



AUTOMOTIVE **2P** **ERFORMANCE** CATALOG





ABOUT CP PISTONS



CP PISTONS

CP Pistons was founded to service the needs of those with the desire to build engines of the highest quality and technology. With the use of proprietary tooling, dedicated cutters and unique fixtures, our state-of-the-art equipment produces superior pistons that will not compromise your expectations. Our climate controlled inspection department is the most advanced in the industry and is outfitted with computerized electronic equipment designed specifically for CP. Each piston is engineered using sophisticated computer modeling for optimum designs, while our 5-axis machining capability enables us to create any piston for any application. As CP

grows, our multi-level inspection process and quality control programs ensure that every part that leaves CP is manufactured to the highest standards. With over 200 years combined industry experience, our sales and engineering staff will continue to dedicate it's efforts to being the leader of high-performance racing piston development and technology. On behalf of the entire staff, we would like to thank you for your interest in CP Pistons. We pledge our complete support in providing you with the best products and services in the industry.



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WHY CHOOSE CP PISTONS



WHY CP?

In the high-pressure world of motorsports, some of the top names rely on CP Pistons to meet their needs. Here are few reasons why

Research and Development

CP Pistons is backed by some of the brightest minds in the industry. This core group allows us to explore angles not possible using conventional methods. By enlisting the latest in cutting edge software packages, CP packages together creativity, experience and proven technology to bring you the best parts for your application. Our commitment to excellence continues to advance as the industry changes. This commitment has resulted in more forgings specific to certain applications, proprietary treated wrist pins and rings manufactured only for CP. Each of these aspects has been put through stringent research and development stages to ensure that our product will exceed your standards.

3D Modeling

Each forging is designed using an advanced 3D modeling software package and is qualified through a rigorous Finite Element Analysis entity. 3D modeling enables CP to check thicknesses and weights before manufacturing allowing us to produce the strongest and lightest part for your application.

Quality

CP has developed proprietary tooling, dedicated cutters and unconventional fixtures to ensure that each piston is produced to the highest quality. Our 5-axis machining techniques allow us to create any piston while our computerized electronic inspection equipment makes sure we manufacture parts to the tightest tolerances in the industry.

Customer Service

CP Pistons is backed by a staff with over 200 years of experience. Our staff is committed to your success through technical support and account maintenance. All of our sales staff are equipped with comprehensive information from piston specs to applications, and are committed to grow our business in a positive and professional manner so that your business can do the same.

At CP, all pistons are created equal!

Whether you are a professional racer or a weekend warrior, CP prides itself on giving you the best part possible for your applications. All pistons at CP are put through a demanding quality control system and precise computerized machining, ensuring that your piston is the best piston available.

Exposure

Along with a variety of trade shows CP attends each year, we continually promote our product through magazine articles and advertisements featured in top industry publications. Furthermore, many of the top names in motorsports proudly run our products and display CP decals on their race vehicles. We will continue to promote our product in a positive way so that your business will thrive.



STANDARD PISTON FEATURES



CP VISION AND MISSION STATEMENT

We design and manufacture pistons for the motor sport racing industry and high performance vehicles. We are committed to growth through quality, value, customer satisfaction and continuous improvement.

100 Years of Experience

Combining over 90 years of experience in designing and manufacturing racing pistons, the Calvert brothers focused their expertise on the high-end racing market.

Winning Philosophy

From the very beginning, the goal was to create the perfect 21st century technology environment to build high-performance pistons.

32,000 Square Feet of Service

Our Southern California facility maintains large stocking inventory to provide you with the best delivery in the industry.

500 and Growing

We currently inventory over 500 off-the-shelf piston designs to accommodate the widest variety of applications.

Meeting Your Expectations

Consistent quality remains our number one goal and we pride ourselves on our extensive multi-level inspection process and quality control program.

Setting Us Apart from the Competition

- Unique proprietary forging design
- State-of-the-art CNC machinery
- Highest quality control standards
- Continuous research and development
- Most sophisticated computer design
- Focus on individual service

Leader of the Pack

Being in front is what racing is all about. CP Pistons can get you there by producing a set of high-performance pistons specifically designed for your racing application.

STANDARD PISTON FEATURES

Anti Detonation Grooves (Contact Reduction Grooves)

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

Accumulator Groove is a V-shaped groove machined in the 2nd ring land to collect excess blow-by between the top and second ring. CP Groove collects residual gasses during combustion and alleviates top ring flutter while increasing ring seal.

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

Double Pin Oilers, in conjunction with our dual fed reservoir, add twice the amount of oil from the cylinder wall to the wrist pin.

Forgings are computer designed for strength and minimum weight. Each piston die is CNC machined to assure optimal accuracy and superior grain flow in the forging process.

Radiused Domes are used to maximize quench while eliminating possible hot spots that promote detonation.

Cam and Barrel: Extensive research and development has been done to find the optimum skirt shape for each piston. Having the correct cam and barrel on a part promotes the following:

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

Depending on the forging and application, different cam and barrel profiles are utilized for maximum performance.

STANDARD PISTON FEATURES

CUSTOM PISTONS

Everyone wants the optimum performance and durability from their engine. Custom pistons assure that you get all the unique performance advantages from your engine while being engineered to last. Despite carrying one of the most comprehensive inventories of off-the-shelf pistons in the industry, CP Pistons' foundation has been designing and manufacturing some of today's most sophisticated custom racing pistons. We maintain a custom piston department that can take specialized piston requirements from initial design and engineering complete through the manufacturing and finishing process. Using innovative technology & precise machining, we endeavor to provide our customers with the best-forged pistons in the racing industry.

Our sales staff is versatile and knowledgeable, coming from all areas of motorsports to provide you with the best possible service. They apply this experience to your benefit when you place your order. By asking the right questions and understanding your needs, we make sure that the pistons you receive are customized to your combination and application. Our engineering and design staff utilize the best design software. Choosing from CP's extensive line of versatile forgings to optimize both weight and strength, we design a piston to suit your unique requirements.

Contact us today and we will design, develop, and manufacture a set of custom pistons that will allow you to increase horsepower and performance from your specific application. With CP Pistons, you can be assured of receiving the best possible service and state of the art products with every order.

Lateral Gas Ports (primarily used for racing) are channels drilled at the bottom of the top ring land that assist in ring seal. These channels allow combustion gasses to enter behind the top ring and improve ring seal by forcing the ring against the cylinder wall during combustion.



Skirt Coating offers additional lubricant in times of extreme heat or heavy wear situations. Coating can help by limiting the amount of friction on the skirt and providing a buffer between the piston and the cylinder.



X-Forgings are designed to minimize friction and reduce weight without compromising strength. With the use of bracing and ribs, the forging is configured by adjusting the weight balance between high and low stress areas. This design enables the use of a shorter pin for added strength and weight savings.



3-D Dome Trace will scan a mirror image of your combustion chamber onto your piston which will maximize squish and compression.



Typical piston with
3D Dome Trace



Scanned surface

LIGHTEN UP WITH MIL™

Custom Piston Options

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

MIL is CP Pistons' proprietary technology that creates a very lightweight piston, cutting away the excess material along the inside of a piston to match the contour of the external features. Our engineers use their knowledge of piston design, our in-house computer modeling software which can utilize FEA, and the performance needs of each individual customer to decide precisely how much inner material can be removed without decreasing reliability. Each internal profile design is perfected then machined on four and five axis CNC mills.



Before MIL™



After MIL™

LATE MODEL STOCK 350 CHEVY



LATE MODEL STOCK 350 CHEVY

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

NOTES

A – 10 Gas Ports per Piston
B – Supplied with .927 x 2.500 Pin (98 grams)
C – Supplied With Double Spiral Locks
D – .010 Deck Clearance with 3.480 Stroke

LATE MODEL STOCK 350 CHEVY

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOMED VR CC	WEIGHT	GAS PORTS	NOTES
S1040	4.030	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -2cc	351	No	B, C, D
S1041	4.035	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -2cc	353	No	B, C, D
S1043	4.045	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -2cc	357	No	B, C, D
S1050	4.030	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -2cc	386	No	B, C, D
S1051	4.035	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -2cc	388	No	B, C, D
S1052	4.040	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -2cc	390	No	B, C, D
WITH GAS PORTS											
S1000	4.030	3.500	6.250	1.000	0.043	1.5	3.0	F.T. -2cc	317	Yes	A, B, C, D
S1001	4.035	3.500	6.250	1.000	0.043	1.5	3.0	F.T. -2cc	319	Yes	A, B, C, D
S1002	4.040	3.500	6.250	1.000	0.043	1.5	3.0	F.T. -2cc	321	Yes	A, B, C, D
S1003	4.045	3.500	6.250	1.000	0.043	1.5	3.0	F.T. -2cc	323	Yes	A, B, C, D
S1010	4.030	3.500	6.200	1.050	0.043	1.5	3.0	F.T. -2cc	327	Yes	A, B, C, D
S1011	4.035	3.500	6.200	1.050	0.043	1.5	3.0	F.T. -2cc	330	Yes	A, B, C, D
S1012	4.040	3.500	6.200	1.050	0.043	1.5	3.0	F.T. -2cc	333	Yes	A, B, C, D
S1020	4.030	3.500	6.000	1.250	0.043	1.5	3.0	F.T. -2cc	350	Yes	A, B, C, D
S1021	4.035	3.500	6.000	1.250	0.043	1.5	3.0	F.T. -2cc	353	Yes	A, B, C, D
S1022	4.040	3.500	6.000	1.250	0.043	1.5	3.0	F.T. -2cc	355	Yes	A, B, C, D
S1023	4.045	3.500	6.000	1.250	0.043	1.5	3.0	F.T. -2cc	357	Yes	A, B, C, D
S1030	4.030	3.500	5.700	1.550	0.043	1.5	3.0	F.T. -2cc	387	Yes	A, B, C, D
S1031	4.035	3.500	5.700	1.550	0.043	1.5	3.0	F.T. -2cc	389	Yes	A, B, C, D
S1032	4.040	3.500	5.700	1.550	0.043	1.5	3.0	F.T. -2cc	391	Yes	A, B, C, D
S1033	4.045	3.500	5.700	1.550	0.043	1.5	3.0	F.T. -2cc	393	Yes	A, B, C, D
S1060	4.030	3.500	6.125	1.125	0.043	1.5	3.0	F.T. -2cc	341	Yes	A, B, C, D
S1061	4.035	3.500	6.125	1.125	0.043	1.5	3.0	F.T. -2cc	343	Yes	A, B, C, D
S1062	4.040	3.500	6.125	1.125	0.043	1.5	3.0	F.T. -2cc	346	Yes	A, B, C, D
S1063	4.045	3.500	6.125	1.125	0.043	1.5	3.0	F.T. -2cc	350	Yes	A, B, C, D

SMALL BLOCK 350 CHEVY



SMALL BLOCK 350 CHEVY 2.020/1.600 valve milled head

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

NOTES	A – 10 Gas Ports per Piston
	B – Supplied with .927 x 2.500 Pin (118g), for 1200 series optional 98g pin available
	C – Supplied With Double Spiral Locks
	D .010 Deck Clearance with 3.480 Stroke
	F – Can be used with 3.750 Stroke & 6.000 Rod



SMALL BLOCK 350 CHEVY

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S1210	4.020	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -5cc	372	No	B, C, D
S1211	4.030	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -5cc	375	No	B, C, D
S1212	4.035	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -5cc	378	No	B, C, D
S1213	4.040	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -5cc	380	No	B, C, D
S1214	4.045	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -5cc	382	No	B, C, D
S1215	4.060	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -5cc	389	No	B, C, D
S1240	4.020	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -5cc	411	No	B, C, D
S1241	4.030	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -5cc	416	No	B, C, D
S1242	4.035	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -5cc	417	No	B, C, D
S1243	4.040	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -5cc	418	No	B, C, D
S1244	4.045	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -5cc	419	No	B, C, D
S1245	4.060	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -5cc	425	No	B, C, D
WITH GAS PORTS											
S1200	4.020	3.500	6.000	1.250	0.043	0.043	3.0	F.T. -5cc	372	Yes	A, B, C, D
S1201	4.030	3.500	6.000	1.250	0.043	0.043	3.0	F.T. -5cc	375	Yes	A, B, C, D
S1202	4.035	3.500	6.000	1.250	0.043	0.043	3.0	F.T. -5cc	378	Yes	A, B, C, D
S1203	4.040	3.500	6.000	1.250	0.043	0.043	3.0	F.T. -5cc	380	Yes	A, B, C, D
S1204	4.045	3.500	6.000	1.250	0.043	0.043	3.0	F.T. -5cc	382	Yes	A, B, C, D
S1205	4.060	3.500	6.000	1.250	0.043	0.043	3.0	F.T. -5cc	389	Yes	A, B, C, D
S1220	4.020	3.500	6.125	1.125	0.043	0.043	3.0	F.T. -5cc	359	Yes	A, B, C, D, F
S1221	4.030	3.500	6.125	1.125	0.043	0.043	3.0	F.T. -5cc	363	Yes	A, B, C, D, F
S1222	4.035	3.500	6.125	1.125	0.043	0.043	3.0	F.T. -5cc	364	Yes	A, B, C, D, F
S1223	4.040	3.500	6.125	1.125	0.043	0.043	3.0	F.T. -5cc	366	Yes	A, B, C, D, F
S1224	4.045	3.500	6.125	1.125	0.043	0.043	3.0	F.T. -5cc	369	Yes	A, B, C, D, F
S1230	4.020	3.500	6.250	1.000	0.043	0.043	3.0	F.T. -5cc	337	Yes	A, B, C, D
S1231	4.030	3.500	6.250	1.000	0.043	0.043	3.0	F.T. -5cc	341	Yes	A, B, C, D
S1232	4.035	3.500	6.250	1.000	0.043	0.043	3.0	F.T. -5cc	342	Yes	A, B, C, D
S1233	4.040	3.500	6.250	1.000	0.043	0.043	3.0	F.T. -5cc	345	Yes	A, B, C, D
S1234	4.045	3.500	6.250	1.000	0.043	0.043	3.0	F.T. -5cc	347	Yes	A, B, C, D
S1250	4.020	3.500	5.700	1.550	0.043	0.043	3.0	F.T. -5cc	411	Yes	A, B, C, D
S1251	4.030	3.500	5.700	1.550	0.043	0.043	3.0	F.T. -5cc	416	Yes	A, B, C, D
S1252	4.035	3.500	5.700	1.550	0.043	0.043	3.0	F.T. -5cc	417	Yes	A, B, C, D
S1253	4.040	3.500	5.700	1.550	0.043	0.043	3.0	F.T. -5cc	418	Yes	A, B, C, D
S1254	4.045	3.500	5.700	1.550	0.043	0.043	3.0	F.T. -5cc	419	Yes	A, B, C, D
S1255	4.060	3.500	5.700	1.550	0.043	0.043	3.0	F.T. -5cc	425	Yes	A, B, C, D

SMALL BLOCK 350 CHEVY

HEAVY DUTY 350 CHEVY 23° FLAT TOP



HEAVY DUTY 350 CHEVY 23° FLAT TOP

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

NOTES

A - 10 Gas Ports per Piston
 B - Supplied with .927 x 2.500 Pin (118g)
 C - Supplied With Double Spiral Locks
 D - .010 Deck Clearance with 3.480 Stroke
 E - Rail Supports included
 F - Can be used with 3.750 Stroke & 6.000 Rod

HEAVY DUTY 350 CHEVY 23° FLAT TOP

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S1120	4.030	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -5cc	409	No	B, C, D
S1121	4.035	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -5cc	411	No	B, C, D
S1122	4.040	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -5cc	413	No	B, C, D
S1123	4.060	3.500	6.000	1.250	1.5	1.5	3.0	F.T. -5cc	419	No	B, C, D
S1150	4.030	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -5cc	453	No	B, C, D
S1151	4.035	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -5cc	454	No	B, C, D
S1152	4.040	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -5cc	456	No	B, C, D
S1153	4.060	3.500	5.700	1.550	1.5	1.5	3.0	F.T. -5cc	464	No	B, C, D
WITH GAS PORTS											
S1100	4.030	3.500	6.125	1.125	0.043	0.043	3.0	F.T. -5cc	395	Yes	A, B, C, D, F
S1101	4.035	3.500	6.125	1.125	0.043	0.043	3.0	F.T. -5cc	396	Yes	A, B, C, D, F
S1102	4.040	3.500	6.125	1.125	0.043	0.043	3.0	F.T. -5cc	398	Yes	A, B, C, D, F
S1103	4.060	3.500	6.125	1.125	0.043	0.043	3.0	F.T. -5cc	406	Yes	A, B, C, D, F
S1110	4.030	3.500	6.250	1.000	0.043	0.043	3.0	F.T. -5cc	373	Yes	A, B, C, D, E
S1111	4.035	3.500	6.250	1.000	0.043	0.043	3.0	F.T. -5cc	375	Yes	A, B, C, D, E
S1112	4.040	3.500	6.250	1.000	0.043	0.043	3.0	F.T. -5cc	378	Yes	A, B, C, D, E
S1113	4.060	3.500	6.250	1.000	0.043	0.043	3.0	F.T. -5cc	385	Yes	A, B, C, D, E
S1130	4.030	3.500	6.000	1.250	0.043	0.043	3.0	F.T. -5cc	409	Yes	A, B, C, D
S1131	4.035	3.500	6.000	1.250	0.043	0.043	3.0	F.T. -5cc	411	Yes	A, B, C, D
S1132	4.040	3.500	6.000	1.250	0.043	0.043	3.0	F.T. -5cc	413	Yes	A, B, C, D
S1133	4.060	3.500	6.000	1.250	0.043	0.043	3.0	F.T. -5cc	421	Yes	A, B, C, D
S1140	4.030	3.500	5.700	1.550	0.043	0.043	3.0	F.T. -5cc	450	Yes	A, B, C, D
S1141	4.035	3.500	5.700	1.550	0.043	0.043	3.0	F.T. -5cc	453	Yes	A, B, C, D
S1142	4.040	3.500	5.700	1.550	0.043	0.043	3.0	F.T. -5cc	455	Yes	A, B, C, D
S1143	4.060	3.500	5.700	1.550	0.043	0.043	3.0	F.T. -5cc	462	Yes	A, B, C, D

SB CHEVY 350 FLAT TOP X-STYLE FORGINGS



SMALL BLOCK CHEVY 350 FLAT TOP X-STYLE FORGINGS

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

NOTES

C – Supplied with Wire Locks
D – .010 Deck Clearance with 3.480 Stroke
H – Supplied with .927 x 2.000 Pin (78g)
I – Supplied with .927 x 2.250 Pin (118g)



SMALL BLOCK CHEVY 350 FLAT TOP X STYLE FORGINGS Two Barrel Design- Late Model Stock Chevy

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS											
S1700	4.030	3.500	6.250	1.000	0.043	0.043	3mm	F.T. -2cc	307	Yes	C, H, D
S1701	4.035	3.500	6.250	1.000	0.043	0.043	3mm	F.T. -2cc	308	Yes	C, H, D
S1702	4.040	3.500	6.250	1.000	0.043	0.043	3mm	F.T. -2cc	309	Yes	C, H, D
S1710	4.030	3.500	6.125	1.125	0.043	0.043	3mm	F.T. -2cc	324	Yes	C, H, D
S1711	4.035	3.500	6.125	1.125	0.043	0.043	3mm	F.T. -2cc	325	Yes	C, H, D
S1712	4.040	3.500	6.125	1.125	0.043	0.043	3mm	F.T. -2cc	329	Yes	C, H, D
S1720	4.030	3.500	6.000	1.250	0.043	0.043	3mm	F.T. -2cc	330	Yes	C, D, H
S1721	4.035	3.500	6.000	1.250	0.043	0.043	3mm	F.T. -2cc	331	Yes	C, D, H
S1722	4.040	3.500	6.000	1.250	0.043	0.043	3mm	F.T. -2cc	333	Yes	C, D, H
S1730	4.030	3.500	5.700	1.550	0.043	0.043	3mm	F.T. -2cc	364	Yes	C, D, H
S1731	4.035	3.500	5.700	1.550	0.043	0.043	3mm	F.T. -2cc	367	Yes	C, D, H
S1732	4.040	3.500	5.700	1.550	0.043	0.043	3mm	F.T. -2cc	367	Yes	C, D, H

SMALL BLOCK CHEVY 350 FLAT TOP X STYLE FORGINGS 2.020/ 1.600 Valve Milled Head

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS											
S1900	4.020	3.500	6.000	1.250	0.043	0.043	3mm	F.T.-5cc	376	Yes	C, D, I
S1901	4.030	3.500	6.000	1.250	0.043	0.043	3mm	F.T.-5cc	378	Yes	C, D, I
S1902	4.035	3.500	6.000	1.250	0.043	0.043	3mm	F.T.-5cc	380	Yes	C, D, I
S1903	4.040	3.500	6.000	1.250	0.043	0.043	3mm	F.T.-5cc	382	Yes	C, D, I
S1904	4.045	3.500	6.000	1.250	0.043	0.043	3mm	F.T.-5cc	388	Yes	C, D, I
S1905	4.060	3.500	6.000	1.250	0.043	0.043	3mm	F.T.-5cc	389	Yes	C, D, I
S1941	4.030	3.500	5.700	1.550	1.5	1.5	3mm	F.T. -2cc	417	Yes	C, D, I
S1951	4.030	3.500	5.700	1.550	0.043	0.043	3mm	F.T. -2cc	418	Yes	C, D, I

SMALL BLOCK CHEVY 350 FLAT TOP X STYLE FORGINGS Heavy Duty

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS											
S1830	4.030	3.500	6.000	1.250	0.043	0.043	3mm	F.T.-5cc	386	Yes	C, D, I
S1831	4.035	3.500	6.000	1.250	0.043	0.043	3mm	F.T.-5cc	388	Yes	C, D, I
S1832	4.040	3.500	6.000	1.250	0.043	0.043	3mm	F.T.-5cc	390	Yes	C, D, I
S1833	4.060	3.500	6.000	1.250	0.043	0.043	3mm	F.T.-5cc	398	Yes	C, D, I

HD 350 CHEVY 23° FLAT TOP/SBC 360 SPRINT



TOP VIEW



HEAVY DUTY 350 CHEVY 23° FLAT TOP

with 1/16 x 1/16 x 3/16 Ring Grooves

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

NOTES

- B - Supplied with .927 x 2.500 Pin (118g)
- C - Supplied With Double Spiral Locks
- D - .010 Deck Clearance with 3.480 Stroke

