15312 Connector Lane, Huntington Beach, CA 92649
TEL: 714-898-9763 • FAX: 714-893-8297

JE PISTONS

2006

The Industry LEAD in Forged PIS

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

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

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

OUR INVESTMENT IN TECHNOLOGY AND EQUIPMENT IS AN INVESTMENT IN OUR FUTURE AS WELL AS OUR CUSTOMERS'.
WE PRESERVE THAT INVESTMENT BY REMAINING COMMITTED TO THE PHILOSOPHY OF OUR FOUNDERS;

JE PISTONS WILL ALWAYS PROVIDE SUPERIOR PARTS . . .

DEVELOPED THROUGH EXTENSIVE RESEARCH . . .

EMPLOYING THE LATEST HIGH-TECH MANUFACTURING PROCEDURES AND QUALITY CONTROLS.

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

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

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

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...DER Racing ...TONS!

AERA

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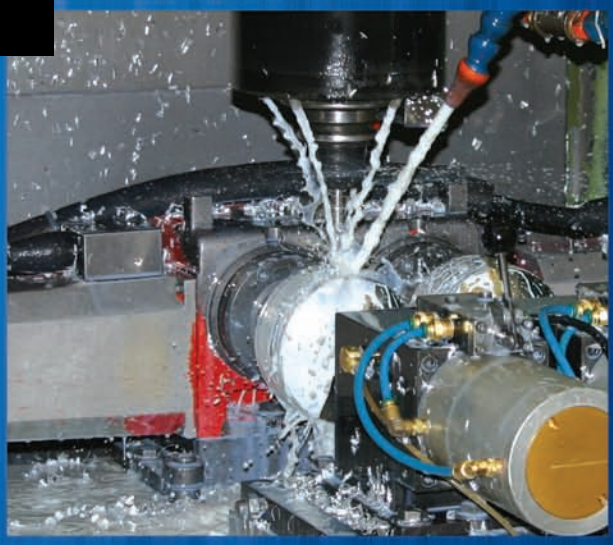
FACILITY



1 SALES & MANUFACTURING

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

2 TECHNOLOGY CENTER

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

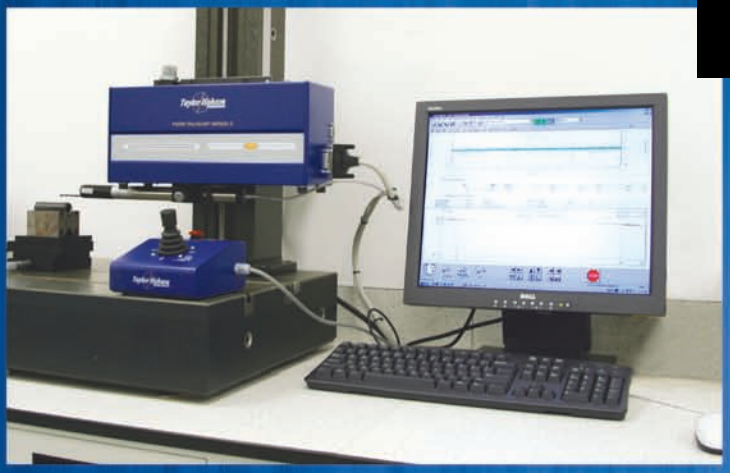
3 DISTRIBUTION CENTER & WAREHOUSE

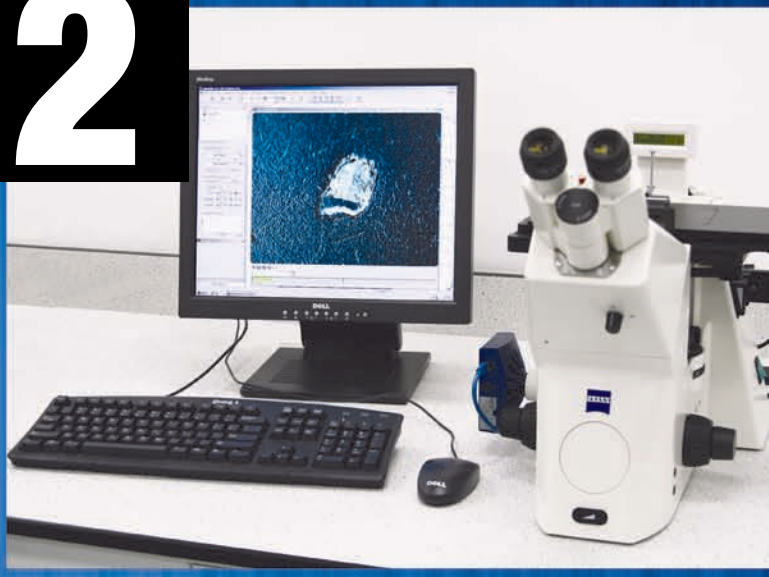
The completion of Building #3, a brand new warehouse and distribution center in October of 2002 strengthened JE's position as the undisputed leader in the performance piston industry. Offering the most complete line of shelf pistons, rings and pins available, over 6000 different part numbers, and a 98%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

15301
WILL CALL

ZEISS
PRISMO

2





ADMINISTRATIVE OFFICES

3

KEEP OUT

NEW PRODUCTS FOR 2006!

NEW PISTON PART NUMBERS FOR 2006

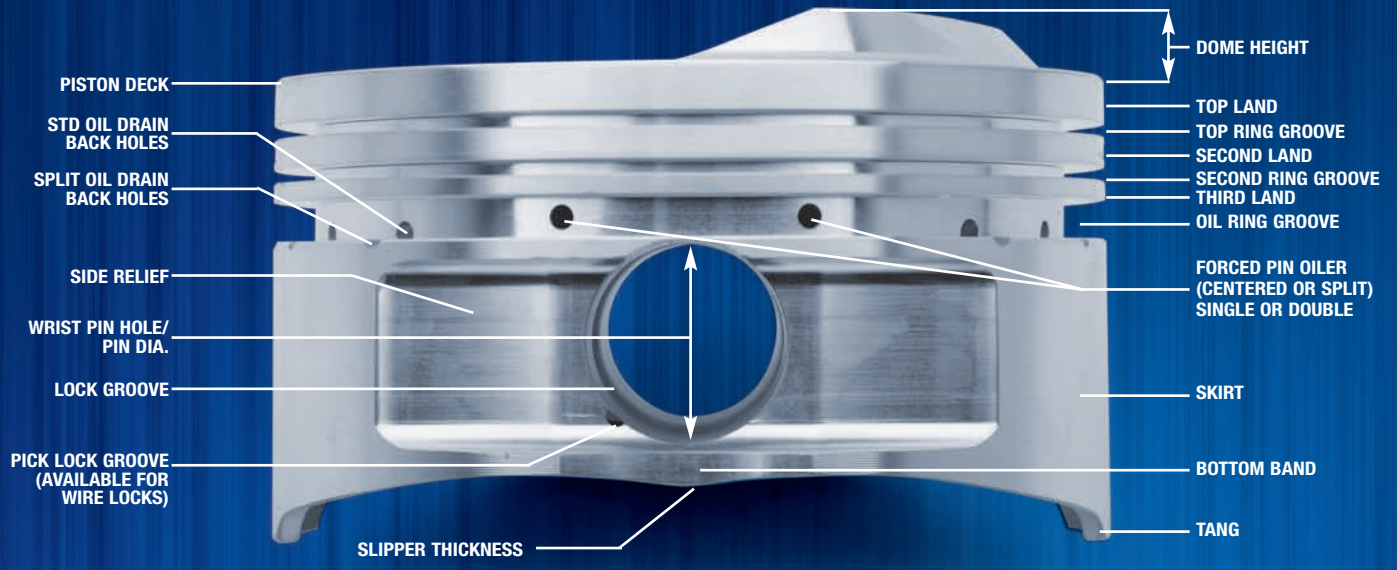
For 2006, JE Pistons has added over 100 new piston part numbers to their shelf piston product line! In the following catalog pages you will find new LS-1 F.S.R. (forged side relief) pistons, a newly redesigned F.S.R. Tour Series GP (gas port) section, a wider range of bore sizes in 5 Small Block Chevy sections and for Big Block Chevy Open Chamber Dome pistons we now offer our biggest shelf piston bore size ever, 4.625"! Under Big Block Chevy you'll also find a new section of Open Chamber Dome pistons with gas ports and backcut rings, the Big Duke/Big Chief pistons are also available with gas ports and in a wider range of bore sizes. You can now order Ford "FE" Flat Top pistons from JE Pistons, also new to the Ford section are 460 Inverted Dome stroker pistons. For Sport Compacts, JE has added 15 new Honda piston part numbers, including a new series of K24A2 pistons, and has expanded on the selection of Nissan, Volkswagen and Audi pistons as well. Please use this table to find all the new pistons for 2006!

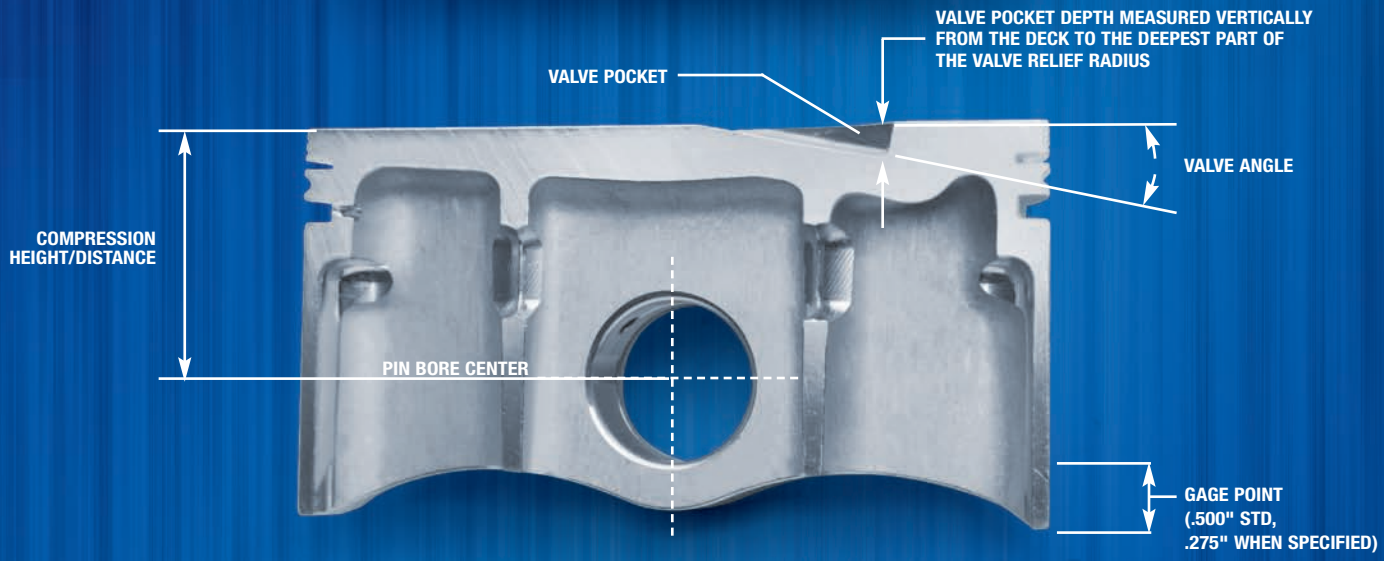
PART #	BORE	PAGE#
SMALL BLOCK CHEVY		
LS-1		
243016	4.005"	3
243017	4.030"	3
243018	4.125"	3
F.S.R. Tour Series GP		
232519	4.030"	6
232520	4.035"	6
232521	4.040"	6
232522	4.060"	6
232523	4.030"	6
232524	4.035"	6
232525	4.040"	6
232526	4.060"	6
232527	4.030"	6
232528	4.035"	6
232529	4.040"	6
232530	4.060"	6
400 Flat Top		
242886	4.125"	7
Extreme Duty 23º Inverted Dome		
242885	4.125"	8
350 Dome		
242887	4.005"	10
400 Dome		
242890	4.125"	11
242891	4.155"	11
242892	4.165"	11
13º All Pro/ 13.5º GB2000 Dome		
242846	4.125"	13
242847	4.130"	13
242848	4.135"	13
242849	4.140"	13
242850	4.145"	13
400 18º Flat Top		
243033	4.125"	14
243034	4.130"	14
243035	4.135"	14
243036	4.145"	14
243037	4.155"	14
243038	4.165"	14
BIG BLOCK CHEVY		
Open Chamber Dome		
243074	4.625"	20
243075	4.625"	20
243076	4.625"	20
243077	4.625"	21
243078	4.625"	21
Nitrous Series GP		
244535	4.600"	22

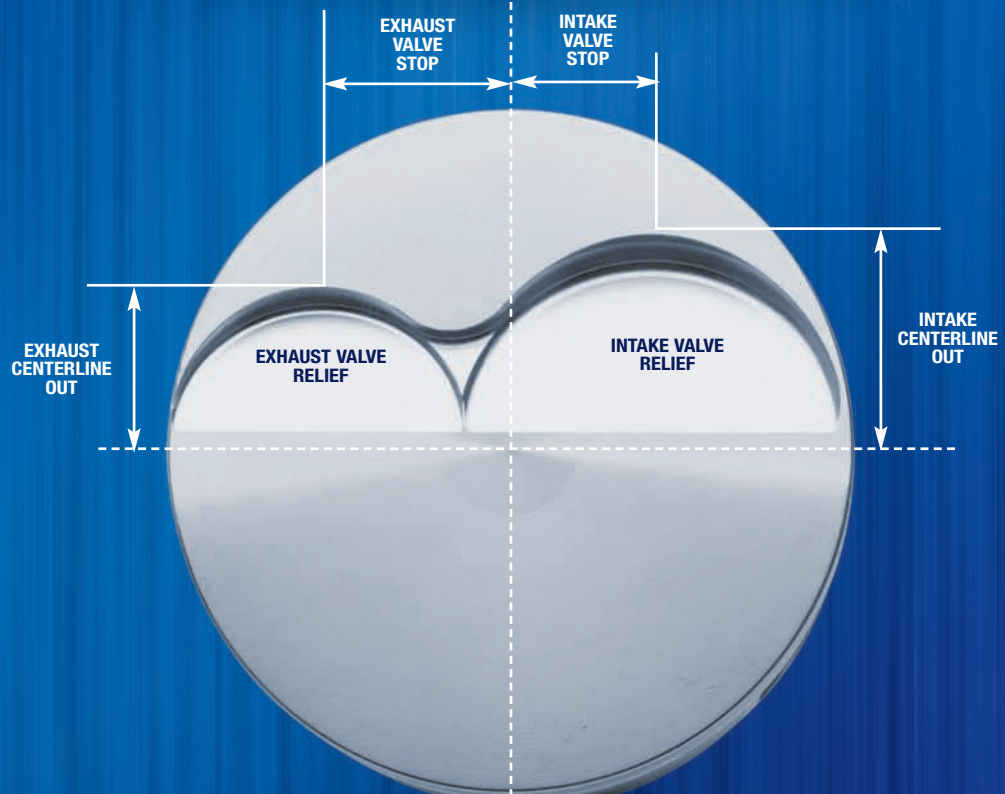
PART #	BORE	PAGE#
BIG BLOCK CHEVY CONT...		
Open Chamber Dome GP		
243326	4.560"	22
243327	4.600"	22
243328	4.610"	22
243329	4.625"	22
243330	4.560"	22
243331	4.600"	22
243332	4.610"	22
243333	4.625"	22
Big Duke/Big Chief GP 18º		
243079	4.600"	23
243313	4.600"	23
243314	4.610"	23
243315	4.600"	23
243316	4.610"	23
243317	4.560"	23
243318	4.600"	23
243319	4.610"	23
243320	4.560"	23
243321	4.600"	23
243322	4.610"	23
243323	4.560"	23
243324	4.600"	23
243325	4.610"	23
FORD		
351W Flat Top		
232474	4.000"	26
302 Inverted Dome		
232463	4.040"	27
232470	4.030"	27
232471	4.030"	27
427/428 "FE" Inverted Dome		
242930	4.250"	29
242931	4.280"	29
242932	4.310"	29
427/428 "FE" Flat Top		
242933	4.250"	29
242934	4.280"	29
242935	4.310"	29
460 Inverted Dome Stroker		
232448	4.390"	30
232449	4.440"	30
232450	4.500"	30
MOPAR		
426 Hemi		
232517	4.500"	34
232518	4.500"	34

PART #	BORE	PAGE#
SPORT COMPACT		
Acura B18C1		
242872	81.00mm	36
242873	81.50mm	36
242874	82.00mm	36
242875	83.00mm	36
242876	82.00mm	36
242877	83.00mm	36
242878	82.00mm	36
242879	83.00mm	36
Acura K24A2		
242194	87.00mm	36
242196	88.00mm	36
242198	89.00mm	36
242858	87.00mm	36
242865	89.00mm	36
242866	87.00mm	36
242867	88.00mm	36
242868	88.00mm	36
242869	89.00mm	36
Nissan KA24DE		
244514	89.50mm	38
Volkswagen/Audi 1.8T		
242880	81.00mm	39
242881	81.50mm	39
242882	82.00mm	39
242909	81.00mm	39
242926	81.50mm	39
242928	82.00mm	39

PISTON TERMINOLOGY







SHELF PISTON FEATURES

RADIUSED VALVE RELIEFS

PRECISION CNC MACHINED RING GROOVES

SMOOTH RADIUSED DOME AND DISH DESIGNS

WITH OVER 300 INDIVIDUAL FORGINGS TO CHOOSE FROM, JE IS ABLE TO ACHIEVE SPECIFIC PISTON DESIGN REQUIREMENTS WHILE REDUCING OVERALL WEIGHT

2618 LOW-SILICON MATERIAL

HONED PIN BORES

FULLY MACHINED SIDE RELIEF WITH LOWER SUPPORT BAND FOR ADDITIONAL STRENGTH

MACHINED OIL DRAIN BACK HOLES ENGINEERED FOR SPECIFIC OIL CONTROL

DIAMOND TURNED SKIRTS

SPECIFICALLY DESIGNED LEFT AND RIGHT FORGINGS ALLOW PRECISE VALVE RELIEF LOCATIONS FURTHER REDUCING WEIGHT WHILE MAINTAINING SUPERIOR STRENGTH AND UNIFORM CROWN THICKNESS

JE FORGINGS FEATURE ENLARGED PIN BOSS AND RING BELT RADII TO ENSURE OPTIMUM STRENGTH IN CRITICAL AREAS

CUSTOM PISTONS

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

STANDARD CUSTOM PISTON FEATURES

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

CUSTOM PISTON MOTOR/STYLE CODES

EXAMPLE 22-2-2

ENGINE CODES

Small Block Chevy	22
Big Block Chevy	76
Small Block Chrysler	23
Big Block Chrysler	24
Small Block Ford	33
Ford Pinto	66
Big Block Ford	43
Domestic Not Listed	104
Sport Compact (4 & 6 Cylinder)	101
Sport Compact (8 Cylinder)	102
Euro/Exotic/Antique	103

PISTON TYPE

Dome	1
Flat Top	2
Dish/ Inverted Dome	3

OF VALVES

Two	2
Four	4

CUSTOM PISTON ORDER EXAMPLE

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

DESCRIPTION	CODE	PRICE
S/B Chevy Flat Top	22-2-2	$X.XX
Pin Fit	PF	$X.XX
Contact Reduction	CD	$X.XX
Ultra Groove	UG	$X.XX
Vertical & Lateral Gas Ports	VL	$X.XX
Double Pin Oiling	DP	$X.XX

CUSTOM FEATURE CODES

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

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

	Milling Options
PB	*Plunge Bosses (Interior or Exterior)*
SB	*Spin Boss*
CB	*Chamfer Pin Boss*
MC	*Mill Under Crown*
MB	*Mill Pin Boss Width*
WM	*Mill Skirt or Window Mill*
FM	*Cavity Milling*
SE	*Skirt Register*
	Ultra Crown
US	*One-Time Engineering Fee*
UD	*Machining per Piston Dome*
UC	*Machining per Piston Inverted Dome*
	Forged Side Relief
FS	*FSR - Forged Side Relief*
FE	*FSR - external bracing and cavities*
FC	*FSR - external and internal bracing and cavities*

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

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

(VG) Vertical Gas Ports:

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

(LG) Lateral Gas Ports:

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

(UG) Ultra Groove:

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

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

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

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

Machining process that removes additional material for added weight savings.

(CD) Contact Reduction Grooves:

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

(AG) Accumulator Grooves:

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

(DP) Double Pin Oilers:

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

(PF) Pin Fitting:

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

(NS) Oil Squirt Notch:

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

(BO) Bottom Oilers:

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

(TV) Tulip Valve Pockets:

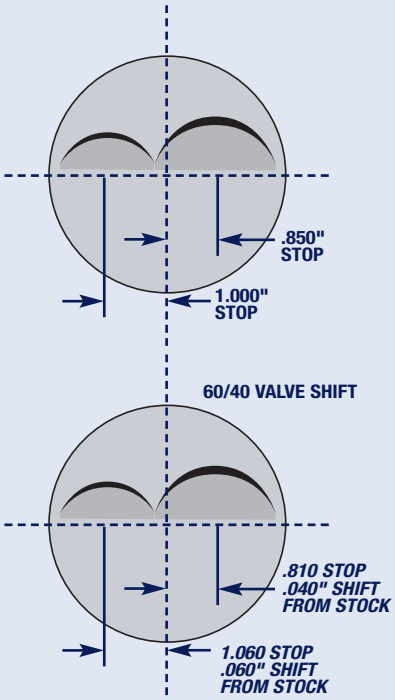
Most commonly used on Hemi and motorcycle engines, this process leaves a raised area on plunged valve pockets to achieve maximum compression.

SMALL BLOCK CHEVY

Originally developed in 1955 at 265 cubic inches, the small block Chevy engine has evolved into the most popular engine in history. With literally millions of factory production units in circulation, the performance aftermarket has exploded with countless variations of this engine. When choosing a piston, the choices can be reduced to a few simple steps.

Piston to cylinder head compatibility is determined by two major factors, dome shape/size and valve relief (VR) placement. VR placement on the piston is influenced by two characteristics of the particular cylinder head being used; valve angle and valve spacing. The following paragraph discusses the VR placement characteristics of the most popular small block Chevy cylinder head, the 23º.

Factory GM heads are used to define standard valve spacing and angle (thus 23º) for many small block Chevy's. Additionally most 23º aftermarket cylinder heads incorporate what is commonly known as "60/40 Shift" (See diagram at right) in order to allow for larger valves. All JE flat top and inverted dome shelf piston designs accommodate "60/40 Shift" and will work with most aftermarket 23º cylinder heads, including those with oversized valves and angle milled surfaces. **TFS "Twisted Wedge", AFR227 and Brodix 10X cylinder heads will require custom pistons.**

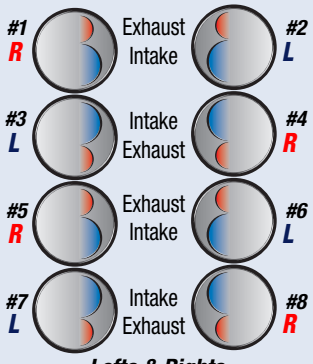


JE domed pistons share the same compatibility as the flat top and inverted dome pistons. **Only the Pro Action/ Pro Topline, Brodix 11X, GB2000, GM Vortec and the GM Fast Burn heads require special pistons in addition to those mentioned above.** In some cases, as in the Pro Topline Lightning 23º, JE has designed specific shelf parts to suit these applications.

Although the 23º head is by far the most popular, the performance aftermarket industry has developed several variations that employ different valve angles and VR placements. These styles include cylinder heads such as the Brodix –12 15º, 17º/18º... etc. and have specific sections in our catalog dedicated to them. These special application shelf pistons will work with nearly any aftermarket head of the same valve angle style.

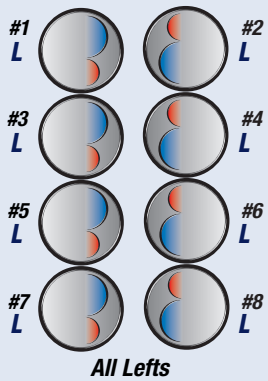
REMEMBER, always check piston to cylinder head clearance during assembly as shown in the diagram below. If you have questions regarding the VR placement on your particular cylinder head, JE suggests that you contact the cylinder head manufacturer directly.

S/B CHEVY
Front of Engine



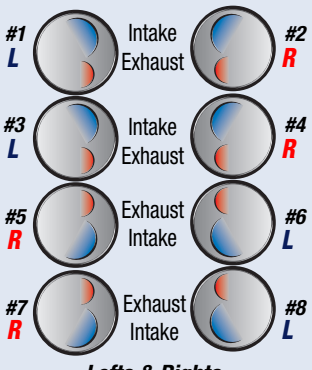
Lefts & Rights

LS1
Front of Engine



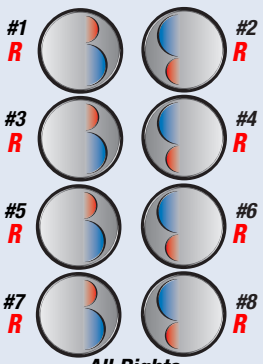
All Lefts

S/B 2.2
Front of Engine



Lefts & Rights

BD2000, DART/BUICK, GM SPLAYED
Front of Engine



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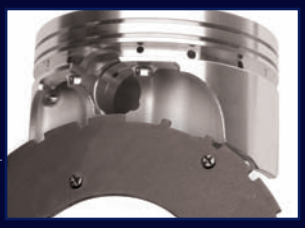
LS1, LS6, Z06, 5.7L, 6.0L F.S.R.

*Our new FSR (Forged Side Relief) slipper forging design allows the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems (see photo below). Lightweight and extremely durable, these pistons are machined for **1.5, 1.5, 3mm** rings and have an inverted dome designed to achieve optimum compression ratio with forced induction applications **(CR calculated with .042 gasket thickness and 0.00" deck clearance).***

Includes:

- *Pin # 927-2250-15-51C (111g)*
- *Wire locks #927-073-MW*



NEW FSR PISTON CLEARS THE RELUCTOR WHEEL

Cubic Inches	Bore Size	Stroke	Rod Length	Deck Clearance with 9.240" Block Height	Compression Distance	Head Cubic Centimeters 64cc Compression Ratio	66cc Compression Ratio	72cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 3.900"-5.7L, 4.000"-6.0L						**LS1 FSR SERIES**						1.5, 1.5, 3MM RINGS		**J60008-**
403	4.005	4.000	6.125	.000	1.115	11.6	11.3	10.6	-5	**NEW!**	**B, C**	.105	243016	4000-5
408	4.030	4.000	6.125	.000	1.115	11.7	11.4	10.7	-5	**NEW!**	**B, C**	.130	243017	4030-5
408	4.030	4.000	6.125	.000	1.115	9.2	9.0	8.6	-29	395	**B, C**	.130	221176	4030-5
414	4.060	4.000	6.125	.000	1.115	9.3	9.1	8.7	-29	400	**B, C**	.160	221178	4060-5
427	4.125	4.000	6.125	.000	1.115	12.1	11.9	11.1	-5	**NEW!**	**B, C**	.225	243018	4125-5
427	4.125	4.000	6.125	.000	1.115	9.5	9.3	8.9	-29	420	**B, C**	.225	221180	4125-5

Foot Notes: **B**=Oil Rail Support is Included, **C**=.927 Pin Diameter

DARTON® LS1 SLEEVE KITS

Darton's new "Modular Integrated Deck" (MID) design achieves maximum bore potential for the LS1 block at 4.160" while providing increased wall thickness in the upper sleeve area. Utilizing Darton's ultimate ductile iron for superior ring seal and bore concentricity these kits employ a simple wet sleeve design to facilitate individual replaceability. Darton's new "MID" design sleeve kit is the ultimate solution for the big bore, high rpm, extreme boost and horsepower requirements of today's engines.

Bore Range	Part Number
4.000-4.070	600-100
4.115-4.165	600-120

15° LS1

*Featuring our traditional style full round skirt, these pistons are designed for the stock rod (.945" dia.wrist pin) or aftermarket/small block chevy (.927" dia. wrist pin) connecting rods. Flat top design achieves compression ratios suitable for normally aspirated applications **(CR calculated with .057" gasket thickness and +.010" deck clearance).** Pistons are machined for **1.5, 1.5, 3mm rings.***

Includes:

- *927-2500-15-51S (118g) wrist pins included, note C*
- *945-2500-15-51S (130g) wrist pins included, note K*
- *Double spiro locks included, #927-042-CS*

Cubic Inches	Bore Size	Stroke	Rod Length	Deck Clearance with 9.240" Block Height	Compression Distance	Head Cubic Centimeters 64cc Compression Ratio	66cc Compression Ratio	72cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 3.900						**LS1 SERIES**						1.5, 1.5, 3MM RINGS		**J68008-**
383	3.905	4.000	6.200	+.010	1.050	11.5	11.3	10.5	-2.0	390	**B,C**	.005	194881	3900-3
373	3.905	3.900	6.125	+.010	1.175	11.3	11.0	10.3	-2.0	403	**C**	.005	194882	3900-3
347	3.905	3.622	6.125	+.010	1.315	10.6	10.3	9.6	-2.0	428	**C**	.005	194883	3900-3
347	3.905	3.622	6.098	+.010	1.340	10.6	10.3	9.6	-2.0	430	**K**	.005	194884	3900-3

Foot Notes: **B**=Oil Rail Support is Included, **C**=.927 Pin Diameter, **K**=.945 Pin Diameter

305 SMALL BLOCK 23° FLAT TOP

*305 flat tops are ideal for 305 Sprinters as well as street/strip applications. Features **1/16, 1/16, 3/16** CNC precision machined ring grooves.*

Includes:

- *Pin #927-2500-15-51S (118g)*
- *Double spiro locks #927-042-CS*
- *Accumulator Groove*
- *Contact Reduction Grooves*

***APBA Spec:** These are an approved replacement piston by APBA for the 305 class. Available in a 4 valve relief flat top as well as a dish. Accepts Original Equipment Manufacturer **5/64, 5/64, 3/16** rings and is manufactured for a press pin. All APBA pistons have the APBA logo laser etched on the top of the piston. Includes a #927-2850-15-51S (134g) wrist pin.*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 52cc Compression Ratio	58cc Compression Ratio	64cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 3.736							**305 SERIES FLAT TOP**					1/16, 1/16, 3/16 RINGS		**J100F8-**
310	3.766	3.480	5.700	9.000	1.560	10.8	10.1	9.2	-5.0	412	Flat Top	.030	170771	3766-5
315	3.796	3.480	5.700	9.000	1.560	10.8	10.1	9.2	-5.0	418	Flat Top	.060	170772	3796-5
APBA														
STD BORE: 3.736							**305 APBA FLAT TOP & DISH SERIES**					5/64, 5/64, 3/16 RINGS		**JE00F8-**
310	3.766	3.480	5.700	9.000	1.560	10.8	10.1	9.2	-5.0	504	Flat Top	.030	174004*	3766
310	3.766	3.480	5.700	9.000	1.560	9.7	9.1	8.5	-12.0	472	Dish	.030	174002*	3766

**APBA approved part numbers*

F.S.R. SUPERFLY GP (GAS PORTED)

*The ultimate light-weight piston for Late Model Stock two-barrel and similar applications up to **400 horsepower.** FSR forging provides reduced skirt contact that lowers friction for optimum HP gains. Pistons feature a .190" deep intake valve pocket for maximum compression. The ring grooves are machined for **1.2, 1.2, 3mm** back cut rings with lateral gas ports provided for superior ring seal.*

Includes:

- *Pin #927-2350-15-51C (111g)*
- *Wire lock #927-073-MW*
- *Lateral gas ports*
- *Double Pin Oilers*
- *Accumulator Groove*
- *Contact Reduction Grooves*
- *Rated up to 400 horsepower*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc Compression Ratio	64cc Compression Ratio	76cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000							**350 SERIES**					1.2, 1.2, 3MM RINGS		**J93008-**
357	4.030	3.500	6.250	9.000	1.000	11.6	10.8	9.4	-1.8	308	A,L	.030	170677	4030-5*
359	4.040	3.500	6.250	9.000	1.000	11.6	10.8	9.4	-1.8	312	A	.040	170680	4040-5*
357	4.030	3.500	6.125	9.000	1.125	11.6	10.8	9.4	-1.8	323	A	.030	170687	4030-5*
359	4.040	3.500	6.125	9.000	1.125	11.6	10.8	9.4	-1.8	325	A	.040	170688	4040-5*
357	4.030	3.500	6.000	9.000	1.250	11.6	10.8	9.4	-1.8	334	A	.030	170684	4030-5*
358	4.035	3.500	6.000	9.000	1.250	11.6	10.8	9.4	-1.8	336	A	.035	185054	4030-5*
359	4.040	3.500	6.000	9.000	1.250	11.6	10.8	9.4	-1.8	338	A	.040	170685	4040-5*
352	4.000	3.500	6.000	9.020	1.270	11.5	10.7	9.3	-1.8	329	A	STD	232507	4000-5*
357	4.030	3.480	5.850	9.000	1.410	11.6	10.8	9.4	-1.8	353	L	.030	170681	4030-5*
359	4.040	3.480	5.850	9.000	1.410	11.6	10.8	9.4	-1.8	355	L	.040	170682	4040-5*
357	4.030	3.500	5.700	9.000	1.550	11.6	10.8	9.4	-1.8	372	A	.030	170678	4030-5*
358	4.035	3.500	5.700	9.000	1.550	11.6	10.8	9.4	-1.8	373	A	.035	173676	4030-5*
359	4.040	3.500	5.700	9.000	1.550	11.6	10.8	9.4	-1.8	376	A	.040	170679	4040-5*
352	4.000	3.500	5.700	9.020	1.570	11.5	10.7	9.3	-1.8	368	A	STD	232506	4000-5*

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **L**=Limited quantities available

**** Rings listed are Plasma Moly. Optional Nitrided Stainless Steel Rings are also available, to order use ring set prefix #J92008***

ULTRA-LIGHT GP (GAS PORTED)

The #1 choice for Late Model Stock engine builders. ***Rated to 400 hp*** *these pistons feature a contoured bottom band and a 2.400 length pin for maximum weight savings. Precision CNC machined* ***.043, .043, 3mm*** *back cut ring grooves. Footnote X parts are rated to 500hp, they will work with 21° angle milled heads and have deeper valve pockets.*

Includes:

- *Pin #927-2400-13-51C (103g)*
- *Wire lock #927-073-MW*
- *Lateral gas ports*
- *Accumulator Groove*
- *Contact Reduction Grooves*
- *Double Pin Oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc Compression Ratio	64cc Compression Ratio	76cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**350 ULTRA LIGHT GP SERIES**						.043, .043, 3MM RINGS		**J70008-**
357	4.030	3.500	6.250	9.000	1.000	11.6	10.8	9.4	-1.8	312	A,L	.030	183325	4030-5
358	4.035	3.500	6.250	9.000	1.000	11.6	10.8	9.4	-1.8	318	A,L	.035	207481	4030-5
357	4.030	3.500	6.250	9.000	1.000	11.3	10.5	9.2	-4.0	318	A,X,L	.030	187695	4030-5
358	4.035	3.500	6.250	9.000	1.000	11.3	10.5	9.2	-4.0	324	A,X,L	.035	207482	4030-5
357	4.030	3.500	6.125	9.000	1.125	11.6	10.8	9.4	-1.8	342	A,L	.030	177848	4030-5
359	4.040	3.500	6.125	9.000	1.125	11.6	10.8	9.4	-1.8	347	A,L	.040	177849	4040-5
357	4.030	3.500	6.000	9.000	1.250	11.6	10.8	9.4	-1.8	358	A,L	.030	173615	4030-5
358	4.035	3.500	6.000	9.000	1.250	11.6	10.8	9.4	-1.8	360	A,L	.035	207483	4030-5
357	4.030	3.500	6.000	9.000	1.250	11.3	10.5	9.2	-4.0	352	A,X	.030	187698	4030-5
358	4.035	3.500	6.000	9.000	1.250	11.3	10.5	9.2	-4.0	354	A,X	.035	207484	4030-5
359	4.040	3.500	6.000	9.000	1.250	11.6	10.8	9.4	-1.8	362	A,L	.040	173616	4040-5
362	4.060	3.500	6.000	9.000	1.250	11.6	10.8	9.4	-1.8	368	A,L	.060	194337	4060-5
357	4.030	3.500	5.700	9.000	1.550	11.6	10.8	9.4	-1.8	395	A,L	.030	173617	4030-5
359	4.040	3.500	5.700	9.000	1.550	11.6	10.8	9.4	-1.8	401	A,L	.040	173618	4040-5
362	4.060	3.500	5.700	9.000	1.550	11.6	10.8	9.4	-1.8	407	A,L	.060	194338	4060-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **X**=angle milled heads.

