)	2.100	6.000
AJ117DN	3.750	350 (2.448)	2.100	6.000
AJ217DN	3.750	400 (2.648)	2.100	6.000
CJ117BN (*)	3.750	350 (2.448)	2.100	5.850
CM117BN (*)	3.875	350 (2.448)	2.100	5.850

***NOTE:** These crankshafts come with a one piece rear seal and fit the 1986 and newer small block V8 that was used in the Corvette, Camaro and Firebird. See photo of flange.

BIG BLOCK CHEVROLET V8 RACER SERIES CRANKSHAFTS



NOTE: Must use chamfered bearings!

Part Number	Stroke	Main	Pin Size	Minimum Rod Length
B0427TN	4.000	2.750	2.200	6.385
BP427TN	4.250	2.750	2.200	6.385

RACE PREP SERIES

NODULAR IRON

Lunati's Race Prep Series Crankshafts are manufactured from nodular iron. Lunati offers their Race Prep series cranks for 350 and 400 Chevys; 350 Ford Windsors and 512 Fords. All crankshafts are magnafluxed, shot peened, with some detailing to the casting, and oil holes detailed. They are then custom ground to [illegible] the index and stroke using rac[illegible]ler - ances, crankshaft is plasm[illegible]at treated and micro-polished.

Part Number	Stroke	Main	Pin Size	Application
A311GAN	3.493	35[illegible]48)	2.100	Nodular Iron
AJ11GDN	3.750	350 (2.448)	2.100	Nodular Iron
AJ21GDN	3.750	400 (2.648)	2.100	Nodular Iron
M4ABFRN	3.425	2.250	2.100	Nodular Iron 302W FORD, 350 Stroker
H2B28MN	4.140	3.000	2.200	Nodular Iron 460 FORD, 512 Stroker

FORD WINDSOR 302 H.O.

The Lunati nodular iron crankshaft for Ford Windsor is designed for hot street applications and mild Bracket Race engines. The stroke on this new crank - shaft is 3.425" and is designed to fit the 1986 - 1995 H.O. engine blocks. This crankshaft is designed to be used with Lunati Street Race 5.400" con - necting rods, and does require special Lunati rod bearings. Rod pins have been ground to 2.100" diameter, and must use chamfered bearings. Crankshaft is plasma heat-treated and micro-polished.

Part Number	Stroke	Main	Pin Size	Application
M4ABFRN	3.425	2.250	2.100	Ford Windsor 302HO, 5.4 Rod

MAIN & ROD BEARINGS

The Alecular material used in LUNATI bearings allows a high degree of con - formability over other race bearings, whether you use steel or aluminum rods. Imbedability is four times greater than other bearings, plus they will not flake. The fatigue point of Alecular material is 1100º F., while babbit overlay is only 400º F. Thickness tolerancing is held (.0001"), making LUNATI bearings an excellent choice for road racing, oval track and drag racing.

Rod and main bearings are available: *-.001", -.009", -010", -011", STD, +.001",+.019", +.020", +.021" and +.030" and rod bearings are available with or without dowel pin holes. Contact a LUNATI consultant for over- or under-sized bearings.*

LUNATI Alecular racing bearings are chamfered to fit LUNATI camshafts.

Part #	Description
CR848HP	SBC 2.100 rod set
CR849HP	BBC 2.200 rod set
CR850HP	SBC 2.100 rod w/ dowel hole
CR851HP	SBC 2.000 rod set
CR852HP	SBC 2.000 rod w/ dowel hole
CR853HP	BBC 2.200 rod w/ dowel hole
CR854HP	Ford 289-302 rod set
CR855HP	Ford 289-302 rod w/ dowel hole
CR867HP	SBC 2.000 pin, 2.100 rod spacer bearing

Part #	Description
CR869HP	Ford 302 width, Chevy diameter
MB5142HP	SBC 350 main set 1/2 groove
MB5143HP	SBC 400 main set 1/2 groove
MB5147HP	BBC 2.750 main set 1/2 groove
MB5160HP	SBC 350 main set full groove
MB5161HP	Ford 289-302 main set 1/2 groove
MB5162HP	Ford 289-302 main set full groove
MB5163HP	SBC 400 main set full groove
MB5164HP	BBC main set full groove