HEAVY DUTY 350 CHEVY 23° FLAT TOP with 1/16 x 1/16 x 3/16 Ring Grooves

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOMES VR CC	WEIGHT	GAS PORTS	NOTES
S1500	4.030	3.500	6.000	1.250	1/16	1/16	3/16	F.T. -5cc	419	No	B, C, D
S1501	4.035	3.500	6.000	1.250	1/16	1/16	3/16	F.T. -5cc	421	No	B, C, D
S1502	4.040	3.500	6.000	1.250	1/16	1/16	3/16	F.T. -5cc	423	No	B, C, D
S1503	4.060	3.500	6.000	1.250	1/16	1/16	3/16	F.T. -5cc	431	No	B, C, D
S1510	4.030	3.750	5.700	1.425	1/16	1/16	3/16	F.T. -5cc	447	No	B, C, D
S1511	4.035	3.750	5.700	1.425	1/16	1/16	3/16	F.T. -5cc	449	No	B, C, D
S1512	4.040	3.750	5.700	1.425	1/16	1/16	3/16	F.T. -5cc	451	No	B, C, D
S1513	4.060	3.750	5.700	1.425	1/16	1/16	3/16	F.T. -5cc	459	No	B, C, D
S1520	4.030	3.500	5.700	1.550	1/16	1/16	3/16	F.T. -5cc	465	No	B, C, D
S1521	4.035	3.500	5.700	1.550	1/16	1/16	3/16	F.T. -5cc	467	No	B, C, D
S1522	4.040	3.500	5.700	1.550	1/16	1/16	3/16	F.T. -5cc	469	No	B, C, D
S1523	4.060	3.500	5.700	1.550	1/16	1/16	3/16	F.T. -5cc	477	No	B, C, D



TOP VIEW



SBC 360 SPRINT Brodix ASCS Head

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

NOTES

- H - Supplied with Wire Locks
- G - Supplied with 927 x 2.750 Pin (130g)

SBC 360 SPRINT Brodix ASCS Head with Gas Ports

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOMES VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS											
S1340	4.025	3.500	6.000	1.250	1.5mm	1.5mm	3mm	.600 Dome +15cc	435	Yes	G, H
S1341	4.030	3.500	6.000	1.250	1.5mm	1.5mm	3mm	.600 Dome +15cc	436	Yes	G, H
S1342	4.035	3.500	6.000	1.250	1.5mm	1.5mm	3mm	.600 Dome +15cc	436	Yes	G, H
S1343	4.040	3.500	6.000	1.250	1.5mm	1.5mm	3mm	.600 Dome +15cc	439	Yes	G, H
S1344	4.045	3.500	6.000	1.250	1.5mm	1.5mm	3mm	.600 Dome +15cc	437	Yes	G, H
S1345	4.060	3.500	6.000	1.250	1.5mm	1.5mm	3mm	.600 Dome +15cc	441	Yes	G, H
S1346	4.020	3.500	6.000	1.250	1.5mm	1.5mm	3mm	.600 Dome +15cc	434	Yes	G, H
S1347	4.050	3.500	6.000	1.250	1.2mm	1.2mm	3mm	.600 Dome +15cc	439	Yes	G, H
S1351	4.030	3.500	5.850	1.400	1.5mm	1.5mm	3mm	.600 Dome +15cc	456	Yes	G, H
S1360	4.000	3.550	6.000	1.225	1.5mm	1.5mm	3mm	.600 Dome +15cc	429	Yes	G, H
S1361	4.005	3.550	6.000	1.225	1.5mm	1.5mm	3mm	.600 Dome +15cc	430	Yes	G, H
S1362	4.020	3.550	6.000	1.225	1.5mm	1.5mm	3mm	.600 Dome +15cc	432	Yes	G, H
S1363	4.025	3.550	6.000	1.225	1.5mm	1.5mm	3mm	.600 Dome +15cc	432	Yes	G, H
S1364	4.030	3.550	6.000	1.225	1.5mm	1.5mm	3mm	.600 Dome +15cc	433	Yes	G, H

23° DOME 350 CHEVY



23° DOME 350 CHEVY

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

NOTES

- C – Supplied With Double Spiral Locks
- D – .010 Deck Clearance with 3.480 Stroke
- E – Rail Supports included
- F – Can be used with 3.750 Stroke & 6.000 Rod
- G – Supplied with .927 x 2.750 Pin (130g)



23° DOME 350 CHEVY

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S1300	4.020	3.500	6.000	1.250	1/16	1/16	3/16	.450 Dome +13cc	434	No	C, D, G
S1301	4.030	3.500	6.000	1.250	1/16	1/16	3/16	.450 Dome +13cc	436	No	C, D, G
S1302	4.035	3.500	6.000	1.250	1/16	1/16	3/16	.450 Dome +13cc	439	No	C, D, G
S1303	4.040	3.500	6.000	1.250	1/16	1/16	3/16	.450 Dome +13cc	444	No	C, D, G
S1304	4.060	3.500	6.000	1.250	1/16	1/16	3/16	.450 Dome +13cc	449	No	C, D, G
S1305	4.045	3.500	6.000	1.250	1/16	1/16	3/16	.450 Dome +13cc	447	No	C, D, G
S1310	4.020	3.500	6.125	1.125	1/16	1/16	3/16	.450 Dome +13cc	415	No	C, D, E, F, G
S1311	4.030	3.500	6.125	1.125	1/16	1/16	3/16	.450 Dome +13cc	419	No	C, D, E, F, G
S1312	4.035	3.500	6.125	1.125	1/16	1/16	3/16	.450 Dome +13cc	421	No	C, D, E, F, G
S1313	4.040	3.500	6.125	1.125	1/16	1/16	3/16	.450 Dome +13cc	422	No	C, D, E, F, G
S1314	4.060	3.500	6.125	1.125	1/16	1/16	3/16	.450 Dome +13cc	431	No	C, D, E, F, G
S1320	4.020	3.500	5.700	1.550	1/16	1/16	3/16	.450 Dome +13cc	477	No	C, D, G
S1321	4.030	3.500	5.700	1.550	1/16	1/16	3/16	.450 Dome +13cc	482	No	C, D, G
S1322	4.035	3.500	5.700	1.550	1/16	1/16	3/16	.450 Dome +13cc	485	No	C, D, G
S1323	4.040	3.500	5.700	1.550	1/16	1/16	3/16	.450 Dome +13cc	487	No	C, D, G
S1324	4.060	3.500	5.700	1.550	1/16	1/16	3/16	.450 Dome +13cc	494	No	C, D, G
S1330	4.020	3.550	6.000	1.225	1/16	1/16	3/16	.450 Dome +13cc	431	No	C, D, G
S1331	4.025	3.550	6.000	1.225	1/16	1/16	3/16	.450 Dome +13cc	433	No	C, D, G
S1332	4.030	3.550	6.000	1.225	1/16	1/16	3/16	.450 Dome +13cc	435	No	C, D, G
S1333	4.035	3.550	6.000	1.225	1/16	1/16	3/16	.450 Dome +13cc	437	No	C, D, G



"CP wants to make the right pistons for their customers. They've always done a good job and I rely on them to provide me with the best piston".

Don Little
Don Little Racing
 NHRA Stock & Super Stock Engine Builder

Phone: 949-567-9000 Fax: 949-567-9010

23° FLAT/DOME TOP & 18° FLAT TOP 400 CHEVY



- NOTES**
- C Supplied With Double Spiral Locks
 - E Rail Supports included
 - G Supplied with .927 x 2.750 Pins (130g)

23° FLAT TOP 400 CHEVY

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

23° FLAT TOP 400 CHEVY

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S2340	4.125	3.750	6.000	1.125	1/16	1/16	3/16	F.T. -5cc	424	No	C, E, G
S2343	4.155	3.750	6.000	1.125	1/16	1/16	3/16	F.T. -5cc	437	No	C, E, G



- NOTES**
- C Supplied With Double Spiral Locks
 - E Rail Supports included
 - G Supplied with .927 x 2.750 Pins (130g)
 - N .175 Dome Pistons- maybe cut to Flat Top

23° DOME 400 CHEVY

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

23° DOME TOP 400 CHEVY

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S2300	4.125	3.750	6.000	1.125	1/16	1/16	3/16	.175 +5cc	455	No	C, E, G, N
S2303	4.155	3.750	6.000	1.125	1/16	1/16	3/16	.175 +5cc	467	No	C, E, G, N
S2305	4.125	3.750	6.000	1.125	1/16	1/16	3/16	.350 +10.5cc	440	No	C, E, G, N
S2308	4.155	3.750	6.000	1.125	1/16	1/16	3/16	.350 +10.5cc	452	No	C, E, G, N



- NOTES**
- E Rail Supports included
 - J Supplied with .927 x 2.950 Pin (137g)
 - K .073 Locks required

18° FLAT TOP 400 CHEVY

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

18° FLAT TOP 400 CHEVY

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S2100	4.125	4.000	6.000	1.000	1/16	1/16	3/16	F.T. -6cc	420	No	E, J, K
S2101	4.130	4.000	6.000	1.000	1/16	1/16	3/16	F.T. -6cc	426	No	E, J, K
S2102	4.135	4.000	6.000	1.000	1/16	1/16	3/16	F.T. -6cc	428	No	E, J, K
S2103	4.145	4.000	6.000	1.000	1/16	1/16	3/16	F.T. -6cc	431	No	E, J, K
S2104	4.155	4.000	6.000	1.000	1/16	1/16	3/16	F.T. -6cc	435	No	E, J, K
S2105	4.165	4.000	6.000	1.000	1/16	1/16	3/16	F.T. -6cc	440	No	E, J, K

18° DOME 400 CHEVY



18° DOME 400 CHEVY

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

NOTES

- C Supplied With Double Spiral Locks
- E Rail Supports included
- G Supplied with .927 x 2.750 Pin (130g)
- J Supplied with .927 x 2.950 Pin (137g)
- K .073 Spiral Locks required with 2.950 Pins



TOP VIEW



18° DOME 400 CHEVY with 1/16 x 1/16 x 3/16 Ring Grooves

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S2110	4.125	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +2.5cc	454	No	C, E, J, K
S2111	4.130	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +2.5cc	457	No	C, E, J, K
S2112	4.135	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +2.5cc	458	No	C, E, J, K
S2113	4.145	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +2.5cc	463	No	C, E, J, K
S2114	4.155	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +2.5cc	467	No	C, E, J, K
S2115	4.165	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +2.5cc	472	No	C, E, J, K
S2120	4.125	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +2.5cc	455	No	C, E, G
S2121	4.130	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +2.5cc	459	No	C, E, G
S2122	4.135	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +2.5cc	459	No	C, E, G
S2123	4.145	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +2.5cc	466	No	C, E, G
S2124	4.155	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +2.5cc	469	No	C, E, G
S2125	4.165	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +2.5cc	473	No	C, E, G
S2130	4.125	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +2.5cc	459	No	C, E, G
S2131	4.130	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +2.5cc	463	No	C, E, G
S2132	4.135	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +2.5cc	464	No	C, E, G
S2133	4.145	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +2.5cc	468	No	C, E, G
S2134	4.155	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +2.5cc	474	No	C, E, G
S2135	4.165	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +2.5cc	478	No	C, E, G
S2140	4.125	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +3.5cc	448	No	C, E, J, K
S2141	4.130	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +3.5cc	450	No	C, E, J, K
S2142	4.135	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +3.5cc	452	No	C, E, J, K
S2143	4.145	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +3.5cc	457	No	C, E, J, K
S2144	4.155	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +3.5cc	461	No	C, E, J, K
S2145	4.165	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +3.5cc	467	No	C, E, J, K

18° DOME 400 CHEVY



"CP has a great product and works well with us on our custom designs".

Kenny Duttweiler
Speed Demon

Mopar Hellfire "Lil" Hemi 4 cylinder Engine -353.414 MPH

Phone: 949-567-9000 Fax: 949-567-9010

18° DOME 400 CHEVY WITH GAS PORTS



18° DOME 400 CHEVY with Gas Ports

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

NOTES

E – Rail Supports included
G – Supplied With 927 x 2.750 Pin (130g)
L – Supplied with Wire Locks

18° DOME 400 CHEVY with Gas Ports

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOMES VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS											
S2150	4.125	3.875	6.000	1.062	1.5	1.5	3.0	.175 +2.5cc	444	Yes	E, G, L
S2151	4.130	3.875	6.000	1.062	1.5	1.5	3.0	.175 +2.5cc	445	Yes	E, G, L
S2152	4.135	3.875	6.000	1.062	1.5	1.5	3.0	.175 +2.5cc	449	Yes	E, G, L
S2153	4.145	3.875	6.000	1.062	1.5	1.5	3.0	.175 +2.5cc	452	Yes	E, G, L
S2154	4.155	3.875	6.000	1.062	1.5	1.5	3.0	.175 +2.5cc	455	Yes	E, G, L
S2155	4.165	3.875	6.000	1.062	1.5	1.5	3.0	.175 +2.5cc	461	Yes	E, G, L
S2160	4.125	3.800	6.000	1.100	1.5	1.5	3.0	.175 +2.5cc	450	Yes	E, G, L
S2162	4.135	3.800	6.000	1.100	1.5	1.5	3.0	.175 +2.5cc	454	Yes	E, G, L
S2164	4.155	3.800	6.000	1.100	1.5	1.5	3.0	.175 +2.5cc	463	Yes	E, G, L
S2165	4.165	3.800	6.000	1.100	1.5	1.5	3.0	.175 +2.5cc	467	Yes	E, G, L
S2170	4.125	4.000	6.000	1.000	1.5	1.5	3.0	.175 +3.5cc	434	Yes	E, G, L
S2171	4.130	4.000	6.000	1.000	1.5	1.5	3.0	.175 +3.5cc	439	Yes	E, G, L
S2172	4.135	4.000	6.000	1.000	1.5	1.5	3.0	.175 +3.5cc	437	Yes	E, G, L
S2173	4.145	4.000	6.000	1.000	1.5	1.5	3.0	.175 +3.5cc	444	Yes	E, G, L
S2174	4.155	4.000	6.000	1.000	1.5	1.5	3.0	.175 +3.5cc	446	Yes	E, G, L
S2175	4.165	4.000	6.000	1.000	1.5	1.5	3.0	.175 +3.5cc	450	Yes	E, G, L



"I can install a CP piston with confidence—I know it's going to get the job done right. They're always on the cutting edge of technology, too".

Brad Peters

*John Peters Racing Engines
Southwest Tour late Model Engine Builder*

BRODIX-12 DOME 400 CHEVY



BRODIX-12 DOME 400 CHEVY

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



NOTES

C – Supplied With Double Spiral Locks
E – Rail Supports included
G – Supplied with .927 x 2.750 Pin (130g)
J – Supplied with .927 x 2.950 Pin (137g)
K – .073 Spiral Locks required with 2.950 Pins
M – Will accommodate .70-.125 V.R spacing

TOP VIEW



BRODIX-12 DOME 400 CHEVY

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S2210	4.125	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +1cc	454	No	C, E, J, K, M
S2211	4.130	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +1cc	457	No	C, E, J, K, M
S2212	4.135	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +1cc	458	No	C, E, J, K, M
S2213	4.145	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +1cc	463	No	C, E, J, K, M
S2214	4.155	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +1cc	467	No	C, E, J, K, M
S2215	4.165	3.875	6.000	1.062	1/16	1/16	3/16	.175 Dome +1cc	472	No	C, E, J, K, M
S2220	4.125	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +1cc	459	No	C, E, G, M
S2221	4.130	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +1cc	461	No	C, E, G, M
S2222	4.135	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +1cc	463	No	C, E, G, M
S2223	4.140	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +1cc	464	No	C, E, G, M
S2224	4.145	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +1cc	467	No	C, E, G, M
S2225	4.155	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +1cc	471	No	C, E, G, M
S2226	4.165	3.800	6.000	1.100	1/16	1/16	3/16	.175 Dome +1cc	477	No	C, E, G, M
S2230	4.125	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +1cc	463	No	C, E, G, M
S2231	4.130	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +1cc	465	No	C, E, G, M
S2232	4.135	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +1cc	467	No	C, E, G, M
S2233	4.145	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +1cc	470	No	C, E, G, M
S2234	4.155	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +1cc	475	No	C, E, G, M
S2235	4.165	3.750	6.000	1.125	1/16	1/16	3/16	.175 Dome +1cc	480	No	C, E, G, M
S2240	4.125	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +1cc	445	No	C, E, J, K, M
S2241	4.130	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +1cc	446	No	C, E, J, K, M
S2242	4.135	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +1cc	450	No	C, E, J, K, M
S2243	4.145	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +1cc	453	No	C, E, J, K, M
S2244	4.155	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +1cc	458	No	C, E, J, K, M
S2245	4.165	4.000	6.000	1.000	1/16	1/16	3/16	.175 Dome +1cc	462	No	C, E, J, K, M

BRODIX-12 DOME 400 CHEVY

13° FLAT/DOME TOP 400 CHEVY



13° FLAT TOP 400 CHEVY with Gas Ports

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



NOTES

E – Rail Supports included
G – Supplied with .927 x 2.750 Pins (130g)
L – Supplied With Wire Locks

13° FLAT TOP 400 CHEVY with Gas Ports

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS											
S2400	4.125	4.000	6.000	1.000	0.043	0.043	3.0	F.T. -8.85cc	417	Yes	E, G, L
S2402	4.135	4.000	6.000	1.000	0.043	0.043	3.0	F.T. -8.85cc	416	Yes	E, G, L
S2404	4.155	4.000	6.000	1.000	0.043	0.043	3.0	F.T. -8.85cc	429	Yes	E, G, L
S2405	4.165	4.000	6.000	1.000	0.043	0.043	3.0	F.T. -8.85cc	432	Yes	E, G, L



13° DOME 400 CHEVY with Gas Ports

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



NOTES

E – Rail Supports included
G – Supplied with .927 x 2.750 Pins (130g)
L – Supplied With Wire Locks

13° DOME 400 CHEVY with Gas Ports

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS											
S2410	4.125	3.875	6.000	1.062	1.5	1.5	3.0	.175 Dome -2.2cc	445	Yes	E, G, L
S2411	4.130	3.875	6.000	1.062	1.5	1.5	3.0	.175 Dome -2.2cc	445	Yes	E, G, L
S2412	4.135	3.875	6.000	1.062	1.5	1.5	3.0	.175 Dome -2.2cc	450	Yes	E, G, L
S2414	4.145	3.875	6.000	1.062	1.5	1.5	3.0	.175 Dome -2.2cc	455	Yes	E, G, L
S2415	4.155	3.875	6.000	1.062	1.5	1.5	3.0	.175 Dome -2.2cc	458	Yes	E, G, L
S2416	4.165	3.875	6.000	1.062	1.5	1.5	3.0	.175 Dome -2.2cc	461	Yes	E, G, L
S2420	4.125	3.800	6.000	1.100	1.5	1.5	3.0	.175 Dome -2.2cc	452	Yes	E, G, L
S2421	4.130	3.800	6.000	1.100	1.5	1.5	3.0	.175 Dome -2.2cc	455	Yes	E, G, L
S2422	4.135	3.800	6.000	1.100	1.5	1.5	3.0	.175 Dome -2.2cc	456	Yes	E, G, L
S2424	4.145	3.800	6.000	1.100	1.5	1.5	3.0	.175 Dome -2.2cc	460	Yes	E, G, L
S2425	4.155	3.800	6.000	1.100	1.5	1.5	3.0	.175 Dome -2.2cc	466	Yes	E, G, L
S2426	4.165	3.800	6.000	1.100	1.5	1.5	3.0	.175 Dome -2.2cc	469	Yes	E, G, L
S2430	4.125	3.750	6.000	1.125	1.5	1.5	3.0	.175 Dome -2.2cc	453	Yes	E, G, L
S2431	4.130	3.750	6.000	1.125	1.5	1.5	3.0	.175 Dome -2.2cc	454	Yes	E, G, L
S2432	4.135	3.750	6.000	1.125	1.5	1.5	3.0	.175 Dome -2.2cc	457	Yes	E, G, L
S2434	4.155	3.750	6.000	1.125	1.5	1.5	3.0	.175 Dome -2.2cc	462	Yes	E, G, L
S2435	4.165	3.750	6.000	1.125	1.5	1.5	3.0	.175 Dome -2.2cc	464	Yes	E, G, L

SB2.2 FLAT/DOME TOP



SB2.2 FLAT TOP with Gas Ports

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

NOTES

E – Rail Supports included
G – Supplied with .927 x 2.750 Pins (130g)
L – Supplied With Wire Lock

TOP VIEW



SB2.2 FLAT TOP with Gas Ports

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS											
S2500	4.125	4.000	6.000	1.000	0.043	0.043	3.0	F.T. -6.2cc	411	Yes	E, G, L
S2501	4.130	4.000	6.000	1.000	0.043	0.043	3.0	F.T. -6.2cc	413	Yes	E, G, L
S2502	4.135	4.000	6.000	1.000	0.043	0.043	3.0	F.T. -6.2cc	416	Yes	E, G, L
S2504	4.155	4.000	6.000	1.000	0.043	0.043	3.0	F.T. -6.2cc	424	Yes	E, G, L
S2505	4.165	4.000	6.000	1.000	0.043	0.043	3.0	F.T. -6.2cc	425	Yes	E, G, L

SB2.2 DOME with Gas Ports

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

NOTES

E – Rail Supports included
G – Supplied with .927 x 2.750 Pins (130g)
L – Supplied With Wire Lock