ULTRA-LIGHT FLAT TOP

This is our original Ultra Light piston. For Late Model Stock applications ***up to 400 hp.*** *Piston accepts* ***1/16, 1/16, 3/16*** *rings.*

STD BORE: 4.000						**350 ULTRA LIGHT WEIGHT SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
357	4.030	3.500	6.250	9.000	1.000	11.6	10.8	9.4	-2.0	338	A,B,L	.030	114323	4030-5
358	4.035	3.500	6.250	9.000	1.000	11.6	10.8	9.4	-2.0	345	A,B,L	.035	114324	4030-5
359	4.040	3.500	6.250	9.000	1.000	11.6	10.8	9.4	-2.0	345	A,B,L	.040	114325	4040-5
360	4.045	3.500	6.250	9.000	1.000	11.6	10.8	9.4	-2.0	350	A,B,L	.045	131547	4040-5
357	4.030	3.500	6.125	9.000	1.125	11.6	10.8	9.4	-2.0	360	A,L	.030	116855	4030-5
358	4.035	3.500	6.125	9.000	1.125	11.6	10.8	9.4	-2.0	361	A,L	.035	116856	4030-5
359	4.040	3.500	6.125	9.000	1.125	11.6	10.8	9.4	-2.0	361	A,L	.040	116857	4040-5
357	4.030	3.500	6.000	9.000	1.250	11.6	10.8	9.4	-2.0	374	A	.030	105038	4030-5
358	4.035	3.500	6.000	9.000	1.250	11.6	10.8	9.4	-2.0	377	A	.035	105039	4030-5
359	4.040	3.500	6.000	9.000	1.250	11.6	10.8	9.4	-2.0	387	A	.040	105040	4040-5
360	4.045	3.500	6.000	9.000	1.250	11.6	10.8	9.4	-2.0	383	A	.045	131543	4040-5
357	4.030	3.500	5.700	9.000	1.550	11.6	10.8	9.4	-2.0	417	A	.030	105041	4030-5
358	4.035	3.500	5.700	9.000	1.550	11.6	10.8	9.4	-2.0	418	A	.035	105042	4030-5
359	4.040	3.500	5.700	9.000	1.550	11.6	10.8	9.4	-2.0	425	A	.040	105043	4040-5
360	4.045	3.500	5.700	9.000	1.550	11.6	10.8	9.4	-2.0	426	A	.045	131542	4040-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **B**=Oil Rail Support Included, **L**=Limited quantities available

TOUR SERIES GP (GAS PORTED)

*Similar to the Ultra Light GP, this piston has undergone engineering changes to handle **higher horsepower 4-barrel applications (approximately 650 hp)** and angle milled heads. Both 350 and 400 series accept oversize valves (intake pocket is 2.255" and the exhaust pocket is 1.870") and long duration, tight lobe separation cams. The ring grooves are precision machined for **.043, .043, 3mm** back cut rings with lateral gas ports for superior ring seal.*

Includes:

- Lateral Gas Ports
- Contact Reduction Grooves
- Double Spiro Locks #927-042-CS
- Double Pin Oilers

350 Series

- .290" Deep Intake Pocket
- Pin #927-2500-15-51S (118g)

400 Series

- .295" Deep Intake Pocket
- Pin #927-2750-15-51S (130g)

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc Compression Ratio	64cc Compression Ratio	76cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**350 SERIES**						.043, .043, 3MM RINGS		**J70008-**
357	4.030	3.500	6.250	9.000	1.000	11.2	10.3	9.1	-5.0	370	A,B	.030	170695	4030-5
358	4.040	3.500	6.250	9.000	1.000	11.2	10.3	9.1	-5.0	374	A,B	.040	170696	4040-5
357	4.030	3.500	6.125	9.000	1.125	11.2	10.3	9.1	-5.0	380	A	.030	170697	4030-5
358	4.040	3.500	6.125	9.000	1.125	11.2	10.3	9.1	-5.0	384	A	.040	170698	4040-5
383	4.030	3.750	6.000	9.000	1.125	11.9	11.1	9.7	-5.0	380		.030	170697	4030-5
385	4.040	3.750	6.000	9.000	1.125	11.9	11.1	9.7	-5.0	384		.040	170698	4040-5
357	4.030	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	398	A	.030	170692	4030-5
359	4.040	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	401	A	.040	170693	4040-5
362	4.060	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	410	A	.060	170694	4060-5
357	4.030	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	439	A	.030	170689	4030-5
359	4.040	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	442	A	.040	170690	4040-5
362	4.060	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	448	A	.060	170691	4060-5
STD BORE: 4.125						**400 SERIES**						.043, .043, 3MM RINGS		**J70008-**
380	4.155	3.500	6.125	9.000	1.125	11.7	10.9	9.6	-5.0	424	A	.030	181933	4155-5
407	4.155	3.750	6.000	9.000	1.125	12.5	11.6	10.2	-5.0	424		.030	181933	4155-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **B**=Oil Rail Support is Included

F.S.R. TOUR SERIES GP (GAS PORTED)

*Similar to the Tour Series GP, these pistons have been redesigned on F.S.R. (forged side relief) forgings with external bracing for added strength. The ring grooves are precision machined for **.043, .043, 3mm** back cut rings with lateral gas ports for superior ring seal.*

Includes:

- Pin# 927-2350-15-51C (111g)
- Double Spiro Locks 927-073-MW
- Lateral Gas Ports
- Double Pin Oilers
- Accumulator Groove
- Contact Reduction Grooves

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc Compression Ratio	64cc Compression Ratio	72cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**350 SERIES**						.043, .043, 3MM RINGS		**J70008-**
357	4.030	3.500	6.250	9.000	1.000	11.2	10.4	9.5	-5.0	NEW!	A,B	.030	232519	4030-5
358	4.035	3.500	6.250	9.000	1.000	11.2	10.4	9.5	-5.0	NEW!	A,B	.035	232520	4030-5
359	4.040	3.500	6.250	9.000	1.000	11.2	10.4	9.5	-5.0	NEW!	A,B	.040	232521	4040-5
362	4.060	3.500	6.250	9.000	1.000	11.3	10.5	9.6	-5.0	NEW!	A,B	.060	232522	4060-5
357	4.030	3.500	6.125	9.000	1.125	11.2	10.4	9.5	-5.0	NEW!	A	.030	232523	4030-5
358	4.035	3.500	6.125	9.000	1.125	11.2	10.4	9.5	-5.0	NEW!	A	.035	232524	4030-5
359	4.040	3.500	6.125	9.000	1.125	11.2	10.4	9.5	-5.0	NEW!	A	.040	232525	4040-5
362	4.060	3.500	6.125	9.000	1.125	11.3	10.5	9.6	-5.0	NEW!	A	.060	232526	4060-5
357	4.030	3.500	6.000	9.000	1.250	11.2	10.4	9.5	-5.0	NEW!	A	.030	232527	4030-5
358	4.035	3.500	6.000	9.000	1.250	11.2	10.4	9.5	-5.0	NEW!	A	.035	232528	4030-5
359	4.040	3.500	6.000	9.000	1.250	11.2	10.4	9.5	-5.0	NEW!	A	.040	232529	4040-5
362	4.060	3.500	6.000	9.000	1.250	11.3	10.5	9.6	-5.0	NEW!	A	.060	232530	4060-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **B**=Oil Rail Support is Included

PHONE: 714-898-9763 • FAX: 714-893-8297

350/400 STANDARD FLAT TOP

*These classic, race winning JE flat top pistons work with most aftermarket 23º heads. They have extra deep valve pockets and a low-friction skirt design. These pistons are designed to use **1/16, 1/16, 3/16** rings or **1/16, 1/16, 3mm** rings, see footnote J.*

Includes:

- *Contact Reduction Grooves*
- *Double Pin Oilers*
- *Double Spiro Locks #927-042-CS*

350 Series

- *.290" Deep Intake Pocket*
- *Pin #927-2500-15-51S (118g)*

400 Series

- *.295" Deep Intake Pocket*
- *Pin #927-2750-15-51S (130g)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc 64cc 76cc Compression Ratio			Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**350 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
357	4.030	3.500	6.250	9.000	1.000	11.2	10.3	9.1	-5.0	364	A,B	.030	181907	4030-5
359	4.040	3.500	6.250	9.000	1.000	11.2	10.3	9.1	-5.0	370	A,B	.040	181908	4040-5
359	4.040	3.500	6.200	9.000	1.050	11.2	10.3	9.1	-5.0	379	A,B	.040	181909	4040-5
355	4.020	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	397	A	.020	181915	4020-5
357	4.030	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	399	A	.030	181916	4030-5
358	4.035	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	403	A	.035	181917	4030-5
359	4.040	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	406	A	.040	181918	4040-5
362	4.060	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	412	A	.060	181919	4060-5
364	4.070	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	416	A	.070	207511	4070-5
383	4.030	3.750	5.700	9.000	1.425	11.9	11.1	9.7	-5.0	424		.030	181920	4030-5
358	4.030	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	439	A	.030	181924	4030-5
358	4.035	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	442	A	.035	181925	4030-5
359	4.040	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	444	A	.040	181926	4040-5
362	4.060	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	453	A	.060	181927	4060-5
STD BORE: 4.000						**350 SERIES**						1/16, 1/16, 3MM RINGS		**J30008-**
355	4.020	3.500	6.125	9.000	1.125	11.2	10.3	9.1	-5.0	384	A,J	.020	181910	4020-5
357	4.030	3.500	6.125	9.000	1.125	11.2	10.3	9.1	-5.0	391	A,J	.030	181911	4030-5
358	4.035	3.500	6.125	9.000	1.125	11.2	10.3	9.1	-5.0	390	A,J	.035	181912	4030-5
359	4.040	3.500	6.125	9.000	1.125	11.2	10.3	9.1	-5.0	394	A,J	.040	181913	4040-5
362	4.060	3.500	6.125	9.000	1.125	11.2	10.3	9.1	-5.0	398	A,J	.060	181914	4060-5
383	4.030	3.750	6.000	9.000	1.125	11.9	11.1	9.7	-5.0	391	J	.030	181911	4030-5
385	4.040	3.750	6.000	9.000	1.125	11.9	11.1	9.7	-5.0	394	J	.040	181913	4040-5
388	4.060	3.750	6.000	9.000	1.125	11.9	11.1	9.7	-5.0	398	J	.060	181914	4060-5
STD BORE: 4.125						**400 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
428	4.125	4.000	6.000	9.000	1.000	13.1	12.2	10.7	-5.0	NEW!	B	STD	242886	4125-5
434	4.155	4.000	6.000	9.000	1.000	13.3	12.3	10.8	-5.0	407	B	.030	194339	4155-5
436	4.165	4.000	6.000	9.000	1.000	13.3	12.4	10.9	-5.0	411	B	.040	194340	4165-5
440	4.185	4.000	6.000	9.000	1.000	13.5	12.5	11.0	-5.0	420	B	.060	207512	4185-5
401	4.125	3.750	6.000	9.000	1.125	12.3	11.4	10.1	-5.0	413	B	std	181938	4125-5
405	4.145	3.750	6.000	9.000	1.125	12.4	11.5	10.1	-5.0	422	B	.020	181939	4145-5
407	4.155	3.750	6.000	9.000	1.125	12.5	11.6	10.2	-5.0	426	B	.030	181940	4155-5
409	4.165	3.750	6.000	9.000	1.125	12.5	11.6	10.2	-5.0	431	B	.040	181941	4165-5
380	4.155	3.500	6.000	9.000	1.250	11.7	10.9	9.6	-5.0	445	A	.030	181942	4155-5
381	4.165	3.500	6.000	9.000	1.250	11.7	10.9	9.6	-5.0	447	A	.040	181943	4165-5
407	4.155	3.750	5.700	9.000	1.425	12.5	11.6	10.2	-5.0	472		.030	181944	4155-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke. **B**=Oil Rail Support is Included. **J**=Indicates 3mm Oil Ring

350 HEAVY DUTY 23° FLAT TOP

Engineered for Extreme Duty Alcohol and Nitrous applications these pistons are perfect for drag race, ASCS and Sprint Car engines. ***Valve pockets are designed to work with Pro Action/Pro Topline 23°, Brodix 11X and angle milled cylinder heads*** *and a 2.750" pin provides added stability to absorb heavy loading. Offered in .005" and .010" overbores to accommodate new aftermarket cylinder blocks. Ring grooves are machined for* ***1/16, 1/16, 3/16 rings****.*

Includes:

- *Pin# 927-2750-15-51S (130g)*
- *Double Spiro Locks 927-042-CS*
- *Double Pin Oilers*
- *Accumulator Groove*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc 64cc 72cc Compression Ratio			Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**350 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
359	4.005	3.562	6.000	9.011	1.230	11.3	10.5	9.6	-4.8	434		.005	217788	4005-5
359	4.010	3.562	6.000	9.011	1.230	11.3	10.5	9.6	-4.8	440		.010	217789	4010-5
361	4.020	3.562	6.000	9.011	1.230	11.3	10.5	9.6	-4.8	438		.020	217790	4020-5
357	4.030	3.500	6.000	9.000	1.250	11.2	10.4	9.5	-4.8	449	A	.030	217791	4030-5
359	4.040	3.500	6.000	9.000	1.250	11.3	10.5	9.6	-4.8	456	A	.040	217792	4040-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke

EXTREME DUTY 23° INV. DOME

These pistons are specially designed for forced induction and nitrous applications. Pistons include .310" pocket depths and precision CNC machined ring grooves that accept ***1/16, 1/16, 3/16*** *rings.*

Includes:

- *Pin #927-2950-15-51S (140g)*
- *Contact reduction grooves*
- *Double Spiro Locks # 927-042-CS*
- *Double Pin Oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc 64cc 76cc Compression Ratio			Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**350 SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
383	4.030	3.750	6.000	9.000	1.125	9.3	8.8	8.2	-28.0	430	B	.030	170817	4030-5
388	4.060	3.750	6.000	9.000	1.125	9.4	8.9	8.3	-28.0	445	B	.060	194887	4060-5
377	4.000	3.750	6.000	9.020	1.145	9.1	8.7	8.1	-28.0	440	B	STD	232515	4000-5
355	4.030	3.500	6.000	9.000	1.250	8.9	8.4	7.6	-26.0	458	A,B	.030	218591	4030-5
352	4.000	3.500	6.000	9.020	1.270	8.8	8.3	7.5	-26.0	488	A,B	STD	232513	4000-5
383	4.030	3.750	5.700	9.000	1.425	9.0	8.5	7.8	-31.0	485		.030	131631	4030-5
353	4.020	3.480	5.700	9.000	1.560	9.1	8.6	7.8	-22.0	512	A	.020	131635	4020-5
355	4.030	3.480	5.700	9.000	1.560	9.2	8.7	7.8	-22.0	515	A	.030	131636	4030-5
STD BORE: 4.125						**400 SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
400	4.125	3.750	6.000	9.000	1.125	9.6	9.1	8.5	-28.0	NEW!	B	STD	242885	4125-5
407	4.155	3.750	6.000	9.000	1.125	9.7	9.2	8.6	-28.0	476	B	.030	170818	4155-5
409	4.165	3.750	6.000	9.000	1.125	9.8	9.2	8.6	-28.0	483	B	.040	194888	4165-5
400	4.125	3.750	6.000	9.020	1.145	9.6	9.1	8.2	-28.0	466	B,L	STD	232516	4125-5
407	4.155	3.750	5.700	9.000	1.425	9.1	8.7	7.8	-36.0	513		.030	131633	4155-5
400	4.125	3.750	5.700	9.020	1.445	8.9	8.5	7.8	-36.0	512		STD	232514	4125-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **B**=Oil Rail Support is Included, **L**=Limited quantities available

350 STANDARD & GP 23º INV. DOME

Specifically designed for circle track and road racing applications, where the rules call for a 9.5:1 piston. ***GP Series accepts .043, .043, 3mm backcut rings and includes lateral gas ports for optimum ring seal.*** *Standard 350 Series accepts* ***1/16, 1/16, 3/16*** *rings.*

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Double Spiro Locks # 927-042-CS*
- *Lateral Gas Ports on GP Series*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc Compression Ratio	64cc Compression Ratio	76cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**350 SERIES GP**						.043, .043, 3MM RINGS		**J70008-**
357	4.030	3.500	6.125	9.000	1.125	10.1	9.5	8.4	-13.0	409	**A**	.030	173581	4030-5
357	4.030	3.500	6.000	9.000	1.250	10.1	9.5	8.4	-13.0	429	**A**	.030	173582	4030-5
STD BORE: 4.000						**350 SERIES STANDARD**						1/16, 1/16, 3/16 RINGS		**J10008-**
357	4.030	3.500	6.000	9.000	1.250	10.0	9.3	8.3	-14.5	427	**A**	.030	130974	4030-5
359	4.040	3.500	6.000	9.000	1.250	10.0	9.3	8.3	-14.5	436	**A**	.040	130976	4040-5
355	4.020	3.500	5.700	9.000	1.550	10.0	9.3	8.3	-14.5	465	**A**	.020	130968	4020-5
357	4.030	3.500	5.700	9.000	1.550	10.0	9.3	8.3	-14.5	472	**A**	.030	130969	4030-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke

NITROUS SERIES DOME

The ring lands, crown, and bottom band of these pistons are specifically designed for nitrous applications. The valve reliefs accommodate most oversized valves and long duration, wide lobe separation cams. Precision CNC machined ring grooves accept ***1/16, 1/16, 3/16*** *rings. HNS (Hardened Nitrous Series) rings are available for this series, change ring prefix to J820F8.*

Includes:

- *Pin #927-2950-15-51S (140g)*
- *Contact reduction grooves*
- *Double spiro locks #927-042-CS*
- *Double pin oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc Compression Ratio	64cc Compression Ratio	76cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**350 SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
383	4.030	3.750	6.000	9.000	1.125	13.3	12.2	10.6	3.0	478	**B,S**	.030	232509	4030-5
384	4.040	3.750	6.000	9.000	1.125	13.3	12.2	10.6	3.0	485	**B,S,L**	.040	232510	4040-5
388	4.060	3.750	6.000	9.000	1.125	13.4	12.3	10.7	3.0	493	**B,S**	.060	232511	4060-5
357	4.030	3.500	6.000	9.000	1.250	13.8	12.6	10.7	10.0	503	**A,B**	.030	173583	4030-5
359	4.040	3.500	6.000	9.000	1.250	13.9	12.7	10.8	10.0	508	**A,B**	.040	173584	4040-5
362	4.060	3.500	6.000	9.000	1.250	14.0	12.8	10.9	10.0	516	**A,B**	.060	194885	4060-5
STD BORE: 4.125						**400 SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
405	4.145	3.750	6.000	9.000	1.125	13.9	12.8	11.1	3.0	521	**B,S**	.020	173585	4145-5
407	4.155	3.750	6.000	9.000	1.125	13.9	12.8	11.1	3.0	524	**B,S**	.030	173586	4155-5
409	4.165	3.750	6.000	9.000	1.125	14.0	12.8	11.0	3.0	530	**B,S**	.040	194952	4165-5
400	4.125	3.750	6.000	9.020	1.145	13.9	12.8	11.1	3.0	524	**B,S,L**	STD	232508	4125-5
378	4.145	3.500	6.000	9.000	1.250	14.0	12.8	11.0	8.0	536	**A,B,L**	.020	173587	4145-5
380	4.155	3.500	6.000	9.000	1.250	14.0	12.8	11.0	8.0	539	**A,B**	.030	173588	4155-5
381	4.165	3.500	6.000	9.000	1.250	14.0	12.8	11.0	8.0	541	**A,B**	.040	194886	4165-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **B**=Oil Rail Support is Included, **L**=Limited quantities available, **S**=Solid dome design

350/400 SMALL BLOCK DOME

These high-compression pistons are compatible with most aftermarket 23° heads and are ideal for drag racing and circle track applications. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Precision CNC ring grooves are designed for ***1/16, 1/16, 3/16*** *rings.* ***Will not fit Pro Topline or Brodix 11X cylinder heads (see special section on page 11).***

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Double Spiro locks #927-042-CS*
- *Contact reduction grooves*
- *Double pin oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc Compression Ratio	64cc Compression Ratio	76cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**350 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
383	4.030	3.750	6.000	9.000	1.125	14.6	13.3	11.4	9.5	420	B	.030	182005	4030-5
385	4.040	3.750	6.000	9.000	1.125	14.7	13.4	11.4	9.5	424	B	.040	182006	4040-5
388	4.060	3.750	6.000	9.000	1.125	14.8	13.5	11.5	9.5	432	B	.060	182007	4060-5
370	4.030	3.625	6.000	9.000	1.187	14.5	13.1	11.1	13.0	439		.030	182008	4030-5
363	4.030	3.562	6.000	9.000	1.219	14.3	13.0	11.1	11.0	444		.030	182009	4030-5
365	4.040	3.562	6.000	9.000	1.219	14.3	13.0	11.1	11.0	448		.040	182010	4040-5
352	4.000	3.500	6.000	9.000	1.250	14.4	13.0	11.0	13.0	438	A	STD	217240	4000-5
353	4.010	3.500	6.000	9.000	1.250	14.4	13.0	11.0	13.0	443	A	.010	217241	4010-5
355	4.020	3.500	6.000	9.000	1.250	14.5	13.0	11.1	13.0	445	A	.020	182011	4020-5
357	4.030	3.500	6.000	9.000	1.250	14.5	13.0	11.1	13.0	450	A	.030	182012	4030-5
358	4.035	3.500	6.000	9.000	1.250	14.5	13.0	11.1	13.0	452	A	.035	182013	4030-5
359	4.040	3.500	6.000	9.000	1.250	14.6	13.2	11.2	13.0	455	A	.040	182014	4040-5
362	4.060	3.500	6.000	9.000	1.250	14.6	13.2	11.2	13.0	463	A	.060	182015	4060-5
364	4.070	3.500	6.000	9.000	1.250	14.9	13.5	11.4	13.0	466	A	.070	207510	4070-5
383	4.030	3.750	5.700	9.000	1.425	14.6	13.3	11.4	9.5	470		.030	182016	4030-5
385	4.040	3.750	5.700	9.000	1.425	14.7	13.4	11.4	9.5	473		.040	182017	4040-5
388	4.060	3.750	5.700	9.000	1.425	14.8	13.5	11.5	9.5	482		.060	182018	4060-5
353	4.005	3.500	5.700	9.000	1.550	14.4	13.0	11.0	13.0	NEW!		.005	242887	4000-5
357	4.030	3.500	5.700	9.000	1.550	14.5	13.1	11.1	13.0	495	A	.030	182020	4030-5
358	4.035	3.500	5.700	9.000	1.550	14.5	13.1	11.1	13.0	497	A	.035	182021	4030-5
359	4.040	3.500	5.700	9.000	1.550	14.6	13.2	11.2	13.0	498	A	.040	182022	4040-5
362	4.060	3.500	5.700	9.000	1.550	14.6	13.2	11.2	13.0	510	A	.060	182023	4060-5
STD BORE: 4.125						**400 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
428	4.125	4.000	6.000	9.000	1.000	14.6	13.4	11.6	3.0	433	S,B	std	182024	4125-5
429	4.130	4.000	6.000	9.000	1.000	14.6	13.4	11.6	3.0	435	S,B	.005	182025	4130-5
432	4.145	4.000	6.000	9.000	1.000	14.7	13.5	11.7	3.0	445	S,B	.020	182026	4145-5
434	4.155	4.000	6.000	9.000	1.000	14.7	13.5	11.7	3.0	445	S,B	.030	182027	4155-5
436	4.165	4.000	6.000	9.000	1.000	14.8	13.7	11.8	3.0	453	S,B	.040	182028	4165-5
428	4.125	4.000	6.000	9.000	1.000	15.7	14.4	12.3	8.0	423	B	std	182029	4125-5
432	4.145	4.000	6.000	9.000	1.000	15.9	14.5	12.4	8.0	432	B	.020	182030	4145-5
434	4.155	4.000	6.000	9.000	1.000	15.9	14.5	12.4	8.0	435	B	.030	182031	4155-5
436	4.165	4.000	6.000	9.000	1.000	16.0	14.6	12.5	8.0	441	B	.040	182032	4165-5
440	4.185	4.000	6.000	9.000	1.000	16.2	14.8	12.6	8.0	448	B	.060	207513	4185-5
414	4.125	3.875	6.000	9.000	1.062	14.2	13.1	11.3	3.0	444	S,B	std	182033	4125-5
417	4.130	3.875	6.000	9.000	1.062	14.2	13.1	11.3	3.0	447	S,B	.005	182034	4130-5
418	4.145	3.875	6.000	9.000	1.062	14.3	13.2	11.4	3.0	455	B	.020	182035	4145-5
420	4.155	3.875	6.000	9.000	1.062	14.3	13.2	11.4	3.0	457	S,B	.030	182036	4155-5
422	4.165	3.875	6.000	9.000	1.062	14.4	13.3	11.5	3.0	464	S,B	.040	182037	4165-5
414	4.125	3.875	6.000	9.000	1.062	15.3	14.0	12.0	8.0	434	B	std	182038	4125-5
417	4.130	3.875	6.000	9.000	1.062	15.3	14.0	12.0	8.0	436	B	.005	182039	4130-5
418	4.145	3.875	6.000	9.000	1.062	15.4	14.1	12.1	8.0	443	B	.020	182040	4145-5
420	4.155	3.875	6.000	9.000	1.062	15.4	14.1	12.1	8.0	450	B	.030	182041	4155-5
422	4.165	3.875	6.000	9.000	1.062	15.5	14.2	12.2	8.0	453	B	.040	182042	4165-5
426	4.185	3.875	6.000	9.000	1.062	15.5	14.2	12.2	8.0	466	B	.060	207514	4185-5
428	4.195	3.875	6.000	9.000	1.062	15.8	14.4	12.3	8.0	466	B	.070	207515	4195-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **B**=Oil Rail Support is Included, **S**=Solid dome design.

350/400 S/B DOME CONTINUED...

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc Compression Ratio	64cc Compression Ratio	76cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.125						**400 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
406	4.125	3.800	6.000	9.000	1.100	13.9	12.8	11.1	3.0	441	B,L	STD	182043	4125-5
412	4.155	3.800	6.000	9.000	1.100	14.1	13.0	11.2	3.0	456	B	.030	182045	4155-5
406	4.125	3.800	6.000	9.000	1.100	15.0	13.7	11.8	8.0	432	B	STD	182047	4125-5
410	4.145	3.800	6.000	9.000	1.100	15.1	13.8	11.9	8.0	440	B	.020	182050	4145-5
412	4.155	3.800	6.000	9.000	1.100	15.1	13.8	11.9	8.0	444	B	.030	182051	4155-5
414	4.165	3.800	6.000	9.000	1.100	15.2	13.9	11.9	8.0	448	B	.040	182052	4165-5
401	4.125	3.750	6.000	9.000	1.125	13.8	12.7	11.0	3.0	450	S,B	STD	182053	4125-5
405	4.145	3.750	6.000	9.000	1.125	13.9	12.8	11.1	3.0	456	S,B	.020	182055	4145-5
407	4.155	3.750	6.000	9.000	1.125	13.9	12.8	11.1	3.0	460	S,B	.030	182056	4155-5
409	4.165	3.750	6.000	9.000	1.125	14.0	12.9	11.1	3.0	464	S,B	.040	182057	4165-5
401	4.125	3.750	6.000	9.000	1.125	14.8	13.6	11.6	8.0	437	B	STD	182058	4125-5
402	4.130	3.750	6.000	9.000	1.125	14.8	13.6	11.6	8.0	440	B	.005	182059	4130-5
405	4.145	3.750	6.000	9.000	1.125	14.9	13.7	11.7	8.0	447	B	.020	182060	4145-5
407	4.155	3.750	6.000	9.000	1.125	14.9	13.7	11.7	8.0	451	B	.030	182061	4155-5
409	4.165	3.750	6.000	9.000	1.125	15.0	13.8	11.8	8.0	455	B	.040	182062	4165-5
401	4.125	3.750	6.000	9.000	1.125	16.1	14.6	12.3	13.0	NEW!	B	STD	242890	4125-5
407	4.155	3.750	6.000	9.000	1.125	16.2	14.7	12.4	13.0	NEW!	B	.030	242891	4155-5
409	4.165	3.750	6.000	9.000	1.125	16.3	14.8	12.5	13.0	NEW!	B	.040	242892	4165-5
374	4.125	3.500	6.125	9.000	1.125	15.1	13.7	11.5	13.0	NEW!	B	STD	242890	4125-5
380	4.155	3.500	6.125	9.000	1.125	15.2	13.8	11.7	13.0	NEW!	B	.030	242891	4155-5
382	4.165	3.500	6.125	9.000	1.125	15.3	13.9	11.8	13.0	NEW!	B	.040	242892	4165-5
388	4.125	3.625	6.000	9.000	1.187	14.9	13.6	11.6	10.5	451	B	STD	182063	4125-5
391	4.145	3.625	6.000	9.000	1.187	15.1	13.8	11.7	10.5	459	B	.020	182064	4145-5
393	4.155	3.625	6.000	9.000	1.187	15.2	13.8	11.8	10.5	464	B	.030	182065	4155-5
386	4.155	3.562	6.000	9.000	1.219	14.6	13.5	11.5	10.5	470		.030	182066	4155-5
374	4.125	3.500	6.000	9.000	1.250	15.0	13.8	11.7	13.0	453	A	STD	182067	4125-5
378	4.145	3.500	6.000	9.000	1.250	15.0	13.8	11.7	13.0	463	A	.020	182068	4145-5
380	4.155	3.500	6.000	9.000	1.250	15.0	13.8	11.7	13.0	468	A	.030	182069	4155-5
407	4.155	3.750	5.700	9.000	1.425	13.5	12.4	10.7	5.0	485		.030	182070	4155-5
409	4.165	3.750	5.700	9.000	1.425	13.5	12.4	10.7	5.0	490		.040	182071	4165-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **B**=Oil Rail Support is Included, **L**=Limited quantities available, **S**=Solid dome design

350/400 RHS/PRO TOPLINE®/BRODIX® 11X

Specially designed to fit the Pro Topline 23° Lightning cylinder heads (Dome will also fit Brodix 11X heads) *these pistons are offered in +.005" and +.010" bore sizes to accommodate new aftermarket cylinder blocks. Built for high horsepower alcohol and nitrous applications they are perfect for high rpm engines like ASCS sprint car and drag race engines. Piston accepts* ***1/16, 1/16, 3/16*** *rings.*

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Double Spiro locks #927-042-CS*
- *Double Pin Oilers*
- *Accumulator Groove*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc Compression Ratio	64cc Compression Ratio	72cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.125						**400 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
406	4.125	3.800	6.000	9.000	1.100	14.8	13.5	12.2	7.0	433	B	.125	217798	4125-5
408	4.135	3.800	6.000	9.000	1.100	14.8	13.5	12.2	7.0	440	B	.135	217799	4135-5
401	4.125	3.750	6.000	9.000	1.125	14.6	13.4	12.0	7.0	435	B	.125	217800	4125-5
403	4.135	3.750	6.000	9.000	1.125	14.6	13.4	12.0	7.0	442	B	.135	217801	4135-5
405	4.145	3.750	6.000	9.000	1.125	14.7	13.5	12.1	7.0	446	B	.145	217802	4145-5
STD BORE: 4.000						**350 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
359	4.005	3.562	6.000	9.011	1.230	14.3	13.0	11.6	12.0	441		.005	217793	4005-5
360	4.010	3.562	6.000	9.011	1.230	14.3	13.0	11.6	12.0	444		.010	217794	4010-5
362	4.020	3.562	6.000	9.011	1.230	14.4	13.1	11.7	12.0	447		.020	217795	4020-5
357	4.030	3.500	6.000	9.000	1.250	14.4	13.1	11.7	13.0	461	A	.030	217796	4030-5
359	4.040	3.500	6.000	9.000	1.250	14.6	13.3	11.8	13.0	468	A	.040	217797	4040-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **B**=Oil Rail Support is Included

F.S.R. RACE PISTONS

These pistons are designed using our FSR (Forged Side Relief) forgings featuring internal and external cavities to minimize weight while providing a more rigid construction. The FSR design reduces skirt width helping to minimize piston contact with the cylinder wall that can cause friction and power loss. With thousands of race miles logged in the most demanding applications like NASCAR and the IRL, these pistons provide the ultimate combination of low friction lightweight design with increased stability and strength. (Tech note: In extreme horsepower applications the use of oil squirters may be required)

SB2.2 DISH

Includes:

- Contact reduction grooves
- Accumulator groove
- 927-2250-15-51C pin
- Pin fitting and wire locks
- Double pin oilers
- Lateral Gas Ports

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 40cc Compression Ratio	45cc Compression Ratio	50cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.125							**FSR SERIES**					.043, .043, 3mm RINGS		**J70008-**
356	4.125	3.335	6.125	9.000	1.200	12.9	12.0	11.2	-11.0	407		std	218480	4125-5
356	4.180	3.250	6.125	9.000	1.245	13.0	12.1	11.3	-11.0	423		.055	218479	4180-5

ALL PRO 13°/GB2000

Includes:

- Contact reduction grooves
- 927-2250-15-51C pin
- Pin fitting and wire locks
- Double pin oilers
- Lateral Gas Ports
- Accumulator Groove

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 45cc Compression Ratio	50cc Compression Ratio	55cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.125							**FSR SERIES**					.043, 1/16, 3mm RINGS		**J70018-**
414	4.125	3.875	6.000	9.000	1.062	16.3	15.1	14.0	-1.0	417	**B,L**	std	218582	4125-5
414	4.130	3.875	6.000	9.000	1.062	16.4	15.1	14.0	-1.0	423	**B,L**	.005	218583	4130-5
406	4.125	3.800	6.000	9.000	1.100	16.3	15.0	13.9	0.0	427	**B,L**	std	218580	4125-5
406	4.125	3.800	5.850	9.000	1.250	16.3	15.0	13.9	0.0	449	**L**	std	218581	4125-5

Foot Notes: **B**=Oil Rail Support is Included, **L**=Limited quantities available

13º ALL PRO®/13.5º GB2000 DOME

Designed specifically for Brodix GB 2000 and All Pro cylinder heads, *these pistons are excellent for Sprint Car and Drag Race use. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Precision CNC machined ring grooves are designed for* ***1/16, 1/16, 3/16*** *rings. These pistons utilize dedicated left and right hand forgings.*

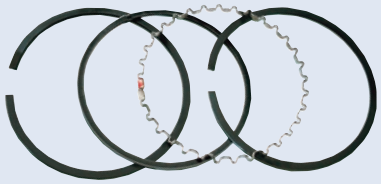
Includes:

- *Pin #927-2750-15-51S (130g)*
- *Contact reduction grooves*
- *Double spiro locks (#927-042-CS)*
- *Double pin oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 45cc Compression Ratio	50cc Compression Ratio	55cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.125						**400 ALL PRO SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
406	4.125	3.800	6.000	9.000	1.100	16.3	15.0	13.9	0.0	450	**B,S**	STD	194957	4125-5
407	4.130	3.800	6.000	9.000	1.100	16.3	15.0	13.9	0.0	451	**B,S**	.005	218590	4130-5
408	4.135	3.800	6.000	9.000	1.100	16.4	15.1	14.0	0.0	454	**B,S**	.010	194958	4135-5
409	4.140	3.800	6.000	9.000	1.100	16.4	15.1	14.0	0.0	458	**B,S**	.015	218589	4140-5
410	4.145	3.800	6.000	9.000	1.100	16.4	15.1	14.0	0.0	456	**B,S**	.020	194959	4145-5
406	4.125	3.800	5.850	9.000	1.250	16.3	15.0	13.9	0.0	**NEW!**	**S**	STD	242846	4125-5
407	4.130	3.800	5.850	9.000	1.250	16.3	15.0	13.9	0.0	**NEW!**	**S**	.005	242847	4130-5
408	4.135	3.800	5.850	9.000	1.250	16.4	15.1	14.0	0.0	**NEW!**	**S**	.010	242848	4135-5
409	4.140	3.800	5.850	9.000	1.250	16.4	15.1	14.0	0.0	**NEW!**	**S**	.015	242849	4140-5
410	4.145	3.800	5.850	9.000	1.250	16.4	15.1	14.0	0.0	**NEW!**	**S**	.020	242850	4145-5

Foot Notes: **B**=Oil Rail Support is Included, **S**=Solid Dome Design

NOW AVAILABLE - JE FULL SEAL® 2ND RINGS



14º RHS/PRO ACTION®/ PRO TOPLINE®

Designed specifically for 14º Pro Action/Pro Topline cylinder heads*, these pistons are excellent for Sprint Car and Drag Race use. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Precision CNC machined ring grooves are designed for* ***1/16, 1/16, 3/16*** *rings. These pistons utilize dedicated left and right hand forgings.*

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Contact reduction grooves*
- *Double spiro locks (#927-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 52cc Compression Ratio	55cc Compression Ratio	60cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE 4.125						**400 PRO ACTION/PRO TOPLINE SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
406	4.125	3.800	6.000	9.000	1.100	15.3	14.6	13.6	3.0	455	**B,S**	std	194954	4125-5
407	4.135	3.800	6.000	9.000	1.100	15.3	14.6	13.6	3.0	456	**B,S**	.010	194955	4135-5
408	4.145	3.800	6.000	9.000	1.100	15.3	14.6	13.6	3.0	460	**B,S**	.020	194956	4145-5

Foot Notes: **B**=Oil Rail Support is Included, **S**=Solid Dome Design

350/400 18° FLAT TOP

*These pistons feature JE's race-proven low friction skirt design and are compatible with angle milled heads. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Precision CNC machined ring grooves accept **1/16, 1/16, 3/16** rings. These pistons utilize dedicated left and right hand forgings.*

Includes:

350 Series

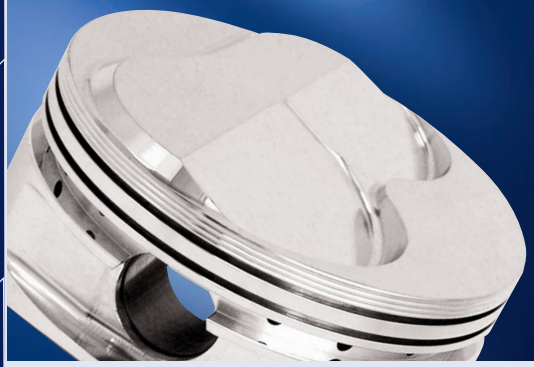
- *Pin #927-2750-15-51S (130g)*
- *.073 alloy spiro lock #927-073-AS*
- *Double Pin Oilers*