CRANK SHOP SERVICES

Part #	Description
C0001	Counterweight shaping
C0005	V-Shape leading edge of counterweight
C0010	Rod journal lightening, per rod
C0020	Turning counterweight OD
C0030	Complete engine assembly balancing - internal
C0035	Complete engine assembly balancing - external
C0040	Crank balance - no heavy metal
C0050	Crank balance - heavy metal
C0055	Additional balance, bobweight 1575 or less
C0060	Each piece of heavy metal
C0065	Each 1/2 piece of heavy metal
C0070	Crank balance, no heavy metal, drilling
C0080	Crank balance w/ heavy metal, no drilling
C0090	Inertia light, Pro Series only
C0100	Balance inertia light, Pro Series
C0110	Balance inertia light, w/ heavy metal
C0120	Rough balancing
C0125	Rough balance w/ heavy metal
C0130	Drill flange bolts to 1/2"
C0140	Machine single keyway
C0150	Machine dual keyways
C0160	Drill/tap crank nose for bolt
C0170	Race prep, custom grind
C0175	Grind flywheel flange only

Part #	Description
C0180	Race prep, custom grind w/ heat treat
C0190	Plasma heat treat
C0200	Repair thrust surface
C0210	Total thrust restoration
C0215	Offset grind stroking
C0220	Weld/grind per rod or main
C0230	Vat-mag-tir-polish
C0240	Magnaflux only
C0250	Vat and magnaflux
C0260	Straighten crankshaft
C0270	Reduce journal size, per rod
C0280	Custom stroke on Lunati crankshaft
C0290	Machine shop labor
C0295	Miscellaneous shop work
C0330	Machine cam gear for shim
C0335	Shot peening
C0340	Cross-drill crankshaft
C0345	Make BB snout on SB forging
C0346	Add snout
C0350	Reduce main size over .030"
C0355	Repair snout and remachine

Call for information or quotes on other Lunati Crank Shop services!

ENGINE KITS

"THE HEART OF QUALITY"

LUNATI BRACKET ENGINE ASSEMBLIES

Chevrolet Small Block V8s

Lunati's Bracket Engine Assemblies are built from the highest quality parts. All kits include a new nodular iron crankshaft with heat treat available as an option (EA001A). Lunati Street Race" connecting rods are included in the popular 6.000" length. Hypereutectic pistons with -7 cc valve pockets, Lunati Racer Series plasma moly rings and alecular bearings are included in the package. All the kits are internally balanced.

Part Number	Crankshaft Stroke	Rod Length	Dish/ Dome	Engine Bore	CID
EA001-355	3.493"	6.000"	-7cc	4.030"	355
EA001A-355	3.493"	6.000"	-7cc	4.030" HT	355
EA001-356	3.493"	6.000"	-7cc	4.040"	356
EA001A-356	3.493"	6.000"	-7cc	4.040" HT	356
EA001-360	3.493"	6.000"	-7cc	4.060"	360
EA001A-360	3.493"	6.000"	-7cc	4.060" HT	360
EA001-383	3.750"	6.000"	-7cc	4.030"	383
EA001-384	3.750"	6.000"	-7cc	4.040"	384
EA001-388	3.750"	6.000"	-7cc	4.060"	388
EA001-404	3.750"	6.000"	-7cc	4.145"	404
EA001A-404	3.750"	6.000"	-7cc	4.145" HT	404
EA001-406	3.750"	6.000"	-7cc	4.155"	406
EA001A-406	3.750"	6.000"	-7cc	4.155" HT	406
EA001-408	3.750"	6.000"	-7cc	4.165"	408
EA001A-408	3.750"	6.000"	-7cc	4.165" HT	408
EA001-412	3.750"	6.000"	-7cc	4.185"	412
EA001A-412	3.750"	6.000"	-7cc	4.185" HT	412

LUNATI 383ci STROKER ENGINE ASSEMBLIES FOR CHEVROLET SB WITH 1 PIECE REAR MAIN SEAL

Chevrolet Small Block 350 V8s with one-piece rear main seal

Intended for late model 350 V8s, these engine assembly kits include a new nodular iron crankshaft that is machined to fit the one piece rear main seal block. 6.000" Street Race'" connecting rods are used along with Lunati 4032 forged pistons, with 20 cc dish, and Racer Series plasma rings. Alecular main and rod bearings are also used. The kits are internally balanced.