TOP VIEW



SB2.2 DOME with Gas Ports

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS											
S2510	4.125	3.875	6.000	1.062	1.5	1.5	3.0	.170 Dome 1.1cc	439	Yes	E, G, L
S2511	4.130	3.875	6.000	1.062	1.5	1.5	3.0	.170 Dome 1.1cc	442	Yes	E, G, L
S2512	4.135	3.875	6.000	1.062	1.5	1.5	3.0	.170 Dome 1.1cc	446	Yes	E, G, L
S2514	4.145	3.875	6.000	1.062	1.5	1.5	3.0	.170 Dome 1.1cc	450	Yes	E, G, L
S2515	4.155	3.875	6.000	1.062	1.5	1.5	3.0	.170 Dome 1.1cc	454	Yes	E, G, L
S2516	4.165	3.875	6.000	1.062	1.5	1.5	3.0	.170 Dome 1.1cc	457	Yes	E, G, L
S2520	4.125	3.800	6.000	1.1	1.5	1.5	3.0	.170 Dome 1.1cc	447	Yes	E, G, L
S2521	4.130	3.800	6.000	1.1	1.5	1.5	3.0	.170 Dome 1.1cc	450	Yes	E, G, L
S2522	4.135	3.800	6.000	1.1	1.5	1.5	3.0	.170 Dome 1.1cc	450	Yes	E, G, L
S2524	4.145	3.800	6.000	1.1	1.5	1.5	3.0	.170 Dome 1.1cc	454	Yes	E, G, L
S2525	4.155	3.800	6.000	1.1	1.5	1.5	3.0	.170 Dome 1.1cc	458	Yes	E, G, L
S2526	4.165	3.800	6.000	1.1	1.5	1.5	3.0	.170 Dome 1.1cc	460	Yes	E, G, L
S2530	4.125	3.750	6.000	1.125	1.5	1.5	3.0	.170 Dome 1.1cc	453	Yes	E, G, L
S2532	4.135	3.750	6.000	1.125	1.5	1.5	3.0	.170 Dome 1.1cc	456	Yes	E, G, L
S2534	4.155	3.750	6.000	1.125	1.5	1.5	3.0	.170 Dome 1.1cc	465	Yes	E, G, L
S2535	4.165	3.750	6.000	1.125	1.5	1.5	3.0	.170 Dome 1.1cc	468	Yes	E, G, L



TOP VIEW



SMALL BLOCK CHEVY LS SERIES

- SBC LS1 Flat top and Dish
- Designed on X-style forging to clear reluctor wheels
- Fit LS1, LS2, and LS6 heads
- Designed for shorter wrist pins
- Pin-fitting included at no cost
- Chamfered pins and wire locks included
- Accumulator grooves included
- Designed for back-cut rings
- Double pin-oilers, force fed from oil ring
- Pick lock grooves for easy lock removal
- Custom skirt cam and barrel shapes

NOTES

- E – Rail Supports included
- L – Supplied with Wire Locks
- I – Supplied with .927 x 2.250 pin

CHEVY LS DISH 9.0:1

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOVE VR CC	WEIGHT	GAS PORTS	NOTES
LS1004	4.005	4.000	6.125	1.110	1.5	1.5	3mm	9.0:1	-27.8cc	383	No	E, I, L
LS1006	4.030	4.000	6.125	1.110	1.5	1.5	3mm	9.0:1	-27.5cc	385	No	E, I, L

CHEVY LS DISH 9.5:1

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOVE VR CC	WEIGHT	GAS PORTS	NOTES
LS1002	3.905	4.000	6.125	1.110	1.5	1.5	3mm	9.5:1	-18.2cc	342	No	I, L
LS1003	3.905	4.000	6.200	1.035	1.5	1.5	3mm	9.5:1	-18.2cc	324	No	E, I, L

CHEVY LS DISH 10.0:1

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOVE VR CC	WEIGHT	GAS PORTS	NOTES
LS1001	3.905	3.662	6.125	1.300	1.5	1.5	3mm	10.0:1	-4.8cc	397	No	I, L

CHEVY LS DISH 10.5:1

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOVE VR CC	WEIGHT	GAS PORTS	NOTES
LS1005	4.005	4.000	6.125	1.110	1.5	1.5	3mm	10.5:1	-12.7cc	364	No	I, L
LS1007	4.030	4.000	6.125	1.110	1.5	1.5	3mm	10.5:1	-13.8cc	370	No	I, L
LS1008	4.125	4.000	6.125	1.110	1.5	1.5	3mm	10.5:1	-17.4cc	381	No	I, L

SMALL BLOCK CHEVY LS1, LS2 & LS7



SMALL BLOCK CHEVY LS1, LS2 & LS7

- SBC LS1 Flat top and Dish
- Designed on X-style forging to clear reluctor wheels
- Fit LS1, LS2, and LS6 heads
- Designed for shorter wrist pins
- Pin-fitting included at no cost
- Chamfered pins and wire locks included
- Accumulator grooves included
- Designed for back-cut rings
- Double pin-oilers, force fed from oil ring
- Pick lock grooves for easy lock removal
- Custom skirt cam and barrel shapes

NOTES

E – Rail Supports included
L – Supplied with Wire Locks
I – Supplied with .927 x 2.250 pin



TOP VIEW



CHEVY LS FLAT TOP

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOMED VR CC	WEIGHT	GAS PORTS	NOTES
LS1009	3.905	4.000	6.125	1.105	1.5	1.5	3mm	FT	-1.3cc	368	No	I, L
LS1010	4.005	4.000	6.125	1.105	1.5	1.5	3mm	FT	-1.3cc	389	No	I, L
LS1111	4.030	4.000	6.125	1.105	1.5	1.5	3mm	FT	-1.3cc	398	No	I, L

CHEVY LS1, LS2 FLAT TOP

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOMED VR CC	WEIGHT	GAS PORTS	NOTES
LS1112	3.905	3.622	6.125	1.305	1.5	1.5	3mm	FT	-1.5cc	393	No	I, L
LS1113	4.125	4.000	6.125	1.115	1.5	1.5	3mm	FT	-1.5cc	412	No	I, L

CHEVY LS7 FLAT TOP

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOMED VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS												
LS1114	4.1275	4.000	6.066	1.181	1.2	1.2	2mm	11.0:1	-4.6cc	464	Yes	I, L
LS1115	4.130	4.000	6.066	1.181	1.2	1.2	2mm	11.0:1	-4.6cc	464	Yes	I, L

CHEVY LS7 DISH

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOMED VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS												
LS1116	4.130	4.000	6.125	1.113	1.2	1.2	2mm	-	-26.7cc		Yes	I, L

SMALL BLOCK CHEVY LS SERIES

16° DOME 400 CHEVY



16° DOME 400 CHEVY with Gas Ports

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

NOTES

- E – Rail Supports included
- G – Supplied with .927 x 2.750 Pins (130g)
- L – Supplied With Wire Lock

16° DOME 400 CHEVY

16° DOME 400 CHEVY with Gas Ports

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	CC VOLUME	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS											
S4125106216	4.125	3.875	6.000	1.062	1.5	1.5	3mm	.175 Dome +1cc	440	Yes	E, G, L
S4125112516	4.125	3.750	6.000	1.125	1.5	1.5	3mm	.175 Dome +1cc	452	Yes	G, L
S4130106216	4.130	3.750	6.000	1.062	1.5	1.5	3mm	.175 Dome +1cc	442	Yes	E, G, L
S4130112516	4.130	3.750	6.000	1.125	1.5	1.5	3mm	.175 Dome +1cc	454	Yes	G, L
S4135106216	4.135	3.875	6.000	1.062	1.5	1.5	3mm	.175 Dome +1cc	444	Yes	E, G, L
S4135112516	4.135	3.750	6.000	1.125	1.5	1.5	3mm	.175 Dome +1cc	453	Yes	G, L
S4140106216	4.140	3.875	6.000	1.062	1.5	1.5	3mm	.175 Dome +1cc	447	Yes	E, G, L
S4140112516	4.140	3.750	6.000	1.125	1.5	1.5	3mm	.175 Dome +1cc	456	Yes	G, L
S4145106216	4.145	3.875	6.000	1.062	1.5	1.5	3mm	.175 Dome +1cc	450	Yes	E, G, L
S4145112516	4.145	3.750	6.000	1.125	1.5	1.5	3mm	.175 Dome +1cc	457	Yes	G, L



"CP Pistons have given our program power and consistency. Add to that their knowledgeable staff and experience and you have an unbeatable formula for success".

Tony Dipillo
Specialty Motorworks
 NHRA Super Stock Record Holder

BIG BLOCK CHEVY 454 FLAT TOP



BIG BLOCK CHEVY 454 FLAT TOP

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

NOTES

C – Supplied With Double Spiral Locks
E – Rail Supports included
S – Made for 10.200 Block Height
T – 9.8 Deck Height
V – Supplied with .180 Wall .990 x 2.930 Pin (175)



TOP VIEW



SMALL BLOCK 350 CHEVY

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S5010	4.500	4.250	6.385	1.270	1/16	1/16	3/16	F.T. -3cc	603	No	C, E, V
S5011	4.505	4.250	6.385	1.270	1/16	1/16	3/16	F.T. -3cc	606	No	C, E, V
S5012	4.530	4.250	6.385	1.270	1/16	1/16	3/16	F.T. -3cc	619	No	C, E, V
S5013	4.560	4.250	6.385	1.270	1/16	1/16	3/16	F.T. -3cc	636	No	C, E, V
S5014	4.600	4.250	6.385	1.270	1/16	1/16	3/16	F.T. -3cc	626	No	C, E, V
S5020	4.500	4.000	6.385	1.395	1/16	1/16	3/16	F.T. -3cc	624	No	C, T, V
S5021	4.505	4.000	6.385	1.395	1/16	1/16	3/16	F.T. -3cc	627	No	C, T, V
S5022	4.530	4.000	6.385	1.395	1/16	1/16	3/16	F.T. -3cc	641	No	C, T, V
S5023	4.560	4.000	6.385	1.395	1/16	1/16	3/16	F.T. -3cc	659	No	C, T, V
S5024	4.600	4.000	6.385	1.395	1/16	1/16	3/16	F.T. -3cc	646	No	C, T, V
S5020	4.500	4.500	6.535	1.395	1/16	1/16	3/16	F.T. -3cc	624	No	C, S, V
S5021	4.505	4.500	6.535	1.395	1/16	1/16	3/16	F.T. -3cc	627	No	C, S, V
S5022	4.530	4.500	6.535	1.395	1/16	1/16	3/16	F.T. -3cc	641	No	C, S, V
S5023	4.560	4.500	6.535	1.395	1/16	1/16	3/16	F.T. -3cc	659	No	C, S, V
S5024	4.600	4.500	6.535	1.395	1/16	1/16	3/16	F.T. -3cc	646	No	C, S, V
S5030	4.500	4.250	6.135	1.520	1/16	1/16	3/16	F.T. -3cc	653	No	C, V
S5031	4.505	4.250	6.135	1.520	1/16	1/16	3/16	F.T. -3cc	657	No	C, V
S5032	4.530	4.250	6.135	1.520	1/16	1/16	3/16	F.T. -3cc	670	No	C, V
S5033	4.560	4.250	6.135	1.520	1/16	1/16	3/16	F.T. -3cc	687	No	C, V
S5034	4.600	4.250	6.135	1.520	1/16	1/16	3/16	F.T. -3cc	675	No	C, V
S5040	4.500	4.000	6.135	1.645	1/16	1/16	3/16	F.T. -3cc	674	No	C, V
S5041	4.505	4.000	6.135	1.645	1/16	1/16	3/16	F.T. -3cc	677	No	C, V
S5042	4.530	4.000	6.135	1.645	1/16	1/16	3/16	F.T. -3cc	691	No	C, V
S5043	4.560	4.000	6.135	1.645	1/16	1/16	3/16	F.T. -3cc	707	No	C, V
S5044	4.600	4.000	6.135	1.645	1/16	1/16	3/16	F.T. -3cc	693	No	C, V

BIG BLOCK CHEVY 454 FLAT TOP

BIG BLOCK CHEVY 454 INVERTED DOME



BIG BLOCK CHEVY 454 INVERTED DOME

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

NOTES
 C – Supplied With Double Spiral Locks
 E – Rail Supports included
 U – Also fits 4.000 Stroke and 6.385 rod
 V – Supplied with .180 Wall .990 x 2.930 Pin (175g)

BIG BLOCK CHEVY 454 INVERTED DOME

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S5110	4.500	4.250	6.385	1.270	1/16	1/16	3/16	8.5	-17cc	612	No	E, C, V
S5111	4.505	4.250	6.385	1.270	1/16	1/16	3/16	8.5	-17cc	615	No	E, C, V
S5112	4.530	4.250	6.385	1.270	1/16	1/16	3/16	8.5	-18.5cc	621	No	E, C, V
S5113	4.560	4.250	6.385	1.270	1/16	1/16	3/16	8.5	-20cc	633	No	E, C, V
S5114	4.600	4.250	6.385	1.270	1/16	1/16	3/16	8.5	-22.5cc	629	No	E, C, V
S5120	4.500	4.500	6.535	1.395	1/16	1/16	3/16	8.5	-26cc	626	No	E, C, U, V
S5121	4.505	4.500	6.535	1.395	1/16	1/16	3/16	8.5	-26cc	627	No	E, C, U, V
S5122	4.530	4.500	6.535	1.395	1/16	1/16	3/16	8.5	-27.5cc	642	No	E, C, U, V
S5123	4.560	4.500	6.535	1.395	1/16	1/16	3/16	8.5	-29.5cc	665	No	E, C, U, V
S5124	4.600	4.500	6.535	1.395	1/16	1/16	3/16	8.5	-32.5cc	658	No	E, C, U, V
S5130	4.500	4.250	6.135	1.520	1/16	1/16	3/16	8.5	-17cc	652	No	C, V
S5131	4.505	4.250	6.135	1.520	1/16	1/16	3/16	8.5	-17cc	655	No	C, V
S5132	4.530	4.250	6.135	1.520	1/16	1/16	3/16	8.5	-18.5cc	665	No	C, V
S5133	4.560	4.250	6.135	1.520	1/16	1/16	3/16	8.5	-20cc	679	No	C, V
S5134	4.600	4.250	6.135	1.520	1/16	1/16	3/16	8.5	-22.5cc	665	No	C, V
S5140	4.500	4.000	6.135	1.645	1/16	1/16	3/16	8.5	-8cc	689	No	C, V
S5141	4.505	4.000	6.135	1.645	1/16	1/16	3/16	8.5	-8cc	692	No	C, V
S5142	4.530	4.000	6.135	1.645	1/16	1/16	3/16	8.5	-9.5cc	701	No	C, V
S5143	4.560	4.000	6.135	1.645	1/16	1/16	3/16	8.5	-11.5cc	719	No	C, V
S5144	4.600	4.000	6.135	1.645	1/16	1/16	3/16	8.5	-13.5cc	711	No	C, V



"We've tried every other piston brand and the quality and performance of CP pistons is unsurpassed; they have the best customer service too. Our whole experience with them throughout the years has been great."

Cars Carl Stevens Jr.
Xtreme Race

BIG BLOCK CHEVY 454 DOME



BIG BLOCK CHEVY 454 DOME

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



TOP VIEW

NOTES

C – Supplied With Double Spiral Locks
E – Rail Supports included
W – Can be used with 4.500 Stroke and 10.180 Block with 6.535 Rod
X – Supplied with .150 Wall .990 x 2.930 Pin (151g) or optional 175g

BIG BLOCK CHEVY 454 DOME

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOVE VR CC	WEIGHT	GAS PORTS	NOTES
S5200	4.500	4.250	6.535	1.120	1/16	1/16	3/16	43	565	No	C, E, X
S5201	4.505	4.250	6.535	1.120	1/16	1/16	3/16	43	568	No	C, E, X
S5202	4.530	4.250	6.535	1.120	1/16	1/16	3/16	43	582	No	C, E, X
S5203	4.560	4.250	6.535	1.120	1/16	1/16	3/16	43	581	No	C, E, X
S5204	4.600	4.250	6.535	1.120	1/16	1/16	3/16	43	589	No	C, E, X
S5210	4.500	4.000	6.535	1.245	1/16	1/16	3/16	47.5	608	No	C, E, X
S5211	4.505	4.000	6.535	1.245	1/16	1/16	3/16	47.5	609	No	C, E, X
S5212	4.530	4.000	6.535	1.245	1/16	1/16	3/16	47.5	622	No	C, E, X
S5213	4.560	4.000	6.535	1.245	1/16	1/16	3/16	47.5	623	No	C, E, X
S5214	4.600	4.000	6.535	1.245	1/16	1/16	3/16	47.5	629	No	C, E, X
S5215	4.280	4.000	6.535	1.245	1/16	1/16	3/16	47.5	562	No	C, E, X
S5216	4.310	4.000	6.535	1.245	1/16	1/16	3/16	47.5	570	No	C, E, X
S5220	4.500	4.250	6.385	1.270	1/16	1/16	3/16	43	600	No	C, E, X
S5221	4.505	4.250	6.385	1.270	1/16	1/16	3/16	43	605	No	C, E, X
S5222	4.530	4.250	6.385	1.270	1/16	1/16	3/16	43	618	No	C, E, X
S5223	4.560	4.250	6.385	1.270	1/16	1/16	3/16	43	620	No	C, E, X
S5224	4.600	4.250	6.385	1.270	1/16	1/16	3/16	43	625	No	C, E, X
S5225	4.280	4.250	6.385	1.270	1/16	1/16	3/16	47.5	566	No	C, E, X
S5226	4.310	4.250	6.385	1.270	1/16	1/16	3/16	47.5	578	No	C, E, X
S5230	4.500	4.000	6.385	1.395	1/16	1/16	3/16	47.5	636	No	C, W, X
S5231	4.505	4.000	6.385	1.395	1/16	1/16	3/16	47.5	636	No	C, W, X
S5232	4.530	4.000	6.385	1.395	1/16	1/16	3/16	47.5	651	No	C, W, X
S5233	4.560	4.000	6.385	1.395	1/16	1/16	3/16	47.5	649	No	C, W, X
S5234	4.600	4.000	6.385	1.395	1/16	1/16	3/16	47.5	655	No	C, W, X
S5235	4.280	4.000	6.385	1.395	1/16	1/16	3/16	47.5	591	No	C, W, X
S5236	4.310	4.000	6.385	1.395	1/16	1/16	3/16	47.5	599	No	C, W, X
S5240	4.500	4.250	6.135	1.520	1/16	1/16	3/16	43	647	No	C, X
S5241	4.505	4.250	6.135	1.520	1/16	1/16	3/16	43	650	No	C, X
S5242	4.530	4.250	6.135	1.520	1/16	1/16	3/16	43	662	No	C, X
S5243	4.560	4.250	6.135	1.520	1/16	1/16	3/16	43	662	No	C, X
S5244	4.600	4.250	6.135	1.520	1/16	1/16	3/16	43	665	No	C, X
S5245	4.280	4.250	6.135	1.520	1/16	1/16	3/16	47.5	616	No	C, X
S5246	4.310	4.250	6.135	1.520	1/16	1/16	3/16	47.5	624	No	C, X
S5250	4.500	4.000	6.135	1.645	1/16	1/16	3/16	47.5	676	No	C, X
S5251	4.505	4.000	6.135	1.645	1/16	1/16	3/16	47.5	677	No	C, X
S5252	4.530	4.000	6.135	1.645	1/16	1/16	3/16	47.5	690	No	C, X
S5253	4.560	4.000	6.135	1.645	1/16	1/16	3/16	47.5	689	No	C, X
S5254	4.600	4.000	6.135	1.645	1/16	1/16	3/16	47.5	694	No	C, X
S5255	4.280	4.000	6.135	1.645	1/16	1/16	3/16	47.5	633	No	C, X
S5256	4.310	4.000	6.135	1.645	1/16	1/16	3/16	47.5	640	No	C, X

BIG BLOCK CHEVY 454 DOME



SUPER SERIES PISTONS

BIG BLOCK CHEVY DOME 540,555 & 565

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

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

NOTES

C – Supplied With Double Spiral Locks
E – Rail Supports included
Y – Supplied with .180 Wall .990 x 2.750 pin (142g), or optional 165g

SUPER SERIES PISTONS Big Block Chevy Dome 540,555 & 565

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOMES VR CC	WEIGHT	GAS PORTS	NOTES
OPEN CHAMBER WITH GAS PORTS- Fits standard Open Chamber & Brodix BB3 Xtra heads											
SS5400	4.500	4.250	6.535	1.120	.043	.043	3mm	.615 Dome +46cc	579	Yes	C, E, Y
SS5402	4.560	4.250	6.535	1.120	.043	.043	3mm	.600 Dome +46cc	586	Yes	C, E, Y
SS5404	4.600	4.250	6.535	1.120	.043	.043	3mm	.590 Dome +46cc	593	Yes	C, E, Y
SS5410	4.500	4.250	6.385	1.270	.043	.043	3mm	.615 Dome +46cc	614	Yes	C, Y
SS5412	4.560	4.250	6.385	1.270	.043	.043	3mm	.600 Dome +46cc	623	Yes	C, Y
SS5414	4.600	4.250	6.385	1.270	.043	.043	3mm	.590 Dome +46cc	631	Yes	C, Y



BIG BLOCK CHEVY DOME

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

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

NOTES

C – Supplied With Double Spiral Locks
E – Rail Supports included
Y – Supplied with .180 Wall .990 x 2.750 pin (142g), or optional 165g

BIG BLOCK CHEVY DOME 18° Big Chief and Big Duke 540,555 & 565

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOMES VR CC	WEIGHT	GAS PORTS	NOTES
WITH GAS PORTS- Fit Dart Big Chief & Brodix Big Duke heads											
SS5420	4.500	4.250	6.535	1.120	.043	.043	3mm	.250 Dome +19cc	556	Yes	C, E, Y
SS5422	4.560	4.250	6.535	1.120	.043	.043	3mm	.245 Dome +19cc	567	Yes	C, E, Y
SS5424	4.600	4.250	6.535	1.120	.043	.043	3mm	.245 Dome +19cc	577	Yes	C, E, Y
SS5430	4.500	4.250	6.385	1.270	.043	.043	3mm	.250 Dome +19cc	594	Yes	C, Y
SS5432	4.560	4.250	6.385	1.270	.043	.043	3mm	.245 Dome +19cc	623	Yes	C, Y
SS5434	4.600	4.250	6.385	1.270	.043	.043	3mm	.245 Dome +19cc	615	Yes	C, Y

SMALL BLOCK FORD WINDSOR 302/351



SMALL BLOCK FORD WINDSOR 302/351 20° FLAT TOP

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

NOTES
C – Supplied With Double Spiral Locks
E – Rail Supports included
G – Supplied with .927 x 2.750 pin (130g)
Z – Supplied with .912 x 2.750 pin (123g)