400 Series

- *Pin #927-2950-15-51S (140g)*
- *.073 alloy spiro lock #927-073-AS*
- *Double Pin Oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters / Compression Ratio 52cc	55cc	58cc	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**350 SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
357	4.030	3.500	6.000	9.000	1.250	11.9	11.4	10.9	-6.0	445	A	.030	190422	4030-5
359	4.040	3.500	6.000	9.000	1.250	11.9	11.4	10.9	-6.0	449	A	.040	190423	4040-5
STD BORE: 4.125						**400 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
428	4.125	4.000	6.000	9.000	1.000	14.0	13.4	12.9	-6.0	423	B	STD	181951	4125-5
429	4.130	4.000	6.000	9.000	1.000	14.0	13.4	12.9	-6.0	425	B	.005	181952	4130-5
430	4.135	4.000	6.000	9.000	1.000	14.0	13.4	12.9	-6.0	428	B	.010	181953	4135-5
432	4.145	4.000	6.000	9.000	1.000	14.1	13.5	13.0	-6.0	434	B	.020	181954	4145-5
434	4.155	4.000	6.000	9.000	1.000	14.1	13.5	13.0	-6.0	438	B	.030	181955	4155-5
436	4.165	4.000	6.000	9.000	1.000	14.2	13.7	13.1	-6.0	441	B	.040	181956	4165-5
414	4.125	3.875	6.000	9.000	1.062	13.6	13.1	12.6	-6.0	435	B	STD	181957	4125-5
415	4.130	3.875	6.000	9.000	1.062	13.6	13.1	12.6	-6.0	437	B	.005	181958	4130-5
418	4.145	3.875	6.000	9.000	1.062	13.7	13.2	12.7	-6.0	443	B	.020	181959	4145-5
420	4.155	3.875	6.000	9.000	1.062	13.7	13.2	12.7	-6.0	450	B	.030	181960	4155-5
422	4.165	3.875	6.000	9.000	1.062	13.8	13.3	12.8	-6.0	454	B	.040	181961	4165-5
401	4.125	3.750	6.000	9.000	1.125	13.2	12.7	12.2	-6.0	NEW!	B	STD	243033	4125-5
402	4.130	3.750	6.000	9.000	1.125	13.2	12.7	12.2	-6.0	NEW!	B	.005	243034	4130-5
403	4.135	3.750	6.000	9.000	1.125	13.2	12.7	12.2	-6.0	NEW!	B	.010	243035	4135-5
405	4.145	3.750	6.000	9.000	1.125	13.3	12.8	12.3	-6.0	NEW!	B	.020	243036	4145-5
407	4.155	3.750	6.000	9.000	1.125	13.3	12.8	12.3	-6.0	NEW!	B	.030	243037	4155-5
409	4.165	3.750	6.000	9.000	1.125	13.4	12.9	12.3	-6.0	NEW!	B	.040	243038	4165-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **B**=Oil Rail Support is Included



350 18° DOME

*These pistons are perfect for your high-compression 17°/18° engine, with smooth flowing domes for optimum flame travel and angle milled head compatibility. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Precision CNC machined ring grooves accept **1/16, 1/16, 3/16** rings. These pistons utilize dedicated left and right hand forgings.*

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Double spiro locks (#927-042-CS), unless noted*
- *Double Pin Oilers*
- *Contact Reduction Grooves*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters / Compression Ratio 53cc	55cc	58cc	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**350 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
357	4.030	3.500	6.000	9.000	1.250	13.6	13.0	12.4	3.0	461	A	.030	181965	4030-5
358	4.035	3.500	6.000	9.000	1.250	13.6	13.0	12.4	3.0	461	A	.035	181966	4035-5
359	4.040	3.500	6.000	9.000	1.250	13.6	13.0	12.4	3.0	463	A	.040	181967	4040-5
362	4.060	3.500	6.000	9.000	1.250	13.8	13.2	12.6	3.0	473	A	.060	181968	4060-5
357	4.030	3.500	6.000	9.000	1.250	14.8	14.1	13.4	8.0	459	A	.030	181969	4030-5
362	4.060	3.500	6.000	9.000	1.250	15.0	14.3	13.6	8.0	475	A	.060	181972	4060-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke

400 SMALL BLOCK 18º DOME

These pistons feature our newer dome profile *to match a wider variety of 18º heads. Designed to fit your high-compression, high horsepower 17º/18º dirt late model engine, these pistons have smooth flowing domes for optimum flame travel and angle milled head compatibility.* ***New valve reliefs will accommodate larger valves and long duration, tight lobe separation cams.*** *These pistons utilize dedicated left and right hand forgings and accept* ***1/16, 1/16, 3/16*** *rings.*

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Contact reduction grooves*
- *Heavy Duty single .073 spiro lock (#927-073-AS)*
- *Double pin oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 52cc Compression Ratio	55cc	58cc	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.125						**400 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
428	4.125	4.000	6.000	9.000	1.000	15.9	15.2	14.5	2.5	435	B	STD	213103	4125-5
429	4.130	4.000	6.000	9.000	1.000	15.9	15.2	14.5	2.5	434	B	.005	213104	4130-5
430	4.135	4.000	6.000	9.000	1.000	15.9	15.2	14.5	2.5	437	B	.010	213105	4135-5
432	4.145	4.000	6.000	9.000	1.000	16.0	15.3	14.6	2.5	440	B	.020	213106	4145-5
434	4.155	4.000	6.000	9.000	1.000	16.0	15.3	14.6	2.5	445	B	.030	213107	4155-5
434	4.165	4.000	6.000	9.000	1.000	16.1	15.4	14.7	2.5	450	B	.040	213108	4165-5
414	4.125	3.875	6.000	9.000	1.062	15.4	14.7	14.1	2.5	448	B	STD	213109	4125-5
416	4.135	3.875	6.000	9.000	1.062	15.4	14.7	14.1	2.5	452	B	.010	213110	4135-5
418	4.145	3.875	6.000	9.000	1.062	15.4	14.7	14.1	2.5	457	B	.020	213111	4145-5
420	4.155	3.875	6.000	9.000	1.062	15.6	14.9	14.2	2.5	463	B	.030	213112	4155-5
406	4.125	3.800	6.000	9.000	1.100	15.1	14.4	13.8	2.5	454	B	STD	213113	4125-5
407	4.130	3.800	6.000	9.000	1.100	15.1	14.4	13.8	2.5	457	B	.005	213114	4130-5
408	4.135	3.800	6.000	9.000	1.100	15.1	14.4	13.8	2.5	461	B	.010	213115	4135-5
410	4.145	3.800	6.000	9.000	1.100	15.1	14.4	13.8	2.5	462	B	.020	213116	4145-5
412	4.155	3.800	6.000	9.000	1.100	15.3	14.6	14.0	2.5	470	B	.030	213117	4155-5
401	4.125	3.750	6.000	9.000	1.125	14.9	14.3	13.7	2.5	463	B	STD	213118	4125-5
402	4.130	3.750	6.000	9.000	1.125	14.9	14.3	13.7	2.5	461	B	.005	213119	4130-5
403	4.135	3.750	6.000	9.000	1.125	14.9	14.3	13.7	2.5	464	B	.010	213120	4135-5
405	4.145	3.750	6.000	9.000	1.125	15.1	14.4	13.8	2.5	469	B	.020	213121	4145-5
407	4.155	3.750	6.000	9.000	1.125	15.1	14.4	13.8	2.5	473	B	.030	213122	4155-5
409	4.165	3.750	6.000	9.000	1.125	15.2	14.5	13.9	2.5	479	B	.040	213123	4165-5
387	4.125	3.625	6.000	9.000	1.187	14.5	13.9	13.3	2.5	468	B	STD	213124	4125-5
388	4.130	3.625	6.000	9.000	1.187	14.5	13.9	13.3	2.5	470	B	.005	213125	4130-5
389	4.135	3.625	6.000	9.000	1.187	14.5	13.9	13.3	2.5	471	B	.010	213126	4135-5
374	4.125	3.500	6.000	9.000	1.250	14.3	13.6	13.1	3.5	487		STD	213127	4125-5
375	4.130	3.500	6.000	9.000	1.250	14.3	13.6	13.1	3.5	490		.005	213128	4130-5
376	4.135	3.500	6.000	9.000	1.250	14.3	13.6	13.1	3.5	492		.010	213129	4135-5

Foot Notes: **B**=Oil Rail Support is Included

NOW AVAILABLE - JE FULL SEAL® 2ND RINGS

400 SMALL BLOCK GP (GAS PORTED) 18º DOME

The same pistons as listed above equipped with lateral gas ports and machined for our new Pro Steel rings (page 46) with ***1.2, 1.5, 3mm*** *axial thickness and backcut radial widths.*

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Single Spiro locks #927-073-AS*
- *Lateral Gas Ports*
- *Double Pin Oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 52cc Compression Ratio	55cc	58cc	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.125						**18º GP SERIES**						1.2, 1.5 3MM RINGS		**J75008-**
428	4.125	4.000	6.000	9.000	1.000	15.9	15.2	14.5	2.5	444	B	STD	218595	4125-5
414	4.125	3.875	6.000	9.000	1.062	15.4	14.7	14.1	2.5	454	B	STD	218594	4125-5
406	4.125	3.800	6.000	9.000	1.100	15.1	14.5	13.8	2.5	464	B	STD	218592	4125-5
401	4.125	3.750	6.000	9.000	1.125	14.9	14.3	13.7	2.5	466	B	STD	218593	4125-5

Foot Notes: **B**=Oil Rail Support is Included

BRODIX -12 15º DOME

*This race proven **hollow dome forging** is our newest design for sprint car applications. These pistons are designed to work with most of the new 15º chamber designs. These pistons have deep valve reliefs to accommodate oversized valves and long duration, tight lobe separation cams. Accepts **1/16, 1/16, 3/16** rings. These pistons utilize hollow dome dedicated left and right hand forgings.*

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Double spiro locks (#927-042-CS)*
- *Contact reduction grooves*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 50cc Compression Ratio	54cc Compression Ratio	58cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000					**350 BRODIX –12 SERIES**							1/16, 1/16, 3/16 RINGS		**J10008-**
357	4.030	3.500	6.000	9.000	1.250	15.1	14.1	13.2	7.0	453	**A**	.030	186420	4030-5
359	4.040	3.500	6.000	9.000	1.250	15.1	14.1	13.2	7.0	457	**A**	.040	186421	4040-5
STD BORE: 4.125					**400 BRODIX –12 SERIES**							1/16, 1/16, 3/16 RINGS		**J10008-**
428	4.125	4.000	6.000	9.000	1.000	16.3	15.3	14.4	2.0	437	**B**	STD	170750	4125-5
432	4.145	4.000	6.000	9.000	1.000	16.4	15.4	14.5	2.0	452	**B**	.020	170751	4145-5
434	4.155	4.000	6.000	9.000	1.000	16.4	15.4	14.5	2.0	448	**B**	.030	170752	4155-5
436	4.165	4.000	6.000	9.000	1.000	16.7	15.6	14.7	2.0	440	**B**	.040	170753	4165-5
414	4.125	3.875	6.000	9.000	1.062	15.8	14.8	14.0	2.0	454	**B**	STD	170754	4125-5
415	4.130	3.875	6.000	9.000	1.062	15.8	14.8	14.0	2.0	455	**B**	.005	170755	4130-5
416	4.135	3.875	6.000	9.000	1.062	15.8	14.8	14.0	2.0	458	**B**	.010	170756	4135-5
418	4.145	3.875	6.000	9.000	1.062	15.8	14.8	14.0	2.0	464	**B**	.020	170757	4145-5
420	4.155	3.875	6.000	9.000	1.062	16.0	15.0	14.1	2.0	456	**B**	.030	170758	4155-5
406	4.125	3.800	6.000	9.000	1.100	15.4	14.5	13.7	2.0	461	**B**	STD	170759	4125-5
407	4.130	3.800	6.000	9.000	1.100	15.4	14.5	13.7	2.0	458	**B**	.005	170760	4130-5
408	4.135	3.800	6.000	9.000	1.100	15.4	14.5	13.7	2.0	465	**B**	.010	170761	4135-5
410	4.145	3.800	6.000	9.000	1.100	15.4	14.5	13.7	2.0	466	**B**	.020	170762	4145-5
412	4.155	3.800	6.000	9.000	1.100	15.4	14.5	13.7	2.0	458	**B**	.030	170763	4155-5
414	4.165	3.800	6.000	9.000	1.100	15.8	14.8	14.0	2.0	465	**B**	.040	170764	4165-5
401	4.125	3.750	6.000	9.000	1.125	15.3	14.4	13.6	2.0	460	**B**	STD	170765	4125-5
405	4.145	3.750	6.000	9.000	1.125	15.4	14.5	13.7	2.0	472	**B**	.020	170766	4145-5
407	4.155	3.750	6.000	9.000	1.125	15.4	14.5	13.7	2.0	464	**B**	.030	170767	4155-5
409	4.165	3.750	6.000	9.000	1.125	15.5	14.6	13.8	2.0	467	**B**	.040	170768	4165-5

Foot Notes: **A**=fits 3.480 and 3.500 stroke, **B**=Oil Rail Support is Included

NOW AVAILABLE - JE FULL SEAL® 2ND RINGS

BRODIX -12 15º SOLID DOME

*Similar in design to the above listed pistons except these pistons are manufactured with a solid dome. These pistons have the same deep valve reliefs to accommodate oversized valves and long duration, tight lobe separation cams. Precision CNC machined ring grooves accept **1/16, 1/16, 3/16** rings. These pistons utilize dedicated left and right hand forgings.*

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Double spiro locks (#927-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 50cc Compression Ratio	54cc Compression Ratio	58cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE 4.125					**400 BRODIX –12 15º SERIES**							1/16, 1/16, 3/16 RINGS		**J10008-**
406	4.125	3.800	6.000	9.000	1.100	15.8	14.6	13.6	3.0	444	**B,S**	STD	186443	4125-5
407	4.130	3.800	6.000	9.000	1.100	15.8	14.6	13.6	3.0	446	**B,S**	.005	186444	4130-5
408	4.135	3.800	6.000	9.000	1.100	15.8	14.6	13.6	3.0	448	**B,S**	.010	186445	4135-5
409	4.140	3.800	6.000	9.000	1.100	15.8	14.6	13.6	3.0	450	**B,S**	.015	186446	4140-5
410	4.145	3.800	6.000	9.000	1.100	15.8	14.6	13.6	3.0	452	**B,S**	.020	186447	4145-5
412	4.155	3.800	6.000	9.000	1.100	15.9	15.0	14.1	3.0	456	**B,S**	.030	194945	4155-5

Foot Notes: **B**=Oil Rail Support is Included, **S**=solid dome design.

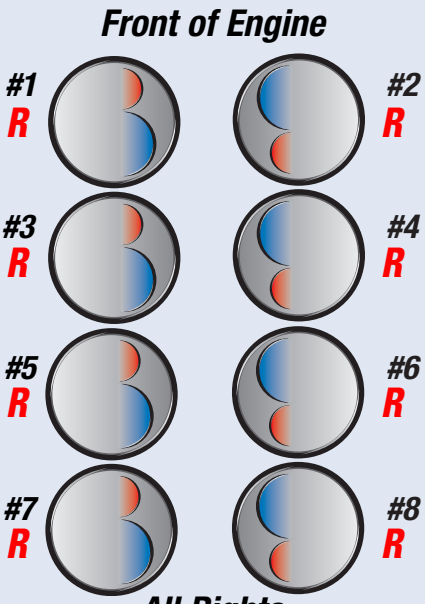
BIG BLOCK CHEVY

When the first Big Block Chevy made it's debut in 1963 at the Daytona 500, it was referred to as the "mystery motor". Now, over 40 years later, it has been used in so many different applications that it would be impossible to list them all. Described below are some of the most common characteristics of the big block Chevy, in order to help you to arrive at the proper piston selection.

To determine piston compatibility most big block Chevrolet cylinder heads can be divided into two categories; closed chamber and open chamber. The closed chamber head was originally used on the 396 and 427 engines and has a restricted combustion chamber area. All JE flat top and inverted dome pistons will work with most closed chamber heads. JE has a selection of closed chamber domed pistons available as shelf stock (see page 21). The open chamber style head was introduced on the LS6 and LS7 454 engines and features an average combustion chamber size of 118cc. All JE Big Block Chevy dome shelf pistons may be used with most open chamber cylinder heads. Exceptions are Edelbrock cylinder head numbers#6040, #6045 and #6055, all of which require custom pistons.

Other cylinder heads, such as those with the popular 18º valve angles, require special order pistons unless a specific catalog piston has been designed for them. REMEMBER, always check piston to cylinder head clearance during assembly as shown on the tech page of this catalog. If you have questions regarding the head chamber details on your particular cylinder head JE suggests that you contact the cylinder head manufacturer directly.

Another critical area of importance when choosing a piston for the big block Chevy is block deck height and deck clearance. Standard deck height from GM is 9.800" however the GM truck blocks, as well as some aftermarket offerings, have a deck height of 10.200". The "tall deck" block (10.200") as it is commonly known, allows the use of longer stroke and longer rod combinations for increased displacement. JE uses the 9.780" block deck height with zero deck clearance when computing compression heights for all of our big block Chevy pistons except where noted. Use the handy compression height calculator provided on the tech page of this catalog to determine the correct piston for your application.



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BIG BLOCK FLAT TOP

These big block pistons are compatible with forced induction, nitrous and angle milled heads. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. ***Compression Height figured using 9.780" block height with zero deck clearance.*** *Precision CNC machined ring grooves accept* ***1/16, 1/16, 3/16*** *rings. Will fit both open and closed chamber cylinder heads.*

Includes:

- *Pin #990-2930-18-51S (174g)*
- *Double spiro locks (#990-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
427/454 STD BORE = 4.250				**502 BBC = 4.466**								1/16, 1/16, 3/16 RINGS		**J100F8-**
467	4.310	4.000	6.535	9.780	1.245	8.8	8.3	8.0	-3.0	589	**B**	.060	131381	4310-5
509	4.500	4.000	6.535	9.780	1.245	9.5	9.0	8.6	-3.0	639	**B**	.034	131382	4500-5
522	4.560	4.000	6.535	9.780	1.245	9.7	9.2	8.8	-3.0	664	**B**	.094	131384	***4560-5***
532	4.600	4.000	6.535	9.780	1.245	9.8	9.2	8.9	-3.0	654	**B**	.134	131385	***4600-5****
496	4.310	4.250	6.385	9.780	1.270	9.2	8.7	8.4	-3.0	592	**B**	.060	131386	4310-5
540	4.500	4.250	6.385	9.780	1.270	10.0	9.4	9.1	-3.0	648	**B**	.034	131387	4500-5
548	4.530	4.250	6.385	9.780	1.270	10.1	9.6	9.2	-3.0	661	**B**	.064	131388	4530-5
555	4.560	4.250	6.385	9.780	1.270	10.2	9.7	9.3	-3.0	678	**B**	.094	131389	***4560-5****
565	4.600	4.250	6.385	9.780	1.270	10.3	9.8	9.4	-3.0	667	**B**	.134	131390	***4600-5****
460	4.280	4.000	6.385	9.780	1.395	8.7	8.2	7.9	-3.0	622		.030	131371	4280-5
467	4.310	4.000	6.385	9.780	1.395	8.8	8.3	8.0	-3.0	637		.060	118528	4310-5
509	4.500	4.000	6.385	9.780	1.395	9.5	9.0	8.6	-3.0	687		.034	106908	4500-5
516	4.530	4.000	6.385	9.780	1.395	9.6	9.1	8.7	-3.0	708		.064	131372	4530-5
523	4.560	4.000	6.385	9.780	1.395	9.7	9.2	8.8	-3.0	722		.094	131373	***4560-5****
439	4.310	3.766	6.385	9.780	1.520	8.3	7.9	7.6	-3.0	647		.060	131666	4310-5
479	4.500	3.766	6.385	9.780	1.520	9.0	8.5	8.2	-3.0	697		.034	106907	4500-5
486	4.530	3.766	6.385	9.780	1.520	9.1	8.6	8.2	-3.0	711		.064	131376	4530-5
489	4.280	4.250	6.135	9.780	1.520	9.1	8.6	8.3	-3.0	630		.030	131665	4280-5
496	4.310	4.250	6.135	9.780	1.520	9.2	8.7	8.4	-3.0	647		.060	131666	4310-5
540	4.500	4.250	6.135	9.780	1.520	10.0	9.4	9.1	-3.0	697		.034	106907	4500-5
548	4.530	4.250	6.135	9.780	1.520	10.1	9.6	9.2	-3.0	711		.064	131376	4530-5
555	4.560	4.250	6.135	9.780	1.520	10.2	9.7	9.3	-3.0	727		.094	131377	***4560-5****
455	4.255	4.000	6.135	9.780	1.640	8.6	8.1	7.8	-3.0	637		.005	106903	4250-5
460	4.280	4.000	6.135	9.780	1.640	8.7	8.2	7.9	-3.0	657		.030	106904	4280-5
467	4.310	4.000	6.135	9.780	1.640	8.8	8.3	8.0	-3.0	670		.060	106905	4310-5
495	4.440	4.000	6.135	9.780	1.645	9.2	8.7	8.4	-3.0	673		.190	106964	4440-5
501	4.466	4.000	6.135	9.780	1.645	9.3	8.8	8.4	-3.0	710		.000	124076	4470-5
509	4.500	4.000	6.135	9.780	1.645	9.5	9.0	8.6	-3.0	720		.034	106906	4500-5
515	4.530	4.000	6.135	9.780	1.645	9.6	9.1	8.7	-3.0	740		.064	110591	4530-5
522	4.560	4.000	6.135	9.780	1.645	9.7	9.2	8.8	-3.0	757		.094	131379	***4560-5****
433	4.280	3.766	6.135	9.780	1.765	8.2	7.8	7.5	-3.0	678		.030	170703	4280-5
439	4.310	3.766	6.135	9.780	1.765	8.3	7.9	7.6	-3.0	681		.060	170704	4310-5
441	4.320	3.766	6.135	9.780	1.765	8.3	7.9	7.6	-3.0	676		.070	170705	4320-5

Foot Notes: **B**=Oil Rail Support is Included

***The Ring Prefix for 4.600" bore is J100L8, not J100F8**
****** The Ring Prefix for 4.560" bore is J100S8, not J100F8**

BIG BLOCK INVERTED DOME

These big block pistons are compatible with forced induction, nitrous and angle milled heads. The inverted dome shape has been designed for maximum efficiency and horsepower. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. ***Compression Height figured using 9.780 block height with zero deck clearance.*** *Precision CNC machined ring grooves accept* ***1/16, 1/16, 3/16*** *rings. Will fit both open and closed chamber cylinder heads.*

Includes:

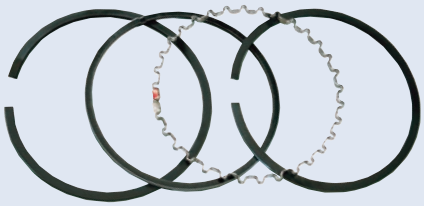
- *Pin #990-2930-18-51S (174g)*
- *Double spiro locks (#990-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 110cc 118cc 124cc Compression Ratio			Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
427/454 STD BORE = 4.250 502 BBC = 4.466												1/16, 1/16, 3/16 RINGS		**J100F8-**
540	4.500	4.250	6.385	9.780	1.270	8.8	8.4	8.1	-20.0	594	B	.034	181990	4500-5
548	4.530	4.250	6.385	9.780	1.270	8.9	8.5	8.2	-20.0	611	B	.064	181991	4530-5
555	4.560	4.250	6.385	9.780	1.270	9.0	8.6	8.3	-20.0	614	B	.094	181992	4560-5**
565	4.600	4.250	6.385	9.780	1.270	9.2	8.8	8.5	-20.0	629	B	.134	181993	4600-5*
467	4.310	4.000	6.385	9.780	1.395	8.0	7.6	7.4	-14.5	642	B	.060	131670	4310-5
509	4.500	4.000	6.385	9.780	1.395	8.0	7.6	7.4	-28.0	612	B	.034	181994	4500-5
516	4.530	4.000	6.385	9.780	1.395	8.1	7.7	7.5	-28.0	623	B	.064	181995	4530-5
523	4.560	4.000	6.385	9.780	1.395	8.2	7.8	7.5	-28.0	627	B	.094	181996	4560-5**
532	4.600	4.000	6.385	9.780	1.395	8.3	7.9	7.7	-28.0	641	B	.134	181997	4600-5*
540	4.500	4.250	6.135	9.780	1.520	8.8	8.4	8.1	-20.0	639		.034	181998	4500-5
548	4.530	4.250	6.135	9.780	1.520	8.9	8.5	8.2	-20.0	651		.064	181999	4530-5
555	4.560	4.250	6.135	9.780	1.520	9.0	8.6	8.3	-20.0	658		.094	182000	4560-5**
565	4.600	4.250	6.135	9.780	1.520	9.2	8.8	8.5	-20.0	678		.134	182001	4600-5*
509	4.500	4.000	6.135	9.780	1.645	8.8	8.4	8.1	-11.5	690		.034	182002	4500-5
515	4.530	4.000	6.135	9.780	1.645	8.9	8.5	8.2	-11.5	708		.064	182003	4530-5

Foot Notes: **B**=Oil Rail Support is Included

**The Ring Prefix for 4.600" bore is J100L8, not J100F8*
*** The Ring Prefix for 4.560" bore is J100S8, not J100F8*

NOW AVAILABLE - JE FULL SEAL® 2ND RINGS



BIG BLOCK TALL DECK INV. DOME

Same pistons as above with ***compression height figured using 10.180" "tall deck" height with zero deck clearance.*** *Precision CNC machined ring grooves accept* ***1/16, 1/16, 3/16*** *rings.*

Includes:

- *Pin #990-2930-18-51S (174g)*
- *Double spiro locks (#990-042-CS)*

427/454 STD BORE = 4.250 502 BBC = 4.466						**TALL DECK 10.200 BLOCKS**						1/16, 1/16, 3/16 RINGS		**J100F8-**
525	4.310	4.500	6.535	10.180	1.395	8.0	7.6	7.4	-14.5	642	B	.060	131670	4310-5
572	4.500	4.500	6.535	10.180	1.395	8.0	7.6	7.4	-28.0	612	B	.034	181994	4500-5
580	4.530	4.500	6.535	10.180	1.395	8.1	7.7	7.5	-28.0	623	B	.064	181995	4530-5
587	4.560	4.500	6.535	10.180	1.395	8.2	7.8	7.5	-28.0	627	B	.094	181996	4560-5**
598	4.600	4.500	6.535	10.180	1.395	8.3	7.9	7.7	-28.0	641	B	.134	181997	4600-5*

Foot Notes: **B**=Oil Rail Support is Included

**The Ring Prefix for 4.600" bore is J100L8, not J100F8*
*** The Ring Prefix for 4.560" bore is J100S8, not J100F8*

B/B OPEN CHAMBER DOME

These big block pistons are an excellent choice for drag race applications. ***Compression Height figured using 9.780 block height with zero deck clearance. Dome pistons listed will not work with Edelbrock head #6045, 6040, 6055, pistons for these heads are available as special order.*** *Precision CNC machined ring grooves accept* ***1/16, 1/16, 3/16*** *rings.*

Includes:

- *Pin #990-2930-15-51S (150g)*
- *Double pin oilers*
- *Double spiro locks (#990-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
427/454 STD BORE = 4.250 502 BBC = 4.466												1/16, 1/16, 3/16 RINGS		**J10008-**
489	4.280	4.250	6.535	9.780	1.120	14.3	13.0	12.2	44.0	569	B	.030	139843	4280-5
496	4.310	4.250	6.535	9.780	1.120	14.5	13.2	12.3	44.0	547	B	.060	139844	4310-5
498	4.320	4.250	6.535	9.780	1.120	14.5	13.2	12.3	44.0	550	B,L	.070	139845	4320-5
505	4.350	4.250	6.535	9.780	1.120	14.7	13.4	12.5	44.0	564	B	.100	139846	4350-5
511	4.375	4.250	6.535	9.780	1.120	14.8	13.5	12.6	44.0	580	B	.125	139847	4375-5
541	4.500	4.250	6.535	9.780	1.120	14.8	13.5	12.7	40.0	616	B	.034	139848	4500-5
548	4.530	4.250	6.535	9.780	1.120	14.9	13.7	12.9	40.0	629	B	.064	139849	4530-5
555	4.560	4.250	6.535	9.780	1.120	15.1	13.8	13.0	40.0	615	B	.094	139850	4560-5
565	4.600	4.250	6.535	9.780	1.120	15.3	14.0	13.2	40.0	631	B	.134	139851	***4600-5****
571	4.625	4.250	6.535	9.780	1.120	15.3	14.0	13.2	40.0	NEW!	B	.159	243074	4625-5
460	4.280	4.000	6.535	9.780	1.245	13.9	12.6	11.8	46.0	600	B	.030	111596	4280-5
467	4.310	4.000	6.535	9.780	1.245	14.0	12.8	12.0	46.0	581	B	.060	111597	4310-5
469	4.320	4.000	6.535	9.780	1.245	14.1	12.8	12.0	46.0	581	B	.070	111598	4320-5
476	4.350	4.000	6.535	9.780	1.245	14.2	12.9	12.1	46.0	600	B	.100	111599	4350-5
481	4.375	4.000	6.535	9.780	1.245	14.4	13.1	12.2	46.0	612	B	.125	111600	4375-5
509	4.500	4.000	6.535	9.780	1.245	14.3	13.1	12.3	42.0	640	B	.034	111601	4500-5
516	4.530	4.000	6.535	9.780	1.245	14.5	13.2	12.4	42.0	657	B	.064	111602	4530-5
523	4.560	4.000	6.535	9.780	1.245	14.6	13.4	12.6	42.0	645	B	.094	131447	4560-5
532	4.600	4.000	6.535	9.780	1.245	14.8	13.6	12.8	42.0	664	B	.134	131448	***4600-5****
537	4.625	4.000	6.535	9.780	1.245	14.8	13.6	12.8	42.0	NEW!	B	.159	243075	4625-5
541	4.500	4.250	6.385	9.780	1.270	15.7	14.3	13.4	45.0	652	B	.034	170714	4500-5
548	4.530	4.250	6.385	9.780	1.270	15.9	14.5	13.6	45.0	665	B	.064	170715	4530-5
555	4.560	4.250	6.385	9.780	1.270	16.0	14.6	13.7	45.0	675	B	.094	170716	4560-5
565	4.600	4.250	6.385	9.780	1.270	16.2	14.8	13.9	45.0	691	B	.134	170717	***4600-5****
489	4.280	4.250	6.385	9.780	1.270	14.1	12.9	12.1	43.0	597	B	.030	118520	4280-5
496	4.310	4.250	6.385	9.780	1.270	14.3	13.0	12.2	43.0	575	B	.060	118521	4310-5
498	4.320	4.250	6.385	9.780	1.270	14.4	13.1	12.3	43.0	576	B	.070	118522	4320-5
505	4.350	4.250	6.385	9.780	1.270	14.5	13.2	12.4	43.0	592	B	.100	118523	4350-5
511	4.375	4.250	6.385	9.780	1.270	14.6	13.4	12.5	43.0	608	B	.125	118524	4375-5
541	4.500	4.250	6.385	9.780	1.270	14.3	13.1	12.4	37.0	633	B	.034	118525	4500-5
548	4.530	4.250	6.385	9.780	1.270	14.4	13.3	12.5	37.0	635	B	.064	118526	4530-5
555	4.560	4.250	6.385	9.780	1.270	14.6	13.4	12.7	37.0	633	B	.094	131445	4560-5
565	4.600	4.250	6.385	9.780	1.270	14.8	13.6	12.8	37.0	659	B	.134	131446	***4600-5****
571	4.625	4.250	6.385	9.780	1.270	14.8	13.6	12.8	37.0	NEW!	B	.159	243076	4625-5
460	4.280	4.000	6.385	9.780	1.395	12.9	11.8	11.1	40.0	615		.030	111717	4280-5
467	4.310	4.000	6.385	9.780	1.395	13.0	11.9	11.2	40.0	592		.060	111718	4310-5
481	4.375	4.000	6.385	9.780	1.395	13.3	12.2	11.5	40.0	622		.125	111721	4375-5
509	4.500	4.000	6.385	9.780	1.395	13.0	12.0	11.3	34.0	644		.034	111722	4500-5
460	4.280	4.000	6.385	9.780	1.395	14.0	12.7	11.9	47.0	633		.030	111589	4280-5
467	4.310	4.000	6.385	9.780	1.395	14.2	12.9	12.1	47.0	611		.060	111590	4310-5
469	4.320	4.000	6.385	9.780	1.395	14.3	13.0	12.2	47.0	619		.070	111591	4320-5

Foot Notes: **B**=Oil Rail Support is Included, **L**=Limited quantities available

****The Ring Prefix for 4.600" bore is J100U8, not J10008***

B/B OPEN CHAMBER DOME CONTINUED...