Part Number	Crankshaft Stroke	Rod Length	Dish/ Dome	Engine Bore	CID
EA011-383	3.750"	6.000"	-20cc	4.030"	383
EA011-384	3.750"	6.000"	-20cc	4.040"	384
EA011-388	3.750"	6.000"	-20cc	4.060"	388

LUNATI "SUPER" BRACKET ENGINE ASSEMBLIES

Chevrolet Small Block V8s

Lunati's Super Bracket Engine Assemblies are built with a new Race Prep series nodular iron crankshaft. 6.000" length Street Race'" connecting rods are specified with bushed wrist pins. Lunati forged flat top pistons, with 7 cc valve pockets, are used with Racer Series 1/16", 1/16" and 3/16" moly plasma rings. Alecular rod and main bearings are included and the complete assembly is internally balanced.

NOTE: *"HT" designates crankshaft heat treat option.*
"EA010-UG01" -ordering this number also upgrades to Pro Mod rods.
Dish pistons options are also available for the
"Super" Bracket assemblies. Contact a Lunati Professional at (901)365-0950

Part Number	Crankshaft Stroke	Rod Length	Dish/ Dome	Engine Bore	CID
EA010-355	3.493"	6.000"	-7cc	4.030"	355
EA010A-355	3.493"	6.000"	-7cc	4.030" HT	355
EA010-356	3.493"	6.000"	-7cc	4.040"	356
EA010A-356	3.493"	6.000"	-7cc	4.040" HT	356
EA010-360	3.493"	6.000"	-7cc	4.060"	360
EA0l0A-360	3.493"	6.000"	-7cc	4.060" HT	360
EA010-383	3.750"	6.000"	-7cc	4.030"	383
EA010-384	3.750"	6.000"	-7cc	4.040"	384
EA010-388	3.750"	6.000"	-7cc	4.060"	388
EA010-404	3.750"	6.000"	-7cc	4.145"	404
EA010A-404	3.750"	6.000"	-7cc	4.145" HT	404
EA010-406	3.750"	6.000"	-7cc	4.155"	406
EA010A-406	3.750"	6.000"	-7cc	4.155" HT	406
EA010-408	3.750"	6.000"	-7cc	4.165"	408
EA010A-408	3.750"	6.000"	-7cc	4.165" HT	408
EA010-412	3.750"	6.000"	-7cc	4.185"	412
EA010A-412	3.750"	6.000"	-7cc	4.185" HT	412

APPROXIMATE COMPRESSION RATIOS FOR BRACKET KITS

Engine CID	Stroke	Head Combustion Chamber size	Cylinder Block Deck Height	Approximate Compression Ratio
355/356/360	3.493"	64cc	-.010"	10.0:1
355/356/360	3.493"	68cc	.000"	9.8:1
383/384/388	3.750"	76cc	-.010"	9.4:1
383/384/388	3.750"	72cc	-.010"	9.8:1
404/408/412	3.750"	76cc	-.010"	9.9:1
404/408/412	3.750"	72cc	-.010"	10.3:1
LT1/383	3.750"	55cc	.000"	10.4:1
L-98/383	3.750"	58cc	.000"	10.1:1

FORD 350ci SMALL BLOCK STROKER ENGINE ASSEMBLY

As seen on CRANK & CHROME™ TV!