SMALL BLOCK FORD WINDSOR 302/351 20° Flat Top

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOMES VR CC	WEIGHT	GAS PORTS	NOTES
S6000	4.000	3.000	5.090	1.600	1/16	1/16	3/16	F.T. -5cc	473	No	C, G, Z
S6001	4.030	3.000	5.090	1.600	1/16	1/16	3/16	F.T. -5cc	486	No	C, G, Z
S6005	4.000	3.250	5.400	1.170	1/16	1/16	3/16	F.T. -5cc	415	No	C, E, G
S6006	4.030	3.250	5.400	1.170	1/16	1/16	3/16	F.T. -5cc	428	No	C, E, G
S6010	4.000	3.400	5.400	1.090	1/16	1/16	3/16	F.T. -5cc	401	No	C, E, G
S6011	4.030	3.400	5.400	1.090	1/16	1/16	3/16	F.T. -5cc	412	No	C, E, G
S6045	4.000	4.000	6.200	1.280	1/16	1/16	3/16	F.T. -5cc	436	No	C, G
S6046	4.030	4.000	6.200	1.280	1/16	1/16	3/16	F.T. -5cc	449	No	C, G

SMALL BLOCK FORD WINDSOR 302/351 20° INVERTED DOME

- Forging designed specifically for inverted domes
- Suitable for nitrous oxide system
- Suitable for Supercharged or Turbo
- Wrist pins and pin fitting included at no cost
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Generous valve relief depths allow for high-lift cams and oversized valves
- Balanced to +/- 1 gram
- Pick lock for easy removal
- Fully CNC machined

NOTES
E – Rail Supports included
C – Supplied With Double Spiral Locks
G – Supplied with .927 x 2.750 pin (130g)
Z – Supplied with .912 x 2.750 pin (123g)



SMALL BLOCK FORD WINDSOR 302/351 20° Inverted Dome

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOMES VR CC	WEIGHT	GAS PORTS	NOTES
S6030	4.000	3.000	5.090	1.600	1/16	1/16	3/16	-9cc	481	No	C, Z
S6031	4.030	3.000	5.090	1.600	1/16	1/16	3/16	-9.25cc	495	No	C, Z
S6035	4.000	3.250	5.400	1.170	1/16	1/16	3/16	-16cc	417	No	C, E, G
S6036	4.030	3.250	5.400	1.170	1/16	1/16	3/16	-16cc	429	No	C, E, G
S6040	4.000	3.400	5.400	1.090	1/16	1/16	3/16	-20cc	404	No	C, E, G
S6041	4.030	3.400	5.400	1.090	1/16	1/16	3/16	-20cc	416	No	C, E, G
S6055	4.000	4.000	6.200	1.280	1/16	1/16	3/16	-32cc	429	No	C, E, G
S6056	4.030	4.000	6.200	1.280	1/16	1/16	3/16	-32cc	435	No	C, E, G



SMALL BLOCK FORD WINDSOR 302/351 TFS Twisted "R" Flat Top

- Suitable for nitrous oxide system
- Suitable for Supercharged or Turbo
- Wrist pins and pin fitting included at no cost
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Balanced to +/- 1 gram
- Pick lock for easy removal
- Fully CNC machined

NOTES

C - Supplied With Double Spiral Locks
E - Rail Supports included
G - Supplied with .927 x 2.750 pin (130g)
Z - Supplied with .912 x 2.750 pin (123g)

SMALL BLOCK FORD WINDSOR 302/351- TFS Twisted "R" Flat Top

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S6013	4.000	3.000	5.090	1.600	1/16	1/16	3/16	F.T. -3.75cc	476	No	C, Z
S6014	4.030	3.000	5.090	1.600	1/16	1/16	3/16	F.T. -3.75cc	489	No	C, Z
S6016	4.000	3.250	5.400	1.170	1/16	1/16	3/16	F.T. -3.75cc	423	No	C, E, G
S6017	4.030	3.250	5.400	1.170	1/16	1/16	3/16	F.T. -3.75cc	436	No	C, E, G
S6020	4.000	3.400	5.400	1.090	1/16	1/16	3/16	F.T. -3.75cc	409	No	C, E, G
S6021	4.030	3.400	5.400	1.090	1/16	1/16	3/16	F.T. -3.75cc	422	No	C, E, G
S6050	4.000	4.000	6.200	1.280	1/16	1/16	3/16	F.T. -3.75cc	442	No	C, G
S6051	4.030	4.000	6.200	1.280	1/16	1/16	3/16	F.T. -3.75cc	456	No	C, G



BUICK GRAND NATIONAL 3.8 LITER

- Suitable for nitrous oxide system
- Suitable for Supercharged or Turbo
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Generous valve relief depths allow for high-lift cams and oversized valves
- Balanced to +/- 1 gram
- Pick lock for easy removal
- Fully CNC machined

NOTES

C - Supplied With Double Spiral Locks
D - Supplied with .940 x 2.750 pins (153g)

BUICK GRAND NATIONAL 3.8 LITER

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
ZR231	3.820	3.400	5.960	1.835	1/16	1/16	3/16	-27.2cc	494	No	C, D
ZR232	3.830	3.400	5.960	1.835	1/16	1/16	3/16	-27.2cc	501	No	C, D

MOPAR 360 STROKER/MOPAR 440 DOME



MOPAR 440 DOME

- Wrist pins and pin fitting included at no cost
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Radius valve relief
- Balanced to +/- 1 gram
- Pick lock for easy removal
- Fully CNC machined

NOTES

C – Supplied with Double Spiral Locks
G – Supplied with .990 x 2.750 Pins (130g)
O – Works with Closed & Open Chamber Heads

TOP VIEW



MOPAR 440 DOME

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S4000	4.350	3.750	6.768	2.060	1/16	1/16	3/16	.350 +8.3cc	638	No	C, G, O
S4001	4.375	3.750	6.768	2.060	1/16	1/16	3/16	.350 +8.3cc	653	No	C, G, O

MOPAR 440 FLAT TOP

- Wrist pins and pin fitting included at no cost
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Generous valve relief depths allow for high-lift cams and oversized valves
- Balanced to +/- 1 gram
- Pick lock for easy removal
- Fully CNC machined

NOTES

C – Supplied with Double Spiral Locks
G – Supplied with .990 x 2.750 Pins (130g)
P – Also 3.915 stroke/ 6.900 rod
Q – Made for 4.150 Stroke

TOP VIEW



MOPAR 440 FLAT TOP

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S4010	4.350	4.150	6.768	1.860	1/16	1/16	3/16	F.T. -6cc	583	No	C, G, P, Q
S4011	4.375	3.750	6.768	2.060	1/16	1/16	3/16	F.T. -6cc	627	No	C, G
S4020	4.350	3.750	6.768	2.060	1/16	1/16	3/16	F.T. -6cc	612	No	C, G
S4021	4.375	4.150	6.768	1.860	1/16	1/16	3/16	F.T. -6cc	599	No	C, G, P, Q

Mopar 360 Stroker

- Wrist pins and pin fitting included at no cost
- Accumulator groove included
- Double pin oilers, force fed from oil ring
- Generous valve relief depths allow for high-lift cams and oversized valves
- Balanced to +/- 1 gram
- Pick lock for easy removal

NOTES

C – Supplied with Double Spiral Locks
R – Supplied with .984 x 2.500 pins (126g)

TOP VIEW



MOPAR 360 STROKER

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S4040	4.030	4.000	6.123	1.455	1/16	1/16	3/16	-12.5cc	454	No	C, R

MOPAR 360 STROKER/MOPAR 440 DOME

4.6L & 5.4L FORD MODULAR PISTON



4.6L & 5.4L FORD MODULAR PISTON

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

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



- NOTES**
- 2 - 7.25:1 281", 7.6:1 302", 8.3:1 334"/5.4L
 - 3 - 8.5:1 at -.020 Deck
 - 4 - Supplied with .927 x 2.500 pin (98g)
 - 5 - Supplied with .866 x 2.500 pin (111g)
 - 6 - Supplied with Double Spiral Locks

FORD 4.6L POWER ADDER

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOM V CC	WEIGHT	GAS PORTS	NOTES
S9818	3.552	3.543	5.933	1.220	1.5	1.5	3mm	8.5:1	-18	356	No	4, 6
S9819	3.572	3.543	5.933	1.220	1.5	1.5	3mm	8.5:1	-18	363	No	4, 6
S9820	3.582	3.543	5.933	1.220	1.5	1.5	3mm	8.5:1	-18	366	No	4, 6
S9821	3.552	3.543	5.933	1.220	1.5	1.5	3mm	10.8:1	FT	369	No	4, 6
S9822	3.572	3.543	5.933	1.220	1.5	1.5	3mm	10.8:1	FT	378	No	4, 6
S9823	3.582	3.543	5.933	1.220	1.5	1.5	3mm	10.8:1	FT	380	No	4, 6

FORD 5.0L STROKER

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOM V CC	WEIGHT	GAS PORTS	NOTES
S9824	3.552	3.765	5.850	1.200	1.5	1.5	3mm	10.0:1	-9	349	No	5, 6
S9825	3.572	3.765	5.850	1.200	1.5	1.5	3mm	10.0:1	-9	349	No	5, 6
S9826	3.552	3.765	5.850	1.200	1.5	1.5	3mm	9.0:1	-18	343	No	5, 6
S9827	3.572	3.765	5.850	1.200	1.5	1.5	3mm	9.0:1	-18	345	No	5, 6
S9828	3.552	3.765	5.850	1.200	1.5	1.5	3mm	8.5:1	-23	336	No	5, 6
S9829	3.572	3.765	5.850	1.200	1.5	1.5	3mm	8.5:1	-23	344	No	5, 6



"CP progressive forging designs and machining techniques have made all the difference in our engine program. They're of the highest quality.... exceptional finish and ring groove flatness".

Jon Kaase
Jon Kaase Racing Engines
IHRA Pro stock Engine Builder

4.6L & 5.4L FORD MODULAR PISTON/3V POWER ADDER



4.6L & 5.4L FORD MODULAR PISTON

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

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

NOTES

- 2 - 7.25:1 281", 7.6:1 302", 8.3:1 334"/5.4L
- 3 - 8.5:1 at -.020 Deck
- 4 - Supplied with .927 x 2.500 pin (98g)
- 5 - Supplied with .866 x 2.500 pin (111g)
- 6 - Supplied with Double Spiral Locks

TOP VIEW



FORD V8 SMALL BLOCK 4.6L

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S9830	3.552	3.543	5.933	1.220	1.5	1.5	3mm	9.5:1	-9cc	360	No	4, 6
S9831	3.572	3.543	5.933	1.220	1.5	1.5	3mm	9.6:1	-9cc	369	No	4, 6
S9832	3.582	3.543	5.933	1.220	1.5	1.5	3mm	9.7:1	-9cc	371	No	4, 6

FORD 5.4L V8

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S9833	3.552	3.765	5.850	1.200	1.5	1.5	3mm	notes	-34cc	335	No	2, 4, 6
S9834	3.572	3.765	5.850	1.200	1.5	1.5	3mm	notes	-34cc	343	No	2, 4, 6
S9835	3.572	3.765	5.933	1.220	1.2	1.2	2.8	8.5:1	-17.5cc	366	No	4, 6
S9854	3.572	4.165	6.657	1.320	1.5	1.5	3	8.5:1	-36	369	No	3, 4, 6
S9855	3.572	4.165	6.657	1.320	1.2	1.2	2.8	8.5:1	-36	370	No	3, 4, 6

3V POWER ADDER FORD MODULAR PISTON

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

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

NOTES

- 4 - Supplied with .927 x 2.500 pin (98g)
- 5 - Supplied with .866 x 2.500 pin (111g)
- 6 - Supplied with Double Spiral Locks

TOP VIEW



3V POWER ADDER

PART #	BORE	STROKE	ROD	COMP HEIGHT	TOP RING	2ND RING	OIL RING	COMP RATIO	DOME VR CC	WEIGHT	GAS PORTS	NOTES
S9856	3.572	3.543	5.933	1.220	1.5	1.5	3mm	0	FT	376	No	4, 6
S9857	3.572	3.543	5.933	1.220	1.5	1.5	3mm	9.5:1	-9	366	No	4, 6
S9858	3.572	3.543	5.933	1.220	1.5	1.5	3mm	9.0:1	-14	364	No	4, 6
S9859	3.572	3.543	5.933	1.220	1.5	1.5	3mm	9.0:1	-14	345	No	5, 6
S9860	3.572	3.765	5.933	1.200	1.5	1.5	3mm	8.75:1	-20	342	No	5, 6



NHRA/IHRA Legal Stock Replacement Pistons

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

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



PART #			PART #			PART #			PART #		
AMC			C23-CP	1968-69	335-390-400HP .156 Tall Dome 427cid	C6-CP	1967-70	250-300HP 350cid	C7-CP	1971-72	210-300HP 402cid
A1-CP	1970	325HP 390cid	C24-CP	1970	330-350HP 402cid	C8-CP	1970	375HP 402cid	C9-CP	1957-67	ALL FLAT TOP 283cid
A2-CP	1970-78	ALL FLAT TOP 360cid	C25-CP	1965-68	325- 340-350-360HP 327cid	C9-CP*	1962-70	ALL 230cid	ZL-1*	1969	430HP 427cid
A3-CP	1970-78	ALL DISH 360cid	C26-CP	1971	425HP 454cid	CHRYSLER			M11-CP	1962	343HP 383cid
BUICK			C27-CP	1971-74	245-330HP 350cid	M10-CP	1962	410HP 413cid	M13-CP	1963	415HP 426W
B1-CP	1970	350-360HP 455cid	C28-CP	1976-80	SPEC. HI PERF. 350cid	M2-CP	1964	415HP 426W	A3-CP	1991	190HP 242cid
B2-CP	1971-76	ALL 455cid	C29-CP	1996	330HP LT-4 350cid	M17-CP	1960-71	ALL 4-BBL. 383cid	M3-CP	1963-64	425HP 426W
B3-CP	1975-79	ALL 350cid	C30-CP	1971-76	All Flat top 454cid	M19-CP	1964-65	HEMI 426cid	M16-CP	1964-69	180HP 273cid
B4-CP	1980-84	125HP 252cid	C31-CP	1969 -70	LT-1 350-370HP 350cid	M14-CP	1965-67	235HP 273cid	M9-CP	1966-71	STREET HEMI 426cid
B5-CP	1968-1972	350cid	C33-CP	1972-76	Dished 150-180HP 400cid	M12-CP	1966-71	ALL 4-BBL. & 69 6-PAK 440cid	M8-CP	1968-71	275-290HP 340cid
CHEVY			C32-CP	1990-1998	VORTECH V-6 262cid	M1-CP	1970-72	6-PAK 440cid	M5-CP	1972-73	240HP 340cid
C10-CP	1962-69	210-300HP 327cid	C32-CP	1990-1998	All Flat Top 350cid	M15-CP	1972-78	ALL HI PERF. 4 BRL. 440cid			
C11-CP	1976-86	ALL DISHED 305cid	C34-CP	1995	Flat Top 4.3Ltr V-8						
C12-CP	1987-91	ALL DISHED 305cid	C35-CP	1970	450HP 454cid						
C13-CP	1967-69	290HP 302cid	C36-CP	2005-2006	LS-2 400HP 364cid						
C14-CP	1971-72	175-270HP 350cid	C37-CP	1986-1989	ALL DISHED 305cid						
C15-CP	1998-02	LS1 350cid	C409-CP	1961-1965	409						
C19-CP	1973-81	ALL 350cid, except Hi-Perf	C2-CP	1966-1969	325-360HP 396cid						
C19-CP*	1985-95	ALL 262cid	C3-CP	1965-69	375HP 396cid						
C1-CP	1983-92	ALL FLAT TOP 305cid	C4-CP	1966-69	425HP 427cid						
C20-CP	1968-73	ALL FLAT TOPS 307cid	C5-CP	1990-98	VORTECH 262cid						
C22-CP	1966-67	385-390-400HP .140 Tall Dome 427cid	C5-CP	1990-98	ALL FLAT TOP 350cid						



PART #	PART #	PART #	PART #
CHRYSLER CONT.			
M6-CP 1973-92 ALL 360cid	F7-CP 1967 SHELBY, FLAT 428cid	M6-CP 1973-1980 All 360cid	
M7-CP 1973-97 ALL FLAT TOP 318cid	F8-CP 1983-89 TURBO 140cid	M7-CP 1975-1997 All Flat Top 318cid	
M4-CP 1993-99 ALL 360cid	F9-CP 1973-74 ALL 4-BBL Cleveland 351cid	M8-CP 1968-1971 275-290HP 340HP	
FORD			
F10-CP 1968 SHELBY, FLAT 428cid	OLDSMOBILE		
F11-CP 1971 BOSS 330HP 351cid	07-CP 1971-76 ALL DISH 350cid	M9-CP 1966-1971 Street Hemi 426cid	
F12-CP 1997 2.3L ALL FLAT TOP 140cid	06-CP 1965-67 ALL 400cid	M10-CP 1962 410HP 413cid	
F13-CP 1968-1972 302cid 4VR Dish 2 BBL	03-CP 1968-70 ALL 4-BBL. 455cid	M11-CP 1962 343HP 383cid	
F13-CP 1963-1968 195-200HP 289cid	01-CP 1971-76 ALL 4-BBL. 455cid	M12-CP 1966-1970 All 4BBL & 1969 6 Pack 440cid	
F13-CP 1969-1970 220HP 302cid	05-CP 1973-80 HI PERF 350cid	M13-CP 1963 415HP 426cid Wedge	
F13-CP 1971 210HP 302cid	02-CP 1977-79 ALL 403cid	M14-CP 1965-1967 235HP 273cid	
F13-CP 1965-1969 All 6 cyl 240cid	04-CP 1980-89 138-180HP 307cid	M15-CP 1972-1978 All Hi-Perf 4BBL 440cid	
F14-CP 1977-85 ALL & ALL H.O. 302cid	PONTIAC		
F15-CP 1995 300HP 351W	P2-CP 1974-77 155-170-200HP 350cid	M16-CP 1964-1969 180HP 273cid	
F1-CP 1970-72 248-285HP 351cid	P1-CP 1967-79 ALL 400cid	M17-CP 1960-1971 All 383cid	
F2-CP 1968-70 335HP 428cid	P3-CP 1970-74 ALL EX. SUPER DUTY 455cid	M18-CP IHRA 472cid Crate HEMI	
F3-CP 1966-67 410-425HP 427cid	P4-CP 1977-81 135-155HP	M19-CP 1964-1965 400-410-425HP 426cid Hemi	
F4-CP 1966-70 ALL 4-BBL. 390cid	MOPAR		
F5-CP 1987-95 ALL 302cid	M1-CP 1970-1972 6 Pack 440cid	M20-CP IHRA 360 Flat Top Magnum Crate Motor 380-395HP	
F6-CP 1969-71 370-375HP 429cid	M2-CP 1964 415HP 426cid Wedge		
	M3-CP 1963-1964 425HP 426cid Wedge		
	M4-CP 1993-1999 All 360 cid		
	M5-CP 1972-1973 240HP 340cid		

NEW FOR 2009

CP Pistons will offer Forgings to accommodate European Vintage Racing and their demand for long Compression Heights and larger Pin Bosses. These pistons are custom and made per customers specifications.

STANDARD FEATURES INCLUDE, BUT ARE NOT LIMITED TO:

Accumulator Grooves, Double Forced Pin Oiling, Skirt Milling, Plunged Pockets, Twice Turned Ring Grooves, Standard Broaching, In-process Inspection and a Final Inspection.

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

ADDITIONAL FEATURES AVAILABLE UPON REQUEST:

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



Alfa Romeo

Aston Martin

Audi

BMW

Coventry

Fiat

Jaguar

Ferrari

Lotus Twin Cams

Mercedes

Peugeot

Porsche

Puch

Renault

Triumph

Vauxhall

VW

And many more...



HARDWARE & ACCESSORIES

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



WIRE LOCKS

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

WIRE LOCKS

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



SPIRAL LOCKS

- Made in accordance with the requirements of ISO 9000, AS 7170 and MIL-Q-9858
- Made from high quality Carbon Steel
- Pre-tempered with uniform circular grain micro structure
- Blued, oil dipped and sealed to be non-corrosive

SPIRAL LOCKS

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

CHROMOLY BAR STOCK PINS



CHROMOLY BAR STOCK PINS

CP Pistons 5100 Series Pin are an affordable alternative Wrist Pin.