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
427/454 STD BORE = 4.250 502 BBC = 4.466												1/16, 1/16, 3/16 RINGS		**J10008-**
476	4.350	4.000	6.385	9.780	1.395	14.4	13.1	12.2	47.0	630		.100	111592	4350-5
481	4.375	4.000	6.385	9.780	1.395	14.5	13.2	12.3	47.0	646		.125	111593	4375-5
509	4.500	4.000	6.385	9.780	1.395	14.3	13.1	12.3	42.0	674		.034	111594	4500-5
516	4.530	4.000	6.385	9.780	1.395	14.4	13.2	12.4	42.0	678		.064	111595	4530-5
523	4.560	4.000	6.385	9.780	1.395	14.6	13.3	12.5	42.0	676		.094	131441	4560-5
532	4.600	4.000	6.385	9.780	1.395	14.8	13.5	12.7	42.0	692		.134	131442	***4600-5****
537	4.625	4.000	6.385	9.780	1.395	14.8	13.6	12.8	42.0	**NEW!**		.159	243077	4625-5
496	4.310	4.250	6.135	9.780	1.520	14.3	13.0	12.2	43.0	615		.060	111711	4310-5
498	4.320	4.250	6.135	9.780	1.520	14.4	13.1	12.3	43.0	620		.070	111712	4320-5
505	4.350	4.250	6.135	9.780	1.520	14.5	13.2	12.4	43.0	635		.100	111713	4350-5
511	4.375	4.250	6.135	9.780	1.520	14.6	13.3	12.5	43.0	648		.125	111714	4375-5
541	4.500	4.250	6.135	9.780	1.520	14.3	13.1	12.4	37.0	679		.034	111715	4500-5
548	4.530	4.250	6.135	9.780	1.520	14.4	13.3	12.5	37.0	693		.064	111716	4530-5
555	4.560	4.250	6.135	9.780	1.520	14.6	13.4	12.6	37.0	678		.094	131439	4560-5
565	4.600	4.250	6.135	9.780	1.520	14.8	13.6	12.8	37.0	700		.134	131440	***4600-5****
571	4.625	4.250	6.135	9.780	1.520	14.8	13.6	12.8	37.0	**NEW!**		.159	243078	4625-5
509	4.500	4.000	6.135	9.780	1.645	10.2	9.6	9.2	7.0	711		.034	101256	4500-5
460	4.280	4.000	6.135	9.780	1.645	13.3	12.2	11.4	43.0	667		.030	111703	4280-5
467	4.310	4.000	6.135	9.780	1.645	13.5	12.3	11.6	43.0	641		.060	111704	4310-5
469	4.320	4.000	6.135	9.780	1.645	13.6	12.4	11.6	43.0	640		.070	111705	4320-5
476	4.350	4.000	6.135	9.780	1.645	13.7	12.5	11.7	43.0	659		.100	111706	4350-5
481	4.375	4.000	6.135	9.780	1.645	13.8	12.6	11.8	43.0	675		.125	111707	4375-5
509	4.500	4.000	6.135	9.780	1.645	13.5	12.4	11.7	37.0	693		.034	111708	4500-5
460	4.280	4.000	6.135	9.780	1.645	14.0	12.7	11.9	47.0	674		.030	111582	4280-5
467	4.310	4.000	6.135	9.780	1.645	14.2	12.9	12.0	47.0	642		.060	111583	4310-5
469	4.320	4.000	6.135	9.780	1.645	14.2	12.9	12.1	47.0	651		.070	111584	4320-5
481	4.375	4.000	6.135	9.780	1.645	14.5	13.2	12.3	47.0	684		.125	111586	4375-5
509	4.500	4.000	6.135	9.780	1.645	14.3	13.1	12.3	42.0	713		.034	111587	4500-5
433	4.280	3.760	6.135	9.780	1.765	14.2	12.8	11.9	52.0	717		.030	131310	4280-5
439	4.310	3.760	6.135	9.780	1.765	14.3	12.9	12.1	52.0	691		.060	131311	4310-5
447	4.350	3.760	6.135	9.780	1.765	14.5	13.1	12.2	52.0	708		.100	131312	4250-5

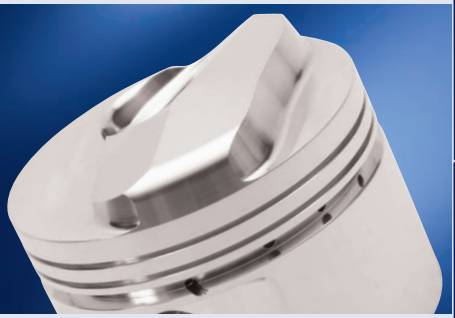
The Ring Prefix for 4.600" bore is J100U8, not J10008

396, 427, 454 CLOSED CHAMBER

New high compression dome pistons *designed specifically for closed chamber cylinder heads. Precision CNC machined ring grooves accept* ***1/16, 1/16, 3/16*** *rings.*

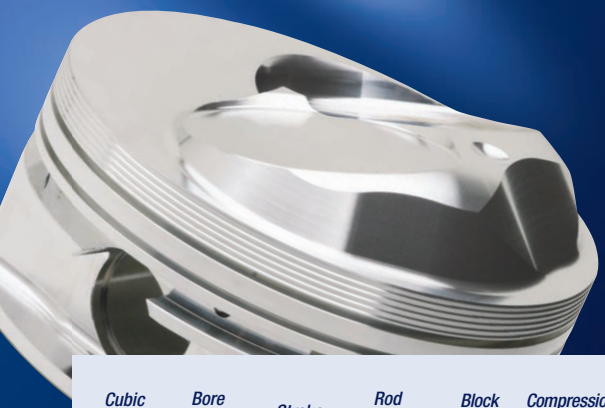
Includes:

- *Pin #990-2930-15-51S (150g)*
- *Double spiro locks (#990-042-CS)*
- *Forced pin oiler, with annular oil reservoir*



Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 101cc Compression Ratio	107cc Compression Ratio	109cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.250 *						**CLOSED CHAMBER DOME SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
502	4.467	4.000	6.135	9.780	1.645	9.7	9.1	8.8	2.0	690		.000	123189	4470-5
460	4.280	4.000	6.135	9.780	1.648	13.5	12.5	12.1	33.0	673		.030	207414	4280-5
466	4.310	4.000	6.135	9.780	1.648	13.4	12.4	12.0	33.0	680		.060	207415	4310-5
402	4.125	3.760	6.135	9.780	1.765	13.5	12.5	12.1	44.0	666	*		207410	4125-5
409	4.155	3.760	6.135	9.780	1.765	13.5	12.5	12.1	44.0	680	*		207411	4155-5
433	4.280	3.760	6.135	9.780	1.765	13.5	12.5	12.1	39.0	692		.030	207412	4280-5
439	4.310	3.760	6.135	9.780	1.765	13.4	12.4	12.0	39.0	714		.060	207413	4310-5

Foot Notes: **★ = 396 standard bore is 4.094", 402 standard bore is 4.125"**



B/B NITROUS SERIES DOME

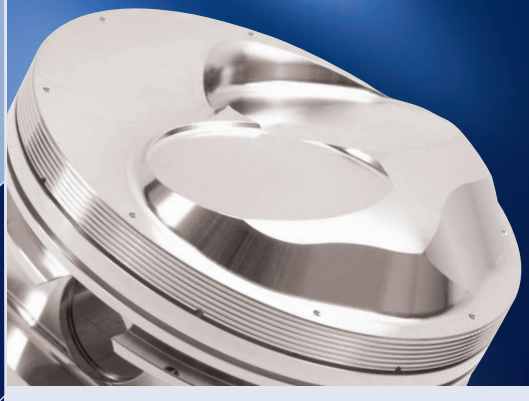
*These big block pistons have ring lands designed specifically for nitrous applications. Valve reliefs are designed to accept oversized valves and long duration, wide lobe separation camshafts, they are also compatible with angle milled heads. Precision CNC machined ring grooves accept **1/16, 1/16, 3/16** rings. Fits open chamber cylinder heads.*

Includes:

- *Pin #990-2930-15-51S (150g)*
- *Double spiro locks (#990-042-CS)*
- *Forced pin oiler, with annular oil reservoir*
- *Contact reduction grooves*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.466							**502 SERIES**					1/16, 1/16, 3/16 RINGS		**J100F8-**
540	4.500	4.250	6.385	9.780	1.270	15.7	14.3	13.4	45.0	652	B	.034	170714	4500-5
548	4.530	4.250	6.385	9.780	1.270	15.9	14.5	13.6	45.0	664	B	.064	170715	4530-5
555	4.560	4.250	6.385	9.780	1.270	16.0	14.6	13.7	45.0	675	B	.094	170716	4560-5**
560	4.580	4.250	6.385	9.780	1.270	16.1	14.7	13.8	45.0	680	B	.114	194912	4580-5
565	4.600	4.250	6.385	9.780	1.270	16.3	14.8	13.9	45.0	684	B	.134	170717	4600-5*
568	4.610	4.250	6.385	9.780	1.270	16.4	14.9	14.0	45.0	692	B	.144	194913	4610-5**

Foot Notes: **B**=Oil Rail Support is Included **The Ring Prefix for 4.600" bore is J100L8, not J100F8* ***The Ring Prefix is J100S8, not J100F8*



NITROUS SERIES GP (GAS PORTED)

*These Nitrous Series pistons are similar to the above series, vertical and lateral gas ports have been incorporated to optimize top ring seal and reduce friction. Ring grooves are machined to accept our series J860 "HNS" Hardened Nitrous Series rings with **.043 back-cut top ring, 1/16 taper face second ring and 3/16 oil ring**. Compression height figured using 9.800" deck height with zero deck clearance. Fits most open chamber cylinder heads. Part Number 244535 is designed for a decked block.*

Includes:

- *Pin #990-2930-18-51S (174g)*
- *Double spiro locks (#990-042-CS)*
- *Vertical and Lateral gas ports*
- *Contact reduction grooves*

STD BORE: 4.466							**502 SERIES**					.043 BACKCUT, 1/16, 3/16 RINGS		**J860F8-**
565	4.600	4.250	6.385	9.800	1.270	16.0	14.6	13.7	44.0	NEW!	B	.134	244535	4600-5*
560	4.580	4.250	6.385	9.800	1.290	15.9	14.5	13.6	44.0	701	B	.114	194961	4580-5
565	4.600	4.250	6.385	9.800	1.290	16.0	14.6	13.7	44.0	709	B	.134	194962	4600-5*
568	4.610	4.250	6.385	9.800	1.290	16.1	14.7	13.8	44.0	714	B	.144	194963	4610-5*

The Ring Prefix for 4.600" bore is J860L8, not J860F8. *The Ring Prefix for 4.610" bore is J860H8, not J860F8.* ***Foot Notes:* **B**=Oil Rail Support is Included

OPEN CHAMBER DOME GP (GAS PORTED)

*These big block pistons are the top choice for drag race applications. Compression Height figured using 9.780 block height with zero deck clearance. Pistons will not work with Edelbrock #6045, 6040, 6055 heads. These pistons have vertical gas ports and backcut top and second rings (**.043, .043, 3mm**) and a low tension oil ring.*

Includes:

- *Pin #990-2930-15-51S (150g)*
- *Double spiro locks (#990-042-CS)*
- *Double pin oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.466							**OPEN CHAMBER**					.043 BACKCUT, .043 BACKCUT, 3MM RINGS		**J77008-**
571	4.560	4.375	6.535	9.780	1.060	15.9	14.5	13.2	43.0	NEW!	B	.094	243326	4560-5
581	4.600	4.375	6.535	9.780	1.060	16.0	14.7	13.9	43.0	NEW!	B	.134	243327	4600-5
584	4.610	4.375	6.535	9.780	1.060	16.2	14.8	13.9	43.0	NEW!	B	.144	243328	4610-5
588	4.625	4.375	6.535	9.780	1.060	16.3	14.9	14.0	43.0	NEW!	B	.159	243329	4625-5
555	4.560	4.250	6.535	9.780	1.120	16.0	14.6	13.7	46.0	NEW!	B	.094	243330	4560-5
565	4.600	4.250	6.535	9.780	1.120	16.3	14.8	13.9	46.0	NEW!	B	.134	243331	4600-5
567	4.610	4.250	6.535	9.780	1.120	16.3	14.9	14.0	46.0	NEW!	B	.144	243332	4610-5
571	4.625	4.250	6.535	9.780	1.120	16.4	14.9	14.0	46.0	NEW!	B	.159	243333	4625-5

BIG DUKE/BIG CHIEF GP 18°

These pistons are specifically designed for Big Duke/Big Chief cylinder heads and feature our race proven dome and skirt design. Valve reliefs are designed to accept oversized valves and long duration, tight lobe separation roller cams. Precision CNC machined ring grooves accept ***.043 D-wall, 1/16, 3/16*** *rings.*

Includes:

- *Pin #990-2930-15-51S (150g)*
- *Forced pin oiler, with annular oil reservoir*
- *Vertical gas ports*
- *Double spiro locks (#990-042-CS)*

Nitrous Series Includes:

- *Pin #990-2930-18-51S (174g)*
- *Forced pin oiler, with annular oil reservoir*
- *Vertical and Lateral gas ports*
- *Double spiro locks (#990-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 82cc Compression Ratio	87cc Compression Ratio	97cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.250 (427/454), 4.466 (502)						**18° BIG CHIEF/BIG DUKE**				.043 D-WALL, 1/16, 3/16 RINGS				**J20008-**
565	4.600	4.375	6.535	9.780	1.060	16.8	15.8	14.2	18.0	NEW!	B	.134	243079	**4600-5****
548	4.530	4.250	6.535	9.780	1.120	15.1	14.2	12.9	13.0	557	B,L	.064	170667	4530-5
555	4.560	4.250	6.535	9.780	1.120	15.1	14.3	12.9	13.0	569	B	.094	170668	4560-5
565	4.600	4.250	6.535	9.780	1.120	15.3	14.5	13.1	13.0	582	B,L	.134	170669	**4600-5***
555	4.560	4.250	6.535	9.780	1.120	16.5	15.5	13.9	20.0	581	B	.094	218588	4560-5
565	4.600	4.250	6.535	9.780	1.120	16.7	15.7	14.1	20.0	593	B	.134	218585	**4600-5***
548	4.530	4.250	6.385	9.780	1.270	15.1	14.2	12.9	13.0	593	B,L	.064	170671	4530-5
555	4.560	4.250	6.385	9.780	1.270	15.1	14.3	12.9	13.0	604	B	.094	170672	4560-5
565	4.600	4.250	6.385	9.780	1.270	15.3	14.5	13.1	13.0	619	B	.134	170673	**4600-5***
STD BORE: 4.250										.043 BACKCUT, .043 BACKCUT, 3MM RINGS				**J70008-**
565	4.600	4.375	6.535	9.780	1.060	16.8	15.8	14.2	18.0	NEW!	B	.134	243313	4600-5
568	4.610	4.375	6.535	9.780	1.060	16.8	15.8	14.2	18.0	NEW!	B	.144	243314	4610-5
565	4.600	4.250	6.535	9.780	1.120	16.7	15.7	14.1	20.0	NEW!	B	.134	243315	4600-5
568	4.610	4.250	6.535	9.780	1.120	16.8	15.8	14.1	20.0	NEW!	B	.144	243316	4610-5
STD BORE: 4.250						**NITROUS SERIES**				.043 BACKCUT, 1/16, 3/16RINGS				**J711L8-**
555	4.560	4.250	6.535	9.780	1.120	15.1	14.3	12.9	13.0	NEW!	B	.094	243317	4560-5
565	4.600	4.250	6.535	9.780	1.120	15.3	14.5	13.1	13.0	NEW!	B	.134	243318	4600-5
568	4.610	4.250	6.535	9.780	1.120	15.4	14.6	13.2	13.0	NEW!	B	.144	243319	4610-5
555	4.560	4.250	6.535	9.780	1.120	16.5	15.5	13.9	20.0	NEW!	B	.094	243320	4560-5
565	4.600	4.250	6.535	9.780	1.120	16.7	15.7	14.1	20.0	NEW!	B	.134	243321	4600-5
568	4.610	4.250	6.535	9.780	1.120	16.8	15.8	14.1	20.0	NEW!	B	.144	243322	4610-5
555	4.560	4.250	6.535	9.780	1.270	15.1	14.3	12.9	13.0	NEW!	B	.094	243323	4560-5
565	4.600	4.250	6.535	9.780	1.270	15.3	14.5	13.1	13.0	NEW!	B	.134	243324	4600-5
568	4.610	4.250	6.535	9.780	1.270	15.4	14.6	13.2	13.0	NEW!	B	.144	243325	4610-5

Foot Notes: **B**=Oil Rail Support is Included, **L**=Limited quantities available

****The Ring Prefix is J200U8, not J20008. **The Ring Prefix is J711L8, not J20008.***

PRO MOD STYLE GP 18°

Designed for Pro Mod style engines, these pistons are specifically designed for nitrous applications. The precision CNC machined rings grooves are designed for ***.043 back cut, 1/16, 3/16 rings. Compression heights figured at zero deck clearance with listed block height. These pistons will only fit Big Chief cylinder heads.***

Includes:

- *Pin #990-2930-18-51S (174g)*
- *Double spiro locks (#990-042-CS)*
- *Vertical and lateral gas ports for maximum top ring seal*

STD BORE: 4.250 (427/454), 4.466 (502)						**18° PRO MOD STYLE**				.043 BACKCUT, 1/16, 3/16 RINGS				**J860H8 -**
565	4.600	4.250	6.535	9.800	1.140	15.3	14.5	13.1	13.0	611	B	.134	194964	**4600-5***
560	4.580	4.250	6.385	9.790	1.280	15.2	14.4	13.0	13.0	655	B	.114	194908	**4580-5****
565	4.600	4.250	6.385	9.790	1.280	15.3	14.5	13.1	13.0	654	B	.134	194909	**4600-5***
568	4.610	4.250	6.385	9.790	1.280	15.4	14.6	13.2	13.0	660	B	.144	194910	4610-5

Foot Notes: **B**=Oil Rail Support is Included

****The Ring Prefix for 4.600" bore is J860L8, not J860H8. **The Ring Prefix is J860F8, not J860H8.***

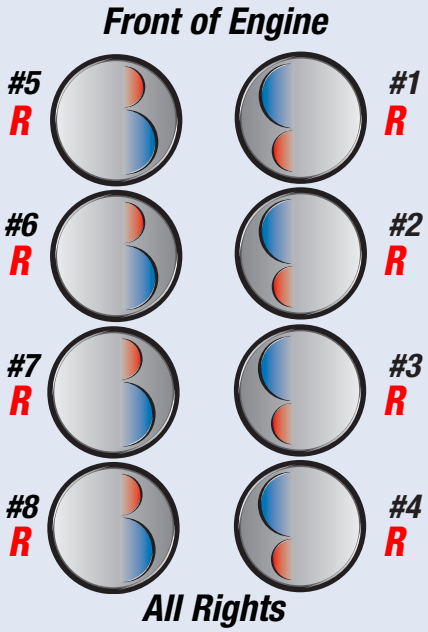
FORD

JE shelf Pistons for the 302/351 Small Block Ford engines are designed to suit most Ford Factory as well as aftermarket cylinder heads with a few notable exceptions. All Ford Cleveland style "canted valve" heads, Brodix models BF200 and BF300, Chapman SC1 and all TFS "Twisted Wedge" heads require custom pistons unless the JE part is specifically noted to suit that application. JE does offer some shelf pistons specifically designed for the Twisted Wedge style heads. These are designated the "Twisted Series" pistons and are listed along with the standard models where they are available.

Big Block Ford engines are separated into two categories to determine piston to cylinder head compatibility. First are the early FE styles that include the 390, 406 HP, 410 Mercury, 427 and 428 Standard, 428CJ and the 428 SCJ (427 SOHC heads require custom pistons). Second are the later style 429/460 heads (SVO A, C, E, 460SCJ and Boss 429 heads all require custom pistons). All JE Big Block Ford shelf pistons are designed to work with most other factory and aftermarket heads.

If you have questions regarding the head chamber details on your particular cylinder head JE suggests that you contact the cylinder head manufacturer directly. Always physically check the proper clearances as explained in the notes and diagrams below.

Due to the many different cylinder block deck heights within the small block Ford group of engines we have provided a block deck height chart below for some of the most popular combinations. . . .

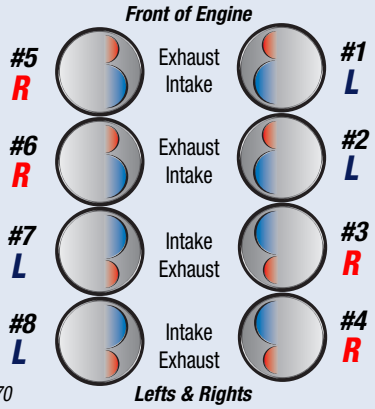


SMALL BLOCK FORD DECK HEIGHTS	
289-302 Factory	8.200"
302 Aftermarket	8.200"/8.700"
351 Cleveland Factory	9.200"
351 Windsor '69-'70	9.480"
351 Windsor '71 or Later	9.500"
351 Aftermarket	9.200"/9.500"

BIG BLOCK "FE" FORD

Basic Block	Bore	Stroke	C.I.
390	4.050	3.780	390
406 HP	4.130	3.780	406
410 Mercury	4.050	3.980	410
428 Std, CJ, & SCJ	4.130	3.980	428
427 LR, MR, HR, TP, & SOHC*	4.233	3.780	427
427 w/428 crank	4.233	3.980	447

CJ = Cobra Jet
SCJ = Super Cobra Jet
LR = Low Riser
MR = Medium Riser
HR = High Riser
TP = Tunnel Port
SOHC = Single Overhead Cam



Some 390 blocks can go to 4.130, most 4.110 max, Some 406 blocks can go to 4.233, most 4.200 max, Most 427 blocks can go to 4.270
** 427 SOHC heads require custom pistons*

4.6L / 5.4L MODULAR

These pistons are designed for 4.6/5.4L engines and are compatible with forced induction and nitrous applications. Low compression pistons feature our spherical dish for the ultimate in combustion efficiency. Used in turbo modular motors posting mid 6-second times in the 1/4 mile, ***these pistons are designed to work with two or four valve heads*** *and accept* ***1.5, 1.5, 3mm*** *rings.*

Includes:

- *Pin #866-2500-15-51S (109g)*
- *Double spiro locks (#866-042-CS)*
- *Contact reduction grooves*
- *Double pin oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 42cc 46cc 52cc Compression Ratio			Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 3.552						**4.6L FLAT TOP**						1.5, 1.5, 3MM RINGS		**J68008-**
281	3.552	3.543	5.933	8.925	1.220	12.7	11.8	10.7	0.0	387		STD	170883	3550-5
284	3.572	3.543	5.933	8.925	1.220	12.8	11.9	10.8	0.0	380		.020	182475	3570-5
STD BORE: 3.552						**4.6L DISH**						1.5, 1.5, 3MM RINGS		**J68008-**
281	3.552	3.543	5.933	8.925	1.220	9.7	9.2	8.6	-17.0	377		STD	194328	3550-5
284	3.572	3.543	5.933	8.925	1.220	9.8	9.3	8.6	-17.0	381		.020	194329	3570-5
281	3.552	3.543	5.933	8.925	1.220	10.7	10.2	9.3	-10.0	375		STD	218638	3550-5
284	3.572	3.543	5.933	8.925	1.220	10.8	10.2	9.4	-10.0	380		.020	218639	3570-5
STD BORE: 3.552						**4.6L 3 VALVE FLAT TOP**						1.5, 1.5, 3MM RINGS		**J68008-**
281	3.552	3.543	5.933	8.933	1.220	12.7	11.8	10.7	-1.0	384		STD	232468	3550-5
284	3.572	3.543	5.933	8.933	1.220	12.8	11.9	10.8	-1.0	377		.020	232469	3570-5
STD BORE: 3.552						**4.6L 3 VALVE DISH**						1.5, 1.5, 3MM RINGS		**J68008-**
281	3.552	3.543	5.933	8.933	1.220	9.7	9.2	8.6	-17.0	375		STD	232466	3550-5
284	3.572	3.543	5.933	8.933	1.220	9.8	9.3	8.6	-17.0	379		.020	232467	3570-5
STD BORE: 3.552						**5.4L DISH**						1.5, 1.5, 3MM RINGS		**J68008-**
330	3.552	4.165	6.657	10.078	1.220	8.5	8.2	7.8	-21.0	379	*	STD	227125	3550-5
334	3.572	4.165	6.657	10.078	1.220	8.6	8.3	7.9	-21.0	385	*	.020	227127	3570-5

**** Compression Ratio calculated with .120" deck clearance and .040" gasket***

PINTO/MINI STOCK FLAT TOP

These pistons have a lightweight, low drag design. They are the most popular Pinto piston on the market today. They feature precision CNC machined ring grooves and accept ***1/16, 1/16, 3/16*** *rings.*

Includes:

- *Pin #927-2500-13-51S (108g)*
- *Double spiro locks (#927-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 52cc Compression Ratio			Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 3.780						**MINI STOCK DELIGHT**						1/16, 1/16, 3/16 RINGS		**J10004-**
142	3.810	3.126	5.700	8.353	1.090		9.0		-2.0	341	**B,C**	.030	118558	3810-5
143	3.820	3.126	5.700	8.353	1.090		9.0		-2.0	349	**B,C**	.040	118560	3820-5*

Foot Notes: **B** Indicates oil rail support is included, **C** Indicates .927 pin diameter

****The Ring Prefix for 3.820" bore is J100F4, not J10004.***

302 FLAT TOPS

*These pistons are designed to be compatible with nitrous applications, and will accommodate larger valves and long duration, tight lobe separation cams. Precision CNC machined ring grooves accept **1/16, 1/16, 3/16** rings.*

Includes:

- *Pin #912-2750-14-51S (123g), note D*
- *Pin #927-2750-15-51S (130g), note C*
- *Double spiro locks (#927-042-CS)*
- *Contact Reduction Grooves*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 56cc	60cc	64cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**302 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
306	4.030	3.000	5.090	8.190	1.600	10.0	9.5	9.1	-5.0	523	D	.030	170845	4030-5
307	4.040	3.000	5.090	8.190	1.600	10.0	9.5	9.1	-5.0	525	D	.040	170846	4040-5
STD BORE: 4.000						**302 STROKER**						1/16, 1/16, 3/16 RINGS		**J10008-**
347	4.030	3.400	5.400	8.200	1.100	11.1	10.5	10.0	-5.0	411	B,C	.030	188703	4030-5
348	4.040	3.400	5.400	8.200	1.100	11.2	10.6	10.2	-5.0	427	B,C	.040	232458	4040-5
364	4.125	3.400	5.400	8.200	1.100	11.6	11.0	10.5	-5.0	438	B,C	.125	232472	4125-5
330	4.020	3.250	5.400	8.200	1.175	10.7	10.1	9.7	-5.0	439	B,C,L	.020	170854	4020-5
331	4.030	3.250	5.400	8.200	1.175	10.8	10.1	9.7	-5.0	451	B,C	.030	170855	4030-5
333	4.040	3.250	5.400	8.200	1.175	10.8	10.1	9.7	-5.0	454	B,C	.040	170856	4040-5
347	4.125	3.250	5.400	8.200	1.175	11.1	10.6	10.1	-5.0	447	B,C	.125	232473	4125-5
STD BORE: 4.000						**TWISTED SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
347	4.030	3.400	5.400	8.200	1.100	11.1	10.5	10.0	-5.0	438	B,C	.030	194949	4030-5
348	4.040	3.400	5.400	8.200	1.100	11.2	10.6	10.2	-5.0	444	B,C,L	.040	232460	4040-5
331	4.030	3.250	5.400	8.200	1.175	10.7	10.1	9.7	-5.0	454	B,C	.030	194950	4030-5
333	4.040	3.250	5.400	8.200	1.175	10.8	10.2	9.8	-5.0	460	B,C,L	.040	232461	4040-5

Foot Notes: **B**=Oil Rail Support is Included, **C**=.927 Pin Diameter, **D**=.912 Pin Diameter, **L**=Limited quantities available

351W FLAT TOPS

*These pistons are designed to be compatible with nitrous applications, and will accommodate larger valves and long duration, tight lobe separation cams. All block deck heights have been adjusted to reflect zero deck clearance and precision CNC ring grooves accept **1/16, 1/16, 3/16** rings.*

Includes:

- *Pin #912-2750-14-51S (123g), note D*
- *Pin #927-2750-15-51S (130g), note C*
- *Double spiro locks (#927-042-CS)*
- *Contact Reduction Grooves*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 56cc	60cc	64cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**351W SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
357	4.030	3.500	5.956	9.480	1.774	11.5	10.9	10.4	-5.0	550	D	.030	170852	4030-5
359	4.040	3.500	5.956	9.480	1.774	11.5	10.9	10.4	-5.0	565	D	.040	170853	4040-5
STD BORE: 4.000						**351W STROKER**						1/16, 1/16, 3/16 RINGS		**J10008-**
406	4.020	4.000	6.250	9.500	1.250	12.9	12.3	11.7	-5.0	434	C	.020	188705	4020-5
408	4.030	4.000	6.250	9.500	1.250	12.9	12.3	11.7	-5.0	438	C	.030	188704	4030-5
408	4.030	4.000	6.200	9.480	1.280	12.9	12.3	11.7	-5.0	464	C	.030	170232	4030-5
410	4.040	4.000	6.200	9.480	1.280	12.9	12.3	11.7	-5.0	472	C	.040	232459	4040-5
393	4.030	3.850	6.200	9.480	1.355	12.5	11.9	11.3	-5.0	476	C	.030	170233	4030-5
393	4.030	3.850	5.956	9.480	1.600	12.5	11.9	11.3	-5.0	523	D	.030	170845	4030-5
395	4.040	3.850	5.956	9.480	1.600	12.5	11.9	11.3	-5.0	525	D	.040	170846	4040-5
						SVO/DART BIG BORE RACE BLOCKS						1/16, 1/16, 3/16 RINGS		**J10008-**
428	4.125	4.000	6.200	9.480	1.280	13.5	12.8	12.2	-5.0	**NEW!**	B,C	STD	232474	4125-5
427	4.125	4.000	6.125	9.475	1.350	13.5	12.8	12.2	-5.0	497	B,C	STD	207419	4125-5
414	4.125	3.875	6.200	9.488	1.350	13.1	12.5	11.9	-5.0	497	C	STD	207419	4125-5
411	4.125	3.850	6.200	9.475	1.350	13.0	12.4	11.8	-5.0	497	C	STD	207419	4125-5
406	4.125	3.800	6.250	9.500	1.350	12.8	12.2	11.6	-5.0	497	C	STD	207419	4125-5
401	4.125	3.750	6.250	9.475	1.350	12.7	12.0	11.5	-5.0	497	C	STD	207419	4125-5

Foot Notes: **B**=Oil Rail Support is Included, **C**=.927 Pin Diameter, **D**=.912 Pin Diameter

302 INVERTED DOME

*These pistons are designed to be compatible with forced induction and nitrous applications. The valve reliefs are machined to accommodate larger valves and long duration, tight lobe separation cams. Precision CNC machined ring grooves accept **1/16, 1/16, 3/16** rings.*

Includes:

- *Pin #912-2750-14-51S (123g), note D*
- *Pin #927-2750-15-51S (130g), note C*
- *Double spiro locks (#927-042-CS)*
- *Contact Reduction Grooves*
- *Double pin oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 56cc 60cc 64cc Compression Ratio			Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**302 SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
306	4.030	3.000	5.090	8.190	1.600	9.3	8.8	8.4	-11.0	513	**D**	.030	**131656**	**4030-5**
STD BORE: 4.000						**302 STROKER**						1/16, 1/16, 3/16 RINGS		**J100F8-**
345	4.020	3.400	5.400	8.200	1.100	9.1	8.8	8.5	-22.0	412	**B,C**	.020	**170847**	**4020-5**
347	4.030	3.400	5.400	8.200	1.100	9.1	8.8	8.5	-22.0	415	**B,C**	.030	**170848**	**4030-5**
348	4.040	3.400	5.400	8.200	1.100	9.6	8.8	8.5	-22.0	424	**B,C**	.040	**232462**	**4040-5**
330	4.020	3.250	5.400	8.200	1.175	8.4	8.1	7.8	-26.5	428	**B,C,L**	.020	**170849**	**4020-5**
331	4.030	3.250	5.400	8.200	1.175	8.4	8.1	7.8	-26.5	431	**B,C**	.030	**170850**	**4030-5**
348	4.040	3.250	5.400	8.200	1.175	8.8	8.5	8.2	-26.0	**NEW!**	**B,C**	.040	**232463**	**4040-5**
STD BORE: 4.000						**TWISTED SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
347	4.030	3.400	5.400	8.200	1.100	10.4	9.9	9.5	-11.0	**NEW!**	**B,C**	.030	**232470**	**4030-5**
347	4.030	3.250	5.400	8.200	1.175	9.9	9.5	9.1	-11.0	**NEW!**	**B,C**	.030	**232471**	**4030-5**

Foot Notes: **B**=Oil Rail Support is Included, **C**=.927 Pin Diameter, **D**=.912 Pin Diameter, **L**=Limited quantities available

351W INVERTED DOME

*Most of these pistons are designed to be compatible with forced induction and nitrous applications and will accommodate larger valves and long duration, tight lobe separation cams. **New parts have been designed to suit the large bore after market race blocks and the T.F.S. "Twisted Wedge®" cylinder heads.** All block deck heights have been adjusted to reflect zero deck clearance and precision CNC ring grooves accept **1/16, 1/16, 3/16** rings.*

Includes:

- *Pin #912-2750-14-51S (123g) note D*
- *Pin #927-2750-15-51S (130g), note C*
- *Double pin oilers*
- *Double spiro locks (#927-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 56cc 60cc 64cc Compression Ratio			Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**351 STROKER**						1/16, 1/16, 3/16 RINGS		**J100F8-**
418	4.030	4.100	6.200	9.480	1.230	11.5	11.0	10.5	-17.0	426	**B,C,****	.030	**194951**	**4030-5**
408	4.030	4.000	6.200	9.480	1.280	9.8	9.4	9.1	-30.0	441	**B,C**	.030	**170393**	**4030-5**
410	4.040	4.000	6.200	9.480	1.280	9.8	9.4	9.1	-30.0	452	**B,C**	.040	**232464**	**4040-5**
414	4.060	4.000	6.200	9.480	1.280	9.9	9.6	9.2	-30.0	462	**B,C**	.060	**232465**	**4060-5**
393	4.030	3.850	6.200	9.480	1.355	9.8	9.4	9.1	-26.7	455	**C**	.030	**170394**	**4030-5**
393	4.030	3.850	5.956	9.480	1.600	11.6	11.1	10.6	-11.0	513	**D,****	.030	**131656**	**4030-5**
STD BORE: 4.000						**351 TWISTED SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
408	4.030	4.000	6.200	9.480	1.280	12.0	11.4	10.9	-11.0	476	**B,C,****	.030	**194947**	**4030-5**
393	4.030	3.850	6.200	9.475	1.355	11.6	11.1	10.6	-11.0	495	**C,****	.030	**194948**	**4030-5**
SVO/DART BIG BORE RACE BLOCKS												1/16, 1/16, 3/16 RINGS		**J100F8-**
438	4.125	4.100	6.200	9.480	1.230	10.4	10.0	9.7	-30.0	464	**B,C**	STD	**207417**	**4125-5**
427	4.125	4.000	6.250	9.480	1.230	10.2	9.8	9.5	-30.0	464	**B,C**	STD	**207417**	**4125-5**
427	4.125	4.000	6.125	9.475	1.350	10.0	9.6	9.3	-32.0	486	**C**	STD	**207418**	**4125-5**
414	4.125	3.875	6.200	9.488	1.350	9.7	9.4	9.1	-32.0	486	**C**	STD	**207418**	**4125-5**
411	4.125	3.850	6.200	9.475	1.350	9.7	9.3	9.0	-32.0	486	**C**	STD	**207418**	**4125-5**
406	4.125	3.800	6.250	9.500	1.350	9.5	9.2	8.9	-32.0	486	**C**	STD	**207418**	**4125-5**
401	4.125	3.750	6.250	9.475	1.350	9.4	9.1	8.8	-32.0	486	**C**	STD	**207418**	**4125-5**

Foot Notes: **B**=Oil Rail Support is Included, **C**=.927 Pin Diameter, **D**=.912 Pin Diameter

***** Not designed to be used in forced induction applications**

302/351 BIG BORE DOME

*All new small-block Ford dome pistons, available in large bore sizes to accommodate new aftermarket race blocks. These pistons will fit most aftermarket and factory heads. Cleveland and TFS Twisted Wedge heads will require custom pistons. Precision CNC machined ring grooves accept **1/16, 1/16, 3/16** rings.*

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Double spiro locks (#927-042-CS)*
- *Double pin oilers*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 56cc Compression Ratio	60cc Compression Ratio	64cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
302						**8.200" DART/SVO BLOCK**						1/16, 1/16, 3/16 RINGS		**J10008-**
331	4.125	3.100	5.400	8.180	1.230	12.6	11.8	11.2	6.5	449		STD	207416	4125-5
364	4.125	3.400	5.400	8.200	1.100	13.2	12.8	12.1	6.5	432	B,S	STD	232475	4125-5
347	4.125	3.250	5.400	8.200	1.175	12.7	12.3	11.6	6.5	420	B,S	STD	232477	4125-5

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc Compression Ratio	64cc Compression Ratio	76cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
351						**9.500" DART/SVO BLOCK**						1/16, 1/16, 3/16 RINGS		**J10008-**
438	4.125	4.100	6.200	9.480	1.230	15.8	14.5	12.4	6.5	449		STD	207416	4125-5
427	4.125	4.000	6.250	9.480	1.230	15.5	14.2	12.1	6.5	449		STD	207416	4125-5
428	4.125	4.000	6.200	9.480	1.280	15.4	14.9	14.1	6.5	464	S	STD	232476	4125-5

Foot Notes: **B**=Oil Rail Support is Included, **S**=solid dome design

351 N HEAD GAS PORTED FLAT TOP

*The lightest piston on the market for this application. These pistons utilize our Superfly F.S.R. forging and feature precision CNC machined ring grooves with no valve reliefs for maximum compression ratios. Pistons are machined for **1.2, 1.2, 3mm** rings.*

Includes:

- *Pin #927-2350-15-51C (111g)*
- *Forced pin oiler, with annular oil reservoir*
- *Wire locks (#927-073-MW)*
- *Accumulator groove*
- *Contact reduction grooves*
- *Lateral gas ports*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 58cc Compression Ratio	64cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.000						**N-HEAD FLAT TOP**					1.2, 1.2, 3MM RINGS		**J93008-**
357	4.030	3.500	6.250	9.190	1.190	–	11.9	11.0	0	331	C,L	.030	207485	4030-5
357	4.030	3.500	6.200	9.180	1.230	–	11.9	11.0	0	337	C,L	.030	170857*	4030-5
357	4.030	3.500	6.200	9.200	1.250	–	11.9	11.0	0	340	C,L	.030	173677*	4030-5

**Can be used in 9.500 block with a 6.500 rod*

Foot Notes: **C**=.927 Pin Diameter, **L**=Limited quantities available

427/428 "FE" INVERTED DOME

*Specially designed for the latest aftermarket blocks and heads, these pistons are for use with the 427 or the 428 crank and aftermarket 4.250" crank with aftermarket 6.700" rod. The factory block should be sonic checked for 4.280" and 4.310" bores. These pistons use **1/16, 1/16, 3/16** rings. The compression ratios are figured for 10.150 block height. Larger bore sizes available as customs, call JE for details.*

Includes:

- *Pin #975-2930-16-51S (154g)*
- *Double spiro locks (#990-042-CS)*
- *Pin #990-2930-15-51S (150g) Footnote E*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 72cc Compression Ratio	74cc Compression Ratio	88cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.233						**427 INVERTED DOME**						1/16, 1/16, 3/16 RINGS		**J100F8-**
482	4.250	4.250	6.700	10.150	1.325	10.2	10.1	9.0	-25.0	NEW!	E	.017	242930	4250-5
489	4.280	4.250	6.700	10.150	1.325	10.3	10.2	9.1	-25.0	NEW!	E	.047	242931	4280-5
496	4.310	4.250	6.700	10.150	1.325	10.4	10.3	9.2	-25.0	NEW!	E	.077	242932	4310-5
451	4.250	3.980	6.490	10.150	1.670	10.4	10.2	9.1	-16.0	598	W	.017	162117	4250-5
429	4.250	3.780	6.490	10.150	1.770	10.4	10.2	9.0	-11.0	612		.017	162116	4250-5

Foot Notes: **E**= .990 wrist pin **W**= 428 Crank Shaft

427/428 "FE" FLAT TOP

*Specially designed for the latest aftermarket blocks and heads, these pistons are for use with the aftermarket 4.250" crank and aftermarket 6.700" rods. The factory block should be sonic checked for 4.280" and 4.310" bores. These pistons use **1/16, 1/16, 3/16** rings. The compression ratios are figured for 10.150 block height. Larger bore sizes available as customs, call JE for details.*

Includes:

- *Pin#990-2930-15-51S (150g)*
- *Double spiro locks (#990-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 72cc Compression Ratio	74cc Compression Ratio	88cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.233						**427 FLAT TOP SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
482	4.250	4.250	6.700	10.150	1.325	12.3	12.1	10.6	-5.0	NEW!		.017	242933	4250-5
489	4.280	4.250	6.700	10.150	1.325	12.5	12.3	10.8	-5.0	NEW!		.047	242934	4280-5
496	4.310	4.250	6.700	10.150	1.325	12.7	12.5	11.0	-5.0	NEW!		.077	242935	4310-5

427/428 "FE" DOME

*Specially designed for OEM blocks and heads, these pistons are for use with the 427 or the 428 crank. Designed with a minor +.017" overbore for cast iron blocks, these pistons use a 4.250" ring set with **1/16, 1/16, 3/16** rings. The Compression ratios are figured for 10.150 block height. Larger bore sizes available as customs, call JE for details.*

Includes:

- *Pin #975-2930-16-51S (154g)*
- *Double spiro locks (#990-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 72cc Compression Ratio	74cc Compression Ratio	88cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.233						**427 DOME SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
451	4.250	3.980	6.490	10.150	1.670	12.5	12.2	10.5	2.5	564	W	.017	168741	4250-5
429	4.250	3.780	6.490	10.150	1.770	12.5	12.2	10.5	6.0	594		.017	168742	4250-5

Foot Notes: **W**=428 Crank Shaft

460 FLAT TOP

*These pistons are compatible with OEM and aftermarket standard valve location heads, they will accommodate oversized valves and long duration, wide lobe separation cams. Precision CNC machined ring grooves accept **1/16, 1/16, 3/16** rings and compression height is figured for 10.300 block height. **Note: SVO A, C, E and BOSS aluminum heads require custom pistons.***

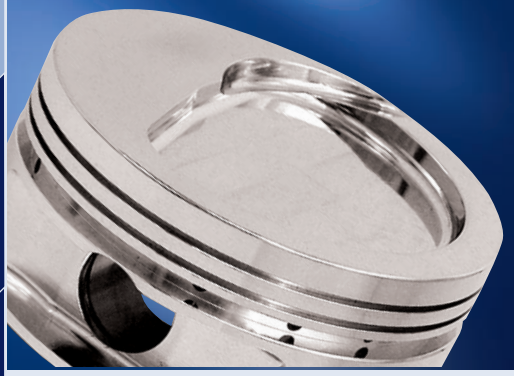
Includes:

- ***Note E:*** *Pin #990-2930-18-51S (174g) and double spiro locks (#990-042-CS)*
- ***Note F:*** *Pin #1040-2930-18-51S (180g) and double spiro locks (#031-042-CS)*

Now Available off-the-shelf for Ford Racing Super Cobra Jet aluminum cylinder heads and bigger bore sizes!