We start with a nodular iron crankshaft designed to fit the 1986 & up 302 HO. engine block. The crankshaft is race-prepped and stroked to 3.425". The connecting rods are Lunati Street Race 5.400" that have full-floating wrist pin bushings and 187,000 PSI bolts. Rod and main bearings are included. Lunati forged pistons are furnished with the kit along with Lunati plasma moly rings. A variety of piston designs can be ordered to provide the desired compression ratio.
The entire assembly is externally balanced. A custom Lunati oil pump and interlocking damper are included. Call for a camshaft recommendation.

Part Number	Crankshaft Stroke	Rod Length	Dish/ Dome	Engine Bore	CID
EA31	3.425"	5.400"	-4CC	4.030"	350
EA32	3.425"	5.400"	10cc	4.030"	350
EA33	3.425"	5.400"	-25cc	4.030"	350

LUNATI VALUE + ENGINE ASSEMBLIES

412 C.I.D. of Small Block Chevrolet power

Outrageous torque! Take one Chevrolet 400 C.I.D. small block V8 and add a Lunati Value + engine package and you get 412 C.I.D. of out - rageous torque! The Value + Kit offers the most popular components for a level of completion. The kit includes 4.185" bore hypereutectic pistons, Street Race'" 6.000" rods and a new cast iron 3.750" stroke crankshaft. These kits are internally balanced. The pistons are reverse dome & offer 10.6:1 compression with 72cc heads.

Part Number	Crankshaft Stroke	Rod Length	Dish/ Dome	Engine Bore	CID
EA001-412A	3.750"	6.000"	-7cc	4.185"	412

GM LS1 382ci STROKER ENGINE ASSEMBLY

The LS1 kit uses a 3.900" bore and a 4.000" stroke to achieve 382 cubic inch - es. Pistons are Lunati flat tops, forged from 4032 aluminum and CNC-profiled in Lunati's state-of-the-art piston turning facility. These pistons weigh 374 grams and have a 1.130" compression height. Ring lands are 1.5mm, 1.5mm and 3mm and piston-to-wall clearance is .0025". Rings are from GM.
Connecting rods are Lunati Pro Billet Super Lights made from 4340 aircraft-qual - ity steel and measure 6.125" center-to center length.
A Lunati Pro Series non-twist forged crankshaft made of 4340 aircraft quality steel has a 4.000" stroke and weighs 45 pounds.

Part Number	Crankshaft Stroke	Rod Length	Dish/ Dome	Engine Bore	CID
EA035-382	4.000"	6.125"	-1cc	4.000"	382

LUNATI PROFESSIONAL RACING ENGINE ASSEMBLIES

Small Block Chevrolet V8 from 300 C.I.D. through 461 C.I.D.

Only the very best components are used such as Lunati forged pistons, Pro Series barrel-faced moly plasma 1/16",1/16" and 3/16" rings, either Pro Mod or Pro Billet connecting rods, alecular bearings and either Pro Series or Racer Series crankshafts, all internally balanced.