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

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



CHAMFERED

PART #	PART #	PART #	PART #
591-2000-11CP1C	748-2250-15CP1C	827-2250-12CP1C	905-2250-12CP1C
630-1810-12CP1C	748-2500-12CP1C	827-2250-16CP1C	905-2250-15CP1C
669-2000-11CP1C	787-2000-12CP1C	827-2500-12CP1C	905-2500-14CP1C
669-2250-11CP1C	787-2250-12CP1C	827-2500-15CP1C	927-2000-12CP1C
669-2250-15CP1C	787-2250-16CP1C	866-2000-12CP1C	927-2250-15CP1C
687-2000-12CP1C	787-2500-12CP1C	866-2000-15CP1C	927-2500-12CP1C
687-2250-12CP1C	791-2250-14CP1C	866-2250-12CP1C	927-2500-15CP1C
708-2000-12CP1C	791-2500-14CP1C	866-2250-15CP1C	927-2750-15CP1C
708-2000-15CP1C	792-2250-14CP1C	866-2500-12CP1C	929-2750-15CP1C
708-2250-12CP1C	792-2500-14CP1C	866-2500-15CP1C	945-2500-15CP1C
708-2250-15CP1C	792-2795-14CP1S	875-2500-12CP1C	1000-2750-15CP1C
748-2000-12CP1C	827-2000-12CP1C	875-2500-13CP1C	
748-2250-12CP1C	827-2000-15CP1C	875-2500-15CP1C	

NON CHAMFERED

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



9310 STEEL PINS

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

- 100% Rockwell tested
- Case hardened (computerized gas process)
- Gun drilled I.D.'s with 3 stages of I.D. honing
- Weight tolerances +/- 1 gram
- Precision ground ends with I.D. radius
- Straight wall design to reduce pin galling on ends
- Available with chamfered ends for Wire Locks
- Cryogenically treated (subzero heat-treating process) for improved material strength and grain structure

CHAMFERED

PART #	PART #	PART #	PART #	PART #
591-1810-11CP3C	708-2000-09CP3C	787-2000-12CP3C	827-2000-12CP3C	866-2250-18CP3C
591-2000-11CP3C	927-2625-13CP3C	928-2500-13CP3C	929-2950-15CP3C	990-2930-18CP3C
591-2250-10CP3C	708-2000-12CP3C	787-2000-14CP3C	827-2250-12CP3C	866-2250-20CP3C
905-2250-12CP3C	927-2625-15CP3C	928-2500-15CP3C	929-2950-17CP3C	990-2930-20CP3C
630-1810-12CP3C	708-2250-12CP3C	787-2000-16CP3C	827-2250-16CP3C	866-2500-12CP3C
912-2750-14CP3C	927-2750-13CP3C	928-2750-13CP3C	930-2750-15CP3C	991-2930-15CP3C
630-2000-12CP3C	708-2250-15CP3C	787-2250-12CP3C	827-2250-18CP3C	866-2500-15CP3C
927-2000-11CP3C	927-2750-15CP3C	928-2750-15CP3C	930-2950-15CP3C	991-2930-18CP3C
630-2000-15CP3C	748-2000-09CP3C	787-2250-14CP3C	866-2000-09CP3C	866-2500-18CP3C
927-2000-15CP3C	927-2750-17CP3C	928-2950-15CP3C	930-2950-17CP3C	992-2930-15CP3C
630-2250-10CP3C	748-2000-12CP3C	787-2250-16CP3C	866-2000-12CP3C	866-2500-20CP3C
927-2250-13CP3C	927-2850-15CP3C	928-2950-17CP3C	931-2950-15CP3C	992-2930-18CP3C
669-1810-11CP3C	748-2250-12CP3C	787-2350-18CP3C	866-2000-15CP3C	866-2750-15CP3C
927-2250-15CP3C	927-2950-15CP3C	929-2250-15CP3C	945-2500-15CP3C	993-2930-18CP3C
669-2000-11CP3C	748-2250-15CP3C	812-2000-12CP3C	866-2250-12CP3C	912-2500-14CP3C
927-2500-11CP3C	927-2950-17CP3C	929-2500-13CP3C	945-2500-19CP3C	1094-275015CP3C
669-2250-15CP3C	748-2350-12CP3C	812-2250-12CP3C	866-2250-15CP3C	
927-2500-13CP3C	928-2250-13CP3C	929-2750-13CP3C	990-2750-15CP3C	
708-1810-12CP3C	787-2000-09CP3C	827-2000-09CP3C	866-2250-17CP3C	
927-2500-15CP3C	928-2250-15CP3C	929-2750-15CP3C	990-2930-15CP3C	

NON CHAMFERED

PART #	PART #	PART #	PART #	PART #
791-2795-14CP3S	927-2500-11CP3S	928-2500-13CP3S	930-2950-13CP3S	990-2930-22CP3S
792-2795-14CP3S	927-2500-13CP3S	928-2500-15CP3S	930-2950-15CP3S	990-2930-24CP3S
827-2250-12CP3S	927-2500-15CP3S	928-2750-13CP3S	930-2950-17CP3S	991-2930-15CP3S
866-2250-12CP3S	927-2500-17CP3S	928-2750-15CP3S	931-2950-13CP3S	991-2930-18CP3S
866-2500-12CP3S	927-2750-13CP3S	928-2950-13CP3S	931-2950-15CP3S	991-2930-20CP3S
866-2500-15CP3S	927-2750-15CP3S	928-2950-15CP3S	975-2500-13CP3S	991-2930-22CP3S
875-2250-10CP3S	927-2750-17CP3S	928-2950-17CP3S	990-2500-10CP3S	992-2930-15CP3S
892-2795-17CP3S	927-2750-20CP3S	929-2500-13CP3S	990-2500-13CP3S	992-2930-18CP3S
905-2500-19CP3S	927-2850-15CP3S	929-2750-15CP3S	990-2750-13CP3S	992-2930-22CP3S
912-2500-14CP3S	927-2950-13CP3S	929-2950-13CP3S	990-2750-15CP3S	993-2930-15CP3S
912-2750-14CP3S	927-2950-15CP3S	929-2950-15CP3S	990-2750-18CP3S	993-2930-18CP3S
927-2000-11CP3S	927-2950-17CP3S	929-2950-17CP3S	990-2930-15CP3S	1031-275017CP3S
927-2250-15CP3S	927-2950-23CP3S	930-2500-13CP3S	990-2930-18CP3S	1094-275015CP3S
927-2500-09CP3S	928-2500-11CP3S	930-2750-15CP3S	990-2930-20CP3S	

DIAMOND-LIKE COATED PINS (DLC)



DIAMOND-LIKE COATED PINS (DLC)

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

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



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

X	990	-	2750	-	18	CP	3	C
Coating	Wrist Pin Diameter		Length		Wall Thickness	Brand	MATERIAL	TYPE

CHAMFERED

PART #	PART #	PART #	PART #
X630-1500-12CP3C	X827-2250-16CP3C	X927-2250-15CP3C	X928-2750-13CP3C
X630-1650-12CP3C	X866-2000-09CP3C	X927-2250-17CP3C	X928-2750-15CP3C
X669-1810-11CP3C	X866-2000-15CP3C	X927-2500-11CP3C	X928-2950-13CP3C
X708-1810-12CP3C	X866-2250-12CP3C	X927-2500-13CP3C	X929-2250-15CP3C
X708-2000-12CP3C	X866-2250-15CP3C	X927-2500-15CP3C	X990-2750-15CP3C
X708-2000-15CP3C	X866-2250-18CP3C	X927-2750-13CP3C	X990-2750-18CP3C
X748-2250-12CP3C	X866-2500-12CP3C	X927-2750-15CP3C	X928-2950-15CP3C
X787-2000-14CP3C	X866-2500-15CP3C	X927-2750-17CP3C	X929-2750-13CP3C
X787-2250-16CP3C	X866-2500-18CP3C	X927-2950-15CP3C	X929-2750-15CP3C
X812-2000-12CP3C	X912-2500-14CP3C	X927-2950-17CP3C	X930-2750-15CP3C
X812-2250-12CP3C	X912-2750-14CP3C	X928-2250-15CP3C	X930-2950-15CP3C
X827-2000-12CP3C	X927-2000-11CP3C	X928-2500-13CP3C	X990-2750-18CP3C
X827-2250-12CP3C	X927-2125-15CP3C	X928-2500-15CP3C	

NON CHAMFERED

PART #	PART #	PART #	PART #
X827-2000-16CP3S	X927-2500-15CP3S	X928-2750-15CP3S	X929-2500-13CP3S
X866-2500-15CP3S	X927-2750-15CP3S	X990-2750-15CP3S	X930-2750-15CP3S
X927-2000-11CP3S	X927-2750-17CP3S	X990-2750-18CP3S	X990-2930-20CP3S
X927-2250-15CP3S	X927-2950-15CP3S	X990-2930-15CP3S	X991-2930-15CP3S
X927-2500-11CP3S	X928-2500-15CP3S	X928-2950-15CP3S	

CERAMIC MICRO-DIMPLED PINS

CERAMIC MICRO-DIMPLED PINS

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

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

CHAMFERED – CHROMOLY

PART #	PART #	PART #	PART #
W630-1650-13CP1C	W827-2000-15CP1C	W866-2500-12CP1C	W927-2750-15CP1C
W708-2000-15CP1C	W827-2250-12CP1C	W866-2500-15CP1C	W928-2750-15CP1C
W748-2000-15CP1C	W866-2000-12CP1C	W927-2000-12CP1C	W945-2500-15CP1C
W787-2000-15CP1C	W866-2000-15CP1C	W927-2250-15CP1C	
W787-2250-12CP1C	W866-2250-12CP1C	W927-2500-12CP1C	
W787-2250-16CP1C	W866-2250-15CP1C	W927-2500-15CP1C	

NON CHAMFERED – CHROMOLY

PART #	PART #	PART #	PART #
W905-2500-18CP1S	W927-2500-15CP1S	W928-2500-15CP1S	W990-2930-18CP1S
W927-2000-12CP1S	W927-2750-15CP1S	W928-2750-15CP1S	W991-2930-15CP1S
W927-2250-15CP1S	W927-2950-15CP1S	W990-2750-15CP1S	W991-2930-18CP1S
W927-2500-12CP1S	W928-2500-12CP1S	W990-2930-15CP1S	

CHAMFERED – 9310 STEEL

PART #	PART #	PART #	PART #	PART #
W708-2000-12CP3C	W827-2250-16CP3C	W927-2000-15CP3C	W928-2750-13CP3C	W990-2930-22CP3C
W708-2250-12CP3C	W866-2000-12CP3C	W927-2250-13CP3C	W928-2750-15CP3C	W991-2930-15CP3C
W708-2250-15CP3C	W866-2000-15CP3C	W927-2250-15CP3C	W928-2950-15CP3C	W991-2930-18CP3C
W748-2000-12CP3C	W866-2250-12CP3C	W927-2500-13CP3C	W928-2950-17CP3C	W991-2930-20CP3C
W748-2250-12CP3C	W866-2250-15CP3C	W927-2500-15CP3C	W929-2500-13CP3C	W991-2930-22CP3C
W787-2000-12CP3C	W866-2250-17CP3C	W927-2750-15CP3C	W929-2750-13CP3C	W992-2930-15CP3C
W787-2000-14CP3C	W866-2250-18CP3C	W927-2750-17CP3C	W929-2750-15CP3C	W992-2930-18CP3C
W787-2000-16CP3C	W866-2250-20CP3C	W927-2950-15CP3C	W945-2500-15CP3C	W992-2930-22CP3C
W787-2250-12CP3C	W866-2500-12CP3C	W927-2950-17CP3C	W945-2500-19CP3C	W993-2930-18CP3C
W787-2250-14CP3C	W866-2500-15CP3C	W928-2250-13CP3C	W990-2750-15CP3C	
W787-2250-16CP3C	W866-2500-18CP3C	W928-2250-15CP3C	W990-2930-15CP3C	
W827-2000-12CP3C	W866-2500-20CP3C	W928-2500-13CP3C	W990-2930-18CP3C	
W827-2250-12CP3C	W927-2000-11CP3C	W928-2500-15CP3C	W990-2930-20CP3C	

NON CHAMFERED – 9310 STEEL

PART #	PART #	PART #	PART #	PART #
W866-2500-15CP3S	W927-2750-13CP3S	W928-2500-15CP3S	W990-2750-15CP3S	W991-2930-18CP3S
W905-2500-19CP3S	W927-2750-15CP3S	W928-2750-13CP3S	W990-2750-18CP3S	W991-2930-20CP3S
W927-2000-11CP3S	W927-2750-17CP3S	W928-2750-15CP3S	W990-2930-15CP3S	W991-2930-22CP3S
W927-2250-15CP3S	W927-2950-15CP3S	W928-2950-15CP3S	W990-2930-18CP3S	W992-2930-15CP3S
W927-2500-11CP3S	W927-2950-17CP3S	W928-2950-17CP3S	W990-2930-20CP3S	W992-2930-18CP3S
W927-2500-13CP3S	W927-2950-23CP3S	W990-2500-10CP3S	W990-2930-22CP3S	W992-2930-22CP3S
W927-2500-15CP3S	W928-2500-11CP3S	W990-2500-13CP3S	W990-2930-24CP3S	W993-2930-15CP3S
W927-2500-17CP3S	W928-2500-13CP3S	W990-2750-13CP3S	W991-2930-15CP3S	W993-2930-18CP3S

SPACER RAILS & PIN BUTTONS



SPACER RAILS

CP stocks oil ring support rails in popular bore sizes.

- Allows high wrist pin locations used with stoker cranks or long rods
- Custom made to CP specifications
- Spring steel with anti-rotation dimple
- Install under oil ring assembly with dimple facing down in wrist pin area
- Preset tension and end gap when used with CP pistons



NON BACKCUT

PART #	PART #	PART #	PART #
Rail 3070	Rail 3425	Rail 4060	Rail 4310
Rail 3110	Rail 3504	Rail 4080	Rail 4350
Rail 3149	Rail 3543	Rail 4100	Rail 4440
Rail 3189	Rail 3622	Rail 4125	Rail 4500
Rail 3228	Rail 3700	Rail 4135	Rail 4530
Rail 3267	Rail 3810	Rail 4155	Rail 4560
Rail 3307	Rail 3905	Rail 4180	Rail 4600
Rail 3346	Rail 4000	Rail 4250	Rail 4750-150
Rail 3386	Rail 4030	Rail 4280	

BACKCUT

PART #	PART #	PART #	PART #
Rail 4000-150	Rail 4060-150	Rail 4135-150	Rail 4500-150
Rail 4030-150	Rail 4125-150	Rail 4180-150	Rail 4530-150
			Rail 4560-150
			Rail 4600-150

PIN BUTTONS

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

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



SPACER RAILS & PIN BUTTONS



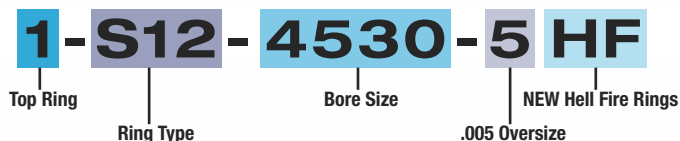
TOP RINGS

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

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

RING TYPES

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



TOP RINGS

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

SECOND RINGS

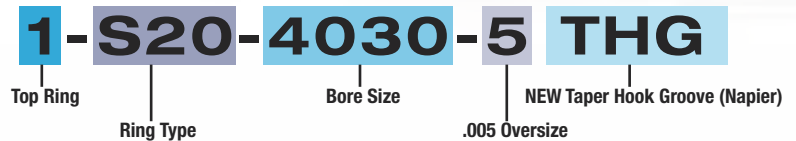
Our cast iron Second Rings are designed to aid in oil control.

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



RING TYPES

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



SECOND RINGS

PART #	PART #	PART #	PART #	PART #
2-S20-4000-5	2-S20-4170-5THG	2-S21-4130-5	2-S22-4030-5THG	2-S22-4530-5
2-S20-4000-5THG	2-S20-4175-5	2-S21-4130-5THG	2-S22-4040-5	2-S22-4530-5THG
2-S20-4010-5	2-S20-4175-5THG	2-S21-4135-5	2-S22-4040-5THG	2-S22-4560-5
2-S20-4020-5	2-S20-4180-5	2-S21-4135-5THG	2-S22-4060-5	2-S22-4560-5THG
2-S20-4020-5THG	2-S20-4180-5THG	2-S21-4140-5	2-S22-4060-5THG	2-S22-4600-5
2-S20-4030-5	2-S20-4185-5	2-S21-4140-5THG	2-S22-4070-5	2-S22-4600-5THG
2-S20-4030-5THG	2-S20-4185-5THG	2-S21-4145-5	2-S22-4120-5	2-S22-4625-5
2-S20-4035-5THG	2-S20-4250-5	2-S21-4145-5THG	2-S22-4125-5	2-S22-5000-5
2-S20-4040-5	2-S20-4500-5	2-S21-4150-5	2-S22-4125-5THG	2-S24-4600-5
2-S20-4040-5THG	2-S20-4530-5	2-S21-4150-5THG	2-S22-4130-5	2-S24-4600-5DI
2-S20-4050-5THG	2-S20-4560-5	2-S21-4155-5	2-S22-4130-5THG	2-S24-4625-5
2-S20-4060-5	2-S20-4600-5	2-S21-4155-5THG	2-S22-4135-5	2-S24-4675-5HF
2-S20-4060-5THG	2-S20-4625-5	2-S21-4160-5	2-S22-4135-5THG	2-S24-4800-5
2-S20-4080-5	2-S20-4675-5	2-S21-4160-5THG	2-S22-4140-5	2-S24-4800-5DI
2-S20-4080-5THG	2-S20-4700-5	2-S21-4165-5	2-S22-4140-5THG	2-S25-5125-5
2-S20-4100-5THG	2-S20-4750-5	2-S21-4165-5THG	2-S22-4145-5	2-N26-3812-0THG
2-S20-4120-5	2-S20-4800-5	2-S21-4175-5	2-S22-4145-5THG	2-N26-3875-0THG
2-S20-4120-5THG	2-S21-3510-5	2-S21-4175-5THG	2-S22-4155-5	2-N26-3937-0THG
2-S20-4125-5	2-S21-4000-5	2-S21-4185-5	2-S22-4155-5THG	2-N26-4000-0THG
2-S20-4125-5THG	2-S21-4000-5THG	2-S21-4185-5THG	2-S22-4165-5	2-N26-4007-0THG
2-S20-4130-5	2-S21-4020-5	2-S21-4250-5	2-S22-4165-5THG	2-N26-4022-0THG
2-S20-4130-5THG	2-S21-4020-5THG	2-S21-4250-5THG	2-S22-4250-5	2-N26-4032-0THG
2-S20-4135-5THG	2-S21-4030-5	2-S21-4280-5	2-S22-4250-5THG	2-N26-4042-0THG
2-S20-4140-5	2-S21-4030-5THG	2-S21-4280-5THG	2-S22-4280-5	2-N26-4052-0THG
2-S20-4140-5THG	2-S21-4040-5	2-S21-4310-5	2-S22-4280-5THG	2-N26-4070-0THG
2-S20-4145-5	2-S21-4040-5THG	2-S21-4310-5THG	2-S22-4310-5	2-N26-4080-0THG
2-S20-4145-5THG	2-S21-4060-5	2-S21-4750-5THG	2-S22-4310-5THG	2-N26-4125-0THG
2-S20-4150-5	2-S21-4060-5THG	2-S22-3500-5	2-S22-4320-5	2-N26-4127-0THG
2-S20-4150-5THG	2-S21-4080-5	2-S22-3810-5	2-S22-4350-5	2-N26-4132-0THG
2-S20-4155-5	2-S21-4080-5THG	2-S22-3875-5	2-S22-4375-5	2-N26-4137-0THG
2-S20-4155-5THG	2-S21-4100-5THG	2-S22-3935-5	2-S22-4440-5	2-N26-4142-0THG
2-S20-4160-5THG	2-S21-4120-5	2-S22-4000-5	2-S22-4440-5THG	2-N26-4147-0THG
2-S20-4165-5	2-S21-4120-5THG	2-S22-4020-5	2-S22-4470-5	2-N26-4158-0THG
2-S20-4165-5THG	2-S21-4125-5	2-S22-4020-5THG	2-S22-4500-5	2-N26-4167-0THG
2-S20-4170-5	2-S21-4125-5THG	2-S22-4030-5	2-S22-4500-5THG	



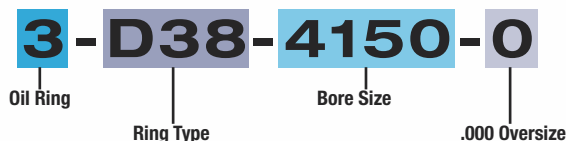
OIL RINGS

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

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

RING TYPES

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



OIL RINGS

PART #	PART #	PART #	PART #	PART #
3-S32-4310-0	3-D30-4560-0	3-D38-4160-0	3-H30-4132-0	3-H30-4600-0
3-S32-4320-0	3-D30-4675-0	3-D38-4165-0	3-H30-4135-0	3-H30-4625-0
3-S32-4350-0	3-D30-4750-0	3-D38-4170-0	3-H30-4140-0	3-H31-4000-0
3-S32-4375-0	3-D30-4800-0	3-D38-4175-0	3-H30-4142-0	3-H31-4005-0
3-S32-4440-0	3-D30-5000-0	3-D38-4180-0	3-H30-4145-0	3-H31-4020-0
3-S32-4470-0	3-D30-5125-0	3-D38-4185-0	3-H30-4150-0	3-H31-4030-0
3-S32-4500-0	3-D35-4500-0	3-H30-3780-0	3-H30-4155-0	3-H31-4040-0
3-S32-4530-0	3-D35-4530-0	3-H30-3820-0	3-H30-4160-0	3-H31-4060-0
3-S32-4560-0	3-D35-4560-0	3-H30-3937-0	3-H30-4165-0	3-H31-4125-0
3-S32-4600-0	3-D35-4600-0	3-H30-4005-0	3-H30-4170-0	3-H31-4130-0
3-S32-4625-0	3-D35-4625-0	3-H30-4015-0	3-H30-4175-0	3-H31-4135-0
3-S32-5000-0	3-D35-4750-0	3-H30-4025-0	3-H30-4180-0	3-H31-4140-0
3-S32-5125-0	3-D35-5000-1	3-H30-4035-0	3-H30-4185-0	3-H31-4145-0
3-S34-3935-0	3-D37-3810-0	3-H30-4045-0	3-H30-4190-0	3-H31-4155-0
3-D30-4040-0	3-D38-4125-0	3-H30-4055-0	3-H30-4195-0	3-H31-4160-0
3-D30-4050-0	3-D38-4130-0	3-H30-4065-0	3-H30-4250-0	3-H31-4165-0
3-D30-4125-0	3-D38-4135-0	3-H30-4072-0	3-H30-4280-0	3-H31-4170-0
3-D30-4155-0	3-D38-4140-0	3-H30-4085-0	3-H30-4310-0	3-H31-4185-0
3-D30-4160-0	3-D38-4145-0	3-H30-4094-0	3-H30-4350-0	3-H31-4260-0
3-D30-4185-0	3-D38-4150-0	3-H30-4125-0	3-H30-4505-0	3-H31-4280-0
3-D30-4370-0	3-D38-4155-0	3-H30-4130-0	3-H30-4530-0	3-H31-4310-0

OIL RINGS

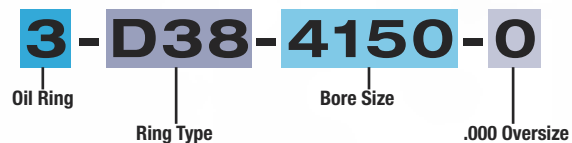
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H36	=	2.8mm Standard Tension Oil Ring
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D30	=	3.0mm .150 Radial Wall Low Tension Flex Vent Oil Ring
D35	=	3/16 .200 Radial Wall Standard Tension Flex Vent Oil Ring
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DAU	=	2.5mm .135 Radial Wall Extra Low Tension Flex Vent Oil Ring