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 74cc Compression Ratio	80cc Compression Ratio	94cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.360						**460 FLAT TOPS**						1/16, 1/16, 3/16 RINGS		**J10008-**
520	4.390	4.300	6.800	10.300	1.350	13.4	12.5	11.0	-3.0	577	E	.030	170877	4390-5
532	4.440	4.300	6.800	10.300	1.350	13.6	12.7	11.2	-3.0	602	E	.080	170878	4440-5
545	4.390	4.500	6.700	10.300	1.350	13.8	13.0	11.4	-3.0	577	E	.030	170877	4390-5
557	4.440	4.500	6.700	10.300	1.350	14.1	13.3	11.6	-3.0	602	E	.080	170878	4440-5
520	4.390	4.300	6.605	10.300	1.545	13.4	12.5	11.0	-3.0	614	F,L	.030	170875	4390-5
532	4.440	4.300	6.605	10.300	1.545	13.6	12.7	11.2	-3.0	640	F,L	.080	170876	4440-5
466	4.390	3.850	6.605	10.300	1.770	12.0	11.3	9.9	-3.0	654	F,L	.030	131685	4390-5
						Head Cubic Centimeters 72cc								
STD BORE: 4.360						**STROKER 460 FLAT TOPS FOR M6049 - SJC HEADS**						1/16, 1/16, 3/16 RINGS		**J100F8-**
520	4.390	4.300	6.800	10.300	1.350		13.2		-5.0	557	E,J	.030	232444	4390-5
532	4.440	4.300	6.800	10.300	1.350		13.4		-5.0	577	E,J	.080	232445	4440-5
547	4.500	4.300	6.800	10.300	1.350		13.7		-5.0	603	E,J	.140	232446	4500-5

Foot Notes: **E** Indicates .990 Pin Diameter, **F** Indicates 1.040 Pin Diameter, **J**=Fits M6049 - SJC heads only, **L**=Limited quantities available



460 INVERTED DOME

*These inverted dome pistons are compatible with turbocharged, nitrous and forced induction systems. The valve reliefs are designed to accommodate oversized valves and long duration, wide lobe separation cams. Precision CNC machined ring grooves accept **1/16, 1/16, 3/16 rings** and compression height is figured for a 10.300" deck block. **Note: SVO A, C, E and BOSS aluminum heads require custom pistons.***

Includes:

- ***Note E:*** *Pin #990-2930-18-51S (174g) and double spiro locks (#990-042-CS)*
- ***Note F:*** *Pin #1040-2930-18-51S (180g) and double spiro locks (#031-042-CS)*

						Head Cubic Centimeters 74cc	80cc	94cc						
STD BORE: 4.360						**460 INVERTED DOME**						1/16, 1/16, 3/16 RINGS		**J100F8-**
520	4.390	4.300	6.800	10.300	1.350	9.7	9.3	8.5	-39.0	569	E	.030	170879	4390-5
532	4.440	4.300	6.800	10.300	1.350	9.9	9.5	8.6	-39.0	588	E	.080	170880	4440-5
545	4.390	4.500	6.700	10.300	1.350	10.1	9.6	8.8	-39.0	569	E	.030	170879	4390-5
557	4.440	4.500	6.700	10.300	1.350	10.3	9.8	9.0	-39.0	588	E	.080	170880	4440-5
520	4.390	4.300	6.605	10.300	1.545	9.7	9.3	8.5	-39.0	603	F	.030	170881	4390-5
532	4.440	4.300	6.605	10.300	1.545	9.9	9.5	8.6	-39.0	620	F,L	.080	170882	4440-5
						Head Cubic Centimeters 72cc								
STD BORE: 4.360						**STROKER 460 DOME FOR M6049 - SJC HEADS**						1/16, 1/16, 3/16 RINGS		**J100F8-**
520	4.390	4.300	6.800	10.300	1.350		9.8		-39.0	NEW!	E,J	.030	232448	4390-5
532	4.440	4.300	6.800	10.300	1.350		10.0		-39.0	NEW!	E,J	.080	232449	4440-5
547	4.500	4.300	6.800	10.300	1.350		10.2		-39.0	NEW!	E,J	.140	232450	4500-5

Foot Notes: **E** Indicates .990 Pin Diameter, **F** Indicates 1.040 Pin Diameter, **J**=Fits M6049 - SJC heads only, **L**=Limited quantities available

MOPAR

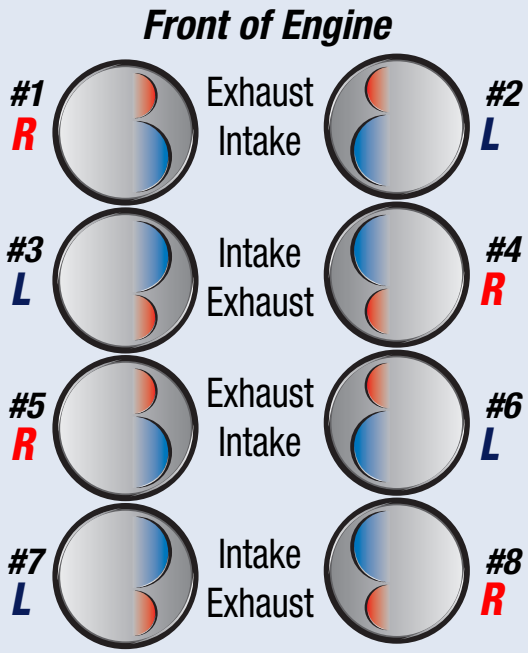
The Chrysler engine family has a rich history of innovation and performance both on and off the racetrack. Chrysler's modern V8 engines appeared as early as 1951 with the introduction of the 331 Hemi. Since that time many factory and aftermarket variations of the engines have appeared in street, strip and high-performance racecars all over the world.

Chrysler has produced two types of small block V8 engines; the "A" series from 1956-66 and the "LA" series from 1964 to the present of which the current Magnum engines are a derivative. JE flat top and inverted dome pistons work well with both of these engine families and with the help of the compression ratio formula listed on page 58, you can determine what piston style best suits your needs. Later versions of the "LA" series like the 340 often have positive deck heights (where the piston protrudes out of the block) so extreme care should be taken to inspect piston to cylinder head clearance as shown on the tech page of this catalog (page 58).

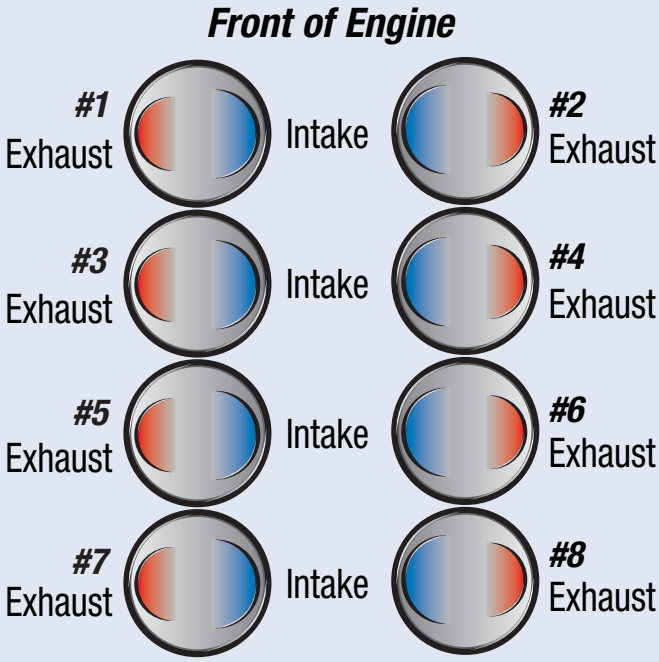
Big Block Chryslers can also be separated into two categories, the "B" and the "RB". The difference in these two engine types is cylinder block deck height with the "B" group comprised of the 383, the 400 and others at 9.980" deck, and the "RB" group including the 426 and the 440 at 10.725" deck. Use the compression height formula on the tech page (page 58) of this catalog to determine which JE shelf piston is appropriate for your application.

Big Block Chrysler cylinder heads come in two basic configurations, closed chamber and open chamber. Closed chamber heads were used in all engines dated 1967 and earlier and possess a 78.5cc combustion chamber. Open chamber heads were used from 1968 onwards and have 88cc combustion chambers. All JE 400/440 Wedge pistons, both domed and flat tops, are designed to accommodate either cylinder head type.

REMEMBER; check all clearances during assembly as shown in the diagrams and notes below. If you have questions regarding the head chamber details on your particular cylinder head JE suggests that you contact the cylinder head manufacturer directly.



Lefts & Rights (except Hemi)



Hemi

S/B CHRYSLER FLAT TOP

*These small block Chrysler pistons are machined to accommodate large valves and long duration, tight lobe separation cams these pistons are machined for **1/16, 1/16, 3/16** rings and .927" diameter wrist pins.*

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Double spiro locks (#927-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 60cc Compression Ratio	65cc Compression Ratio	70cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.040						**340 SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
416	4.070	4.000	6.125	9.585	1.460	12.3	11.6	10.9	-6.8	489		.030	207421	4070-5
STD BORE: 4.000						**360 SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
408	4.030	4.000	6.125	9.585	1.460	12.0	11.4	10.6	-6.8	476		.030	207423	4030-5

S/B CHRYSLER INVERTED DOME

*Designed for use in high-performance street/strip machines these inverted dome pistons are compatible with turbocharged, nitrous and forced induction systems. Machined to accommodate large valves and long duration, tight lobe separation cams these pistons are machined for **1/16, 1/16, 3/16** rings and .927" diameter wrist pins.*

Includes:

- *Pin #927-2750-15-51S (130g)*
- *Double spiro locks (#927-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 60cc Compression Ratio	65cc Compression Ratio	70cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.040						**340 SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
416	4.070	4.000	6.125	9.585	1.460	10.3	9.8	9.5	-21.5	480		.030	207422	4070-5
STD BORE: 4.000						**360 SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
408	4.030	4.000	6.125	9.585	1.460	10.3	9.8	9.5	-20.0	461		.030	207420	4030-5

440 INVERTED DOME

*Designed for use in high-performance street/strip applications, these inverted dome pistons are compatible with nitrous and forced induction systems. These pistons are machined to accept **1/16, 1/16, 3/16** rings. Please check footnote listings for wrist pin diameter listings. Available in either .990" or 1.094" wrist pin diameters.*

Includes:

- *990-2930-15-51S (150g) pins & 990-042-CS double spiro locks (note E)*
- *094-2930-15-51S (170g)pins & 094-037-CS double spiro locks (note H)*
- *Double Spiro locks*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 73cc Compression Ratio	80cc Compression Ratio	90cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.320						**440 SERIES**						1/16, 1/16, 3/16 RINGS		**J100F8-**
493	4.350	4.150	6.766	10.690	1.858	10.0	9.5	8.8	-28.9	708	E	.030	232452	4350-5
499	4.375	4.150	6.766	10.690	1.858	10.1	9.6	8.9	-30.1	714	E	.055	232453	4375-5
493	4.350	4.150	6.766	10.690	1.858	10.0	9.5	8.8	-28.9	710	H	.030	232454	4350-5
499	4.375	4.150	6.766	10.690	1.858	10.1	9.6	8.9	-30.1	712	H	.055	232455	4375-5
446	4.350	3.750	6.766	10.699	2.058	10.0	9.4	8.7	-18.1	750	E	.030	232456	4350-5
457	4.375	3.750	6.766	10.699	2.058	10.1	9.5	8.8	-19.1	756	E	.055	232457	4375-5

Foot Notes: **E**=Indicates .990 Pin Diameter, **H**=Indicates 1.094 Pin Diameter

PHONE: 714-898-9763 • FAX: 714-893-8297

400/440 WEDGE FLAT TOP

*These pistons feature a completely new design configuration that will accommodate intake valve diameters of up to 2.250". Valve reliefs have been machined to accept long duration, tight lobe separation cam profiles and ring grooves are machined for **1/16, 1/16, 3/16** rings. These pistons are available with either .990" or 1.094" diameter wrist pins (see footnotes).*

Includes:

- *990-2930-15-51S (150g) pins & 990-042-CS double spiro locks (note E)*
- *094-2930-15-51S (170g) pins & 094-037-CS double spiro locks (note H)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 73cc 80cc 90cc Compression Ratio			Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.342						**400 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
499	4.375	4.150	6.766	9.954	1.113	12.5	11.7	10.7	-5	481	**E**	.033	**213460**	**4375-5**
451	4.375	3.750	6.766	9.954	1.313	11.5	10.7	9.8	-5	516	**H**	.033	**213461**	**4375-5**
STD BORE: 4.320						**440 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
493	4.350	4.150	6.766	10.699	1.858	12.5	11.7	10.7	-5	613	**E**	.030	**213462**	**4350-5**
499	4.375	4.150	6.766	10.699	1.858	12.5	11.7	10.7	-5	625	**E**	.055	**213463**	**4375-5**
493	4.350	4.150	6.766	10.699	1.858	12.5	11.7	10.7	-5	601	**H**	.030	**213464**	**4350-5**
499	4.375	4.150	6.766	10.699	1.858	12.5	11.7	10.7	-5	632	**H**	.055	**213465**	**4375-5**
446	4.350	3.750	6.766	10.699	2.058	11.5	10.7	9.8	-5	636	**H**	.030	**213466**	**4350-5**
446	4.350	3.750	6.766	10.699	2.058	11.5	10.7	9.8	-5	648	**E**	.030	**213467**	**4350-5**
451	4.375	3.750	6.766	10.699	2.058	11.5	10.7	9.8	-5	658	**E**	.055	**213468**	**4375-5**

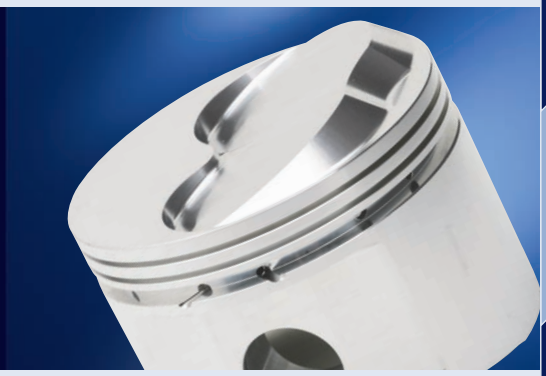
Foot Notes: **E**=Indicates .990 Pin Diameter, **H**=Indicates 1.094 Pin Diameter

400/440 WEDGE DOME

*All new design 400/440 Wedge dome pistons will accommodate intake valve diameters up to 2.250" and accept long duration, tight lobe separation cams. Available with either .990" or 1.094" diameter wrist pins (see footnotes) these pistons are machined for **1/16, 1/16, 3/16** rings.*

Includes:

- *990-2930-15-51S (150g) pins & 990-042-CS double spiro locks (note E)*
- *094-2930-15-51S (170g)pins & 094-037-CS double spiro locks (note H)*



Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 73cc 80cc 90cc Compression Ratio			Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.342						**400 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
451	4.375	3.750	6.766	9.954	1.313	13.7	12.6	11.3	11.0	532	**E,L**	.033	**213682**	**4375-5**
STD BORE: 4.320						**440 SERIES**						1/16, 1/16, 3/16 RINGS		**J10008-**
493	4.350	4.150	6.766	10.699	1.858	15.0	13.7	12.3	11.0	614	**E**	.030	**213683**	**4350-5**
446	4.350	3.750	6.766	10.699	2.058	13.6	12.5	11.2	11.0	640	**H**	.030	**213684**	**4350-5**
446	4.350	3.750	6.766	10.699	2.058	13.6	12.5	11.2	11.0	648	**E**	.030	**213685**	**4350-5**
451	4.375	3.750	6.766	10.699	2.058	13.7	12.6	11.3	11.0	655	**H**	.055	**213686**	**4375-5**
451	4.375	3.750	6.766	10.699	2.058	13.7	12.6	11.3	11.0	661	**E**	.055	**213687**	**4375-5**

Foot Notes: **E**=Indicates .990 Pin Diameter, **H**=Indicates 1.094 Pin Diameter, **L**=Limited quantities available

426 HEMI

Machined from high Silicon 4032 alloy for tighter, quieter running clearances (part # 131834 is manufactured from 2618 alloy which by design requires slightly more cylinder to piston clearance). All part numbers utilize an application specific forging for a more efficient dome shape. These pistons are the perfect choice for your street Hemi engine. Valve pockets have been engineered to accommodate oversized valves and long duration, tight lobe separation cams.

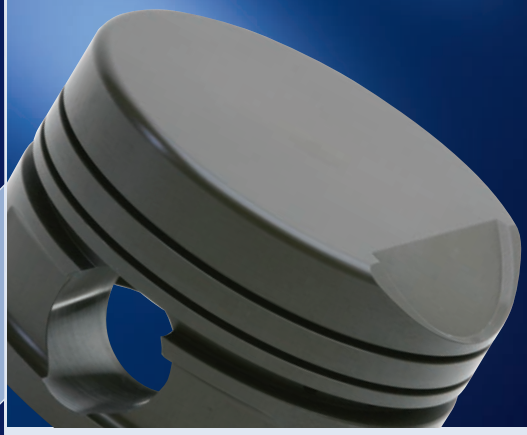
*4032 alloy pistons are precision CNC machined for **5/64, 5/64, 3/16** factory style rings. 2618 alloy pistons are CNC machined for **1/16, 1/16, 3/16** rings.*

Includes:

- *Pin #031-2930-17-51S (175g)*
- *Double spiro locks (#031-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 168cc Compression Ratio		174cc Compression Ratio	Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 4.250					**426 SERIES (4032 ALUMINUM ALLOY)**							5/64, 5/64, 3/16 RINGS		**JP00F8-**
528	4.500	4.150	6.860		1.785	10.4	–	10.0	65	NEW!		.250	232517	4500-5*
426	4.255	3.750	6.860		1.955	10.7	–	10.1	88	830		.005	131850	4250-5
431	4.280	3.750	6.860		1.955	10.8	–	10.2	88	829		.030	118758	4280-5
433	4.290	3.750	6.860		1.955	10.8	–	10.2	88	842		.040	118759	4290-5
477	4.500	3.750	6.860		1.985	10.5	–	10.0	76.5	NEW!		.250	232518	4500-5*
STD BORE: 4.250					**426 SERIES (2618 ALUMINUM)**							1/16, 1/16, 3/16 RINGS		**J100F8-**
472	4.255	4.150	6.860		1.765	11.7	–	11.1	98	771		.005	131834	4250-5

*4.500" bore sizes use a J100F8 ring prefix, not a JP00F8



TOP FUEL

*Now no more waiting for custom pistons. These pistons are specifically designed to handle the 7000+ horsepower generated by Top Fuel engines. They come Kool Coated at no extra charge. The ring grooves are precision machined to accept **Dykes D017 top rings, 1/16 second ring, and 3/16 oil rings. Pins, buttons, and rings must be purchased separately.***

Includes:

- *Pin fitting (1.156 pin diameter)*

Bore Size	Compression Distance	Gram Weight	Part Number	Top Ring
TOP FUEL SERIES				
4.187	1.630	784	207486	J14185-5-017HPD
4.187	1.660	795	207487	J14185-5-017HPD
4.187	1.690	801	207488	J14185-5-017HPD
4.187	1.720	808	207489	J14185-5-017HPD

Bore Size	Compression Distance	Gram Weight	Part Number	Top Ring
BLOWN ALCOHOL SERIES				
4.310	1.612	767	178003	J14310-5-017DMD

BLOWN ALCOHOL

*These pistons are designed to fit the standard Newberry alcohol combination with a 1.094 wrist pin. The ring grooves are precision machined to accept **Dykes D017 top rings, 1/16 second ring, and 3/16 oil rings (part number J14310-5-017DMD). Pins, buttons, and rings must be purchased separately.***

BUICK GRAND NATIONAL

*The overwhelming choice of the world's fastest Buick engine builders. These pistons are engineered to produce maximum horsepower in extreme boost or nitrous applications. The inverted dome is designed to duplicate the factory compression ratio and the precision CNC machined ring grooves accept **1/16, 1/16, 3/16 rings.***

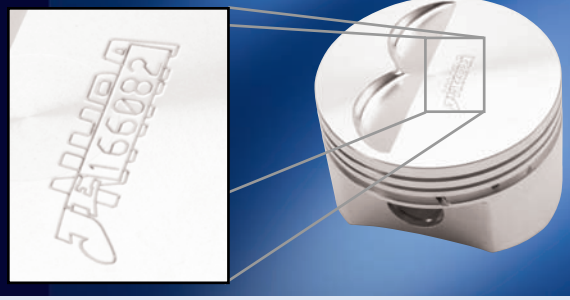
Includes:

- *Pin #940-2750-16-51S (137g)*
- *Double spiro locks (#927-042-CS)*

Cubic Inches	Bore Size	Stroke	Rod Length	Block Height	Compression Distance	Head Cubic Centimeters 48cc Compression Ratio		Dome Volume	Gram Weight	Footnote	Oversize	Part Number	Ring Prefix + Bore Size Below
STD BORE: 3.800											1/16, 1/16, 3/16 RINGS		**J100H6-**
234	3.820	3.400	5.960	9.510	1.850	Factory Duplicate	8.5	-29.5	541		.020	131556	3820-5
235	3.830	3.400	5.960	9.510	1.850	Factory Duplicate	8.5	-29.5	542		.030	131557	3830-5

NHRA APPROVED STOCK ELIMINATOR

*Designed to be used in the NHRA Stock Eliminator class, these pistons are also IHRA accepted. They are specially marked with the required NHRA logo and the JE part number on the top of the piston. **These pistons are made to order in bore sizes up to +.070" and with factory specification ring grooves only, as mandated by NHRA rules. Wrist pins or rings are not included and please allow for moderate lead times when ordering.***



Model	Years	HorsePower	Displace	Part #	Model	Years	HorsePower	Displace	Part #
AMC	'70	325	390	166082	Chevrolet	'57 -'67	All Flat Top	283	143824
Chrysler	'64 -'69	180	273	155776	Chevrolet	'76 -'86	All Dished	305	139757
Chrysler	'68 -'71	275 - 290	340	136627	Chevrolet	'83 -'92	All Flat Top	305	143825
Chrysler	'72 -'73	240	340	148623	Chevrolet	'62 -'69	210 - 250 - 275 - 300	327	138076
Chrysler	'73 -'80	All	360	138213	Chevrolet	'65 -'68	325-350	327	170774
Chrysler	'93 -'99	All	360	161961	Chevrolet	'67 -'70	250 - 255 - 295 - 300	350	139904
Chrysler	'98 -'99	All	488	161961	Chevrolet	'71 -'72	175- 270	350	161757
Chrysler	'62	410	413	101619	Chevrolet	'73 -'81	All Except "Hi-Perf"	350	150953
Chrysler	'63	415	426W	2303	Chevrolet	'98 -'00	LS1	350	169283
Chrysler	'64	415	426W	106493	Chevrolet	'90 -'98	LT1 Flat Top	350	167913
Chrysler	'63 -'64	425	426W	2302	Chevrolet	'66 -'69	325 - 360	396	134757
Chrysler	'66 -'71	Street Hemi	426H	1599	Chevrolet	'65 -'69	375	396	130629
Chrysler	'66 -'70	6-Pack	440	172450	Chevrolet	'71 -'72	210- 300	402	145569
Chrysler	'70 -'72	6-Pack	440	138939	Chevrolet	'70	330 - 350	402	134757
Ford	'87 -'93	All	302	141602	Chevrolet	'70	375	402	146865
Ford	'70 -'72	248 - 285	351C	101669	Chevrolet	'66 -'69	390 - 400	427	142474
Ford	'66 -'70	All 4 - BBL	390	137691	Chevrolet	'66 -'69	425	427	138814
Ford	'66 -'67	410 - 425	427	9976	Chevrolet	'71 -'76	All Flat Top	454	153945
Ford	'68 -'70	335	428	8043	Chevrolet	'71	425	454	141416
Ford	'67	Flat Top Shelby	428	143290	Buick	'78 -'87	Turbo	231	130636
Ford	'68	Flat Top Shelby	428	129775	Buick	'89	Turbo	231	181379
Ford	'69 -'71	370 - 375	429	3977	Buick	'93 -'00	All	231	150052
Chevrolet	'80 -'84	All	229	139757	Buick	'70	350- 360	455	117961
Chevrolet	'62 -'70	All	230	143824	Oldsmobile	'80 -'89	138 - 180	307	154251
Chevrolet	'67 -'69	290	302	123567	Pontiac	'67 -'79	All	400	30420
Chevrolet	'85 -'95	All Flat Top	262	150953	Pontiac	'70 -'74	All Except "Super Duty"	455	146348

Foot Notes: New parts are added on a regular basis. Call JE or consult "National Dragster" for the latest availability.

SPORT COMPACT

KNOWTHECODE...

B18C1 - 1994-01 Integra GSR

B18C5 - 1997-2000 Integra Type R

K20A2 - 2002-UP RSX Type S
- 2006 Civic Si

IMPORTANT RING SET NOTES:

- ***JG-** ring series have Gas Nitrided top rings and oil rails*
- ***JC & JXC-** ring series have chrome top rings and oil rails*

ACURAB18C1

BORE (MM)	OVERSIZE	STROKE	ROD LENGTH	COMP. HEIGHT	HEAD C.C.	COMP. RATIO	DOME C.C.'S	GRAM WEIGHT	FOOTNOTES	SKIRT STYLE	PART NUMBER	STANDARD RING SET (NOT INCLUDED)	OPTIONAL RING SET
81.00	STD	3.433	5.433	1.181	41.5	8.8:1	-9.3	262	T	R	189681	JG1004-3189	JXC0F4-3189-3
81.00	STD	3.433	5.433	1.181	41.5	8.8:1	-9.3	Call	T	F	218900	JG1004-3189	JXC0F4-3189-3
81.50	+.020	3.433	5.433	1.181	41.5	8.9:1	-9.3	267	T	R	189682	JG1004-3209	JXC0F4-3209-2
81.50	+.020	3.433	5.433	1.181	41.5	8.9:1	-9.3	Call	T	F	218901	JG1004-3209	JXC0F4-3209-2
82.00	+.040	3.433	5.433	1.176	41.5	9.0:1	-9.0	280	N,T	R	242878	JG1004-3228	JXC0F4-3228-0
83.00	+.080	3.433	5.433	1.176	41.5	9.0:1	-10.2	285	N,T	R	242879	JG1004-3268	JXC0F4-3268-2
82.00	+.040	3.433	5.433	1.176	41.5	9.8:1	-3.7	290	N,T	R	242876	JG1004-3228	JXC0F4-3228-0
83.00	+.080	3.433	5.433	1.176	41.5	9.8:1	-4.9	295	N,T	R	242877	JG1004-3268	JXC0F4-3268-2
81.00	STD	3.433	5.433	1.181	41.5	10.1:1	-1.7	285	T	R	176449	JG1004-3189	JXC0F4-3189-3
81.00	STD	3.433	5.433	1.181	41.5	10.1:1	-1.7	Call	T	F	218902	JG1004-3189	JXC0F4-3189-3
81.50	+.020	3.433	5.433	1.181	41.5	10.1:1	-1.7	290	T	R	176450	JG1004-3209	JXC0F4-3209-2
81.50	+.020	3.433	5.433	1.181	41.5	10.1:1	-1.7	Call	T	F	218903	JG1004-3209	JXC0F4-3209-2
81.00	STD	3.433	5.433	1.181	41.5	11.5:1	5.6	277	U	R	242872	JG1004-3189	JXC0F4-3189-3
81.50	+.020	3.433	5.433	1.181	41.5	11.5:1	5.2	282	U	R	242873	JG1004-3209	JXC0F4-3209-2
82.00	+.040	3.433	5.433	1.176	41.5	11.5:1	4.7	274	N,U	R	242874	JG1004-3228	JXC0F4-3228-0
83.00	+.080	3.433	5.433	1.176	41.5	11.5:1	3.8	NEW!	N,U	R	242875	JG1004-3268	JXC0F4-3268-2
81.00	STD	3.433	5.433	1.195	41.5	12.3:1	6.7	275	U	R	242149	JG1004-3189	JXC0F4-3189-3
81.00	STD	3.433	5.433	1.195	41.5	12.3:1	6.7	Call	U	F	218904	JG1004-3189	JXC0F4-3189-3
81.50	+.020	3.433	5.433	1.195	41.5	12.4:1	6.7	287	U	R	242150	JG1004-3209	JXC0F4-3209-2
81.50	+.020	3.433	5.433	1.195	41.5	12.4:1	6.7	Call	U	F	218905	JG1004-3209	JXC0F4-3209-2

ACURAB18C5

81.50	+.020	3.433	5.433	1.195	42.7	8.8:1	-9.8	267	T	R	188982	JG1004-3209	JXC0F4-3209-2
81.50	+.020	3.433	5.433	1.195	42.7	8.9:1	-9.8	Call	T	F	218906	JG1004-3209	JXC0F4-3209-2
81.50	+.020	3.433	5.433	1.190	42.7	11.1:1	3.4	282	U	R	209846	JG1004-3209	JXC0F4-3209-2
81.50	+.020	3.433	5.433	1.190	42.7	11.2:1	3.4	Call	U	F	218907	JG1004-3209	JXC0F4-3209-2

ACURAK20A2/A3

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

86.00	STD	3.386	5.472	1.176	50.7	9.0:1	-4.6	309	T	R	204255	JC0004-3386	–
86.00	STD	3.386	5.472	1.176	50.7	10.6:1	5.8	307	V	R	204256	JC0004-3386	–
86.00	STD	3.386	5.472	1.176	50.7	11.2:1	9.0	314	U	R	226379	JC0004-3386	–

ACURAK24A2 W/ K20A2 HEAD

**Fits 1mm oversized intake and exhaust valves*
Compression Ratio will be .3 higher with a K20A3 head. K20A3 head cc is 48

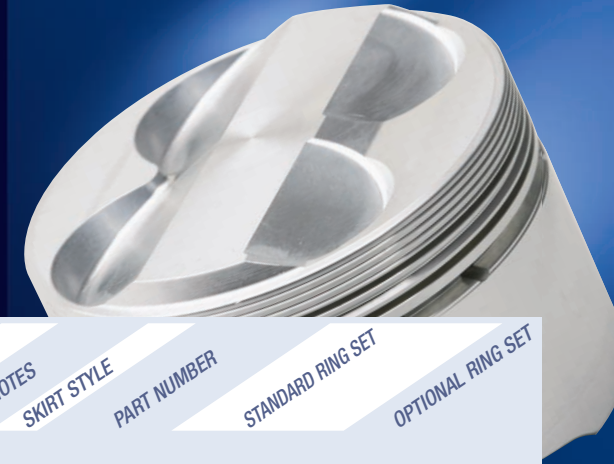
87.00	STD	3.898	5.984	1.176	50.7	8.5:1	-22.9	NEW!	T	R	242866	JG1004-3425	JXC0F4-3425-2
88.00	+.040	3.898	5.984	1.176	50.7	8.5:1	-24.6	NEW!	T	R	242867	JG1004-3464	
89.00	+.080	3.898	5.984	1.176	50.7	8.5:1	-26.3	NEW!	T	R	242869	JG1004-3504	JXC0F4-3504-0
87.00	STD	3.898	5.984	1.176	50.7	10.5:1	-6.3	309	V	R	242858*	JG1004-3425	JXC0F4-3425-2
88.00	+.040	3.898	5.984	1.176	50.7	10.5:1	-7.6	319	V	R	242862*	JG1004-3464	
89.00	+.080	3.898	5.984	1.176	50.7	10.5:1	-9.0	329	V	R	242865*	JG1004-3504	JXC0F4-3504-0
87.00	STD	3.898	5.984	1.176	50.7	13.5:1	8.5	332	U	R	242194*	JG1004-3425	JXC0F4-3425-2
88.00	+.040	3.898	5.984	1.176	50.7	13.5:1	7.6	341	U	R	242196*	JG1004-3464	
89.00	+.080	3.898	5.984	1.176	50.7	13.5:1	6.6	345	U	R	242198*	JG1004-3504	JXC0F4-3504-0

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

SPORT COMPACT

KNOWTHECODE...