Part Number	Description
EA50	Racer Series crankshaft with drilled #1 and #4 rod journals, 3.480" and 3.500" stroke. Minimum 6.000" Pro Mod connecting rods, Lunati flat top pistons, bearings and rings.
EA51	Racer Series crankshaft with drilled #1 and #4 rod journals, 3.480" and 3.500" stroke. Minimum 6.000" Pro Mod connecting rods, Lunati dome pistons, bearings and rings.
EA52	Racer Series crankshaft with drilled #1 and #4 rod journals, 3.750" stroke. Minimum 6.000" Pro Mod connecting rods, Lunati flat top pistons, bearings and rings.
EA53	Racer Series crankshaft with drilled #1 and #4 rod journals, 3.750" stroke. Minimum 6.000" Pro Mod connecting rods, Lunati dome pistons, bearings and rings.
EA54	Racer Series crankshaft with drilled #1 and #4 rod journals, 3.750" stroke. 5.700" Pro Mod connecting rods, Lunati flat top pistons, bearings and rings.
EA55	Racer Series crankshaft with drilled #1 and #4 rod journals, 3.750" stroke. 5.700" Pro Mod connecting rods, Lunati dome pistons, bearings and rings.
EA60	Pro Series crankshaft with all pin holes drilled, 3.000" -3.750" stroke. Minimum 6.000" Pro Mod connecting rods, Lunati flat top pistons, bearings and rings.
EA61	Pro Series crankshaft with all pin holes drilled,3.000" - 3.750" stroke. Minimum 6.000" Pro Mod connecting rods, Lunati dome pistons, bearings
EA62	Pro Series crankshaft with all pin holes drilled, 3.800" -4.000" stroke. Minimum 6.000" Pro Mod super duty connecting rods, Lunati flat top pistons, bearings and rings.
EA63	Pro Series crankshaft with all pin holes drilled,3.800" - 4.000" stroke. Minimum 6.000" Pro Mod super duty connecting rods, Lunati dome pistons, bearings and rings.
EA64	Pro Series crankshaft with all pin holes drilled, 3.000" - 3.750" stroke. Minimum 6.000" Lunati billet connecting rods, Lunati flat top pistons, bearings and rings.
EA65	Pro Series crankshaft with all pin holes drilled, 3.000" - 3.750" stroke. Minimum 6.000" Lunati billet connecting rods, Lunati dome pistons, bearings and rings.
EA66	Pro Series crankshaft with all pin holes drilled, 3.800" - 4.000" stroke. Minimum 6.000" Lunati billet connecting rods, flat top pistons, bearings and rings
EA67	Pro Series crankshaft with all pin holes drilled, 3.800" - 4.000" stroke. Minimum 6.000" Lunati billet connecting rods, dome pistons, bearings and rings.
EA68	Pro Series crankshaft with all pin holes drilled, 4.125" - 4.250" stroke. Minimum 6.000" Lunati billet connecting rods, Lunati flat top or dome pistons, bearings and rings.

LUNATI PROFESSIONAL RACING ENGINE ASSEMBLIES

Big Block Chevrolet V8s from 396 C.I.D. through 707 C.I.D.

Only the very best components are used such as Lunati forged pistons, Pro Series barrel-faced moly plasma 1/16", 1/16" and 3/16" rings, either Pro Mod or Pro Billet connecting rods, bearings and either Pro Series or Racer Series crankshafts, all internally balanced.

Part Number	Description
EA80	Racer Series crankshaft with drilled #1 and #4 pin holes, 4.000" - 4.250" stroke. Minimum 6.385" Pro Mod connecting rods, Lunati flat top pistons, bearings and rings.
EA82	Racer Series crankshaft with drilled #1 and #4 pin holes, 4.000" - 4.250" stroke. Minimum 6.385" Pro Mod connecting rods, Lunati domed pistons, bearings and rings.
EA90	Pro Series crankshaft with all pin holes drilled, 3.750"-4.375" stroke. Minimum 6.385" Pro Mod connecting rods, Lunati flat top pistons, bearings and rings.
EA92	Pro Series crankshaft with all pin holes drilled, 3.750"-4.375" stroke. Minimum 6.385" Pro Mod connecting rods, Lunati domed pistons, bearings and rings.
EA94	Pro Series crankshaft with all pin holes drilled, 3.750"-4.375" stroke. Minimum 6.385" Lunati billet connecting rods, flat top pistons, bearings and rings.
EA96	Pro Series crankshaft with all pin holes drilled, 3.750"-4.375" stroke. Minimum 6.385" Lunati billet connecting rods, domed pistons, bearings and rings.
EA100	Pro Series crankshaft with all pin holes drilled, 4.500" - 4.750" stroke. Minimum 6.535" Pro Mod connecting rods, Lunati flat top pistons, bearings and rings. Shorter length rods may require an extra charge for balancing.
EA102	Pro Series crankshaft with all pin holes drilled, 4.500" - 4.750" stroke. Minimum 6.535" Pro Mod connecting rods, Lunati domed pistons, bearings and rings. Shorter length rods may require an extra charge for balancing.
EA104	Pro Series crankshaft with all pin holes drilled, 4.500" - 4.750" stroke. Minimum 6.535" Lunati billet connecting rods, flat top pistons, bearings and rings. Shorter length rods may require an extra charge for balancing.
EA106	Pro Series crankshaft with all pin holes drilled, 4.500" - 4.750" stroke. Minimum 6.535" Lunati billet connecting rods, Lunati domed pistons, bear-ings and rings. Shorter length rods may require an extra charge for balancing.
EA120	Pro Series crankshaft with all pin holes drilled, 4.850" - 5.300" stroke. Minimum 7.200" Lunati billet connecting rods, Lunati flat top or domed pistons,