OIL RINGS

PART #	PART #	PART #	PART #	PART #
3-H31-4350-0	3-H35-4145-0	3-H36-3189-0	3-H38-3425-0	3-S32-4030-0
3-H31-4440-0	3-H35-4150-0	3-H36-3209-0	3-H38-3505-0	3-S32-4040-0
3-H31-4470-0	3-H35-4155-0	3-H36-3228-0	3-H38-3543-0	3-S32-4060-0
3-H31-4500-0	3-H35-4160-0	3-H36-3248-0	3-H38-3700-0	3-S32-4125-0
3-H31-4530-0	3-H35-4165-0	3-H36-3268-0	3-H38-3740-0	3-S32-4130-0
3-H31-4560-0	3-H35-4250-0	3-H36-3287-0	3-H38-3780-0	3-S32-4140-0
3-H31-4600-0	3-H35-4260-0	3-H36-3307-0	3-H38-3820-0	3-S32-4150-0
3-H33-4000-0	3-H35-4280-0	3-H36-3327-0	3-H38-3858-0	3-S32-4155-0
3-H33-4005-0	3-H35-4310-0	3-H36-3347-0	3-H38-3937-0	3-S32-4165-0
3-H35-4020-0	3-H35-4350-0	3-H36-3386-0	3-H38-4015-0	3-S32-4250-0
3-H35-4030-0	3-H35-4375-0	3-H36-3425-0	3-H38-4095-0	3-S32-4280-0
3-H35-4035-0	3-H35-4440-0	3-H36-3465-0	3-S30-4030-0	3-DAU-3813-0
3-H35-4035-5	3-H35-4500-0	3-H36-3484-0	3-S30-4040-0	3-DAU-3875-0
3-H35-4040-0	3-H35-4530-0	3-H36-3504-0	3-S30-4120-0	3-DAU-3937-0
3-H35-4060-0	3-H35-4560-0	3-H36-3524-0	3-S30-4185-0	3-DAU-4125-0
3-H35-4120-0	3-H35-4600-0	3-H36-3544-0	3-S31-3875-0	3-DAU-4250-0
3-H35-4125-0	3-H35-4675-0	3-H36-3622-0	3-S31-4530-0	3-DAU-4375-0
3-H35-4130-0	3-H36-3071-0	3-H38-3307-0	3-S32-3875-0	
3-H35-4135-0	3-H36-3110-0	3-H38-3346-0	3-S32-4000-0	
3-H35-4140-0	3-H36-3150-0	3-H38-3386-0	3-S32-4020-0	



RING SETS

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In Choosing your ring combination we consider:

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

From this information, we choose:

- Ring material
- Ring sealing surface
- Ring tension (radial wall)
- Ring thickness
- Ring design

RING SETS

PART #	PART #	PART #	PART #	PART #
RS1000-4155-5	RS1616-3937-0	RS6610-3406-0	RS8000-4185-5	RS8011-4125-5THG
RS1110-3760-0	RS2040-4600-5	RS6610-3617-0	RS8000-4250-5	RS8020-4040-5
RS1113-4000-5	RS2221-4000-5	RS6610-3780-0	RS8000-4600-5	RS8020-4060-5THG
RS1116-3445-0	RS4000-4020-5	RS8000-4000-5	RS8001-4040-5	RS8020-4085-5
RS1116-3465-0	RS4000-4030-5	RS8000-4020-5	RS8001-4185-5	RS8020-4165-5
RS1117-3560-0	RS4000-4040-5	RS8000-4025-5	RS8005-4030-5	RS8021-4125-5
RS111A-3875-0	RS4000-4060-5	RS8000-4030-5	RS8005-4155-5	RS8021-4600-5
RS111A-3880-0	RS4000-4120-5	RS8000-4035.5	RS8010-4000-5	RS8025-4600-5
RS111A-3885-0	RS4000-4125-5	RS8000-4040-5	RS8010-4020-5	RS8040-4600-5
RS1223-3437-0	RS4000-4130-5	RS8000-4060-5	RS8010-4030-5	RS8040-4625-5
RS1223-3457-0	RS4110-4060-5	RS8000-4080-5	RS8010-4035-5	RS8041-4600-5
RS1223-3467-0	RS4116-3445-0	RS8000-4120-5	RS8010-4040-5	RS8042-4600-5
RS1223-3817-0	RS4310-3815-0	RS8000-4125-5	RS8010-4040-5THG	RS8045-4600-5
RS1223-3822-0	RS4317-3642-0	RS8000-4130-5	RS8010-4045-5	RS8100-4030-5
RS1224-3937-5	RS4610-3406-0	RS8000-4135-5	RS8010-4060-5	RS8100-4040-5
RS1224-4125-5	RS4616-3366-0	RS8000-4140-5	RS8010-4080-5	RS8110-3780-0
RS1227-3498-0	RS6000-4020-5	RS8000-4145-5	RS8010-4120-5	RS8110-4000-5
RS1227-3500-0	RS6000-4030-5	RS8000-4150-5	RS8010-4125-5	RS8110-4020-5
RS1227-3505-0	RS6000-4040-5	RS8000-4155-5	RS8010-4125-5THG	RS8110-4020-5THG
RS1227-3510-0	RS6000-4125-5	RS8000-4160-5	RS8010-4130-5	RS8110-4030-5
RS1227-3515-0	RS6000-4130-5	RS8000-4165-5	RS8010-4140-5	RS8110-4030-5THG
RS1227-3625-0	RS6110-4030-5	RS8000-4170-5	RS8010-4155-5	RS8110-4035-5
RS1227-3630-0	RS6113-3760-0	RS8000-4170-5THG	RS8010-4165-5	RS8110-4040-5
RS1317-3642-0	RS6116-3445-0	RS8000-4175-5	RS8010-4170-5	RS8110-40405THG
RS1317-3760-0	RS6116-3465-0	RS8000-4180-5	RS8010-4175-5	RS8110-4045-5
RS1610-3406-0	RS6220-4060-5	RS8000-4180-5THG	RS8010-4185-5	RS8110-4060-5
RS1616-3366-0	RS6225-4145-5	RS8000-4185-0	RS8010-4310-5	RS8110-40605THG



TOP RINGS

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

SECOND RINGS

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

OIL RINGS

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

EXAMPLE: RS8000-4030-5

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

RING SETS

PART #	PART #	PART #	PART #	PART #
RS8110-4080-5	RS8115-4130-5	RS8221-4140-5	RS8222-4130-5	RS8225-4125-5
RS8110-4120-5	RS8115-4150-5	RS8221-4140-5THG	RS8222-4135-5	RS8225-4130-5
RS8110-4120-5THG	RS8120-4125-5	RS8221-4145-5	RS8222-4140-5	RS8225-4135-5
RS8110-4125-5	RS8121-4125-5	RS8221-4155-5	RS8222-4155-5	RS8225-4140-5
RS8110-4125-5THG	RS8121-4500-5HF	RS8221-4165-5	RS8222-4165-5	RS8225-4145-5
RS8110-4130-5	RS8212-40305THG	RS8221-4280-5	RS8222-4280-5	RS8225-4155-5
RS8110-4130-5THG	RS8220-4000-5	RS8221-4310-5	RS8222-4310-5	RS8225-4160-5
RS8110-4135-5THG	RS8220-4030-5	RS8221-4350-5	RS8222-4320-5	RS8225-4165-5
RS8110-4140-5	RS8220-4125-5	RS8221-4375-5	RS8222-4350-5	RS8225-4250-5
RS8110-4145-0	RS8220-4140-5	RS8221-4440-5	RS8222-4375-5	RS8225-4280-5
RS8110-4155-0	RS8220-4145-5	RS8221-4470-5	RS8222-4440-5	RS8225-4310-5
RS8110-4185-5	RS8220-4155-5	RS8221-4500-5	RS8222-4470-5	RS8225-4350-5
RS8111-4000-5	RS8220-4165-5	RS8221-4530-5	RS8222-4500-5	RS8225-4440-5
RS8111-4030-5THG	RS8220-4250-5	RS8221-4565-5	RS8222-4530-5	RS8225-4470-5
RS8111-4120-5	RS8221-4000-5	RS8221-4600-5	RS8222-4530-5HF	RS8225-4500-5
RS8111-4125-5	RS8221-4020-5	RS8222-4000-5	RS8222-4560-5	RS8225-4530-5
RS8111-4135-5	RS8221-4030-5	RS8222-4020-5	RS8222-4600-5	RS8225-4560-5
RS8111-4185-5	RS8221-4040-5	RS8222-4030-5	RS8225-4000-5	RS8225-4580-5THG
RS8115-4030-5	RS8221-4060-5	RS8222-4040-5	RS8225-4020-5	RS8225-4600-5
RS8115-4040-5	RS8221-4125-5	RS8222-4060-5	RS8225-4030-5	RS8300-4030-5
RS8115-4120-5	RS8221-4130-5	RS8222-4080-5	RS8225-4040-5	RS8300-4060-5
RS8115-4125-5	RS8221-4135-5	RS8222-4125-5	RS8225-4060-5	RS8300-4125-5



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- Type of racing
 - RPM
- Type of fuel
 - Expected life
- Cylinder material

From this information, we choose:

- Ring material
 - Ring thickness
- Ring sealing surface
 - Ring design
- Ring tension (radial wall)

RING SETS

PART #	PART #	PART #	PART #	PART #
RS8300-4140-5	RS8310-4145-5	RS8400-4040-5	RS8421-4440-5	RS8422-4500-5
RS8300-4155-5	RS8310-4145-5THG	RS8410-4030-5	RS8421-4500-5	RS8422-4600-5
RS8310-3815-0	RS8310-4150-5	RS8410-4040-5	RS8421-4530-5	RS8425-4030-5
RS8310-4020-5	RS8310-4155-5	RS8420-4060-5	RS8421-4560-5	RS8425-4250-5
RS8310-4030-5	RS8310-4165-5	RS8420-4125-5	RS8421-4600-5	RS8425-4310-5
RS8310-4040-5	RS8311-4030-5	RS8420-4145-5	RS8422-4125-5	RS8425-4500-5
RS8310-4060-5	RS8312-4030-5	RS8421-4250-5	RS8422-4280-5	RS8425-4560-5
RS8310-4130-5	RS8312-4040-5	RS8421-4280-5	RS8422-4310-5	RS8441-4600-5HF
RS8310-41305THG	RS8315-4130-5	RS8421-4310-5	RS8422-4385-5	
RS8310-4140-5	RS8400-4030-5	RS8421-4350-5	RS8422-4440-5	



"I use CP pistons, pins, and ring packages in all my Chrysler Hemi builds for some very good reasons. CP pistons are of the absolute highest quality available, having the most advanced skirt designs, ultra flat precise ring lands, flawlessly machined to my specifications, and designed and supported by the most knowledgeable, forward thinking and helpful professionals in the industry today make CP an easy choice. Years of dyno testing, racing and experimentation with piston design has led me to one solid conclusion: CP is simply the best piston available".

Darren Tedder
Engine Systems, GA

Mopar S. Nationals runner up & #1 Qualifier
#1 Qualifier 2008 Dynamax Power Wheels Tour

CPN RING SETS

Small bore and Sport Compact engines with higher cylinder pressure require better sealing power than most other applications. Our CPN ring sets are designed to meet those high demands. Compatible with today's new cylinder materials, such as Nikasil, these high strength, low tension ring sets offer optimum sealing with minimum drag. Each set consists of a gas nitrided steel 1.0mm top ring, a Taper Hook Groove (THG) Napier style 1.2mm second ring with a low tension 2.8mm flex vent oil ring. 2.0mm oil rings are available in the CPN2 ring sets.

- Compatible with Nikasil or Cast Iron bores
- CPN is 1.0 1.2 2.8mm
- CPN2 is 1.0 1.2 2.0mm
- CPNG is 1.0 1.0 2.0mm

The bore size is incorporated in the Part number:

EXAMPLE: CPN-2874 = 2.874 Bore



CPN RING SETS

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



CP's machining is second to none-their ring grooves are dead on for maximum ring seal and they have a lot of forgings in stock for custom pistons. Also their friendly and knowledgeable staff makes it a pleasure to place an order".

Lennart and Birgitta Bergquist
Autoshop Racing Engines
 2005 Engine Masters Champions



APPAREL



CP PISTONS STICKERS



CP PISTONS BANNERS

APPAREL



SHORT/LONG SLEEVE HD T-SHIRT (S-3XL)



SHORT SLEEVE HD T-SHIRT (S-3XL)



WOMENS TANK TOP
CRISS CROSS BACK



CP BEANIE



FLEX-FIT HAT

ORDER FORM



CALL US TODAY TO ORDER YOUR CP CUSTOM PISTONS!

INFO: 949-567-9000 FAX: 949-567-9010

www.cppistons.com

CUSTOMER INFO

Customer Name		Customer ID#	New:
Suite or C/O		Phone	Fax
Address		E-mail	
City		Contact	
State	Zip Code	PO#	
Credit Card#	Exp Date	Name	CC Zip

ORDER INFO

CUSTOM PISTON INFO

Date Required		Ship Method	
Ref. Job#		Ref Part#	
Custom Piston	Qty	RTS	LTS All Same
Motor Type		Displacement	
Carb	Fuel Inj	Blown/Turbo	NOS
Usage	Approx HP	RPM	
Bore (CI/Alum)	Stroke	Rod Width	Rod S/A
Pin Diameter		Pin Length	
Head Type		Head CC	
Flat/Angle Mill	How Much	Comp Ratio	
Block Height		Comp Dist	
Gasket Thickness	CC Vol	Deck Clear	
Int Valve		Exh Valve	
Lift/Lift at Overlap	Int	Exh	
Lobe Separation		Installed @	
Free Drop Int	Exh	Dur @ .050	
Top Ring	2nd Ring	Oil Ring	

SHELF PART

	Qty	Price	Total
RTS LTS All Same			
Pins Part#			
Locks Part#			
Spacer Rails Part#			
Pinfit Y N			
Ring Set Part#			
Ring Cyl Set			
Int Milling			
Plunge V/R			
Gas Ports			
Pin Buttons Part#			
Misc			
Notes:	Subtotal		
	Tax		
	Shipping Total		
	Total		

ORDER FORM

RETURN POLICY: Custom pistons are returnable only for defects in workmanship or materials. Under no circumstances will parts be returnable after 90 days. Please check packaging for complete details regarding return policy.

CP Pistons / Pankl Disclaimer of Warranty

Due to the nature of high performance applications, CP Pistons/Pankl products are sold without any warranty of merchantability or fitness or purpose, express or implied. It is expressly understood and agreed between CP Pistons/Pankl and purchasers that as part of the bargain between CP Pistons/Pankl and purchasers, and in consideration of doing business with each other, all purchasers take, select, and purchase said products and services from CP Pistons/Pankl shall not under any circumstances, be liable for any special, incidental, or consequential damages, including, but not limited to, damages or loss of other property of equipment, loss of profits or revenue, cost of purchased or replacement goods, or claims of customers of the purchaser which may arise and/or result from the sales, installation or use of these parts.

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09



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SUBARU

CP PISTONS

CP Pistons was founded to service the needs of those with the desire to build engines of the highest quality and technology. With the use of proprietary tooling, dedicated cutters and unique fixtures, our state-of-the-art equipment produces superior pistons that will not compromise your expectations. Our climate controlled inspection department is the most advanced in the industry and is outfitted with computerized electronic equipment designed specifically for CP. Each piston is engineered using sophisticated computer modeling for optimum designs, while our 5-axis machining capability enables us to create any piston for

any application. As CP grows, our multi-level inspection process and quality control programs ensure that every part that leaves CP is manufactured to the highest standards. With over 200 years of combined industry experience, our sales and engineering staff will continue to dedicate it's efforts to being the leader of high-performance racing piston development and technology. On behalf of the entire staff, we would like to thank you for your interest in CP Pistons. We pledge our complete support in providing you with the best products and services in the industry.

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949-567-9000 fax: 949-567-9010



ABOUT US

WHY CHOOSE CP PISTONS

RESEARCH AND DEVELOPMENT

CP Pistons is backed by some of the brightest minds in the industry. This core group allows us to explore angles not possible using conventional methods. By enlisting the latest in cutting edge software packages, CP packages together creativity, experience and proven technology to bring you the best parts for your application. Our commitment to excellence continues to advance as the industry changes. This commitment has resulted in more forgings specific to certain applications, proprietary treated wrist pins and rings manufactured only for CP. Each of these aspects has been put through stringent research and development stages to ensure that our product will exceed your standards.

3D MODELING

Each forging is designed using an advanced 3D modeling software package and is qualified through a rigorous Finite Element Analysis entity. 3D modeling enables CP to check thicknesses and weights before manufacturing allowing us to produce the strongest and lightest part for your application.

AT CP, ALL PISTONS ARE CREATED EQUAL!

Whether you are a professional racer or a weekend warrior, CP prides itself on giving you the best part possible for your applications. All pistons at CP are put through a demanding quality control system and precise computerized machining, ensuring that your piston is the best piston available.

CUSTOM PISTON OPTIONS

LIGHTEN UP WITH MIL™

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

MIL is CP Pistons' proprietary technology that creates a very lightweight piston, cutting away the excess material along the inside of a piston to match the contour of the external features. Our engineers use their knowledge of piston design, our in-house computer modeling software which can utilize FEA, and the performance needs of each individual customer to decide precisely how much inner material can be removed without decreasing reliability. Each internal profile design is perfected then machined on four and five axis CNC mills.



CUSTOM PISTONS

Lateral Gas Ports are channels drilled at the bottom of the top ring land that assist in ring seal. These channels allow combustion gasses to enter behind the top ring and improve ring seal by forcing the ring against the cylinder wall during combustion.

Skirt Coating offers additional lubricant in times of extreme heat or heavy wear situations. Coating can help by limiting the amount of friction on the skirt and providing a buffer between the piston and the cylinder.

X-Forgings are designed to minimize friction and reduce weight without compromising strength. With the use of bracing and ribs, the forging is configured by adjusting the weight balance between high and low stress areas. This design enables the use of a shorter pin for added strength and weight savings.

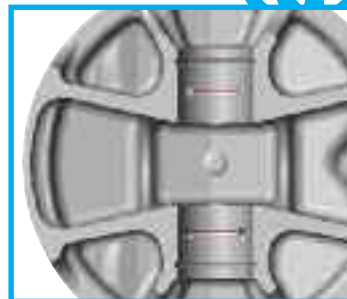
ACCUMULATOR GROOVE

Accumulator Groove is a V-shaped groove machined in the 2nd ring land to collect excess blow-by between the top and second ring. This groove collects residual gasses during combustion and alleviates top ring flutter while increasing ring seal.



DOUBLE PIN OILERS

Double Pin Oilers, in conjunction with our dual fed reservoir, add twice the amount of oil from the cylinder wall to the wrist pin.



"I have used every piston manufacturer in the market and no one compares to the quality, consistency, customer service, turn around time, and price of CP. I wouldn't trust anything else in our 1000whp 4 cylinder engines."

JEREMY ALLEN

Engine builder at Inlinepro
Worlds fastest Honda S2000
9.36 @143.9mph

STANDARD PISTON FEATURES

Radiused Domes are used to maximize quench while eliminating possible hot spots that promote detonation.

Cam and Barrel: Extensive research and development has been done to find the optimum skirt shape for each piston. Having the correct cam and barrel on a part promotes the following:

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

Depending on the forging and application, different cam and barrel profiles are utilized for maximum performance.

FORGINGS

Forgings are computer designed for strength and minimum weight. Each piston die is CNC machined to assure optimal accuracy and superior grain flow in the forging process



CP GROOVE

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





HONDA®

HONDA® PISTONS

CP Honda® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams. Specific X designated part numbers incorporate an X-style forging for additional strength, durability and weight reduction. Along with full radius dome designs, high performance rings and lightweight pins, CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with or without skirt coating. Head Gaskets sold separately.

STANDARD FEATURES INCLUDE:

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



HONDA X-STYLE PISTON

HONDA® D-SERIES / FIT / JAZZ

MAKE	PART#	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Honda	SC7055	D16A6	2.953 (75.0mm)	STD	1.163	9.0	1,2
Honda	SC7056	D16A6	2.972 (75.5mm)	+0.5mm	1.163	9.0	1,2
Honda	SC7125	D16A6	2.953 (75.0mm)	STD	1.163	11.0	1,2,3
Honda	SC7126	D16A6	2.972 (75.5mm)	+0.5mm	1.163	11.0	1,2,3
Honda	SC7025	D16Z6	2.953 (75.0mm)	STD	1.181	9.0	1,2
Honda	SC7026	D16Z6	2.972 (75.5mm)	+0.5mm	1.181	9.0	1,2
Honda	SC70261	D16Z6	2.992 (76.0mm)	+1.0mm	1.181	9.0	1,2
Honda	SC7127	D16Z6	2.953 (75.0mm)	STD	1.181	10.5	1,2,3
Honda	SC7128	D16Z6	2.972 (75.5mm)	+0.5mm	1.181	10.5	1,2,3
Honda	SC7027	D16Y7	2.953 (75.0mm)	STD	1.181	9.0	1,2
Honda	SC7028	D16Y7	2.972 (75.5mm)	+0.5mm	1.181	9.0	1,2
Honda	SC7050	D16Y8	2.953 (75.0mm)	STD	1.154	9.0	1,2
Honda	SC7051	D16Y8	2.972 (75.5mm)	+0.5mm	1.154	9.0	1,2
Honda	SC7052	D16Y8	2.992 (76.0mm)	+1.0mm	1.154	9.0	1,2
Honda	SC7037	L15A VTEC (Fit/Jazz)	2.874 (73.0mm)	STD	1.03	9.0	1,2
Honda	SC7038	L15A VTEC (Fit/Jazz)	2.894 (73.5mm)	+0.5mm	1.03	9.0	1,2
Honda	SC7039	L15A VTEC (Fit/Jazz)	2.913 (74.0mm)	+1.0mm	1.03	9.0	1,2

ACURA / HONDA® B-SERIES

MAKE	PART#	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Acura/Honda	SC7000	B16A	3.189 (81.0mm)	STD	1.181	9.0	1,2,4
Acura/Honda	SC7001	B16A	3.209 (81.5mm)	+0.5mm	1.181	9.0	1,2,4
Acura/Honda	SC7100	B16A	3.189 (81.0mm)	STD	1.181	10.5	1,2,3,4
Acura/Honda	SC7101	B16A	3.209 (81.5mm)	+0.5mm	1.181	10.5	1,2,3,4
Acura	SC7005	B18A1/B1	3.189 (81.0mm)	STD	1.181	9.0	1,2,4
Acura	SC7006	B18A1/B1	3.209 (81.5mm)	+0.5mm	1.181	9.0	1,2,4
Acura	SC7105	B18A1/B1	3.189 (81.0mm)	STD	1.181	10.5	1,2,3,4
Acura	SC7106	B18A1/B1	3.209 (81.5mm)	+0.5mm	1.181	10.5	1,2,3,4
Acura	SC7010	B18C1	3.189 (81.0mm)	STD	1.181	9.0	1,2,4
Acura	SC7011	B18C1	3.209 (81.5mm)	+0.5mm	1.181	9.0	1,2,4
Acura	SC7014	B18C1	3.228 (82.0mm)	+1.0mm	1.181	9.0	1,2,4
Acura	SC7012	B18C1	3.268 (83.0mm)	+2.0mm	1.181	9.0	1,2,4
Acura	SC7015	B18C1	3.189 (81.0mm)	STD	1.181	9.8	1,2,3,4
Acura	SC7016	B18C1	3.209 (81.5mm)	+0.5mm	1.181	9.8	1,2,3,4
Acura	SC7013	B18C1	3.268 (83.0mm)	+2.0mm	1.181	9.8	1,2,3,4
Acura	SC7110	B18C1	3.189 (81.0mm)	STD	1.181	11.0	1,2,3,4
Acura	SC7111	B18C1	3.209 (81.5mm)	+0.5mm	1.181	11.0	1,2,3,4
Acura	SC7113	B18C1	3.228 (82.0mm)	+1.0mm	1.181	11.0	1,2,3,4
Acura	SC7112	B18C1	3.268 (83.0mm)	+2.0mm	1.181	11.0	1,2,3,4
Acura	SC7115	B18C1	3.189 (81.0mm)	STD	1.181	12.5	3,4
Acura	SC7116	B18C1	3.209 (81.5mm)	+0.5mm	1.181	12.5	3,4
Acura	SC7114	B18C1	3.228 (82.0mm)	+1.0mm	1.181	12.5	3,4
Acura	SC7115X	B18C1	3.189 (81.0mm)	STD	1.181	12.5	3,4
Acura	SC7116X	B18C1	3.209 (81.5mm)	+0.5mm	1.181	12.5	3,4
Acura	SC7135	B18C5	3.189 (81.0mm)	STD	1.195	11.5	2,3,4
Acura	SC7136	B18C5	3.209 (81.5mm)	+0.5mm	1.195	11.5	2,3,4

Footnotes:

- 1 - Turbo or Supercharger
- 2 - Nitrous
- 3 - Naturally Aspirated
- 4 - Works w/ B16A / B18A / B18B / B18C Head
- 5 - Must Sleeve Block
- 6 - 5SFE Block with 3SGTE Head
- 8 - CR with KA24DE is 9.0:1, KA24E is 8.0:1
- 9 - CR with 89mm stroke & B16A head
- 10 - No locks supplied, use factory locks
- 11 - 48cc Head, 1.2mm Gasket



TEX BLACKWELL
Honda Civic



HONDA®

HONDA® PISTONS

CP Honda® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams. Specific X designated part numbers incorporate an X-style forging for additional strength, durability and weight reduction. Along with full radius dome designs, high performance rings and lightweight pins, CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with or without skirt coating. Head Gaskets sold separately.