H22A1 - 1992-1996 Prelude Si
- 1997-01 Prelude
H23A1 - 1992-96 Prelude Si & SE
B16A1/A2/A3 - 1993-97 VTEC Del Sol,
- 1999-00 Civic Si
B20B4 - 1997-2000 CRV



HONDAH22A1 *Must Sleeve Block*

BORE (MM)	OVERSIZE	STROKE	ROD LENGTH	COMP. HEIGHT	HEAD C.C.	COMP. RATIO	DOME C.C.'S	GRAM WEIGHT	FOOTNOTES	SKIRT STYLE	PART NUMBER	STANDARD RING SET	OPTIONAL RING SET
87.00	STD	3.571	5.630	1.220	53.8	9.0:1	-7.1	325	M,T	R	208475	JC1204-3425	–
87.00	STD	3.571	5.630	1.220	53.8	10.0:1	1.3	323	M,V	R	166036	JC1204-3425	–
87.00	STD	3.571	5.630	1.220	53.8	11.5:1	9.8	348	M,U	R	166035	JC1204-3425	–

HONDAH23A1 *Must Sleeve Block*

87.50	+.020	3.740	5.571	1.204	50.0	9.0:1	-11.9	328	M,T	R	208472	JC0004-3445	–
87.50	+.020	3.740	5.571	1.204	50.0	10.0:1	-5.1	316	M,V	R	208474	JC0004-3445	–

HONDAB16A1/A2/A3 *Darton Sleeve Kit 81mm & 81.5mm #400-110-4*

81.00	STD	3.047	5.290	1.181	42.7	8.1:1	-9.3	262	T	R	189681	JG1004-3189	JXC0F4-3189-3
81.50	+.020	3.047	5.290	1.181	42.7	8.2:1	-9.3	267	T	R	189682	JG1004-3209	JXC0F4-3209-2
82.00	+.040	3.433	5.433	1.176	41.5	9.0:1	-9.0	NEW!	M,T	R	242878	JG1004-3228	JXC0F4-3228-0
83.00	+.080	3.433	5.433	1.176	41.5	9.0:1	-10.2	NEW!	M,T	R	242879	JG1004-3268	JXC0F4-3268-2
84.00	+.120	3.047	5.290	1.181	42.7	8.2:1	-11.9	286	T	R	185917	JG1004-3307	JXC0F4-3307-2
84.50	+.140	3.047	5.290	1.181	42.7	8.3:1	-11.9	292	T	R	199888	JG1004-3327	JXC0F4-3327-0
85.00	+.160	3.047	5.290	1.181	42.7	8.4:1	-11.9	296	T	R	185918	JG1004-3346	JXC0F4-3346-2
81.00	STD	3.047	5.290	1.181	42.7	9.2:1	-1.7	285	T	R	176449	JG1004-3189	JXC0F4-3189-3
81.50	+.020	3.047	5.290	1.181	42.7	9.3:1	-1.7	290	T	R	176450	JG1004-3209	JXC0F4-3209-2
82.00	+.040	3.433	5.433	1.176	41.5	9.8:1	-3.7	NEW!	M,T	R	242876	JG1004-3228	JXC0F4-3228-0
83.00	+.080	3.433	5.433	1.176	41.5	9.8:1	-4.9	NEW!	M,T	R	242877	JG1004-3268	JXC0F4-3268-2
84.00	+.120	3.047	5.290	1.181	42.7	9.8:1	-1.7	295	V	R	185919	JG1004-3307	JXC0F4-3307-2
85.00	+.160	3.047	5.290	1.181	42.7	9.9:1	-1.7	305	V	R	185920	JG1004-3346	JXC0F4-3346-0
84.00	+.120	3.047	5.290	1.181	42.7	10.7:1	3.2	296	U	R	209847	JG1004-3307	JXC0F4-3307-2
84.50	+.140	3.047	5.290	1.181	42.7	10.8:1	3.2	300	U	R	209848	JG1004-3327	JC1004-3327-0
81.00	STD	3.047	5.290	1.181	42.7	11.5:1	6.7	275	U	F	224229	JG1004-3189	JXC0F4-3189-3
82.00	+.040	3.433	5.433	1.176	41.5	11.5:1	4.7	NEW!	M,U	R	242874	JG1004-3228	JXC0F4-3228-0
83.00	+.080	3.433	5.433	1.176	41.5	11.5:1	3.8	NEW!	M,U	R	242875	JG1004-3268	JXC0F4-3268-2
81.50	+.020	3.047	5.290	1.181	42.7	11.6:1	6.7	287	U	F	224230	JG1004-3209	JXC0F4-3209-2
84.00	+.120	3.047	5.290	1.181	42.7	12.2:1	6.7	283	U	F	224231	JG1004-3307	JXC0F4-3307-2
84.50	+.140	3.047	5.290	1.181	42.7	12.3:1	6.7	318	U	F	224232	JG1004-3346	JXC0F4-3346-0
85.00	+.160	3.047	5.290	1.181	42.7	12.4:1	6.7	318	U	F	224233	JG1004-3346	JXC0F4-3346-0

HONDAB20 VTEC

These B20B4 pistons are designed to be used with a B16A head
Compression ratio will be .2 lower with B18C1 crank and B16A head

84.00	STD	3.504	5.394	1.181	42.7	9.0:1	-11.9	286	T	R	185917	JG1004-3307	JXC0F4-3307-2
84.00	STD	3.504	5.394	1.181	42.7	9.0:1	-11.9	Call	T	F	218908	JG1004-3307	JXC0F4-3307-2
84.50	+.020	3.504	5.394	1.181	42.7	9.0:1	-11.9	292	T	R	199888	JG1004-3327	JXC0F4-3327-0
84.50	+.020	3.504	5.394	1.181	42.7	9.0:1	-11.9	Call	T	F	218909	JG1004-3327	JXC0F4-3327-0
85.00	+.040	3.504	5.394	1.181	42.7	9.1:1	-11.9	296	T	R	185918	JG1004-3346	JXC0F4-3346-0
85.00	+.040	3.504	5.394	1.181	42.7	9.1:1	-11.9	Call	T	F	218910	JG1004-3346	JXC0F4-3346-0
84.00	STD	3.504	5.394	1.181	42.7	10.5:1	-1.7	295	V	R	185919	JG1004-3307	JXC0F4-3307-2
84.00	STD	3.504	5.394	1.181	42.7	10.5:1	-1.7	Call	V	F	218911	JG1004-3307	JXC0F4-3307-2
85.00	+.040	3.504	5.394	1.181	42.7	10.5:1	-1.7	305	V	R	185920	JG1004-3346	JXC0F4-3346-0
85.00	+.040	3.504	5.394	1.181	42.7	10.5:1	-1.7	Call	V	F	218912	JG1004-3346	JXC0F4-3346-0
84.00	STD	3.504	5.394	1.181	42.7	11.5:1	3.2	296	U	R	209847	JG1004-3307	JXC0F4-3307-2
84.00	STD	3.504	5.394	1.181	42.7	11.5:1	3.2	Call	U	F	218913	JG1004-3307	JXC0F4-3307-2
84.50	+.020	3.504	5.394	1.181	42.7	11.6:1	3.2	300	U	R	209848	JG1004-3327	JXC0F4-3327-0
84.50	+.020	3.504	5.394	1.181	42.7	11.6:1	3.2	Call	U	F	218914	JG1004-3327	JXC0F4-3327-0
84.00	STD	3.504	5.394	1.195	42.7	12.5:1	4.8	283	U	R	185921	JG1004-3307	JXC0F4-3307-2
84.00	STD	3.504	5.394	1.181	42.7	12.5:1	4.8	Call	U	F	218915	JG1004-3307	JXC0F4-3307-2
85.00	+.040	3.504	5.394	1.195	42.7	12.6:1	4.8	318	U	R	185922	JG1004-3346	JG1004-3346-0
85.00	+.040	3.504	5.394	1.181	42.7	12.6:1	4.8	Call	U	F	218916	JG1004-3346	JXC0F4-3346-0

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

SPORT COMPACT

KNOWTHECODE...

ECB/ECC/420A - 1994-2001 Neon
A853 - 2003-UP Neon SRT-4
ZETEC - 2000-UP ZX3
4G63 - 1988-2001 Eclipse/Talon
VG30DE - 1990-1996 300ZX Non Turbo
VG30DETT - 1990-1996 300ZX Turbo
RB26DETT - Skyline
SR20DE - Sentra/ 200SX SE-R
SR20DET - Silvia S13, 180SX, Bluebird
VQ35DE - 2003-UP 350Z & G35
KA24DE - 1991-1998 240SX

IMPORTANT RING SET NOTES:
- ***JG-*** *ring series have Gas Nitrided top rings and oil rails*
- ***JC & JXC-*** *ring series have chrome top rings and oil rails*

DODGE ECB/ECC/420A

BORE (MM)	OVERSIZE	STROKE	ROD LENGTH	COMP. HEIGHT	HEAD C.C.	COMP. RATIO	DOME C.C.'S	GRAM WEIGHT	FOOTNOTES	SKIRT STYLE	PART NUMBER	STANDARD RING SET	OPTIONAL RING SET
88.00	+.020	3.268	5.470	1.236	52.0	8.8:1	-2.6	361	T	R	***208476***	JC1204-3465	–
88.00	+.020	3.268	5.470	1.236	52.0	10.5:1	7.6	345	V	R	***242870***	JG1004-3464	–
88.50	+.040	3.268	5.470	1.236	52.0	10.5:1	7.1	348	V	R	***242871***	JG1004-3484	–

DODGE A853/SRT4

87.50	STD	3.976	5.945	1.432	52.0	8.5:1	-20.8	361	T	R	***240192***	JG1004-3445	JXC0F4-3445-0
88.00	+.020	3.976	5.945	1.432	52.0	8.5:1	-21.7	364	T	R	***240193***	JG1004-3465	

FORD ZETEC

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

MITSUBISHI 4G63 *21mm/.827" Pin Diameter,* * Stroker kit for a 4G64 crank

85.50	+.020	3.937	5.906	1.130	47.0	8.5:1	-22.2	281	T	R	***202194****	J670F4-3366	–
85.50	+.020	3.465	5.906	1.367	47.0	8.5:1	-13.4	317	T	R	***208478***	JG9004-3366	–
86.00	+.040	3.937	5.906	1.130	47.0	8.5:1	-22.2	287	T	R	***202195****	J64004-3386	–

MITSUBISHI 4G63 *22mm/.866" Pin Diameter,* * Stroker kit for a 4G64 crank

85.50	+.020	3.937	5.906	1.130	47.0	8.5:1	-22.2	283	T	R	***202192****	J670F4-3366	–
85.50	+.020	3.465	5.906	1.367	47.0	8.5:1	-13.4	316	T	R	***208477***	JG9004-3366	–
86.00	+.040	3.937	5.906	1.130	47.0	8.5:1	-22.2	286	T	R	***202193****	J64004-3386	–

NISSAN VG30DE/VG30DETT

87.50	+.020	3.270	6.071	1.255	49.5	9.0:1	-4.1	340	T	R	***165053***	JC5006-3445	–
87.50	+.020	3.270	6.071	1.255	49.5	10.5:1	4.8	323	V	R	***166027***	JC5006-3445	–

NISSAN RB26DETT

86.50	+.020	3.386	4.780	1.185	70.0	8.5:1	14.6	355	T	R	***209849***	JC9006-3406	–
87.00	+.040	3.386	4.780	1.185	70.0	8.5:1	14.6	360	T	R	***209855***	JC9006-3425	–

NISSAN KA24DE

89.50	+.020	3.780	6.496	1.336	46.0	9.0:1	-22.0	**NEW!**	T	R	***244514***	JG1004-3524	–

NISSAN SR20DE/SR20DET

86.00	STD	3.386	5.366	1.253	46.5	8.5:1	-11.9	335	T	R	***226376***	JG9004-3386	–
86.50	+.020	3.386	5.366	1.253	46.5	8.5:1	-12.5	338	T	R	***226377***	JC9004-3406	–
87.00	+.040	3.386	5.366	1.253	46.5	8.5:1	-13.3	341	T	R	***242472***	JC2104-3425	–

NISSAN VQ35DE

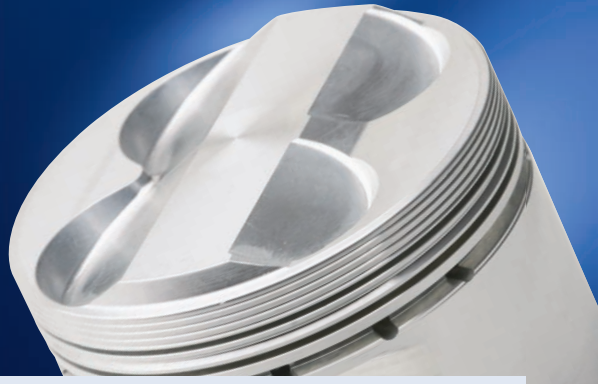
95.50	STD	3.205	5.675	1.165	56.0	8.5:1	Call	381	T	R	***231532***	JC2806-3760	–
95.50	STD	3.205	5.675	1.165	56.0	10.5:1	Call	365	V	R	***231580***	JC2806-3760	–

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

SPORT COMPACT

KNOWTHECODE...

EJ20 - 2001-UP WRX
3SGTE - 1991-1995 MR2 Turbo
2JZGTE - 1993-1998 Supra Turbo
7MGTE - 1987-1992 Supra Turbo
9A - 1990-93 2.0L 16V Jetta/GTi/Passat
ABA - 1993-99 2.0L 8V Golf III/Jetta III
AAA - 1992-99 VR6 GTI/Jetta GLX/Passat
1.8T - A4, Golf, Jetta, TT



SUBARU EJ25D * STi Model

BORE (MM)	OVERSIZE	STROKE	ROD LENGTH	COMP. HEIGHT	HEAD C.C.	COMP. RATIO	DOME C.C.'S	GRAM WEIGHT	FOOTNOTES	SKIRT STYLE	PART NUMBER	STANDARD RING SET	OPTIONAL RING SET
99.50	STD	3.110	5.137	1.192	48.0	8.5:1	-29.5	386	T	R	205091	JC3004-3917	–
99.50	STD	3.110	5.165	1.162	51.0	8.5:1	-24.5	387	T	R	205103	JC3004-3917	–
99.50	STD	3.110	5.137	1.209	Call	8.5:1	-21.25	394	T	R	227296*	JC3104-3917	–

SUBARU EJ20

92.00	STD	2.953	5.135	1.287	48.0	8.0:1	-12.0	364	T	R	205090	JC9004-3622	–
92.50	+.020	2.953	5.135	1.287	48.0	8.0:1	-12.0	367	T	R	226378	JC91204-3642	–

TOYOTA 3SGTE

86.50	+.020	3.385	5.433	1.378	50.0	9.0:1	-4.7	341	T	R	162109	JC4004-3405	–

TOYOTA 2JZGTE

86.50	+.020	3.386	5.59	1.338	40.0	8.5:1	-14.0	339	T	R	210384	JC9006-3406	–

TOYOTA 7MGTE

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

VOLKSWAGEN 9A

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

VOLKSWAGEN ABA

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

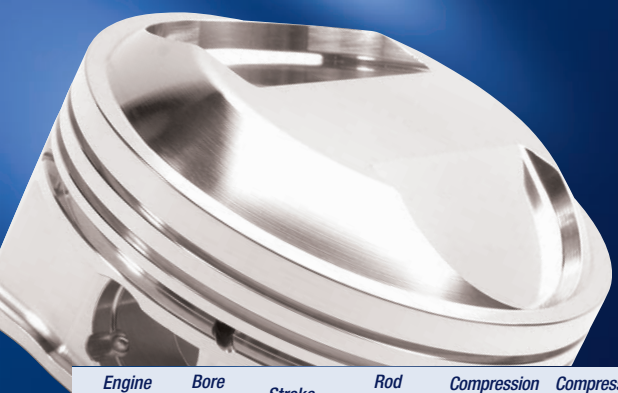
VOLKSWAGEN AAA

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

VOLKSWAGEN/AUDI 1.8T

81.00	STD	3.402	5.669	1.286	43	8.5:1	-8.0	300	T	R	242909	JG1004-3189	JXC0F4-3189-3
81.50	+.020	3.402	5.669	1.286	43	8.5:1	-8.6	305	T	R	242926	JG1004-3209	JXC0F4-3209-2
82.00	+.040	3.402	5.669	1.286	43	8.5:1	-9.3	310	T	R	242928	JG1004-3228	JXC0F4-3228-0
81.00	STD	3.402	5.669	1.286	43	9.25:1	-2.8	NEW!	T	R	242880	JG1004-3189	JXC0F4-3189-3
81.50	+.020	3.402	5.669	1.286	43	9.25:1	-3.2	NEW!	T	R	242881	JG1004-3209	JXC0F4-3209-2
82.00	+.040	3.402	5.669	1.286	43	9.25:1	-3.7	NEW!	T	R	242882	JG1004-3228	JXC0F4-3228-0

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



PORSCHE 911

Designed for air-cooled 911 engines with a Nickel Ceramic bore, these pistons are machined from forged 2618 alloy for greater strength. The valve pockets are machined to accommodate high lift cams, and accept the stock stroke and rod length. The ring grooves are precision CNC machined for OEM style rings.

Includes:

- *Pin fitting and wire locks*
- *9310 high carbon alloy, tapered wall wrist pins*
- *Rings are OEM style & material, (sold separately)*

Engine Size	Bore Size	Stroke	Rod Length	Compression Distance	Compression Ratio	Dome Volume	Gram Weight	Oversize	Piston Part Number	Wrist Pin Part Number	Ring Set Part Number
3.0 LITER											*1.5, 1.75, 3.5MM*
3.0	95mm	70.4	127.8	34mm	9.5	38.5	417	STD	212435	866-2500-15-95C	J650U6-3740
3.0	95mm	70.4	127.8	34mm	10.5	44.7	431	STD	212436	866-2500-15-95C	J650U6-3740
											1.5, 1.5, 3.0MM
3.0	98mm	70.4	127.8	34mm	9.5	35.2	441	3mm	212437	866-2500-15-95C	J612U6-3858
3.0	98mm	70.4	127.8	34mm	10.5	41.8	448	3mm	212438	866-2500-15-95C	J612U6-3858
3.2 LITER											*1.5, 1.75, 3.5MM*
3.2	95mm	74.4	127	32.8mm	9.5	35.1	414	STD	212439	905-2500-15-52C	J650U6-3740
3.2	95mm	74.4	127	32.8mm	10.5	41.7	419	STD	212440	905-2500-15-52C	J650U6-3740
											1.5, 1.5, 3.0MM
3.2	98mm	74.4	127	32.8mm	9.5	31.6	434	3mm	212441	905-2500-15-52C	J612U6-3858
3.2	98mm	74.4	127	32.8mm	10.5	38.6	433	3mm	212442	905-2500-15-52C	J612U6-3858
3.6 LITER											*1.5, 1.75, 3.0MM*
3.6	100mm	76.4	127	31.8mm	11.5	40.8	432	STD	212444	905-2500-15-52C	J66046-3937
3.6	100mm	76.4	127	31.8mm	12.5	45.8	443	STD	212443	905-2500-15-52C	J66046-3937
3.6	102mm	76.4	127	31.8mm	11.5	38.8	445	2mm	212446	905-2500-15-52C	J66046-4016
3.6	102mm	76.4	127	31.8mm	12.5	44.0	460	2mm	212445	905-2500-15-52C	J66046-4016

CARRILLO® H-BEAM RODS

The ultimate connecting rod is now available and in stock for popular Porsche engines. These premium connecting rods are constructed from a 4340 one-piece forging and are equipped with 3/8" diameter 285,000 psi Carr bolts as standard.

MOTOR TYPE	ENGINE SIZE	ROD LENGTH	PIN DIA.	PART NUMBER
2.0/2.2	2.0/2.2L	130	866	H5120PR866C00
2.4/2.7	2.4/2.7L	127.8	866	H5030PR866C00
SC	3.0L	127.8	866	H5031PR866C00
930-964	3.2L, 3.3L, 3.6L, 3.8L	127	905	H5000PR905C00
993	3.6L, 3.8L	127	905	H5000PR905C77
356-912		135.95	866	H5352PA866C00

BARREL PART NUMBER DESCRIPTION

Barrel | Bore Size | Spigot Size | Material | Sealing Ring

B095-103-403-S0

PERFECT BORE® BARRELS

These Porsche barrels are designed and manufactured by Perfect Bore from high strength, forged 4032 aluminum alloy. All barrels are machined with a gas transfer slot. ***They are 15% stronger than stock barrels and have a super hard, long lasting Nickel Ceramic coating.*** *Barrels are machined for standard dimension sealing rings (SR) or with no sealing ring groove (NR). Sealing rings are not included.*

BORE SIZE	PART NUMBER	ENGINE
95mm	B095-103-403-N0	3.0L & 3.2L
95mm	B095-103-403-S0	3.0L & 3.2L
98mm	B098-103-403-N0	3.0L & 3.2L
100mm	B100-107-403-S0	3.6L & 3.8L
102mm	B102-107-403-S0	3.6L & 3.8L
102mm	B102-109-403-S0	3.6L & 3.8L
104mm	B104-109-403-S0*	3.6L & 3.8L

**104mm Barrel must use sealing ring #SR-104A*

JE Pro Seal Rings *are available in a wide variety of bore sizes and material types. From street/strip applications to the ultimate in high end performance, the JE Pro Seal line is the most complete ring program in the industry. For more technical information please ask for a 2005 Pro Seal catalog!*

PROFESSIONAL RACE SERIES

For the professional racer JE Pro Seal now offers ring combinations with reduced axial heights and radial widths. The combination of reduced radial and axial heights enable these rings better cylinder wall conformability. These steel rings utilize advanced materials and coatings, which help reduce friction and provide better ring seal. These ring sets include, Ultra Finish Rings (UFR), Critical Finish Rings (CFR), and Critical Tolerance Rings (CTR).

ULTRA FINISH RINGS

JE Pro Seal Ultra Finish Rings (UFR) are held to the most exacting tolerances in the industry. Specifically designed to compliment our Ultra Groove® custom piston options, these rings are finished to within +/-.000050" axial height to deliver unprecedented ring groove fit and sealing properties. The lapped Ultra Finish process also yields extremely flat, smooth ring sides that result in a surface finish of less than 4µRa (4 microinches).

CRITICAL FINISH RINGS

JE ProSeal Critical Finish Rings (CFR) present an alternative to Ultra Finish Rings with the same surface finish (< 4µRa) and a lapped axial height held within +/-.00015" at a more economical price.

CRITICAL TOLERANCE RINGS

JE Pro Seal Critical Tolerance Rings (CTR) are held to +/-.00015 axial height and an industry standard (<40µRa) surface finish. An economical alternative to our Critical Finish rings JE Pro Seal CTR's are available in many of our most popular ring types. Call your JE Pro Seal sales representative for availability.

PRO STEEL RING SETS - *J750, J680*

All new from JE Pro Seal, steel ring sets utilizing a high strength alloy steel top ring providing superior bore conformity, complimented by the outstanding seal and wear characteristics of a high velocity plasma moly inlay coating. Top ring weights are under 10 grams achievable as a result of reduced ring radials and short axial heights helping to minimize cylinder wall drag. Optional 2nd ring Napier hook profile design help to improve oil control and efficiency.

"HNS" HARDENED NITROUS SERIES

J820, J840, J860, J870, J880

Specially designed for use with turbo and nitrous applications these HNS top rings have 20% more tensile strength than conventional ductile iron top rings. They are available in 1/16" and .043" axial heights in both standard and reduced radial widths. D017 Dykes are in stock with custom Dykes or backcut sizes available.

PREMIUM SPORTSMAN SERIES

J100, J200, J300, J400, J500, J600, J614, J615, J616, J640, J670, J690, J700, J70T, J720, J760, J770, J800, J880, J910, J911, J912, J913, J930, J960, JG SERIES, JC SERIES

JE Premium Sportsman Series rings feature the highest quality ductile iron top ring with the latest technology plasma-moly inlay. Taper faced reverse torsional second rings or Full Seal seconds are combined with either standard or low tension oil control rings.

FULL SEAL RINGS

New from JE Pro Seal, Full Seal second rings provide you with a piston ring manufactured by Pro Seal without a gap. Call your JE sales representative for further information.

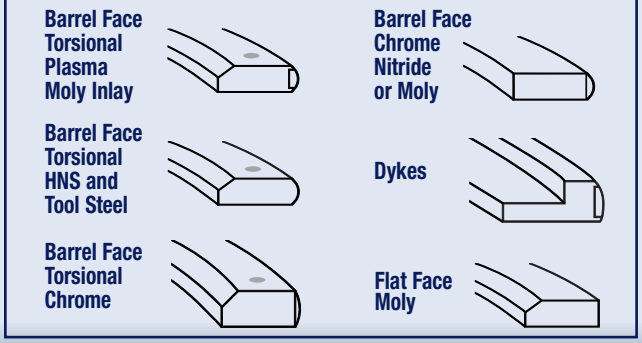
SPORTSMAN SERIES - *S100S*

JE Pro Seal Sportsman ring packages are manufactured in our most popular bore sizes, designed with the sportsman racer in mind. Featuring a ductile iron plasma-moly inlay top, premium iron taper faced second and standard tension oil rings, these rings are only available in sets with 1/16, 1/16, 3/16 axial heights.

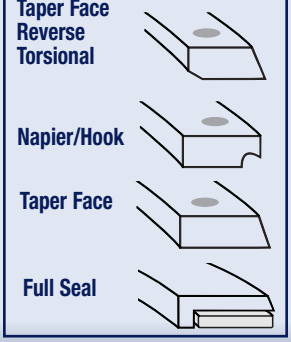
CUSTOM RING OPTIONS

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

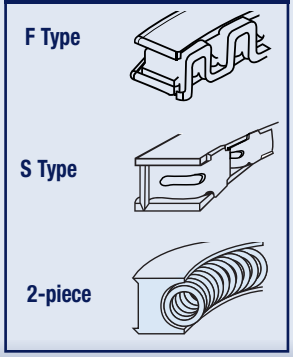
TOP RING STYLES



SECOND RINGS

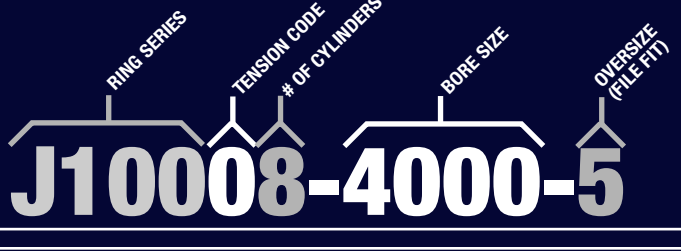


OIL RINGS



JE PRO SEAL® PISTON RINGS

RING SERIES PART NUMBER BREAKDOWN



OIL RING TENSION CODE LEGEND

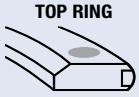
Code	Oil Tension in Pounds	Code	Oil Tension in Pounds
A	1-2	J	17-18
B	3-4	K	19-20
C	5-6	L	21-22
D	7-8	M	23-24
E	9-10	N	25-26
F	11-12	P	27-28
G	13-14	Q	29-30
H	15-16		

OIL RING PART NUMBER BREAKDOWN

JE PRO STEEL SERIES

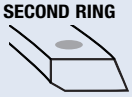
JE PRO STEEL SERIES

TOP RING



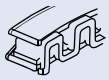
- Barrel Face Torsional
- Plasma Moly
- Alloy Steel

SECOND RING



- Taper Face
- Phosphate Coated
- Reverse Torsional

***F* TYPE OIL RING**



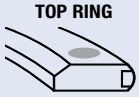
- Vertical corrugation similar to CP20 and Flexvent

RING SET PART NUMBERS | **INDIVIDUAL RING PART NUMBERS**

Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
1.5, 1.5, 3mm								**SERIES J680**		
3.550	J68008-3550-5		S13550-5-1.5CMR	0.147	S23550-5-1.5IPT	0.162	H33550-03.0ECUF	0.150		
3.570	J68008-3570-5		S13570-5-1.5CMR	0.155	S23570-5-1.5IPT	0.167	H33570-03.0ECUF	0.150		
3.900	J68008-3900-3		S13903-0-1.5CMR	0.145	S23903-0-1.5IPT	0.165	H33905-03.0FCUF	0.150		
3.910	J68008-3910-3		S13913-0-1.5CMR	0.151	S23913-0-1.5IPT	0.168	H33908-03.0ECUF	0.155		

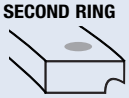
JE PRO STEEL SERIES

TOP RING



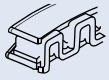
- Barrel Face Torsional
- Plasma Moly
- Alloy Steel

SECOND RING



- Napier
- Phosphate Coated

***F* TYPE OIL RING**



- Vertical corrugation similar to CP20 and Flexvent

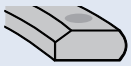
RING SET PART NUMBERS | **INDIVIDUAL RING PART NUMBERS**

Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
1.2, 1.5, 3mm								**SERIES J750**		
4.030	J75008-4030-5	J750F8-4030-5	S14030-5-1.2CMR	0.145	S24030-5-1.5IPE	0.170	H34035-03.0ECUF	0.152	J34030-03.0HCUF	.140
4.060	J75008-4060-5	J750F8-4060-5	S14060-5-1.2CMR	0.145	S24060-5-1.5IPE	0.170	H34065-03.0ECUF	0.152	J34060-03.0HCUF	.140
4.125	J75008-4125-5	J750F8-4125-5	S14125-5-1.2CMR	0.145	S24125-5-1.5IPE	0.170	H34125-03.0ECUF	0.150	J34125-03.0HCUF	.155
4.130	J75008-4130-5		S14130-5-1.2CMR	0.145	S24130-5-1.5IPE	0.170	H34130-03.0ECUF	0.152		
4.135	J75008-4135-5	J750F8-4135-5	S14135-5-1.2CMR	0.145	S24135-5-1.5IPE	0.170	H34140-03.0ECUF	0.152	J34135-03.0HCUF	.155
4.145	J75008-4145-5	J750F8-4145-5	S14145-5-1.2CMR	0.145	S24145-5-1.5IPE	0.170	H34150-03.0ECUF	0.152	J34145-03.0HCUF	.155
4.155	J75008-4155-5	J750F8-4155-5	S14155-5-1.2CMR	0.145	S24155-5-1.5IPE	0.170	H34160-03.0ECUF	0.152	J34155-03.0HCUF	.155
4.165	J75008-4165-5	J750F8-4165-5	S14165-5-1.2CMR	0.145	S24165-5-1.5IPE	0.170	H34170-03.0ECUF	0.152	J34165-03.0HCUF	.155
4.170	J75008-4170-5		S14170-5-1.2CMR	0.145	S24175-5-1.5IPE	0.170	H34180-03.0ECUF	0.152		
4.185	J75008-4185-5		S14185-5-1.2CMR	0.145	S24185-5-1.5IPE	0.170	H34187-03.0ECUF	0.152		

HNS - HARDENED NITROUS SERIES

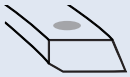
HNS - HARDENED NITROUS SERIES

TOP RING



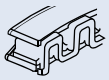
- Barrel Face Torsional
- Hardened Ductile Iron
- Manganese Coated

SECOND RING



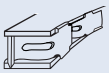
- Taper Face
- Phosphate Coated

***F* TYPE OIL RING**



- Vertical corrugation similar to CP20 and Flexvent

***S* TYPE OIL RING**



- Horizontal corrugation similar to SS50U

1/16, 1/16, 3/16 SERIES J820

RING SET PART NUMBERS			INDIVIDUAL RING PART NUMBERS							
Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
4.000	J82008-4000-5	J820F8-4000-5	S14000-5-116HPB	0.187	P24000-5-116IPT	0.187	H34000-0316FCUF	0.150	S34000-0316KCUS	0.190
4.030	J82008-4030-5	J820F8-4030-5	S14030-5-116HPB	0.187	P24030-5-116IPT	0.187	H34030-0316FCUF	0.150	S34030-0316KCUS	0.190
4.040	J82008-4040-5	J820F8-4040-5	S14040-5-116HPB	0.187	P24040-5-116IPT	0.187	H34040-0316FCUF	0.150	S34040-0316KCUS	0.190
4.060	J82008-4060-5	J820F8-4060-5	S14060-5-116HPB	0.187	P24060-5-116IPT	0.187	H34060-0316FCUF	0.150	S34060-0316KCUS	0.190
4.125	J82008-4125-5	J820F8-4125-5	S14125-5-116HPB	0.192	P24125-5-116IPT	0.193	H34125-0316FCUF	0.150	S34125-0316KCUS	0.190
4.155	J82008-4155-5	J820F8-4155-5	S14155-5-116HPB	0.192	P24155-5-116IPT	0.193	H34155-0316FCUF	0.150	S34155-0316JCUS	0.190
4.165	J82008-4165-5	J820F8-4165-5	S14165-5-116HPB	0.192	P24165-5-116IPT	0.194	H34165-0316FCUF	0.150	S34165-0316LCUS	0.190
4.185		J820F8-4185-5	S14185-5-116HPB	0.192	S24188-0-116IPT	0.194			S34185-0316KCUS	0.190
4.280	J82008-4280-5	J820F8-4280-5	S14280-5-116HPB	0.198	P24280-5-116IPT	0.198	H34280-0316FCUF	0.150	S34280-0316LCUS	0.190
4.310	J82008-4310-5	J820F8-4310-5	S14310-5-116HPB	0.198	P24310-5-116IPT	0.198	H34310-0316FCUF	0.150	S34310-0316LCUS	0.190
4.500	J82008-4500-5	J820F8-4500-5	S14500-5-116HPB	0.210	P24500-5-116IPT	0.210	H34500-0316FCUF	0.155	S34500-0316LCUS	0.190
4.530	J82008-4530-5	J820F8-4530-5	S14530-5-116HPB	0.210	S24530-5-116IPT	0.210	H34530-0316FCUF	0.150	S34530-0316MCUS	0.190
4.600	J82008-4600-5		S14600-5-116HPB	0.210	P24600-5-116IPT	0.212	S34600-0316HCUS	0.190		

Bore	Ultra Low Tension	High Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Ultra Low Tension Oil Ring #	Max Radial	High Tension Oil Ring #	Max Radial
4.560		J820H8-4560-5	S14560-5-116HPB	0.210	P24560-5-116IPT	0.210			S34560-0316MCUS	0.190

.043, 1/16, 3/16 SERIES J840

RING SET PART NUMBERS			INDIVIDUAL RING PART NUMBERS							
Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
4.030	J84008-4030-5	J840F8-4030-5	S14030-5-043HPB	0.187	P24030-5-116IPT	0.187	H34030-0316FCUF	0.150	S34030-0316KCUS	0.190
4.060	J84008-4060-5	J840F8-4060-5	S14060-5-043HPB	0.187	P24060-5-116IPT	0.187	H34060-0316FCUF	0.150	S34060-0316KCUS	0.190
4.125	J84008-4125-5	J840F8-4125-5	S14125-5-043HPB	0.192	P24125-5-116IPT	0.193	H34125-0316FCUF	0.150	S34125-0316KCUS	0.190
4.155	J84008-4155-5	J840F8-4155-5	S14155-5-043HPB	0.192	P24155-5-116IPT	0.193	H34155-0316FCUF	0.150	S34155-0316JCUS	0.190
4.165	J84008-4165-5	J840F8-4165-5	S14165-5-043HPB	0.192	P24165-5-116IPT	0.194	H34165-0316FCUF	0.150	S34165-0316LCUS	0.190
4.185		J840F8-4185-5	S14185-5-043HPB	0.192	S24188-0-116IPT	0.194			S34185-0316KCUS	0.190
4.500	J84008-4500-5	J840F8-4500-5	S14500-5-043HPB	0.210	P24500-5-116IPT	0.210	H34500-0316FCUF	0.155	S34500-0316LCUS	0.190
4.600	J840L8-4600-5		S14600-5-043HPB	0.210	P24600-5-116IPT	0.212	S34600-0316HCUS	0.190		

Bore	Ultra Low Tension	High Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Ultra Low Tension Oil Ring #	Max Radial	High Tension Oil Ring #	Max Radial
4.560		J840H8-4560-5	S14560-5-043HPB	0.210	P24560-5-116IPT	0.210			S34560-0316MCUS	0.190
4.600	J840U8-4600-5		S14600-5-043HPB	0.210	P24600-5-116IPT	0.212	H34600-0316FCUF	0.150		

.043, 1/16, 3/16 BACKCUT TOP SERIES J860

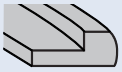
RING SET PART NUMBERS			INDIVIDUAL RING PART NUMBERS							
Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
4.500	J86008-4500-5	J860F8-4500-5	S14500-5-043HPR	0.175	P24500-5-116IPT	0.210	H34500-0316FCUF	0.155	S34500-0316LCUS	0.190
4.530	J86008-4530-5	J860F8-4530-5	S14530-5-043HPR	0.175	S24530-5-116IPT	0.210	H34530-0316FCUF	0.150	S34530-0316MCUS	0.190
4.560	J86008-4560-5		S14560-5-043HPR	0.175	P24560-5-116IPT	0.210	H34560-0316GCUF	0.150		
4.580		J860F8-4580-5	S14580-5-043HPR	0.175	S24580-5-116IPT	0.212			S34580-0316LCUS	0.190
4.600	J860L8-4600-5		S14600-5-043HPR	0.175	P24600-5-116IPT	0.212	S34600-0316HCUS	0.190		
4.625		J860F8-4625-5	S14625-5-043HPR	0.175	S24625-5-116IPT	0.215			S34625-0316KCUS	0.190

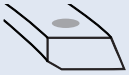
Bore	Ultra Low Tension	High Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Ultra Low Tension Oil Ring #	Max Radial	High Tension Oil Ring #	Max Radial
4.560		J860H8-4560-5	S14560-5-043HPR	0.175	P24560-5-116IPT	0.210			S34560-0316MCUS	0.190
4.600	J860U8-4600-5		S14600-5-043HPR	0.175	P24600-5-116IPT	0.212	H34600-0316FCUF	0.150		
4.610		J860H8-4610-5	S14610-5-043HPR	0.175	S24610-5-116IPT	0.212			S34610-0316NCUS	0.190

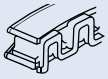
.043, .043, 3/16 DUCTILE IRON SECOND RING SERIES J870

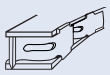
4.600	J87008-4600-5		S14600-5-043HPR	0.175	S24600-5-043DPC	0.175	S34600-0316HCUS	0.190		

JE PRO SEAL HNS DYKES RINGS

TOP RING

- D017 Dykes
- Hardened Ductile Iron
- Manganese Coated

SECOND RING

- Taper Face
- Phosphate Coated

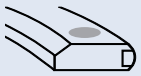
***F* TYPE OIL RING**

- Vertical corrugation similar to CP20 and Flexvent

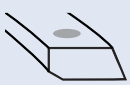
***S* TYPE OIL RING**

- Horizontal corrugation similar to SS50U

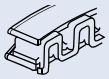
RING SET PART NUMBERS			INDIVIDUAL RING PART NUMBERS							
Bore	Std. Tension	High Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial	High Tension Oil Ring #	Max Radial
D017 DYKES, 1/16, 3/16									**SERIES J890**	
4.185	J890F8-4185-5	J890H8-4185-5	J14185-5-017HPD	0.173	S24188-0-116IPT	0.194	S34185-0316KCUS	0.19	J34190-0316NCUF	0.197
4.250	J890F8-4250-5	J890H8-4250-5	J14250-5-017HPD	0.173	S24250-5-116IPT	0.198	S34250-0316LCUS	0.19	J34250-0316NCUF	.
4.375	J890F8-4375-5	J890H8-4375-5	J14375-5-017HPD	0.173	S24375-5-116IPT	0.204	S34375-0316KCUS	0.19	J34375-0316NCUF	0.197