STREET PERFORMANCE OIL PUMP

Lunati street performance replacement oil pumps are designed for the street enthusiast in mind. Each pump features a cast iron base plate rather than the stamped steel unit which tends to warp and wear after prolonged use.

- *street applications*
- *standard volume*
- *cast iron base plate*

Part Number	Description
94117	Chevrolet 283-400 (standard volume)
94077	Chevrolet 396-454 (standard volume)
94100	Chevrolet 283-400 (standard volume, high pressure; requires 94105 and 94106)
94084A	Ford 351 Cleveland-400 1970-82 (standard volume)
94084D	Ford 429-460 1968-78 (standard volume)
94084B	Ford 429-460 Cobra Jet 1968-78 (standard volume)

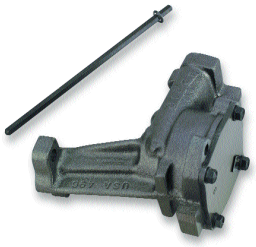
STREET / STRIP OIL PUMP

A Lunati high-volume oil pump is perfect for your street/strip engine build-up.

- *street/strip applications*
- *high volume*
- *cast iron base plate*

Part Number	Description
94084E	Ford 429-460 Cobra Jet 1968-78 (high volume)
94020	Buick V-6 & V-8 196-350 (high volume)
94099	Chevrolet 283-400 (high volume)
94104	Chevrolet 396-454

BLUE PRINTED RACING OIL PUMP



If you are building a potent street/racing engine, then this is the pump for you. These pumps are designed for maximum oiling up to 6,500 RPM.

- *street/strip applications*
- *high volume*
- *cast iron base plate*
- *intake port oversized 20% for less suction loss*
- *performance coated materials*
- *reamed passages*
- *easily adjustable spring rates*
- *fully pressed drive shaft; drilled and pinned to eliminate slippage*
- *Chevrolet applications feature "Hex Drive" intermediate shafts*

Part Number	Description
94101	Chevrolet 283-400 (requires 94105)
94113	Ford 302-351W Special Stroker Kit Pump w/shaft

BLUE PRINTED RACING OIL PUMP - ANTI CAVATATION

The Lunati blue printed racing pumps feature all the benefits of the "Blue Printed Street/Strip Performance" pumps, with the addition of "anti-cavitation" slots. Why reducing idle pressure slightly, the anti-cavitation slots force oil to the rotor base and reduce spark scatter in applications higher than 6,500 RPM-perfect for race engines!

- *racing applications*
- *high volume*
- *cast iron base plate*
- *intake port oversized 20% for less suction loss*
- *performance coated materials*
- *reamed passages*
- *easily adjustable spring rates*
- *fully pressed drive shaft; drilled and pinned to eliminate slippage*
- *Chevrolet applications feature "Hex Drive" intermediate shafts*
- *anti-cavitation slots for high RPM performance*

Part Number	Description
94102	Chevrolet 283-400 (requires 94107)
94103	Chevrolet 396-454 (requires 94108)

PICKUP SCREENS AND REPLACEMENT SHAFTS

Part Number	Description
94115	302W pickup tube 1990-93
94116	302W pickup tube 1981-90
94105	Oversize pickup screen
94107	Oversize pickup screen
94108	Oversize pickup screen
94106	Oil pump shaft for 94100
94109	Replacement oil pump shaft for 94102
94110	Replacement oil pump shaft for 94103