STANDARD FEATURES INCLUDE:

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



HONDA® B-SERIES

MAKE	PART#	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Acura/Honda	SC7020	B - Series	3.307 (84.0mm)	STD	1.181	9.0	1,2,4,9
Acura/Honda	SC7021	B - Series	3.327 (84.5mm)	+0.5mm	1.181	9.0	1,2,4,9
Acura/Honda	SC7022	B - Series	3.346 (85.0mm)	+1.0mm	1.181	9.0	1,2,4,9
Acura/Honda	SC7017	B - Series	3.307 (84.0mm)	STD	1.181	9.7	1,2,4,9
Acura/Honda	SC7018	B - Series	3.327 (84.5mm)	+0.5mm	1.181	9.7	1,2,4,9
Acura/Honda	SC7019	B - Series	3.346 (85.0mm)	+1.0mm	1.181	9.7	1,2,4,9
Acura/Honda	SC7117	B - Series	3.307 (84.0mm)	STD	1.181	11.5	2,3,4,9
Acura/Honda	SC7118	B - Series	3.327 (84.5mm)	+0.5mm	1.181	11.5	2,3,4,9
Acura/Honda	SC7119	B - Series	3.346 (85.0mm)	+1.0mm	1.181	11.5	2,3,4,9
Acura/Honda	SC7120	B - Series	3.307 (84.0mm)	STD	1.181	12.5	2,3,4,9
Acura/Honda	SC7121	B - Series	3.327 (84.5mm)	+0.5mm	1.181	12.5	2,3,4,9
Acura/Honda	SC7122	B - Series	3.346 (85.0mm)	+1.0mm	1.181	12.5	2,3,4,9
Acura/Honda	SC7123X	B - Series	3.346 (85.0mm)	+1.0mm	1.181	13.0	3,4
Acura/Honda	SC7124X	B - Series	3.386 (86.0mm)	+2.0mm	1.181	13.2	3,4

Footnotes:

- | | |
|---|---|
| 1 - Turbo or Supercharger | 6 - 5SFE Block with 3SGTE Head |
| 2 - Nitrous | 8 - CR with KA24DE is 9.0:1, KA24E is 8.0:1 |
| 3 - Naturally Aspirated | 9 - CR with 89mm stroke & B16A head |
| 4 - Works w/ B16A / B18A / B18B / B18C Head | 10 - No locks supplied, use factory locks |
| 5 - Must Sleeve Block | 11 - 48cc Head, 1.2mm Gasket |



DANNY SMITH
Honda Civic

HONDA® F-SERIES / H-SERIES

MAKE	PART#	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Honda	SC7060	F20C	3.425 (87.0mm)	STD	1.131	9.0	1,2,5
Honda	SC7061	F20C	3.445 (87.5mm)	+0.5mm	1.131	9.0	1,2,5
Honda	SC7062	F20C	3.465 (88.0mm)	+1.0mm	1.131	9.0	1,2,5
Honda	SC7063	F20C	3.504 (89.0mm)	+2.0mm	1.131	9.0	1,2,5
Honda	SC7065	F20C	3.425 (87.0mm)	STD	1.181	10.0	1,2,5
Honda	SC7066	F20C	3.445 (87.5mm)	+0.5mm	1.181	10.0	1,2,5
Honda	SC7160	F20C	3.425 (87.0mm)	STD	1.181	11.0	1,2,3,5
Honda	SC7161	F20C	3.445 (87.5mm)	+0.5mm	1.181	11.0	1,2,3,5
Honda	SC7165	F20C	3.425 (87.0mm)	STD	1.181	12.5	1,3
Honda	SC7166	F20C	3.445 (87.5mm)	+0.5mm	1.181	12.5	1,3
Honda	SC7070	F22C	3.425 (87.0mm)	STD	1.131	9.0	1,2,5
Honda	SC7071	F22C	3.445 (87.5mm)	+0.5mm	1.131	9.0	1,2,5
Honda	SC7072	F22C	3.465 (88.0mm)	+1.0mm	1.131	9.0	1,2,5
Honda	SC7073	F22C	3.504 (89.0mm)	+2.0mm	1.131	9.0	1,2,5
Honda	SC7060	F22C	3.425 (87.0mm)	STD	1.131	9.6	1,2,5
Honda	SC7061	F22C	3.445 (87.5mm)	+0.5mm	1.131	9.6	1,2,5
Honda	SC7062	F22C	3.465 (88.0mm)	+1.0mm	1.131	9.6	1,2,5
Honda	SC7063	F22C	3.504 (89.0mm)	+2.0mm	1.131	9.6	1,2,5
Honda	SC7170	F22C	3.425 (87.0mm)	STD	1.181	11.0	1,2,3,5
Honda	SC7171	F22C	3.445 (87.5mm)	+0.5mm	1.181	11.0	1,2,3,5
Honda	SC7160	F22C	3.425 (87.0mm)	STD	1.181	11.6	1,2,3,5
Honda	SC7161	F22C	3.445 (87.5mm)	+0.5mm	1.181	11.6	1,2,3,5
Honda	SC7175	F22C	3.425 (87.0mm)	STD	1.181	12.5	1,3
Honda	SC7176	F22C	3.445 (87.5mm)	+0.5mm	1.181	12.5	1,3
Honda	SC7030	H22	3.425 (87.0mm)	STD	1.220	9.0	1,2,5
Honda	SC7031	H22	3.445 (87.5mm)	+0.5mm	1.220	9.0	1,2,5
Honda	SC7034	H22	3.465 (88.0mm)	+1.0mm	1.220	9.0	1,2,5
Honda	SC7035	H22	3.504 (89.0mm)	+2.0mm	1.220	9.0	1,2,5
Honda	SC7036	H22	3.543 (90.0mm)	+3.0mm	1.220	9.0	1,2,5
Honda	SC7130	H22	3.425 (87.0mm)	STD	1.220	10.0	1,2,3,5
Honda	SC7131	H22	3.425 (87.0mm)	STD	1.220	11.5	2,3,5
Honda	SC7132	H22	3.445 (87.5mm)	+0.5mm	1.220	11.5	2,3,5
Honda	SC7133	H22	3.465 (88.0mm)	+1.0mm	1.220	11.5	2,3,5
Honda	SC7032	H23	3.445 (87.5mm)	+0.5mm	1.204	9.0	1,2,5



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- High performance rings
- Fully CNC machined and balanced to +/- 1 gram
- Wrist pins included at no additional cost
- Double pin oilers, force fed oil ring
- Pick lock grooves for easy lock removal
- Pin fitting included



HONDA® K-SERIES

MAKE	PART #	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Acura/Honda	SC7040	K20A/A2/A3	3.386 (86.0mm)	STD	1.181	9.0	1,2
Acura/Honda	SC70401	K20A/A2/A3	3.406 (86.5mm)	+0.5mm	1.181	9.0	1,2
Acura/Honda	SC70402	K20A/A2/A3	3.425 (87.0mm)	+1.0mm	1.181	9.0	1,2
Acura/Honda	SC70403	K20A/A2/A3	3.465 (88.0mm)	+2.0mm	1.181	9.0	1,2
Acura/Honda	SC70404	K20A/A2/A3	3.504 (89.0mm)	+3.0mm	1.181	9.0	1,2
Acura/Honda	SC70455	K20A/A2/A3	3.386 (86.0mm)	STD	1.181	FT	1,2
Acura/Honda	SC70456	K20A/A2/A3	3.406 (86.5mm)	+0.5mm	1.181	FT	1,2
Acura/Honda	SC70457	K20A/A2/A3	3.425 (87.0mm)	+1.0mm	1.181	FT	1,2
Acura/Honda	SC70458	K20A/A2/A3	3.445 (87.5mm)	+1.5mm	1.181	FT	1,2
Acura/Honda	SC70459	K20A/A2/A3	3.465 (88.0mm)	+2.0mm	1.181	FT	1,2
Acura/Honda	SC70460	K20A/A2/A3	3.504 (89.0mm)	+3.0mm	1.181	FT	1,2
Acura/Honda	SC7140	K20A/A2	3.386 (86.0mm)	STD	1.181	11.5	2,3
Acura/Honda	SC71401	K20A/A2	3.406 (86.5mm)	+0.5mm	1.181	11.5	2,3
Acura/Honda	SC71402	K20A/A2	3.425 (87.0mm)	+1.0mm	1.181	11.5	2,3
Acura/Honda	SC71403	K20A/A2	3.465 (88.0mm)	+2.0mm	1.181	11.5	2,3
Acura/Honda	SC71404	K20A/A2	3.504 (89.0mm)	+3.0mm	1.181	11.5	2,3
Acura/Honda	SC71405	K20A/A2	3.543 (90.0mm)	+4.0mm	1.181	11.5	2,3
Acura/Honda	SC7142X	K20A/A2	3.386 (86.0mm)	STD	1.181	12.5	3
Acura/Honda	SC71421X	K20A/A2	3.406 (86.5mm)	+0.5mm	1.181	12.5	3
Acura/Honda	SC71422X	K20A/A2	3.425 (87.0mm)	+1.0mm	1.181	12.5	3
Acura/Honda	SC71423X	K20A/A2	3.465 (88.0mm)	+2.0mm	1.181	12.5	3
Acura/Honda	SC71424X	K20A/A2	3.504 (89.0mm)	+3.0mm	1.181	12.5	3
Acura/Honda	SC71425X	K20A/A2	3.543 (90.0mm)	+4.0mm	1.181	12.5	3

HONDA® K-SERIES

MAKE	PART#	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Acura/Honda	SC7045	K24 w/K20A/A2/A3	3.425 (87.0mm)	STD	1.181	9.0	1,2
Acura/Honda	SC70451	K24 w/K20A/A2/A3	3.445 (87.5mm)	+0.5mm	1.181	9.0	1,2
Acura/Honda	SC70452	K24 w/K20A/A2/A3	3.465 (88.0mm)	+1.0mm	1.181	9.0	1,2
Acura/Honda	SC70453	K24 w/K20A/A2/A3	3.504 (89.0mm)	+2.0mm	1.181	9.0	1,2
Acura/Honda	SC70457	K24 w/K20A/A2/A3	3.425 (87.0mm)	STD	1.181	FT	1,2
Acura/Honda	SC70458	K24 w/K20A/A2/A3	3.445 (87.5mm)	+0.5mm	1.181	FT	1,2
Acura/Honda	SC70459	K24 w/K20A/A2/A3	3.465 (88.0mm)	+1.0mm	1.181	FT	1,2
Acura/Honda	SC70460	K24 w/K20A/A2/A3	3.504 (89.0mm)	+2.0mm	1.181	FT	1,2
Acura/Honda	SC7145	K24 w/K20A/A2	3.425 (87.0mm)	STD	1.181	11.5	2,3
Acura/Honda	SC71451	K24 w/K20A/A2	3.445 (87.5mm)	+0.5mm	1.181	11.5	2,3
Acura/Honda	SC71452	K24 w/K20A/A2	3.465 (88.0mm)	+1.0mm	1.181	11.5	2,3
Acura/Honda	SC71453	K24 w/K20A/A2	3.504 (89.0mm)	+2.0mm	1.181	11.5	2,3
Acura/Honda	SC71454	K24 w/K20A/A2	3.543 (90.0mm)	+3.0mm	1.181	11.5	2,3
Acura/Honda	SC7147X	K24 w/K20A/A2	3.425 (87.0mm)	STD	1.181	12.5	3
Acura/Honda	SC71471X	K24 w/K20A/A2	3.445 (87.5mm)	+0.5mm	1.181	12.5	3
Acura/Honda	SC71472X	K24 w/K20A/A2	3.465 (88.0mm)	+1.0mm	1.181	12.5	3
Acura/Honda	SC71473X	K24 w/K20A/A2	3.504 (89.0mm)	+2.0mm	1.181	12.5	3
Acura/Honda	SC71474X	K24 w/K20A/A2	3.543 (90.0mm)	+3.0mm	1.181	12.5	3

Footnotes:

- 1 - Turbo or Supercharger
- 2 - Nitrous
- 3 - Naturally Aspirated

- 4 - Works w/ B16A / B18A / B18B / B18C Head
- 5 - Must Sleeve Block
- 6 - 5SFE Block with 3SGTE Head
- 8 - CR with KA24DE is 9.0:1, KA24E is 8.0:1

- 9 - CR with 89mm stroke & B16A head
- 10 - No locks supplied, use factory locks
- 11 - 48cc Head, 1.2mm Gasket

"CP has been the piston of choice since the inception of Brian Crower, Inc. We utilize their experience, expertise and state-of-the-art machining capabilities in all of the BC stroker kits manufactured and sold."

BRIAN CROWER

BC, Inc.



BRIAN CROWER



DODGE® / FORD® / HYUNDAI® / MAZDA® / MINI®

DODGE® / FORD® / HYUNDAI® / MAZDA® MINI COOPER® PISTONS

CP Ford®, Dodge®, Hyundai®, Mazda®, and MiniCooper® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams and high performance rings. CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with or without skirt coating. Head Gaskets sold separately.

STANDARD FEATURES INCLUDE:

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

DODGE® / FORD® / HYUNDAI® / MAZDA® / MINI®

MAKE	PART #	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
DODGE							
Dodge	SC7500	SRT4	3.445 (87.5mm)	STD	1.400	8.5	1,2
Dodge	SC7501	SRT4	3.465 (88.0mm)	+0.5mm	1.400	8.5	1,2
FORD							
Ford	SC7520	Duratec 2.0L	3.445 (87.5mm)	STD	1.122	8.5	1,2
Ford	SC7521	Duratec 2.0L	3.465 (88.0mm)	+0.5mm	1.122	8.5	1,2
Ford	SC7524	Duratec 2.0L	3.445 (87.5mm)	STD	1.122	9.0	1,2
Ford	SC7525	Duratec 2.0L	3.465 (88.0mm)	+0.5mm	1.122	9.0	1,2
Ford	SC7522	Duratec 2.3L	3.445 (87.5mm)	STD	1.122	8.5	1,2
Ford	SC7523	Duratec 2.3L	3.465 (88.0mm)	+0.5mm	1.122	8.5	1,2
Ford	SC7526	Duratec 2.3L	3.445 (87.5mm)	STD	1.122	9.0	1,2
Ford	SC7527	Duratec 2.3L	3.465 (88.0mm)	+0.5mm	1.122	9.0	1,2
HYUNDAI							
Hyundai	SC7480	Tiburon '97-'00 Beta 1 2.0L	3.228 (82.0mm)	STD	1.220	8.8	1,2
Hyundai	SC7481	Tiburon '97-'00 Beta 1 2.0L	3.248 (82.5mm)	+0.5mm	1.220	8.8	1,2
MAZDA							
Mazda	SC7540	Miata BPZ3	3.268 (83.0mm)	STD	1.208	9.0	1,2
Mazda	SC7541	Miata BPZ3	3.287 (83.5mm)	+0.5mm	1.208	9.0	1,2
Mazda	SC7542	Miata BPZ3	3.307 (84.0mm)	+1.0mm	1.208	9.0	1,2
MINICOOPER							
Minicooper	SC7510	1.6L	3.031 (77.0mm)	STD	1.043	8.3	1,2
Minicooper	SC7511	1.6L	3.051 (77.5mm)	+0.5mm	1.043	8.3	1,2
Minicooper	SC7512	1.6L	3.071 (78.0mm)	+1.0mm	1.043	8.3	1,2

Footnotes:

- 1 - Turbo or Supercharger
- 2 - Nitrous
- 3 - Naturally Aspirated

- 4 - Works w/ B16A / B18A / B18B / B18C Head
- 5 - Must Sleeve Block
- 6 - 5SFE Block with 3SGTE Head
- 8 - CR with KA24DE is 9.0:1, KA24E is 8.0:1

- 9 - CR with 89mm stroke & B16A head
- 10 - No locks supplied, use factory locks
- 11 - 48cc Head, 1.2mm Gasket

MITSUBISHI® PISTONS

CP Mitsubishi® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams and high performance rings. CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with or without skirt coating. Head Gaskets sold separately.

STANDARD FEATURES INCLUDE:

- Deep valve relief depth accommodates high lift camshaft
- Made for +1mm valve sizes
- Custom skirt cam and barrel design
- Accumulator grooves
- High strength aluminum forgings
- High performance rings
- Fully CNC machined and balanced to +/- 1 gram
- Wrist pins and fitting included at no additional cost
- Double pin oilers, force fed oil ring
- Pick lock grooves for easy lock removal



MITSUBISHI®

MAKE	PART #	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Mitsubishi	SC7198	4G63 1st Gen	3.346 (85.0mm)	STD	1.370	9.0	1,2
Mitsubishi	SC7200	4G63 1st Gen	3.366 (85.5mm)	+0.5mm	1.370	9.0	1,2
Mitsubishi	SC7202	4G63 1st Gen	3.386 (86.0mm)	+1.0mm	1.370	9.0	1,2
Mitsubishi	SC7199	4G63 2nd Gen	3.346 (85.0mm)	STD	1.370	9.0	1,2
Mitsubishi	SC7201	4G63 2nd Gen	3.366 (85.5mm)	+0.5mm	1.370	9.0	1,2
Mitsubishi	SC7203	4G63 2nd Gen	3.386 (86.0mm)	+1.0mm	1.370	9.0	1,2
Mitsubishi	SC7212	94mm Stroke 4G63 1G	3.346 (85.0mm)	STD	1.252	9.0	1,2
Mitsubishi	SC7213	94mm Stroke 4G63 1G	3.366 (85.5mm)	+0.5mm	1.252	9.0	1,2
Mitsubishi	SC7214	94mm Stroke 4G63 1G	3.386 (86.0mm)	+1.0mm	1.252	9.0	1,2
Mitsubishi	SC7215	94mm Stroke 4G63 2G	3.346 (85.0mm)	STD	1.252	9.0	1,2
Mitsubishi	SC7216	94mm Stroke 4G63 2G	3.366 (85.5mm)	+0.5mm	1.252	9.0	1,2
Mitsubishi	SC7217	94mm Stroke 4G63 2G	3.386 (86.0mm)	+1.0mm	1.252	9.0	1,2
Mitsubishi	SC7196	100mm Stroke 4G63 1G	3.346 (85.0mm)	STD	1.134	9.0	1,2
Mitsubishi	SC7205	100mm Stroke 4G63 1G	3.366 (85.5mm)	+0.5mm	1.134	9.0	1,2
Mitsubishi	SC7207	100mm Stroke 4G63 1G	3.386 (86.0mm)	+1.0mm	1.134	9.0	1,2
Mitsubishi	SC7197	100mm Stroke 4G63 2G	3.346 (85.0mm)	STD	1.134	9.0	1,2
Mitsubishi	SC7206	100mm Stroke 4G63 2G	3.366 (85.5mm)	+0.5mm	1.134	9.0	1,2
Mitsubishi	SC7208	100mm Stroke 4G63 2G	3.386 (86.0mm)	+1.0mm	1.134	9.0	1,2
Mitsubishi	SC7220	4B11 / EVO X	3.386 (86.0mm)	STD	1.313	9.0	1,2
Mitsubishi	SC7221	4B11 / EVO X	3.406 (86.5mm)	+0.5mm	1.313	9.0	1,2
Mitsubishi	SC7222	4B11 / EVO X	3.425 (87.0mm)	+1.0mm	1.313	9.0	1,2
Mitsubishi	SC7210	6G72T 3000GT TT	3.617 (91.9mm)	+0.030	1.255	8.0	1,2



NISSAN®

NISSAN® PISTONS

CP Nissan® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams. Along with high performance rings, CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with or without skirt coating. Head Gaskets sold separately.