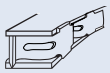
PREMIUM SPORTSMAN SERIES

PREMIUM SPORTSMAN SERIES

TOP RING

- Barrel Face Torsional
- Plasma Moly

SECOND RING

- Taper Face
- Phosphate Coated
- Reverse Torsional

***F* TYPE OIL RING**

- Vertical corrugation similar to CP20 and Flexvent

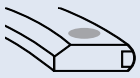
***S* TYPE OIL RING**

- Horizontal corrugation similar to SS50U

RING SET PART NUMBERS			INDIVIDUAL RING PART NUMBERS							
Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
1/16, 1/16, 3/16									**SERIES J100**	
4.000	J10008-4000-5	J100F8-4000-5	S14000-5-116DMB	0.187	P24000-5-116IPT	0.187	H34000-0316FCUF	0.150	S34000-0316KCUS	0.190
4.010	J10008-4010-0	J100F8-4010-0	S14010-0-116DMB	0.187	S24010-0-116IPT	0.187	H34010-0316FCUF	0.155	S34000-0316KCUS	0.190
4.020	J10008-4020-5	J100F8-4020-5	S14020-5-116DMB	0.187	P24020-5-116IPT	0.187	H34020-0316FCUF	0.150	S34020-0316KCUS	0.190
4.030	J10008-4030-5	J100F8-4030-5	S14030-5-116DMB	0.187	P24030-5-116IPT	0.187	H34030-0316FCUF	0.150	S34030-0316KCUS	0.190
4.030		J100S8-4030-5	S14030-5-116DMB	0.187	P24030-5-116IPT	0.187			H34030-0316LCUF	0.187
4.040	J10008-4040-5	J100F8-4040-5	S14040-5-116DMB	0.187	P24040-5-116IPT	0.187	H34040-0316FCUF	0.150	S34040-0316KCUS	0.190
4.060	J10008-4060-5	J100F8-4060-5	S14060-5-116DMB	0.187	P24060-5-116IPT	0.187	H34060-0316FCUF	0.150	S34060-0316KCUS	0.190
4.070		J100F8-4070-5	S14070-5-116DMB	0.189	S24070-5-116IPT	0.189			S34070-0316LCUS	0.190
4.080	J10008-4080-5	J100F8-4080-5	S14080-5-116DMB	0.189	S24080-5-116IPT	0.189	H34080-0316FCUF	0.150	S34080-0316KCUS	
4.095	J10008-4095-5		S14095-5-116DMB	0.191	S24095-5-116IPT	0.191	S34095-0316HCUS	0.190		
4.120	J10008-4120-5	J100F8-4120-5	S14120-5-116DMB	0.192	P24125-5-116IPT	0.193	H34125-0316FCUF	0.150	S34125-0316KCUS	0.190
4.125	J10008-4125-5	J100F8-4125-5	S14125-5-116DMB	0.192	P24125-5-116IPT	0.193	H34125-0316FCUF	0.150	S34125-0316KCUS	0.190
4.130	J10008-4130-5	J100F8-4130-5	S14130-5-116DMB	0.193	P24135-5-116IPT	0.193	H34130-0316FCUF	0.150	S34130-0316LCUS	0.190
4.135	J10008-4135-5	J100F8-4135-5	P14135-5-116DMB	0.193	P24135-5-116IPT	0.193	H34135-0316FCUF	0.150	S34130-0316LCUS	0.190
4.145	J10008-4145-5	J100F8-4145-5	S14145-5-116DMB	0.192	P24145-5-116IPT	0.193	H34145-0316FCUF	0.150	S34145-0316LCUS	0.190
4.155	J10008-4155-5	J100F8-4155-5	S14155-5-116DMB	0.192	P24155-5-116IPT	0.193	H34155-0316FCUF	0.150	S34155-0316JCUS	0.190
4.165	J10008-4165-5	J100F8-4165-5	S14165-5-116DMB	0.194	P24165-5-116IPT	0.194	H34165-0316FCUF	0.150	S34165-0316LCUS	0.190
4.185		J100F8-4185-5	S14185-5-116DMB	0.192	S24188-0-116IPT	0.194			S34185-0316KCUS	0.190
4.210		J100F8-4210-5	S14210-5-116DMB	0.194	S24210-5-116IPT	0.194			H34210-0316LCUF	0.192
4.250	J10008-4250-5	J100F8-4250-5	S14250-5-116DMB	0.198	S24250-5-116IPT	0.198	H34250-0316FCUF	0.150	S34250-0316LCUS	0.190
4.280	J10008-4280-5	J100F8-4280-5	S14280-5-116DMB	0.198	P24280-5-116IPT	0.198	H34280-0316FCUF	0.150	S34280-0316LCUS	0.190
4.310	J10008-4310-5	J100F8-4310-5	S14310-5-116DMB	0.198	P24310-5-116IPT	0.198	H34310-0316FCUF	0.150	S34310-0316LCUS	0.190
4.320	J10008-4320-5	J100F8-4320-5	S14320-5-116DMB	0.201	S24320-5-116IPT	0.201	H34320-0316FCUF	0.150	S34320-0316LCUS	0.190
4.350	J10008-4350-5	J100F8-4350-5	S14350-5-116DMB	0.201	P24350-5-116IPT	0.201	H34350-0316FCUF	0.150	S34350-0316LCUS	0.190
4.360	J10008-4360-5	J100F8-4360-5	S14360-5-116DMB	0.203	S24360-5-116IPT	0.203	H34360-0316GCUF	0.155	S34360-0316LCUS	0.190
4.375	J10008-4375-5	J100F8-4375-5	S14375-5-116DMB	0.204	S24375-5-116IPT	0.204	H34375-0316FCUF	0.150	S34375-0316KCUS	0.190
4.390	J10008-4390-5	J100F8-4390-5	S14390-5-116DMB	0.203	P24390-5-116IPT	0.203	H34390-0316GCUF	0.150	S34390-0316LCUS	0.190
4.440	J10008-4440-5	J100F8-4440-5	S14440-5-116DMB	0.207	S24440-5-116IPT	0.207	H34440-0316FCUF	0.155	S34440-0316LCUS	0.190
4.470		J100S8-4470-5	S14470-5-116DMB	0.207	H24470-5-116IPT	0.208			H34467-0316MCUF	0.205
4.500	J10008-4500-5	J100F8-4500-5	S14500-5-116DMB	0.210	P24500-5-116IPT	0.210	H34500-0316FCUF	0.155	S34500-0316LCUS	0.190
4.530	J10008-4530-5	J100F8-4530-5	S14530-5-116DMB	0.210	S24530-5-116IPT	0.210	H34530-0316FCUF	0.150	S34530-0316MCUS	0.190
4.560	J10008-4560-5		S14560-5-116DMB	0.212	P24560-5-116IPT	0.210	H34560-0316GCUF	0.150		
4.580		J100F8-4580-5	S14580-5-116DMB	0.212	P24580-5-116IPT	0.210			S34580-0316LCUS	0.190
4.600	J100L8-4600-5		S14600-5-116DMB	0.212	P24600-5-116IPT	0.212	S34600-0316HCUS	0.190		
4.625		J100F8-4625-5	S14625-5-116DMB	0.215	S24625-5-116IPT	0.215			S34625-0316KCUS	0.190

Bore	Ultra Low Tension	High Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Ultra Low Tension Oil Ring #	Max Radial	High Tension Oil Ring #	Max Radial
4.560		J100H8-4560-5	S14560-5-116DMB	0.212	P24560-5-116IPT	0.210			S34560-0316MCUS	0.190
4.600	J100U8-4600-5		S14600-5-116DMB	0.212	P24600-5-116IPT	0.212	H34600-0316FCUF	0.150		
4.610		J100H8-4610-5	S14610-5-116DMB	0.212	S24610-5-116IPT	0.212			S34610-0316NCUS	0.190

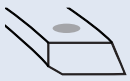
JE PRO SEAL PREMIUM RACE SERIES

TOP RING



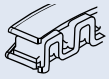
- Barrel Face Torsional
- Plasma Moly

SECOND RING



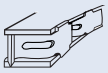
- Taper Face
- Phosphate Coated
- Reverse Torsional

***F* TYPE OIL RING**



- Vertical corrugation similar to CP20 and Flexvent

***S* TYPE OIL RING**



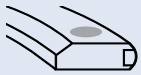
- Horizontal corrugation similar to SS50U

RING SET PART NUMBERS | **INDIVIDUAL RING PART NUMBERS**

Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
.043, 1/16, 3/16									**SERIES J200**	
4.000	J20008-4000-5	J200F8-4000-5	S14000-5-043DMB	0.187	P24000-5-116IPT	0.187	H34000-0316FCUF	0.150	S34000-0316KCUS	0.190
4.020	J20008-4020-5	J200F8-4020-5	P14020-5-043DMB	0.187	P24020-5-116IPT	0.187	H34020-0316FCUF	0.150	S34020-0316KCUS	0.190
4.030	J20008-4030-5	J200F8-4030-5	S14030-5-043DMB	0.187	P24030-5-116IPT	0.187	H34030-0316FCUF	0.150	S34030-0316KCUS	0.190
4.040	J20008-4040-5	J200F8-4040-5	P14040-5-043DMB	0.187	P24040-5-116IPT	0.187	H34040-0316FCUF	0.150	S34040-0316KCUS	0.190
4.060	J20008-4060-5	J200F8-4060-5	S14060-5-043DMB	0.187	P24060-5-116IPT	0.187	H34060-0316FCUF	0.150	S34060-0316KCUS	0.190
4.080	J20008-4080-5	J200F8-4080-5	S14080-5-043DMB	0.189	S24080-5-116IPT	0.189	H34080-0316FCUF	0.150	S34080-0316KCUS	0.190
4.125	J20008-4125-5	J200F8-4125-5	S14130-5-043DMB	0.193	P24125-5-116IPT	0.193	H34125-0316FCUF	0.150	S34125-0316KCUS	0.190
4.130	J20008-4130-5	J200F8-4130-5	S14130-5-043DMB	0.193	P24135-5-116IPT	0.193	H34130-0316FCUF	0.150	S34130-0316LCUS	0.190
4.145	J20008-4145-5	J200F8-4145-5	S14145-5-043DMB	0.193	P24145-5-116IPT	0.193	H34145-0316FCUF	0.150	S34145-0316LCUS	0.190
4.155	J20008-4155-5	J200F8-4155-5	S14155-5-043DMB	0.193	P24155-5-116IPT	0.193	H34155-0316FCUF	0.150	S34155-0316JCUS	0.190
4.280	J20008-4280-5	J200F8-4280-5	S14280-5-043DMB	0.198	P24280-5-116IPT	0.198	H34280-0316FCUF	0.150	S34280-0316LCUS	0.190
4.310	J20008-4310-5	J200F8-4310-5	S14310-5-043DMB	0.200	P24310-5-116IPT	0.198	H34310-0316FCUF	0.150	S34310-0316LCUS	0.190
4.375	J20008-4375-5	J200F8-4375-5	S14375-5-043DMB	0.198	S24375-5-116IPT	0.204	H34375-0316FCUF	0.150	S34375-0316KCUS	0.190
4.440	J20008-4440-5	J200F8-4440-5	S14440-5-043DMB	0.207	S24440-5-116IPT	0.207	H34440-0316FCUF	0.155	S34440-0316LCUS	0.190
4.500	J20008-4500-5	J200F8-4500-5	S14500-5-043DMB	0.210	P24500-5-116IPT	0.210	H34500-0316FCUF	0.155	S34500-0316LCUS	0.190
4.530	J20008-4530-5	J200F8-4530-5	S14530-5-043DMB	0.210	S24530-5-116IPT	0.210	H34530-0316FCUF	0.150	S34530-0316MCUS	0.190
4.560	J20008-4560-5		S14560-5-043DMB	0.212	P24560-5-116IPT	0.210	H34560-0316GCUF	0.150		
4.600	J200L8-4600-5		P14600-5-043DMB	0.212	P24600-5-116IPT	0.212	S34600-0316HCUS	0.190		
Bore	**Ultra Low Tension**	**High Tension**	**Top Ring #**	**Max Radial**	**Second Ring #**	**Max Radial**	**Ultra Low Tension Oil Ring #**	**Max Radial**	**High Tension Oil Ring #**	**Max Radial**
4.560		J200H8-4560-5	S14560-5-043DMB	0.212	P24560-5-116IPT	0.210			S34560-0316MCUS	0.190
4.600	J200U8-4600-5		P14600-5-043DMB	0.212	P24600-5-116IPT	0.212	H34600-0316FCUF	0.150		
Bore	**Low Tension**	**Std. Tension**	**Top Ring #**	**Max Radial**	**Second Ring #**	**Max Radial**	**Low Tension Oil Ring #**	**Max Radial**	**Std. Tension Oil Ring #**	**Max Radial**
1/16, 1/16, 3mm									**SERIES J300**	
4.000	J30008-4000-5		S14000-5-116DMB	0.187	P24000-5-116IPT	0.187	H34005-03.0ECUF	0.152		
4.010	J30008-4010-0		S14010-0-116DMB	0.187	S24010-0-116IPT	0.187	H34015-03.0ECUF	0.152		
4.020	J30008-4020-5		S14020-5-116DMB	0.187	P24020-5-116IPT	0.187	H34025-03.0ECUF	0.152		
4.030	J30008-4030-5	J300F8-4030-5	S14030-5-116DMB	0.187	P24030-5-116IPT	0.187	H34035-03.0ECUF	0.152	J34030-03.0HCUF	0.140
4.040	J30008-4040-5	J300F8-4040-5	S14040-5-116DMB	0.187	P24040-5-116IPT	0.187	H34045-03.0ECUF	0.152	J34040-03.0HCUF	0.140
4.060	J30008-4060-5	J300F8-4060-5	S14060-5-116DMB	0.187	P24060-5-116IPT	0.187	H34065-03.0ECUF	0.152	J34060-03.0HCUF	0.140
4.070	J30008-4070-5		S14070-5-116DMB	0.189	S24070-5-116IPT	0.189	C34070-03.0ECUF	0.152		
4.080	J30008-4080-5		S14080-5-116DMB	0.189	S24080-5-116IPT	0.189	H34085-03.0ECUF	0.152		
4.095	J30008-4095-5		S14095-5-116DMB	0.191	S24095-5-116IPT	0.191	H34100-03.0ECUF	0.152		
4.120	J30008-4120-5		S14120-5-116DMB	0.192	P24125-5-116IPT	0.193	H34125-03.0ECUF	0.150		
4.125	J30008-4125-5	J300F8-4125-5	S14125-5-116DMB	0.192	P24125-5-116IPT	0.193	H34125-03.0ECUF	0.150	J34125-03.0HCUF	0.155
4.130	J30008-4130-5		S14130-5-116DMB	0.193	P24135-5-116IPT	0.193	H34130-03.0ECUF	0.152		
4.135	J30008-4135-5	J300F8-4135-5	P14135-5-116DMB	0.193	P24135-5-116IPT	0.193	H34140-03.0ECUF	0.152	J34135-03.0HCUF	0.155
4.145	J30008-4145-5	J300F8-4145-5	S14145-5-116DMB	0.192	P24145-5-116IPT	0.193	H34150-03.0ECUF	0.152	J34145-03.0HCUF	0.155
4.155	J30008-4155-5	J300F8-4155-5	S14155-5-116DMB	0.192	P24155-5-116IPT	0.193	H34160-03.0ECUF	0.152	J34155-03.0HCUF	0.155
4.165	J30008-4165-5	J300F8-4165-5	S14165-5-116DMB	0.194	P24165-5-116IPT	0.194	H34170-03.0ECUF	0.152	J34165-03.0HCUF	0.155
4.185	J30008-4185-5		S14185-5-116DMB	0.192	S24188-0-116IPT	0.194	H34187-03.0ECUF	0.152		
4.500	J30008-4500-5		S14500-5-116DMB	0.210	P24500-5-116IPT	0.210	H34500-03.0ECUF	0.152		
4.600		J300F8-4600-5	S14600-5-116DMB	0.212	P24600-5-116IPT	0.212			J34600-03.0HCUF	0.149
Bore	**Ultra Low Tension**	**High Tension**	**Top Ring #**	**Max Radial**	**Second Ring #**	**Max Radial**	**Ultra Low Tension Oil Ring #**	**Max Radial**	**High Tension Oil Ring #**	**Max Radial**
4.600	J300U8-4600-5		S14600-5-116DMB	0.212	P24600-5-116IPT	0.212	H34600-03.0DCUF	0.152		
Bore	**Low Tension**	**Std. Tension**	**Top Ring #**	**Max Radial**	**Second Ring #**	**Max Radial**	**Low Tension Oil Ring #**	**Max Radial**	**Std. Tension Oil Ring #**	**Max Radial**
.043, 1/16, 3mm									**SERIES J400**	
4.000	J40008-4000-5		S14000-5-043DMB	0.187	P24000-5-116IPT	0.187	H34005-03.0ECUF	0.152		
4.020	J40008-4020-5		P14020-5-043DMB	0.187	P24020-5-116IPT	0.187	H34025-03.0ECUF	0.152		
4.030	J40008-4030-5	J400F8-4030-5	S14030-5-043DMB	0.187	P24030-5-116IPT	0.187	H34035-03.0ECUF	0.152	J34030-03.0HCUF	0.140
4.040	J40008-4040-5	J400F8-4040-5	P14040-5-043DMB	0.187	P24040-5-116IPT	0.187	H34045-03.0ECUF	0.152	J34040-03.0HCUF	0.140
4.060	J40008-4060-5	J400F8-4060-5	S14060-5-043DMB	0.187	P24060-5-116IPT	0.187	H34065-03.0ECUF	0.152	J34060-03.0HCUF	0.140
4.125	J40008-4125-5	J400F8-4125-5	S14130-5-043DMB	0.193	P24125-5-116IPT	0.193	H34130-03.0ECUF	0.152	J34125-03.0HCUF	0.155
4.155	J40008-4155-5	J400F8-4155-5	S14155-5-043DMB	0.193	P24155-5-116IPT	0.193	H34160-03.0ECUF	0.152	J34155-03.0HCUF	0.155
Bore	**Ultra Low Tension**	**High Tension**	**Top Ring #**	**Max Radial**	**Second Ring #**	**Max Radial**	**Ultra Low Tension Oil Ring #**	**Max Radial**	**High Tension Oil Ring #**	**Max Radial**
4.600	J400U8-4600-5	J400F8-4600-5	P14600-5-043DMB	0.212	P24600-5-116IPT	0.212	H34600-03.0DCUF	0.152	J34600-03.0HCUF	0.140

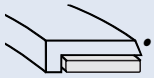
PREMIUM SPORTSMAN SERIES

TOP RING



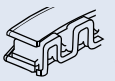
- Barrel Face Torsional
- Plasma Moly

SECOND RING



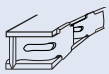
- Gapless

F TYPE OIL RING



- Vertical corrugation similar to CP20 and Flexvent

S TYPE OIL RING



- Horizontal corrugation similar to SS50U

RING SET PART NUMBERS			INDIVIDUAL RING PART NUMBERS							
Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
1/16, 1/16, 3/16 GAPLESS® 2ND									**SERIES J500**	
4.000	J50008-4000-5	J500F8-4000-5	S14000-5-116DMB	0.187	T24000-5-116IPG	0.187	H34000-0316FCUF	0.150	S34000-0316KCUS	0.190
4.020	J50008-4020-5	J500F8-4020-5	S14020-5-116DMB	0.187	T24020-5-116IPG	0.187	H34020-0316FCUF	0.150	S34020-0316KCUS	0.190
4.030	J50008-4030-5	J500F8-4030-5	S14030-5-116DMB	0.187	T24030-5-116IPG	0.187	H34030-0316FCUF	0.150	H34030-0316LCUF	0.187
4.040	J50008-4040-5	J500F8-4040-5	S14040-5-116DMB	0.187	T24040-5-116IPG	0.187	H34040-0316FCUF	0.150	S34040-0316KCUS	0.190
4.060	J50008-4060-5	J500F8-4060-5	S14060-5-116DMB	0.187	T24060-5-116IPG	0.187	H34060-0316FCUF	0.150	S34060-0316KCUS	0.190
4.080	J50008-4080-5	J500F8-4080-5	S14080-5-116DMB	0.189	T24080-5-116IPG	0.189	H34080-0316FCUF	0.150	S34080-0316KCUS	0.190
4.120	J50008-4120-5	J500F8-4120-5	S14120-5-116DMB	0.192	T24125-5-116IPG	0.193	H34125-0316FCUF	0.150	S34125-0316KCUS	0.190
4.125	J50008-4125-5	J500F8-4125-5	S14125-5-116DMB	0.192	T24125-5-116IPG	0.193	H34125-0316FCUF	0.150	S34125-0316KCUS	0.190
4.130	J50008-4130-5	J500F8-4130-5	S14130-5-116DMB	0.193	T24135-5-116IPG	0.193	H34130-0316FCUF	0.150	S34130-0316LCUS	0.190
4.135	J50008-4135-5	J500F8-4135-5	P14135-5-116DMB	0.193	T24135-5-116IPG	0.193	H34135-0316FCUF	0.150	S34130-0316LCUS	0.190
4.145	J50008-4145-5	J500F8-4145-5	S14145-5-116DMB	0.192	T24145-5-116IPG	0.193	H34145-0316FCUF	0.150	S34145-0316LCUS	0.190
4.155	J50008-4155-5	J500F8-4155-5	S14155-5-116DMB	0.192	T24155-5-116IPG	0.193	H34155-0316FCUF	0.150	S34155-0316JCUS	0.190
4.165	J50008-4165-5	J500F8-4165-5	S14165-5-116DMB	0.194	T24165-5-116IPG	0.194	H34165-0316FCUF	0.150	S34165-0316LCUS	0.190

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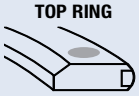
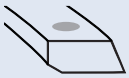
TOP RING



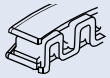
- Barrel Face Torsional
- Plasma Moly

SECOND RING



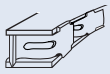
- Taper Face
- Phosphate Coated
- Reverse Torsional

F TYPE OIL RING



- Vertical corrugation similar to CP20 and Flexvent

S TYPE OIL RING

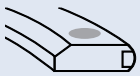


- Horizontal corrugation similar to SS50U

RING SET PART NUMBERS			INDIVIDUAL RING PART NUMBERS							
Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
1.5, 1.5, 3mm BACKCUT TOP AND 2ND									**SERIES J600**	
4.000	J60008-4000-5		S14000-5-1.5DMR	0.160	J24000-3-1.5IPC	0.163	H34005-03.0ECUF	0.152		
4.020	J60008-4020-5		S14020-5-1.5DMR	0.160	J24020-3-1.5IPC	0.163	H34025-03.0ECUF	0.152		
4.030	J60008-4030-0		S14030-0-1.5DMR	0.160	J24030-3-1.5IPC	0.163	H34035-03.0ECUF	0.152		
4.030	J60008-4030-5	J600F8-4030-5	S14030-5-1.5DMR	0.160	J24030-3-1.5IPC	0.163	H34035-03.0ECUF	0.152	J34030-03.0HCUF	0.140
4.035	J60008-4035-5		S14040-0-1.5DMR	0.160	J24040-3-1.5IPC	0.163	H34035-03.0ECUF	0.152		
4.040	J60008-4040-5	J600F8-4040-5	S14040-5-1.5DMR	0.160	J24040-3-1.5IPC	0.163	H34045-03.0ECUF	0.152	J34040-03.0HCUF	0.140
4.060	J60008-4060-5	J600F8-4060-5	S14060-5-1.5DMR	0.160	J24060-3-1.5IPC	0.163	H34065-03.0ECUF	0.152	J34060-03.0HCUF	0.140
4.080	J60008-4080-5		S14080-5-1.5DMR	0.160	J24080-3-1.5IPC	0.163	H34085-03.0ECUF	0.152		
4.125	J60008-4125-0		S14125-5-1.5DMR	0.160	J24120-3-1.5IPC	0.167	H34120-03.0ECUF	0.152		
4.125	J60008-4125-5	J600F8-4125-5	S14125-5-1.5DMR	0.160	J24125-3-1.5IPC	0.167	H34125-03.0ECUF	0.150	J34125-03.0HCUF	0.155
4.130	J60008-4130-0		S14125-5-1.5DMR	0.160	J24125-3-1.5IPC	0.167	H34130-03.0ECUF	0.152		
4.135	J60008-4135-5	J600F8-4135-5	S14135-5-1.5DMR	0.160	J24135-3-1.5IPC	0.167	H34140-03.0ECUF	0.152	J34135-03.0HCUF	0.155
4.145	J60008-4145-5	J600F8-4145-5	S14145-5-1.5DMR	0.160	J24145-3-1.5IPC	0.167	H34150-03.0ECUF	0.152	J34145-03.0HCUF	0.155
4.155	J60008-4155-0	J600F8-4155-0	S14155-0-1.5DMR	0.160	J24155-3-1.5IPC	0.167	H34160-03.0ECUF	0.152	J34155-03.0HCUF	0.155
4.155	J60008-4155-5	J600F8-4155-5	S14155-5-1.5DMR	0.160	J24155-3-1.5IPC	0.167	H34160-03.0ECUF	0.152	J34155-03.0HCUF	0.155
4.165	J60008-4165-5	J600F8-4165-5	S14165-5-1.5DMR	0.160	J24165-3-1.5IPC	0.167	H34170-03.0ECUF	0.152	J34165-03.0HCUF	0.155
4.185	J60008-4185-5		S14185-5-1.5DMR	0.160	J24187-0-1.5IPC	0.160	H34187-03.0ECUF	0.152		
Bore	**Ultra Low Tension**	**High Tension**	**Top Ring #**	**Max Radial**	**Second Ring #**	**Max Radial**	**Ultra Low Tension Oil Ring #**	**Max Radial**	**High Tension Oil Ring #**	**Max Radial**
4.030	J600U8-4030-5		S14030-5-1.5DMR	0.160	J24030-3-1.5IPC	0.163	S34030-03.0DCUS	0.130		
Bore	**Low Tension**	**Std. Tension**	**Top Ring #**	**Max Radial**	**Second Ring #**	**Max Radial**	**Low Tension Oil Ring #**	**Max Radial**	**Std. Tension Oil Ring #**	**Max Radial**
1.5, 1.5, 3/16 BACKCUT TOP AND 2ND									**SERIES J690**	
4.030	J69008-4030-5	J690F8-4030-5	S14030-5-1.5DMR	0.160	J24030-3-1.5IPC	0.163	H34030-0316FCUF	0.150	S34030-0316KCUS	0.190
4.040	J69008-4040-5	J690F8-4040-5	S14040-5-1.5DMR	0.160	J24040-3-1.5IPC	0.163	H34040-0316FCUF	0.150	S34040-0316KCUS	0.190
4.125	J69008-4125-5	J690F8-4125-5	S14125-5-1.5DMR	0.160	J24125-3-1.5IPC	0.167	H34125-0316FCUF	0.150	S34125-0316KCUS	0.190
4.130	J69008-4130-0	J690F8-4130-5	S14125-5-1.5DMR	0.160	J24125-3-1.5IPC	0.167	H34130-0316FCUF	0.150	S34130-0316LCUS	0.190
4.135	J69008-4135-5		S14135-5-1.5DMR	0.160	J24135-3-1.5IPC	0.167	H34135-0316FCUF	0.150		
4.155	J69008-4155-0	J690F8-4155-5	S14155-0-1.5DMR	0.160	J24155-3-1.5IPC	0.167	H34155-0316FCUF	0.150	S34155-0316JCUS	0.190
Bore	**Ultra Low Tension**	**High Tension**	**Top Ring #**	**Max Radial**	**Second Ring #**	**Max Radial**	**Ultra Low Tension Oil Ring #**	**Max Radial**	**High Tension Oil Ring #**	**Max Radial**
4.000	J690U8-4000-5		S14000-5-1.5DMR	0.160	J24000-3-1.5IPC	0.163	S34000-0316DCUS	0.133		
4.135	J690U8-4135-5		S14135-5-1.5DMR	0.160	J24135-3-1.5IPC	0.167	S34140-0316DCUS	0.130		

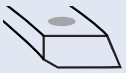
PREMIUM SPORTSMAN SERIES

TOP RING



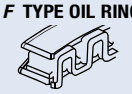
- *Barrel Face Torsional*
- *Plasma Moly*

SECOND RING



- *Taper Face*
- *Phosphate Coated*

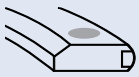
F TYPE OIL RING

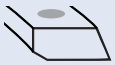


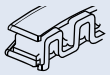
- *Vertical corrugation similar to CP20 and Flexvent*

RING SET PART NUMBERS			INDIVIDUAL RING PART NUMBERS							
Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
.043, .043, 3mm BACKCUT TOP AND 2ND — SERIES J700										
4.000	J70008-4000-5		S14000-5-043DMR	0.160	S24000-5-043IPC	0.165	H34005-03.0ECUF	0.152		
4.020	J70008-4020-5		S14020-5-043DMR	0.160	S24020-5-043IPC	0.165	H34025-03.0ECUF	0.152		
4.030	J70008-4030-0		S14030-0-043DMR	0.160	S24030-5-043IPC	0.165	H34035-03.0ECUF	0.152		
4.030	J70008-4030-5	J700F8-4030-5	S14030-5-043DMR	0.160	S24030-5-043IPC	0.165	H34035-03.0ECUF	0.152	J34030-03.0HCUF	0.140
4.040	J70008-4040-0		S14040-0-043DMR	0.160	S24040-5-043IPC	0.165	H34045-03.0ECUF	0.152		
4.040	J70008-4040-5	J700F8-4040-5	S14040-5-043DMR	0.160	S24040-5-043IPC	0.165	H34045-03.0ECUF	0.152	J34040-03.0HCUF	0.140
4.060	J70008-4060-5	J700F8-4060-5	S14060-5-043DMR	0.160	S24060-5-043IPC	0.165	H34065-03.0ECUF	0.152	J34060-03.0HCUF	0.140
4.080	J70008-4080-5		S14080-5-043DMR	0.160	S24080-5-043IPC	0.165	H34085-03.0ECUF	0.152		
4.120	J70008-4120-5		S14120-5-043DMR	0.160	S24120-5-043IPC	0.170	H34125-03.0ECUF	0.150		
4.125	J70008-4125-5	J700F8-4125-5	S14125-5-043DMR	0.160	S24130-5-043IPC	0.170	H34125-03.0ECUF	0.150	J34125-03.0HCUF	0.155
4.130	J70008-4130-5		S14130-5-043DMR	0.160	S24130-5-043IPC	0.170	H34130-03.0ECUF	0.152		
4.135	J70008-4135-5	J700F8-4135-5	S14135-5-043DMR	0.160	S24135-5-043IPC	0.160	H34140-03.0ECUF	0.152	J34135-03.0HCUF	0.155
4.145	J70008-4145-5	J700F8-4145-5	S14145-5-043DMR	0.160	S24145-5-043IPC	0.160	H34150-03.0ECUF	0.152	J34145-03.0HCUF	0.155
4.150	J70008-4150-0		S14150-5-043DMR	0.160	S24145-5-043IPC	0.160	H34150-03.0ECUF	0.152		
4.155	J70008-4155-5	J700F8-4155-5	S14155-5-043DMR	0.160	S24155-5-043IPC	0.170	H34160-03.0ECUF	0.152	J34155-03.0HCUF	0.155
4.165	J70008-4165-5	J700F8-4165-5	S14165-5-043DMR	0.160	S24165-5-043IPC	0.170	H34170-03.0ECUF	0.152	J34165-03.0HCUF	0.155
4.175	J70008-4175-5		S14175-5-043DMR	0.160	S24175-5-043IPC	0.160	H34180-03.0ECUF	0.152		
4.185	J70008-4185-5		S14185-5-043DMR	0.160	S24185-5-043IPC	0.170	H34187-03.0ECUF	0.152		
4.190	J70008-4190-5		S14190-5-043DMR	0.163	S24190-5-043IPC	0.163	H34195-03.0ECUF	0.152		
4.195	J70008-4195-5		S14195-5-043DMR	0.163	S24195-5-043IPC	0.163	H34200-03.0ECUF	0.152		
4.205	J70008-4205-5		S14205-5-043DMR	0.163	S24205-5-043IPC	0.163	H34210-03.0ECUF	0.152		
4.215	J70008-4215-5		S14215-5-043DMR	0.163	S24215-5-043IPC	0.163	H34220-03.0ECUF	0.152		
4.610	J70008-4610-5		S14610-5-043DMR	0.175	S24610-5-043IPC	0.175	J34610-03.0FCUF	0.153		
.043, 1.5, 3mm BACKCUT TOP AND 2ND — SERIES J70T										
4.000	J70T08-4000-5		S14000-5-043DMR	0.160	J24000-3-1.5IPC	0.163	H34005-03.0ECUF	0.152		
4.020	J70T08-4020-5		S14020-5-043DMR	0.160	J24020-3-1.5IPC	0.163	H34025-03.0ECUF	0.152		
4.030	J70T08-4030-5	J70TF8-4030-5	S14030-5-043DMR	0.160	J24030-3-1.5IPC	0.163	H34035-03.0ECUF	0.152	J34030-03.0HCUF	0.140
4.040	J70T08-4040-0	J70TF8-4040-0	S14040-0-043DMR	0.160	J24040-3-1.5IPC	0.163	H34045-03.0ECUF	0.152	J34040-03.0HCUF	0.140
4.040	J70T08-4040-5	J70TF8-4040-5	S14040-5-043DMR	0.160	J24040-3-1.5IPC	0.163	H34045-03.0ECUF	0.152	J34040-03.0HCUF	0.140
4.060	J70T08-4060-5	J70TF8-4060-5	S14060-5-043DMR	0.160	J24060-3-1.5IPC	0.163	H34065-03.0ECUF	0.152	J34060-03.0HCUF	0.140
4.080	J70T08-4080-5		S14080-5-043DMR	0.160	J24080-3-1.5IPC	0.163	H34085-03.0ECUF	0.152		
4.120	J70T08-4120-5	J70TF8-4120-5	S14120-5-043DMR	0.160	J24120-3-1.5IPC	0.167	H34125-03.0ECUF	0.150	J34125-03.0HCUF	0.155
4.125	J70T08-4125-5	J70TF8-4125-5	S14125-5-043DMR	0.160	J24125-3-1.5IPC	0.167	H34125-03.0ECUF	0.150	J34125-03.0HCUF	0.155
4.130	J70T08-4130-5		S14130-5-043DMR	0.160	J24135-3-1.5IPC	0.167	H34130-03.0ECUF	0.152		
4.135	J70T08-4135-5	J70TF8-4135-5	S14135-5-043DMR	0.160	J24135-3-1.5IPC	0.167	H34140-03.0ECUF	0.152	J34135-03.0HCUF	0.155
4.145	J70T08-4145-5	J70TF8-4145-5	S14145-5-043DMR	0.160	J24145-3-1.5IPC	0.167	H34150-03.0ECUF	0.152	J34145-03.0HCUF	0.155
4.150	J70T08-4150-5	J70TF8-4150-5	S14150-5-043DMR	0.160	J24155-3-1.5IPC	0.167	H34157-03.0ECUF	0.152	J34155-03.0HCUF	0.155
4.155	J70T08-4155-5	J70TF8-4155-5	S14155-5-043DMR	0.160	J24155-3-1.5IPC	0.167	H34160-03.0ECUF	0.152	J34155-03.0HCUF	0.155
4.165	J70T08-4165-5	J70TF8-4165-5	S14165-5-043DMR	0.160	J24165-3-1.5IPC	0.167	H34170-03.0ECUF	0.152	J34165-03.0HCUF	0.155
.043, 1/16, 3/16 BACKCUT TOP — SERIES J711										
4.560	J711L8-4560-5	J711F8-4560-5	S14560-5-043DMR	0.175	P24560-5-116IPT	0.210	H34560-0316GCUF	0.150	J34560-0316LCUF	0.201
4.600	J711L8-4600-5	J711F8-4600-5	S14600-5-043DMR	0.175	P24600-5-116IPT	0.212	S34600-0316HCUS	0.190	J34600-0316LCUF	0.201
4.610	J711L8-4610-5		S14610-5-043DMR	0.175	P24610-5-116IPT	0.212	J34610-0316HCUF			
.043, .043, 3/16 BACKCUT TOP AND 2ND — SERIES J720										
4.000	J72008-4000-5	J720F8-4000-5	S14000-5-043DMR	0.160	S24000-5-043IPC	0.165	H34000-0316FCUF	0.150	S34000-0316KCUS	0.190
4.030	J72008-4030-5	J720F8-4030-5	S14030-5-043DMR	0.160	S24030-5-043IPC	0.165	H34030-0316FCUF	0.150	S34030-0316KCUS	0.190
4.040	J72008-4040-5	J720F8-4040-5	S14040-5-043DMR	0.160	S24040-5-043IPC	0.165	H34040-0316FCUF	0.150	S34040-0316KCUS	0.190
4.060	J72008-4060-5	J720F8-4060-5	S14060-5-043DMR	0.160	S24060-5-043IPC	0.165	H34060-0316FCUF	0.150	S34060-0316KCUS	0.190
4.125	J72008-4125-5	J720F8-4125-5	S14125-5-043DMR	0.160	S24130-5-043IPC	0.170	H34125-0316FCUF	0.150	S34125-0316KCUS	0.190
4.130	J72008-4130-5	J720F8-4130-5	S14130-5-043DMR	0.160	S24130-5-043IPC	0.170	H34130-0316FCUF	0.150	S34130-0316LCUS	0.190
4.155	J72008-4155-5	J720F8-4155-5	S14155-5-043DMR	0.160	S24155-5-043IPC	0.170	H34155-0316FCUF	0.150	S34155-0316JCUS	0.190
4.165	J72008-4165-5	J720F8-4165-5	S14165-5-043DMR	0.160	S24165-5-043IPC	0.170	H34165-0316FCUF	0.150	S34165-0316LCUS	0.190
.043, .043, 3MM BACKCUT TOP AND 2ND — SERIES J740										
4.600	J74008-4600-5	J740F8-4600-5	S14600-5-043DMR	0.175	S24600-5-043DPC	0.175	J34600-03.0FCUF	0.150	J34600-03.0HCUF	0.149
.043, 1/16, 3mm BACKCUT TOP — SERIES J760										
4.030	J76008-4030-5	J760F8-4030-5	S14030-5-043DMR	0.160	P24030-5-116IPT	0.187	H34035-03.0ECUF	0.152	J34030-03.0HCUF	0.140
4.060	J76008-4060-5	J760F8-4060-5	S14060-5-043DMR	0.160	P24060-5-116IPT	0.187	H34065-03.0ECUF	0.152	J34060-03.0HCUF	0.140
4.080	J76008-4080-5		S14080-5-043DMR	0.160	S24080-5-116IPT	0.189	H34085-03.0ECUF	0.152		
4.125	J76008-4125-5	J760F8-4125-5	S14125-5-043DMR	0.160	P24125-5-116IPT	0.193	H34125-03.0ECUF	0.150	J34125-03.0HCUF	0.155
4.130	J76008-4130-5		S14130-5-043DMR	0.160	P24135-5-116IPT	0.193	H34130-03.0ECUF	0.152		