STANDARD FEATURES INCLUDE:

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

Footnotes:

- 1 - Turbo or Supercharger
- 2 - Nitrous
- 3 - Naturally Aspirated
- 4 - Works w/ B16A / B18A / B18B / B18C Head
- 5 - Must Sleeve Block
- 6 - 5SFE Block with 3SGTE Head
- 8 - CR with KA24DE is 9.0:1, KA24E is 8.0:1
- 9 - CR with 89mm stroke & B16A head
- 10 - No locks supplied, use factory locks
- 11 - 48cc Head, 1.2mm Gasket



MARK BERRY
Nissan R32 GTR

NISSAN®

MAKE	PART #	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Nissan	SC7299	KA24 w/Turbo	3.504 (89.0mm)	STD	1.339	9.0	1,2,8
Nissan	SC7300	KA24 w/Turbo	3.524 (89.5mm)	+0.5mm	1.339	9.0	1,2,8
Nissan	SC7307	RB25DET	3.386 (86.0mm)	STD	1.240	8.5	1,2
Nissan	SC7308	RB25DET	3.406 (86.5mm)	+0.5mm	1.240	8.5	1,2
Nissan	SC73081	RB25DET	3.425 (87.0mm)	+1.0mm	1.240	8.5	1,2
Nissan	SC7309	RB26DETT	3.386 (86.0mm)	STD	1.193	8.5	1,2
Nissan	SC7310	RB26DETT	3.406 (86.5mm)	+0.5mm	1.193	8.5	1,2
Nissan	SC7311	RB26DETT	3.425 (87.0mm)	+1.0mm	1.193	8.5	1,2
Nissan	SC73241	SR20DE/DET	3.386 (86.0mm)	STD	1.260	8.5	1,2
Nissan	SC7327	SR20DE/DET	3.406 (86.5mm)	+0.5mm	1.260	8.5	1,2
Nissan	SC7328	SR20DE/DET	3.425 (87.0mm)	+1.0mm	1.260	8.5	1,2
Nissan	SC73281	SR20DE/DET	3.465 (88.0mm)	+2.0mm	1.260	8.5	1,2
Nissan	SC73291	SR20DE/DET	3.543 (90.0mm)	+4.0mm	1.260	8.5	1,2
Nissan	SC7324	SR20DE/DET	3.386 (86.0mm)	STD	1.260	9.0	1,2
Nissan	SC7325	SR20DE/DET	3.406 (86.5mm)	+0.5mm	1.260	9.0	1,2
Nissan	SC7326	SR20DE/DET	3.425 (87.0mm)	+1.0mm	1.260	9.0	1,2
Nissan	SC73261	SR20DE/DET	3.465 (88.0mm)	+2.0mm	1.260	9.0	1,2
Nissan	SC7329	SR20DE/DET	3.543 (90.0mm)	+4.0mm	1.260	9.0	1,2
Nissan	SC7320	SR20DE/DET	3.406 (86.5mm)	+0.5mm	1.260	10.5	1,2,3
Nissan	SC7321	SR20DE/DET	3.425 (87.0mm)	+1.0mm	1.260	10.5	1,2,3
Nissan	SC7324V	SR20VE/VET	3.386 (86.0mm)	STD	1.260	9.0	1,2
Nissan	SC7325V	SR20VE/VET	3.406 (86.5mm)	+0.5mm	1.260	9.0	1,2
Nissan	SC7326V	SR20VE/VET	3.425 (87.0mm)	+1.0mm	1.260	9.0	1,2
Nissan	SC73261V	SR20VE/VET	3.465 (88.0mm)	+2.0mm	1.260	9.0	1,2
Nissan	SC73264V	SR20VE/VET	3.524 (89.5mm)	+3.5mm	1.260	9.0	1,2
Nissan	SC7329V	SR20VE/VET	3.543 (90.0mm)	+4.0mm	1.260	9.0	1,2
Nissan	SC7340V	SR20VE/VET	3.386 (86.0mm)	STD	1.260	12.5	3
Nissan	SC7341V	SR20VE/VET	3.406 (86.5mm)	+0.5mm	1.260	12.5	3
Nissan	SC7342V	SR20VE/VET	3.425 (87.0mm)	+1.0mm	1.260	12.5	3
Nissan	SC7343V	SR20VE/VET	3.524 (89.5mm)	+3.5mm	1.260	12.5	3
Nissan	SC7340V	SR20VE/VET	3.543 (90.0mm)	+4.0mm	1.260	12.5	3
Nissan	SC7329VS	SR20VE/VET (Notes 11)	3.543 (90.0mm)	+4.0mm	1.260	9.0	1,2,11
Nissan	SC7330	VG30DE	3.445 (87.5mm)	+0.5mm	1.260	10.5	2,3
Nissan	SC7335	VG30DETT	3.445 (87.5mm)	+0.5mm	1.260	8.5	1,2
Nissan	SC7336	VG30DETT	3.465 (88.0mm)	+1.0mm	1.260	8.5	1,2
Nissan	SC7337	VQ35DE	3.760 (95.5mm)	STD	1.167	8.5	1,2
Nissan	SC7338	VQ35DE	3.780 (96.0mm)	+0.5mm	1.167	8.5	1,2
Nissan	SC73371	VQ35DE	3.760 (95.5mm)	STD	1.167	11.0	2,3
Nissan	SC73381	VQ35DE	3.780 (96.0mm)	+0.5mm	1.167	11.0	2,3



SUBARU®

SUBARU® PISTONS

CP Subaru® pistons are available standard or oversized. CP pistons are compatible with oversize valves, higher lift cams and high performance rings. CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with or without skirt coating. Head Gaskets sold separately.

STANDARD FEATURES INCLUDE:

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



SUBARU®

MAKE	PART #	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Subaru	SC7399	EJ20 WRX	3.622 (92.0mm)	STD	1.285	8.5	1,2,10
Subaru	SC7400	EJ20 WRX	3.642 (92.5mm)	+0.5mm	1.285	8.5	1,2,10
Subaru	SC7401	EJ20 WRX	3.661 (93.0mm)	+1.0mm	1.285	8.5	1,2,10
Subaru	SC7410	EJ25 DOHC	3.937 (100.0mm)	+0.5mm	1.193	8.5	1,2,10
Subaru	SC7420	EJ257 WRX STI	3.9175 (99.5mm)	STD	1.208	8.2	1,2,10
Subaru	SC7422	EJ257 WRX STI	3.927 (99.75mm)	+0.25mm	1.208	8.2	1,2,10
Subaru	SC7421	EJ257 WRX STI	3.937 (100.0mm)	+0.5mm	1.208	8.2	1,2,10

Footnotes:

- 1 - Turbo or Supercharger
- 2 - Nitrous
- 3 - Naturally Aspirated
- 4 - Works w/ B16A / B18A / B18B / B18C Head
- 5 - Must Sleeve Block
- 6 - 5SFE Block with 3SGTE Head
- 8 - CR with KA24DE is 9.0:1, KA24E is 8.0:1
- 9 - CR with 89mm stroke & B16A head
- 10 - No locks supplied, use factory locks
- 11 - 48cc Head, 1.2mm Gasket



PAUL SZUBA
Subaru WRX STI

TOYOTA® PISTONS

Toyota® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams. Along with full radius dome designs, high performance rings and lightweight pins, CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with or without skirt coating. Head Gaskets sold separately.

STANDARD FEATURES INCLUDE:

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



TOYOTA®

MAKE	PART #	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Toyota	SC7445	1NZFE	3.2.953 (75.0mm)	STD	1.089	9.0	1,2
Toyota	SC7446	1NZFE	2.972 (75.5mm)	+0.5mm	1.089	9.0	1,2
Toyota	SC7455	2AZFE / Scion TC	3.484 (88.5mm)	STD	1.310	9.0	1,2
Toyota	SC7456	2AZFE / Scion TC	3.504 (89.0mm)	+0.5mm	1.310	9.0	1,2
Toyota	SC7459	2JZGTE	3.386 (86.0mm)	STD	1.338	8.5	1,2
Toyota	SC7460	2JZGTE	3.406 (86.5mm)	+0.5mm	1.338	8.5	1,2
Toyota	SC7461	2JZGTE	3.425 (87.0mm)	+1.0mm	1.338	8.5	1,2
Toyota	SC7449	3SGTE	3.386 (86.0mm)	STD	1.375	9.0	1,2
Toyota	SC7450	3SGTE	3.406 (86.5mm)	+0.5mm	1.375	9.0	1,2
Toyota	SC7453	3SGTE	3.425 (87.0mm)	+1.0mm	1.375	9.0	1,2
Toyota	SC7451	5SFE/3SGTE	3.445 (87.5mm)	+0.5mm	1.275	8.5	1,2,6
Toyota	SC7452	5SFE Crank only/3SGTE	3.406 (86.5mm)	+0.5mm	1.275	9.0	1,2
Toyota	SC7468	7MGTE	3.268 (83.0mm)	STD	1.299	8.4	1,2
Toyota	SC7469	7MGTE	3.287 (83.5mm)	+0.5mm	1.299	8.4	1,2
Toyota	SC7470	7MGTE	3.307 (84.0mm)	+1.0mm	1.299	8.4	1,2

Footnotes:

1 - Turbo or Supercharger

2 - Nitrous

3 - Naturally Aspirated

4 - Works w/ B16A / B18A / B18B / B18C Head

5 - Must Sleeve Block

6 - 5SFE Block with 3SGTE Head

8 - CR with KA24DE is 9.0:1, KA24E is 8.0:1

9 - CR with 89mm stroke & B16A head

10 - No locks supplied, use factory locks

11 - 48cc Head, 1.2mm Gasket



RINGS

CP PISTON RING RECOMMENDATIONS

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

Determining Ring Gap

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

81mm/25.4= 3.189 inches

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

.016" is the minimum allowable clearance.

NOTE

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

Ring Filing Procedures

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



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

RING GAP MEASURING PROCEDURES

1. A torque plate should be installed on engine (if applicable) and torqued to specifications.
2. Piston ring should be below and square to the deck.
3. Measure ring gap with a feeler gauge or equivalent measuring device.

Ring End Gap Chart

APPLICATION	TOP RING	SECOND RING	OIL RING
Street / Hi Performance	Bore x .0045/.005"	Bore x .005/.006"	Min..015"
Drag Racing Circle Track	Bore x .006"	Bore x .0065/.007"	Min .015"
Nitrous/Turbo Supercharged	Bore x .0065/.007"	Bore x .007/.008"	Min .015"
Motorcycle/ATV	Bore x .005"	Bore x .006"	Min .015"

CP PISTONS CYLINDER HONING RECOMMENDATIONS

GAS NITRIDED, CPN AND CPN2 PISTON RINGS

For use with gas nitrided, CPN and CPN2 piston rings. To identify a gas nitrided top ring the entire ring will be a light gray. These instructions must be followed for maximum ring seal. A torque plate must be used unless the bolt holes are not part of the cylinder. The first stone is a 525 (220 grit) stone, done until there is .001" left from final bore. The bore must be round to .0002", checked 360 degrees from the bottom to the top of the bore. Then switch to a 625 (280 grit) stone, 50% load until .0002" is left from final bore. Then use the 625 stone at 20% load to final bore size.

CHROME RINGS

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

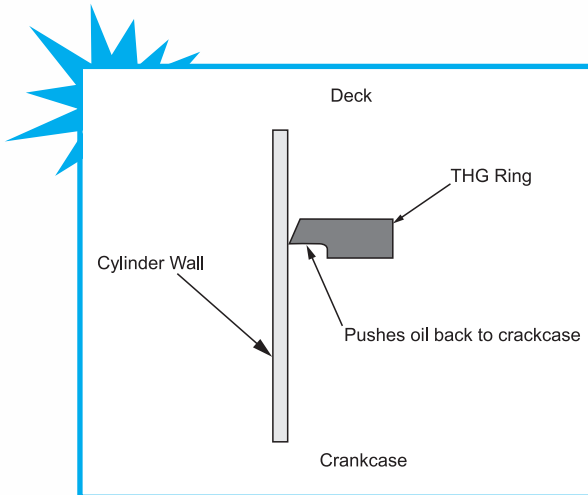
ALL RINGS

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

PREMIUM PINS (DLC - DIAMOND-LIKE COATING)

CP Diamond-Like Coated Premium Pins are manufactured from high quality 9310 steel. Our metal-free carbon coating is harder than steel ensuring a durability unsurpassed by any other pin on the market today. They are ISO9000 and QS9000 certified ensuring consistency, quality and performance. DLC pins offer a high resistance to abrasive wear which extends the service life and reliability under extreme conditions. These pins are offered as a lightweight high strength alternative that many of the top teams in motorsports rely on every weekend.

- **Enhanced surface hardness**
- **Improved surface quality**
- **Low friction coefficient**
- **1 micron surface finish**
- **Case hardened (computerized gas process)**
- **Gun drilled I.D.'s with 3 stages of honing**
- **Weight tolerance ± 1 gram**
- **Cryogenically treated (subzero heat-treating process) for improved material strength and grain structure**



CPN RINGS

TOP RING

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

SECOND RING

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





CARRILLO

THE POWER COMBINATION

CP Pistons and Carrillo connecting rods have joined forces with one goal in mind, to deliver the highest of quality engine components without the wait. By combining our resources, CP Pistons is now able to offer piston and rod combinations available off the shelf, setting us further apart from the competition.

The Carrillo connecting rod, made of proprietary steel, is a precision, high strength, quality component. Carrillo manufactures connecting rods that reflect the optimum balance between lightweight and durability.

HONDA

B16A V-TEC		
4	PRO-H	HN-B16A>-55287S
4	PRO-SA	HN-B16<SA-65287H
4	PRO-A	HN-B16-1<A-55287H
B18A, B18B, B20B		
4	PRO-H	HN-B18>-65394S
4	PRO-H	HN-B18>-65394H
4	PRO-SA	HN-B18<SA-65394H
4	PRO-A	HN-B18-1<A-55394H
B18C V-TEC		
4	PRO-H	AA-VTC>-65433S
4	PRO-H	AA-VTC>-65433H
4	PRO-SA	AA-VTC<SA-65433H
4	PRO-A	AA-VTC-1<A-55433H
F20C		
4	PRO-H	HN-F20C>-66024S
4	PRO-H	HN-F20C>-66024H
4	PRO-SA	HN-F20C<SA-66024H
4	PRO-A	HN-F20C-1<A-66024H
H22		
4	PRO-H	HN-H22>-65636S
4	PRO-H	HN-H22>-65636H
4	PRO-SA	HN-H22<SA-65636H
4	PRO-A	HN-2.2-1<A-65636H
H23, B20A, F22		
4	PRO-H	HN-H23>-65581S
4	PRO-H	HN-H23>-65581H
4	PRO-SA	HN-H23<SA-65581H
K20A		
4	PRO-H	AA-RSX>-65472S
4	PRO-H	AA-RSX>-65472H
4	PRO-SA	AA-RSX<SA-65472H
4	PRO-A	AA-RSX-1<A-65472H
K24A		
4	PRO-H	AA-RSX>-65984S
4	PRO-H	AA-RSX>-65984H
4	PRO-SA	AA-RSX<SA-65984H
4	PRO-A	AA-RSX-1<A-65984H

CHRYSLER/DODGE

GEMA 2.4 (R/T '07-'09)(Dodge SRT4 '08-'09)(Can use turbo or non turbo bearing)		
4	PRO-H	DG-GEMA>-65618S
4	PRO-H	DG-GEMA>-65618H
4	PRO-SA	DG-GEMA<SA-65618H

FORD

Duratec 2.0		
4	PRO-H	F-DT20>-65758S
4	PRO-H	F-DT20>-65758H
4	PRO-SA	F-DT20<SA-65758H
4	PRO-A	F-DT20-1<A-65758H
Duratec 2.3		
4	PRO-H	F-DT23>-66094S
4	PRO-H	F-DT23>-66094H
4	PRO-SA	F-DT23<SA-66094H
4	PRO-A	F-DT23-1<A-66094H

NISSAN/INFINITI/DATSUN

RB25, RB26		
6	PRO-H	DA-RB2>-64783S
6	PRO-H	DA-RB2>-64783H
6	PRO-SA	DA-RB<SA-64783H
6	PRO-A	DA-RB-1<A-64783H
SR20		
4	PRO-H	NI-SR2>-65364S
4	PRO-H	NI-SR2>-65364H
4	PRO-SA	NI-SR2<SA-65364H
4	PRO-A	NI-SR2-1<A-65364H
VQ35		
6	PRO-H	NI-Q35>-65676S
6	PRO-H	NI-Q35>-65676H
6	PRO-SA	NI-Q35<SA-65676H
6	PRO-A	NI-Q35-1<A-65676H
VQ35HR		
6	PRO-H	NI-VQ35HR>-65974S
6	PRO-H	NI-VQ35HR>-65974H
6	PRO-SA	NI-35HR<SA-65974H
VQ37HR		
6	PRO-H	NI-VQ37HR>-65886S
6	PRO-H	NI-VQ37HR>-65886H
6	PRO-SA	NI-37HR<SA-65886H
VG30, VG33		
6	PRO-H	NI-VG3>-66070S
6	PRO-H	NI-VG3>-66070H
6	PRO-SA	NI-VG3<SA-66070H
6	PRO-A	NI-VG3-1<A-66070H
KA24		
4	PRO-H	DA-KA24>-66496S
4	PRO-H	DA-KA24>-66496H
4	PRO-A	DA-KA24-1<A-66496H
TB48		
6	PRO-H	NI-TB48-1>-66437S
6	PRO-H	NI-TB48-1>-66437H

CARRILLO™

THE CHOICE CONNECTION



A-BEAM



H-BEAM

MAZDA

1.6/ 1.8 (B6 & BP)		
4	PRO-H	MA-323>-55234S
4	PRO-SA	MA-323<SA-55234H
4	PRO-A	MA-323-1<A-55234H
Special Stoker		
4	PRO-A	MA-323-1<A-55470H
MZR 2.0		
4	PRO-H	F-DT20>-65758S
4	PRO-H	F-DT20>-65758H
4	PRO-SA	F-DT20<SA-65758H
4	PRO-A	F-DT20-1<A-65758H
MZR 2.3		
4	PRO-H	F-DT23>-66094S
4	PRO-H	F-DT23>-66094H
4	PRO-SA	F-DT23<SA-66094H
4	PRO-A	F-DT23-1<A-66094H
2.3 DISI w/22mm Pin (Can Be Honed for Stock 22.5mm Pin)		
4	PRO-H	MA-23DISI>-65927S
4	PRO-H	MA-23DISI>-65927H
4	PRO-SA	MA-23DISI<SA-65927H

MITSUBISHI

4B11T EVO 10		
4	PRO-H	MI-4B11>-65659S
4	PRO-H	MI-4B11>-65659H
4	PRO-SA	MI-4B11SA-65659H
4G63 2nd Gen & Lancer EVO		
4	PRO-H	MI-4G6T>-65906S
4	PRO-H	MI-4G6T>-65906H
4	PRO-SA	MI-4GT<SA-65906H
4	PRO-A	MI-4GT-1<A-65906H
4G63 1st Gen		
4	PRO-A	MI-4G6-1<A-65906H
Mini (BMW) Cooper and Cooper-S w/Tritec 1.6		
4	PRO-H	BM-MINS>-55177S-
Cooper w/Prince 1.6		
4	PRO-H	BM-COOP>-55338S-

SUBARU

EJ18, EJ20, EJ22, EJ257(WRX STi)		
4	PRO-H	SB-2LTR>-65137S
4	PRO-H	SB-2LTR>-65137H
4	PRO-SA	SB-2LTR<SA-65137H
4	PRO-A	SB-2LTR-1<A-65137H

TOYOTA/LEXUS

3S-GE, 3S-GTE		
4	PRO-H	TO-3SG>-65433S
4	PRO-H	TO-3SG>-65433H
4	PRO-SA	TO-3SG<SA-65433H
4	PRO-A	TO-3SG-1<A-65433H
2JZ, 2JZ-GE, 2JZ-GTE		
6	PRO-H	TO-2JZ>-65590S
6	PRO-H	TO-2JZ>-65590H
6	PRO-SA	TO-2JZ<SA-65590H
6	PRO-A	TO-2JZ-1<A-65590H
2JZ Heavy Duty		
6	PRO-H	TO-2JHD>-65590S
6	PRO-H	TO-2JHD>-65590H
1FZ-FE		
6	PRO-H	TO-1FZFE-1>-66063S
6	PRO-H	TO-1FZFE-1>-66063H
2AZ-FE (May require cylinder sleeve clearancing)		
4	PRO-H	TO-2AZFE>-65886S
4	PRO-H	TO-2AZFE>-65886H
4	PRO-SA	TO-2AZFE<SA-65886H
4	PRO-A	TO-2AZFE-1<A-65886H
2ZZ-GE		
4	PRO-H	TO-2ZZGE>-65433S
4	PRO-H	TO-2ZZGE>-65433H
4	PRO-SA	TO-2ZZGE<SA-65433H



APPAREL



CP PISTONS STICKERS



CP PISTONS BANNERS



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SHORT SLEEVE HD T-SHIRT (S-3XL)



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Address		E-mail			
City		Contact			
State		Zip Code		PO#	
Credit Card#		Exp Date		Name	
				CC Zip	

ORDER INFO

CUSTOM PISTON INFO						SHELF PART #			Qty	Price	Total
Date Required			Ship Method			RTS	LTS	All Same			
Ref. Job#			Ref Part#			Pins Part#					
Custom Piston Qty			RTS LTS All Same			Locks Part#					
Motor Type			Displacement			Spacer Rails Part#					
Carb		Fuel Inj	Blown/Turbo		NOS	Pinfit Y N					
Usage		Approx HP		RPM		Ring Set Part#					
Bore (CI/Alum)		Stroke		Rod Width		Rod S/A					
Pin Diameter			Pin Length			Ring Cyl Set					
Head Type			Head CC			Int Milling					
Flat/Angle Mill How Much			Comp Ratio			Plunge V/R					
Block Height			Comp Dist			Gas Ports					
Gasket Thickness		CC Vol		Deck Clear		Pin Buttons Part#					
Int Valve			Exh Valve			Misc					
Lift/Lift at Overlap			Int		Exh	Notes:			Subtotal		
Lobe Separation			Installed @						Tax		
Free Drop		Int	Exh		Dur @ .050				Shipping Total		
Top Ring		2nd Ring		Oil Ring					Total		

RETURN POLICY: Custom pistons are returnable only for defects in workmanship or materials. Under no circumstances will parts be returnable after 90 days. Please check packaging for complete details regarding return policy.

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