PREMIUM SPORTSMAN SERIES

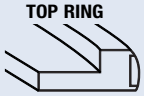
TOP RING

• Barrel Face Torsional
• Plasma Moly

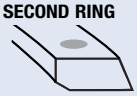
SECOND RING

• Taper Face
• Phosphate Coated

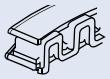
F TYPE OIL RING

• Vertical corrugation similar to CP20 and Flexvent

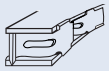
Bore	Ultra Low Tension	Low Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
.043, .043, 3mm BACKCUT TOP									**SERIES J770**	
4.560		J77008-4560-5	S14560-5-043DMR	0.175	S24560-5-043IPT	0.208			J34560-03.0FCUF	0.150
4.600	J770U8-4600-5	J77008-4600-5	S14600-5-043DMR	0.175	S24600-5-043IPT	0.217	H34600-03.0DCUF	0.152	J34600-03.0FCUF	0.150
4.610		J77008-4610-5	S14610-5-043DMR	0.175	S24610-5-043IPT	0.210			J34610-03.0FCUF	0.153
4.625		J77008-4625-5	S14625-5-043DMR	0.175	S24625-5-043IPT	0.212			H34625-03.0FCUF	0.152
4.675		J77008-4675-5	S14675-5-043DMR	0.175	S24675-5-043IPT	0.212			H34675-03.0FCUF	0.152

Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
FACTORY 502/JE 502									**SERIES J800**	
4.468	J83008-4468	Factory 502	H14468-0-2.0DMK	0.208	H24468-0-1.5IPT	0.208	H34468-04.0FCUF	0.140		
4.468	J85008-4468	JE Pistons 502	H14468-0-2.0DMK	0.208	H24472-0-564IPT	0.208	H34468-0316HCUF	0.150		

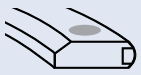
TOP RING

• D017 Dykes
• Plasma Moly

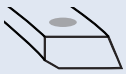
SECOND RING

• Taper Face
• Phosphate Coated

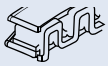
F TYPE OIL RING

• Vertical corrugation similar to CP20 and Flexvent

S TYPE OIL RING

• Horizontal corrugation similar to SS50U

	RING SET PART NUMBERS		INDIVIDUAL RING PART NUMBERS							
Bore	Std. Tension	High Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial	High Tension Oil Ring #	Max Radial
D017 DYKES, 1/16, 3/16									**SERIES J880**	
4.185		J880H8-4185-5	J14185-5-017DMD	0.173	S24188-0-116IPT	0.194			J34190-0316NCUF	0.197
4.310	J880F8-4310-5	J880H8-4310-5	J14310-5-017DMD	0.173	P24310-5-116IPT	0.198	S34310-0316LCUS	0.190	J34310-0316NCUF	0.197
4.375		J880H8-4375-5	J14375-5-017DMD	0.173	S24375-5-116IPT	0.204			J34375-0316NCUF	0.197

TOP RING

• Barrel Face Torsional
• Plasma Moly

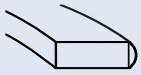
SECOND RING

• Taper Face
• Phosphate Coated

F TYPE OIL RING

• Vertical corrugation similar to CP20 and Flexvent

Bore	Low Tension	Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
1.2, 1.5, 3mm BACKCUT TOP AND 2ND									**SERIES J910**	
4.000	J91008-4000-5		S14000-5-1.2DMR	0.160	J24000-3-1.5IPC	0.163	H34005-03.0ECUF	0.152		
4.010	J91008-4010-5		S14010-5-1.2DMR	0.160	J24010-3-1.5IPC	0.163	H34015-03.0ECUF	0.152		
4.020	J91008-4020-5		S14020-5-1.2DMR	0.160	J24020-3-1.5IPC	0.163	H34025-03.0ECUF	0.152		
4.030	J91008-4030-5	J910F8-4030-5	S14030-5-1.2DMR	0.160	J24030-3-1.5IPC	0.163	H34035-03.0ECUF	0.152	J34030-03.0HCUF	0.140
4.040	J91008-4040-5	J910F8-4040-5	S14040-5-1.2DMR	0.160	J24040-3-1.5IPC	0.163	H34045-03.0ECUF	0.152	J34040-03.0HCUF	0.140
4.050	J91008-4050-5		S14050-5-1.2DMR	0.160	J24060-3-1.5IPC	0.163	H34055-03.0ECUF	0.152		
4.060	J91008-4060-5	J910F8-4060-5	S14060-5-1.2DMR	0.160	J24060-3-1.5IPC	0.163	H34065-03.0ECUF	0.152	J34060-03.0HCUF	0.140
4.080	J91008-4080-5		S14080-5-1.2DMR	0.160	J24080-3-1.5IPC	0.163	H34085-03.0ECUF	0.152		
4.100	J91008-4100-5		S14100-5-1.2DMR	0.160	J24100-3-1.5IPC	0.167	H34100-03.0ECUF	0.152		
4.120	J91008-4120-5		S14120-5-1.2DMR	0.160	J24120-3-1.5IPC	0.167	H34125-03.0ECUF	0.150		
4.125	J91008-4125-5	J910F8-4125-5	S14125-5-1.2DMR	0.160	J24125-3-1.5IPC	0.167	H34130-03.0ECUF	0.152	J34125-03.0HCUF	0.155
4.130	J91008-4130-5		S14130-5-1.2DMR	0.160	J24135-3-1.5IPC	0.167	H34132-03.0ECUF	0.152		
4.135	J91008-4135-5	J910F8-4135-5	S14135-5-1.2DMR	0.160	J24135-3-1.5IPC	0.167	H34140-03.0ECUF	0.152	J34135-03.0HCUF	0.155
4.140	J91008-4140-5		S14140-5-1.2DMR	0.160	J24145-3-1.5IPC	0.167	H34150-03.0ECUF	0.152		
4.145	J91008-4145-5	J910F8-4145-5	S14145-5-1.2DMR	0.160	J24145-3-1.5IPC	0.167	H34150-03.0ECUF	0.152	J34145-03.0HCUF	0.155
4.150	J91008-4150-5	J910F8-4150-5	S14150-5-1.2DMR	0.160	J24155-3-1.5IPC	0.167	H34157-03.0ECUF	0.152	J34155-03.0HCUF	0.155
4.155	J91008-4155-5	J910F8-4155-5	S14155-5-1.2DMR	0.160	J24155-3-1.5IPC	0.167	H34160-03.0ECUF	0.152	J34155-03.0HCUF	0.155
4.165	J91008-4165-5	J910F8-4165-5	S14165-5-1.2DMR	0.160	J24165-3-1.5IPC	0.167	H34170-03.0ECUF	0.152	J34165-03.0HCUF	0.155
1.2, .043, 3mm BACKCUT TOP AND 2ND									**SERIES J911**	
4.000	J91108-4000-5		S14000-5-1.2DMR	0.160	S24000-5-043IPC	0.165	H34005-03.0ECUF	0.152		
4.020	J91108-4020-5		S14020-5-1.2DMR	0.160	S24020-5-043IPC	0.165	H34025-03.0ECUF	0.152		
4.030	J91108-4030-5	J911F8-4030-5	S14030-5-1.2DMR	0.160	S24030-5-043IPC	0.165	H34035-03.0ECUF	0.152	J34030-03.0HCUF	0.140
4.040	J91108-4040-5	J911F8-4040-5	S14040-5-1.2DMR	0.160	S24040-5-043IPC	0.165	H34045-03.0ECUF	0.152	J34040-03.0HCUF	0.140
4.060	J91108-4060-5	J911F8-4060-5	S14060-5-1.2DMR	0.160	S24060-5-043IPC	0.165	H34065-03.0ECUF	0.152	J34060-03.0HCUF	0.140
4.080	J91108-4080-5		S14080-5-1.2DMR	0.160	S24080-5-043IPC	0.165	H34085-03.0ECUF	0.152		
4.120	J91108-4120-5	J911F8-4120-5	S14120-5-1.2DMR	0.160	S24120-5-043IPC	0.170	H34125-03.0ECUF	0.150	J34125-03.0HCUF	0.155
4.125	J91108-4125-5	J911F8-4125-5	S14125-5-1.2DMR	0.160	S24130-5-043IPC	0.170	H34130-03.0ECUF	0.152	J34125-03.0HCUF	0.155
4.130	J91108-4130-5		S14130-5-1.2DMR	0.160	S24130-5-043IPC	0.170	H34130-03.0ECUF	0.152		
4.155	J91108-4155-5	J911F8-4155-5	S14155-5-1.2DMR	0.160	S24155-5-043IPC	0.170	H34160-03.0ECUF	0.152	J34155-03.0HCUF	0.155
4.165	J91108-4165-5	J911F8-4165-5	S14165-5-1.2DMR	0.160	S24165-5-043IPC	0.170	H34170-03.0ECUF	0.152	J34165-03.0HCUF	0.155
4.185	J91108-4185-5		S14185-5-1.2DMR	0.160	S24185-5-043IPC	0.170	H34187-03.0ECUF	0.152		
4.190	J91108-4190-5		S14190-5-1.2DMR	0.160	S24190-5-043IPC	0.163	H34187-03.0ECUF	0.152		

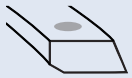
PREMIUM SPORTSMAN SERIES

TOP RING



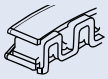
- Barrel Face Torsional
- Carbon Steel
- Chrome Face

SECOND RING



- Taper Face
- Phosphate Coated

F TYPE OIL RING



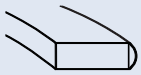
- Vertical corrugation similar to CP20 and Flexvent

1.2, 1.5, 3mm BACKCUT TOP AND 2ND — SERIES J912

Bore	RING SET PART NUMBERS: Low Tension	RING SET PART NUMBERS: Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
4.120	J91208-4120-3	J912F8-4120-3	J14120-3-1.2CUS	0.154	J24120-3-1.5IPC	0.167	H34125-03.0ECUF	0.150	J34125-03.0HCUF	0.155
4.125	J91208-4125-3	J912F8-4125-3	J14125-3-1.2CUS	0.154	J24125-3-1.5IPC	0.167	H34130-03.0ECUF	0.152	J34125-03.0HCUF	0.155
4.135	J91208-4135-3	J912F8-4135-3	J14135-3-1.2CUS	0.154	J24135-3-1.5IPC	0.167	H34140-03.0ECUF	0.152	J34135-03.0HCUF	0.155
4.145	J91208-4145-3	J912F8-4145-3	J14145-3-1.2CUS	0.162	J24145-3-1.5IPC	0.167	H34150-03.0ECUF	0.152	J34145-03.0HCUF	0.155
4.155	J91208-4155-3	J912F8-4155-3	J14155-3-1.2CUS	0.162	J24155-3-1.5IPC	0.167	H34160-03.0ECUF	0.152	J34155-03.0HCUF	0.155

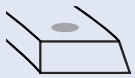
PREMIUM SPORTSMAN SERIES

TOP RING



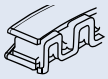
- Barrel Face Torsional
- Carbon Steel
- Chrome Face

SECOND RING



- Ductile Iron
- Taper Face

F TYPE OIL RING



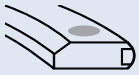
- Vertical corrugation similar to CP20 and Flexvent

1.2, 1.2, 3mm BACKCUT TOP AND 2ND — SERIES J913

Bore	RING SET PART NUMBERS: Low Tension	RING SET PART NUMBERS: Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
4.125	J91308-4125-3	J913F8-4125-3	J14125-3-1.2CUS	0.154	J24125-2-1.2DPA	0.155	H34130-03.0ECUF	0.152	J34125-03.0HCUF	0.155

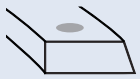
PREMIUM SPORTSMAN SERIES

TOP RING



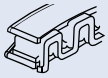
- Barrel Face Torsional
- Plasma Moly

SECOND RING



- Ductile Iron
- Taper Face

F TYPE OIL RING



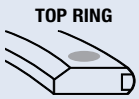
- Vertical corrugation similar to CP20 and Flexvent

1.2, 1.2, 3mm BACKCUT TOP AND 2ND — SERIES J930

Bore	RING SET PART NUMBERS: Low Tension	RING SET PART NUMBERS: Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
4.000	J93008-4000-5		S14000-5-1.2DMR	0.160	J24005-2-1.2DPA	0.155	H34005-03.0ECUF	0.152		
4.010	J93008-4010-5		S14010-5-1.2DMR	0.160	J24010-4-1.2DPA	0.155	H34015-03.0ECUF	0.152		
4.020	J93008-4020-5		S14020-5-1.2DMR	0.160	J24020-2-1.2DPA	0.155	H34025-03.0ECUF	0.152		
4.030	J93008-4030-5	J930F8-4030-5	S14030-5-1.2DMR	0.160	J24030-2-1.2DPA	0.155	H34035-03.0ECUF	0.152	J34030-03.0HCUF	0.140
4.040	J93008-4040-5	J930F8-4040-5	S14040-5-1.2DMR	0.160	J24040-2-1.2DPA	0.155	H34045-03.0ECUF	0.152	J34040-03.0HCUF	0.140
4.050	J93008-4050-5		S14050-5-1.2DMR	0.160	J24050-2-1.2DPA	0.155	H34055-03.0ECUF	0.152		
4.060	J93008-4060-5	J930F8-4060-5	S14060-5-1.2DMR	0.160	J24060-0-1.2DPA	0.155	H34065-03.0ECUF	0.152	J34060-03.0HCUF	0.140
4.070	J93008-4070-5		S14070-5-1.2DMR	0.160	J24070-0-1.2DPA	0.155	C34070-03.0ECUF	0.152		
4.080	J93008-4080-5		S14080-5-1.2DMR	0.160	J24080-0-1.2DPA	0.155	H34085-03.0ECUF	0.152		
4.125	J93008-4125-5	J930F8-4125-5	S14125-5-1.2DMR	0.160	J24125-2-1.2DPA	0.155	H34125-03.0ECUF	0.150	J34125-03.0HCUF	0.155
4.135	J93008-4135-5	J930F8-4135-5	S14135-5-1.2DMR	0.160	J24135-2-1.2DPA	0.155	H34140-03.0ECUF	0.152	J34135-03.0HCUF	0.155
4.145	J93008-4145-5	J930F8-4145-5	S14145-5-1.2DMR	0.160	J24145-2-1.2DPA	0.155	H34150-03.0ECUF	0.152	J34145-03.0HCUF	0.155
4.155	J93008-4155-5	J930F8-4155-5	S14155-5-1.2DMR	0.160	J24155-3-1.2DPA	0.155	H34160-03.0ECUF	0.152	J34155-03.0HCUF	0.155

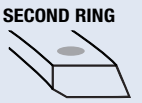
PREMIUM SPORTSMAN SERIES

TOP RING



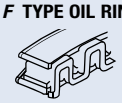
- Barrel Face Torsional
- Plasma Moly

SECOND RING



- Taper Face
- Phosphate Coated
- Reverse Torsional

F TYPE OIL RING



- Vertical corrugation similar to CP20 and Flexvent

1.2, 1.5, 3/16 BACKCUT TOP AND 2ND — SERIES J960

Bore	RING SET PART NUMBERS: Low Tension	RING SET PART NUMBERS: Std. Tension	Top Ring #	Max Radial	Second Ring #	Max Radial	Low Tension Oil Ring #	Max Radial	Std. Tension Oil Ring #	Max Radial
4.020	J96008-4020-5	J960F8-4020-5	S14020-5-1.2DMR	0.160	J24020-3-1.5IPC	0.163	H34020-0316FCUF	0.150	S34020-0316KCUS	0.190
4.030	J96008-4030-5	J960F8-4030-5	S14030-5-1.2DMR	0.160	J24030-3-1.5IPC	0.163	H34030-0316FCUF	0.150	S34030-0316KCUS	0.190
4.135	J96008-4135-5	J960F8-4135-5	S14135-5-1.2DMR	0.160	J24135-3-1.5IPC	0.167	H34135-0316FCUF	0.150	S34130-0316LCUS	0.190
4.145	J96008-4145-5	J960F8-4145-5	S14145-5-1.2DMR	0.160	J24145-3-1.5IPC	0.167	H34145-0316FCUF	0.150	S34145-0316LCUS	0.190
4.155	J96008-4155-5	J960F8-4155-5	S14155-5-1.2DMR	0.160	J24155-3-1.5IPC	0.167	H34155-0316FCUF	0.150	S34155-0316JCUS	0.190

Example:

BASE # — BORE SIZE — FILE FIT*

JXC0F4 - 2953 - 2

TENSION CODE
0 - Low Tension
F - Standard Tension
H - High Tension

OF CYLINDERS

*No number or 0 means that ring set has a standard gap, but be sure to always check if file fitting is required

SPORT COMPACT AND SMALL BORE

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

Specially developed for use with either Nikasil and/or factory iron blocks and liners. Added tensile strength helps maintain bore conformity to improve ring to cylinder wall seal.

Includes:

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

AXIAL HEIGHT	BASE #	BORE SIZES
1.2mm • 1.2mm • 2.8mm	JG0004	3031, 3051, 3071
1.0mm • 1.2mm • 2.8mm	JG1004	3189, 3209, 3228, 3250, 3268, 3287, 3307, 3327, 3346
1.5mm • 1.5mm • 4.0mm	JG2004	3445, 3504, 3514, 3524, 3534
6 CYLINDER SETS		
1.0mm • 1.2mm • 2.8mm	JG1006	3228, 3268, 3287, 3307
1.5mm • 1.5mm • 4.0mm	JG2206	3484
Ductile Iron/Moly top ring, Cast Iron 2nd ring, low tension oil ring		
1.5mm • 1.5mm • 4.0mm	J64004	3504, 3740, 3810, 3820
1.5mm • 1.5mm • 4.0mm	J640F4	3307, 3317, 3327, 3347
1.5mm • 1.5mm • 4.0mm	J640H4	3366, 3543, 3700, 3780
1.5mm • 1.5mm • 4.0mm	J614F4	3386, 3406, 3622, 3642
1.5mm • 1.5mm • 4.0mm	J615F4	3425, 3445
1.5mm • 1.5mm • 4.0mm	J616F4	3830
1.5mm • 1.5mm • 4.0mm	J670F4	3366

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

Includes:

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

AXIAL HEIGHT	BASE #	BORE SIZES
1.0mm • 1.2mm • 2.8mm	JXC0F4	2953-2, 2963-0, 2972-2, 3189-3, 3199-0, 3209-2, 3228-0, 3248-2, 3268-2, 3287-0, 3307-2, 3327-0, 3346-0,
1.2mm • 1.2mm • 2.8mm	JC0004	3386, 3425
1.2mm • 1.2mm • 3.0mm	JC1204	3465
1.2mm • 1.5mm • 2.8mm	JC14F4	3917
1.2mm • 1.5mm • 4.0mm	JC15F4	3405
1.2mm • 1.5mm • 3.0mm	JC1904	3366, 3386
1.2mm • 1.5mm • 3.0mm	JC2104	3406, 3425
1.2mm • 1.2mm • 2.8mm	JC8004	3445
1.2mm • 1.5mm • 3.0mm	JC9004	3622
6 CYLINDER SETS		
1.0mm • 1.2mm • 2.8mm	JXC0F6	3228-0, 3268-0, 3287-0, 3307-2
1.2mm • 1.5mm • 3.0mm	JC2106	3406, 3425
1.2mm • 1.5mm • 3.0mm	JC2206	3606
1.2mm • 1.2mm • 2.5mm	JC2806	3760
1.5mm • 1.5mm • 2.8mm	JC50F6	3445

SPORTSMAN SERIES

Introducing JE Pro Seal "Sportsman Series" rings. With a 1/16" ductile iron plasma moly inlay top ring, a 1/16" premium iron taper faced second ring and a 3/16" chrome plated carbon steel oil ring, these ring packages offer track tested combinations in popular bore sizes at economical prices.

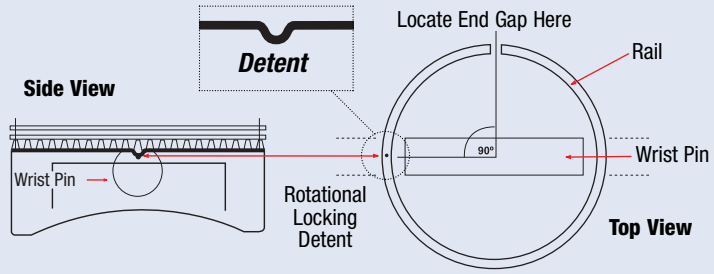
- **Top Ring –** Material: Ductile Iron – Coating: Plasma Moly
- **Second Ring –** Material: Cast Iron – Coating: Phosphate – Shape: Taper Face
- **Oil Ring** – Material: Carbon Steel – Coating: Chrome Plated

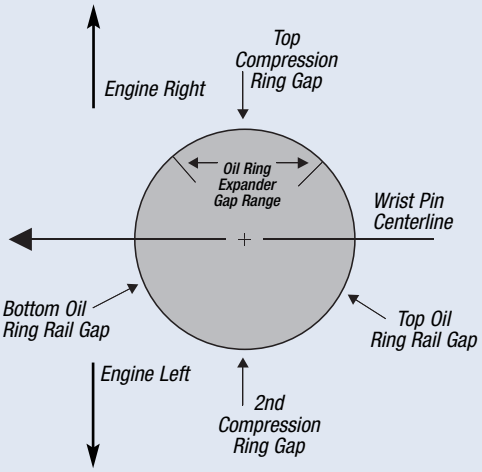
1/16, 1/16, 3/16 **SPORTSMAN SERIES** *SERIES 100S*

Bore Size	Ring Set #	Bore Size	Ring Set #	Bore Size	Ring Set #	Bore Size	Ring Set #
4.020	S100S8-4020-5	4.125	S100S8-4125-5	4.280	S100S8-4280-5	4.500	S100S8-4500-5
4.030	S100S8-4030-5	4.145	S100S8-4145-5	4.310	S100S8-4310-5	4.530	S100S8-4530-5
4.040	S100S8-4040-5	4.155	S100S8-4155-5	4.350	S100S8-4350-5	4.560	S100S8-4560-5
4.060	S100S8-4060-5	4.165	S100S8-4165-5	4.390	S100S8-4390-5	4.600	S100S8-4600-5

RAIL SUPPORTS & RING PLACEMENT

JE Rail Supports feature a special locking detent to prevent rotation of the oil rail and keep the rail support gap 90º from the pin bore opening on the piston. This JE exclusive feature prevents the rail from rotating in the oil ring groove. Oil rail supports prevent the oil ring rails from spiraling off of pistons with short compression distances.



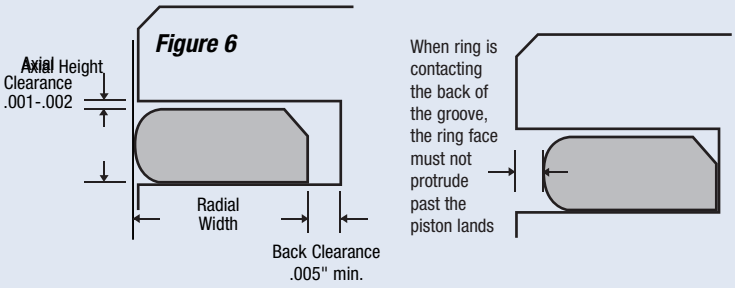


Bore Range	Grams	Part No.	Bore Range	Grams	Part No	Bore Range	Grams	Part No
2.999-3.039	4	***3000-122***	3.748-3.774	7	***3750-162***	4.248-4.279	9	***4250-193***
3.040-3.069	4	***3040-122***	3.775-3.809	7	***3775-162***	4.280-4.309	9	***4280-193***
3.070-3.114	4	***3070-122***	3.810-3.839	7	***3812-173***	4.310-4.349	9	***4310-193***
3.115-3.169	4	***3115-122***	3.840-3.874	7	***3840-173***	4.350-4.374	9	***4350-193***
3.170-3.229	4	***3170-132***	3.875-3.904	7	***3875-173***	4.375-4.404	9	***4375-193***
3.230-3.285	4	***3230-122***	3.905-3.934	7	***3905-173***	4.405-4.437	9	***4405-193***
3.286-3.344	4	***3285-122***	3.935-3.959	7	***3935-173***	4.438-4.469	9	***4440-203***
3.345-3.384	4	***3346-122***	3.960-3.998	7	***3960-173***	4.470-4.499	9	***4470-203***
3.385-3.423	4	***3385-122***	3.999-4.029	8	***4000-183***	4.500-4.529	10	***4500-203***
3.424-3.464	4	***3425-122***	4.030-4.059	8	***4030-183***	4.530-4.559	10	***4530-203***
3.465-3.509	5	***3465-142***	4.060-4.079	8	***4060-183***	4.560-4.599	10	***4562-203***
3.510-3.559	5	***3510-142***	4.080-4.119	8	***4080-183***	4.600-4.635	10	***4600-203***
3.560-3.604	6	***3560-142***	4.120-4.154	8	***4125-183***	4.636-4.674	10	***4636-203***
3.605-3.654	6	***3605-162***	4.155-4.184	8	***4155-183***	4.675-4.700	10	***4675-203***
3.655-3.699	6	***3655-162***	4.185-4.214	8	***4185-183***			
3.700-3.747	6	***3700-162***	4.215-4.247	8	***4215-183***			

RING INSTALLATION GUIDELINES

IMPORTANT: BEFORE FILING RINGS *– Check each individual ring in its corresponding piston ring groove to ensure proper ring groove depth (radial back clearance) and axial clearance (height) (fig. 6). Proper cylinder finish (honing), ring end-gap, and lubrication are critical to achieving optimum ring seal.*

RING GAP CHART	Minimum Gap Per Inch of Bore		
	Top Ring	2nd Ring	Oil Ring Rail
Application	***Bore x***	***Bore x***	***Min. Gap***
High-Perf. Street/Strip	*.0045"*	*.0050"*	*.015"*
Street Moderate Turbo/Nitrous	*.0050"*	*.0055"*	*.015"*
Late Model Stock	*.0050"*	*.0053"*	*.015"*
Circle Track/Drag Race	*.0055"*	*.0057"*	*.015"*
Nitrous Race Only	*.0070"*	*.0073"*	*.015"*
Blown Race Only	*.0060"*	*.0063"*	*.015"*



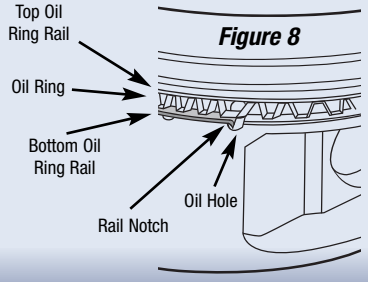
END GAP

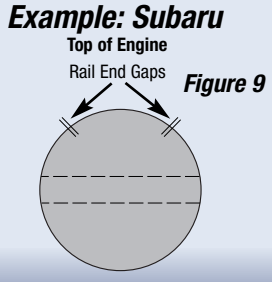
End gap is the clearance between the two ends of a piston ring as it is installed in a cylinder. Most high performance and racing engine builders purchase piston rings slightly oversized in order to file fit them to very precise end gaps. Testing has shown measurable increases in horsepower and decreases in blow-by as a result of properly fitting the ring end gap to the operating conditions. Factors such as supercharging, turbocharging, nitrous oxide, endurance racing and different fuels determine proper ring end gap. Proper ring end gap can be more than double from one engine to the next depending upon the above factors.

At operating temperature, the top ring end gap should be as small as possible, but never touch. Precise machining of the cylinder bores is critical, and is the reason why rings should be fitted to the cylinder in which they are to be installed. A diameter variance from one cylinder to the next changes the end gap of the rings in that cylinder by a factor of pi (3.1416). For example, a cylinder .001" larger in diameter will increase the ring end gap by .001 x 3.1416 = .003", rounding off, which could increase cylinder leakage in that cylinder and decrease performance.

RING SETS CONTAINING OIL RAILS WITH A TAB

When installed in a horizontally opposed engine, rail gaps should be installed as shown (fig. 9). The tab rail must be installed below oil ring expander with the tab facing toward the bottom of the ring groove extending into the split oil drain back holes (fig. 8).





LOCKS

Most JE shelf pistons include double spiro locks as standard equipment. These locks are installed by spreading the lock between 1/8" and 1/4" and rotating the lock into the groove in the piston pin boss. Wire locks are installed in much the same manner but require chamfered wrist pins. Wire locks tend to spread side loads over more of the piston pin boss area and are considered to be a stronger method of holding the pin in place. Hook wire locks have a built in hook at the end gap. The purpose for this style of wire lock is to prevent rotation within the lock groove itself. Tru arc locks fall between these two and can be used with the stock sharp edge wrist pins. The advantage of tru-arc locks is ease of installation and they can be re-used unlike spiro locks, however they are not recommended for medium to high horsepower applications.

Spiro Locks • Alloy Steel | Spiro Locks • Carbon Steel | Tru Arc Locks • Carbon Steel | Wire Locks • Chrome Silicon | Hook Locks • Chrome Silicon

LOCK LETTER CODES

CS = Carbon Steel, Spiro Lock
AS = Alloy Steel, Spiro Lock
CT = Carbon Steel, Tru Arc Lock
MW = Chrome Silicon Wire Lock
SS = Stainless Steel, Spiro Lock
MH = Chrome Silicon Hook Wire Lock

PIN DIA. RANGE	PART NO.
SPIRO LOCKS	
.485 - .495	490-035-CS
.723 - .742	728-035-CS
.743 - .764	748-042-CS
.782 - .828	812-042-CS
.861 - .880	866-042-CS
.861 - .880	866-073-SS
.896 - .945	927-042-AS
.896 - .945	927-042-CS
.896 - .945	927-042-SS
.896 - .945	927-073-AS
.946 - 1.005	990-042-CS
.946 - 1.005	990-042-SS
.946 - 1.005	990-073-CS
1.026 - 1.045	031-037-CS
1.026 - 1.045	031-042-CS
1.057 - 1.067	062-050-CS
1.089 - 1.099	094-037-CS
1.089 - 1.099	094-037-SS
1.089 - 1.099	094-050-CS

PIN DIA. RANGE	PART NO.
WIRE LOCKS	
.546 - .556	551-040-MW
.586 - .596	591-040-MW
.625 - .635	630-050-MW
.664 - .674	669-050-MW
.703 - .713	708-050-MW
.703 - .713	708-063-MW
.723 - .733	728-050-MW
.743 - .764	748-050-MW
.762 - .772	767-050-MW
.782 - .793	787-050-MW
.782 - .793	787-050-MW
.811 - .827	787-050-MW
.811 - .827	827-063-MW
.866 - .875	866-063-MW
.866 - .875	866-073-MW
.905 - .906	905-073-MW
.912 - .931	927-073-MW
.940 - .945	945-073-MW
.980 - 1.005	990-073-MW
1.030 - 1.031	031-073-MW

PIN DIA. RANGE	PART NO.
TRU ARC LOCKS	
.485 - .495	490-035-CT
.743 - .764	748-035-CT
.782 - .828	812-042-CT
.861 - .880	866-042-CT
.877 - .906	905-042-CT
.926 - .945	927-042-CT
.946 - 1.005	990-042-CT
1.026 - 1.045	031-042-CT
1.090 - 1.100	094-050-CT
HOOK WIRE LOCKS	
.703 - .713	708-050-MH
.743 - .764	748-063-MH
.811 - .827	827-063-MH
.866 - .875	866-063-MH
.866 - .875	866-073-MH
.905 - .906	905-063-MH
.905 - .906	905-073-MH
.912 - .931	927-073-MH

BUTTONS

In the past, pin buttons were most often found in blown engine applications using gas, alcohol, and nitro methane. Due to their reputation for durability under the most severe operating conditions, pin buttons have found their way into many endurance and high performance engine applications of all types. Pin buttons work well at any horsepower level; and can be used on anything from a mild 200hp street engine to an 8000hp Top Fuel application.

Due to certain or specific piston designs or applications, the use of an aluminum pin button may be necessary. The primary use of a pin button is to support the oil ring in instances where the oil ring intersects the wrist pin hole. JE can manufacture pin buttons for most any piston combination. Please note; pistons must be specifically designed to use pin buttons. The installation of pin buttons into pistons originally designed to use wire locks or spiro locks will result in severe engine damage. For ordering or technical questions, regarding pin buttons please call your JE sales representative at 714-898-9763

WRIST PINS

JE's philosophy of supplying the finest products at competitive prices has never been more evident than in our line of wrist pins. Developed specifically for use with JE pistons, these pins are available in a wide variety of materials, diameters, lengths and wall thickness.

Our standard high performance JE pin is made from premium 5115 low Carbon, case-hardened steel. Perfect for high performance street/strip applications, these pins provide maximum strength and minimum weight at an economical price.

PIN PART NUMBER BREAK DOWN

945-2750-14-51S

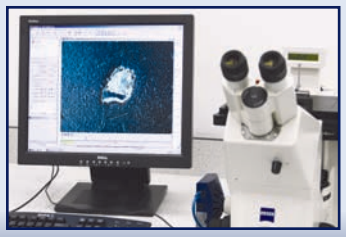
- **945** — *Diameter .945"- Outside diameter of wrist pin, tolerances held to within tenths*
- **2750** — *Length 2.750" - Overall length of wrist pin in inches*
- **14** — *Wall thickness .140"- number indicates first two decimal places*
- **51** — *Series/Material - 5115 Low carbon steel, straight wall pin*
- **S** — *Lock type C or S- C = Chamfer end S = Sharp end*

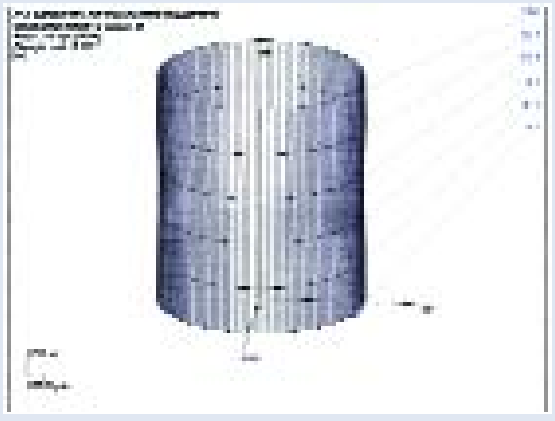
SERIES 51 - LOW CARBON STEEL, CASE HARDENED

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
490-1908-06-51S	19	791-2795-14-51C or S	105	912-2850-14-51S	126	980-2750-15-51S	135
591-2050-11-51C	43	792-2500-14-51C or S	87	927-2250-15-51C	106	980-2930-16-51S	156
591-2250-11-51C	48	792-2795-14-51C or S	97	927-2350-15-51C	111	984-2500-15-51C or S	125
669-2050-12-51C	54	812-2250-14-51C or S	86	927-2400-13-51C	103	984-2750-15-51S	138
669-2250-12-51C	59	812-2500-14-51C or S	95	927-2500-13-51S	108	984-2930-16-51S	158
708-2050-12-51C	58	812-2850-14-51S	108	927-2500-15-51C or S	118	990-2750-15-51S	141
708-2050-14-51C	64	827-2250-15-51C or S	91	927-2750-15-51C or S	130	990-2750-18-51S	163
708-2250-12-51C	64	827-2350-15-51C	95	927-2850-15-51S	134	990-2930-15-51C or S	150
708-2350-12-51C	66	827-2500-15-51C or S	101	927-2950-15-51C or S	139	990-2930-18-51S	174
748-2250-12-51C or S	70	827-2850-15-51S	115	928-2350-15-51C	112	992-2930-15-51S	151
748-2250-14-51C	76	866-2250-15-51C or S	98	928-2500-15-51S	118	992-2930-18-51S	175
748-2500-12-51C	78	866-2500-15-51C or S	109	928-2750-15-51S	131	993-2930-18-51S	176
748-2500-14-51C or S	86	866-2750-12-51	99	928-2950-15-51C or S	140	PINS OVER 1.000" LISTED BELOW	
750-2500-14-51C or S	86	866-2750-15-51S	121	930-2750-15-51S	132	000-2750-16-51S	146
787-2250-12-51C	69	866-2850-15-51C	125	940-2500-16-51S	125	000-2930-16-51S	156
787-2250-14-51C	83	875-2500-15-51S	113	940-2750-16-51S	137	031-2750-15-51S	151
787-2350-14-51C or S	88	875-2850-15-51S	129	945-2250-15-51S	107	031-2930-17-51S	175
787-2500-12-51C or S	77	905-2250-15-51C	106	945-2500-14-51C or S	117	040-2930-18-51S	180
787-2500-14-51C or S	93	905-2500-15-51C or S	118	945-2750-14-51S	128	094-2930-15-51S	170
787-2850-14-51S	106	912-2500-14-51S	111	945-2850-14-51C or S	133	094-2930-19-51S	201
791-2500-14-51C or S	86	912-2750-14-51S	123	975-2930-16-51S	154	094-3125-19-51S	214

WRIST PIN INSPECTION

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





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

WRIST PINS

*For high impact, drag race and endurance applications JE offers the **52 series pins**. These pins are Constructed from **52100 high carbon bearing steel and through hardened** for added stability, and are available in a wide variety of lengths, diameters and wall thickness.*

PIN PART NUMBER BREAK DOWN

990-2930-15-52C

- **990** — *Diameter .990"- Outside diameter of wrist pin*
- **2930** — *Length 2.930" - Overall length of wrist pin in inches*
- **15** — *Wall thickness .150"- number indicates first two decimal places*
- **52** — *Series/Material - 52100 High carbon Bearing steel, straight wall pin*
- **C** — *Lock type C or S- C = Chamfer end S = Sharp end*

SERIES 52 - 52100 HIGH CARBON STEEL, THROUGH HARDENED

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
591-1750-10-52C	36	787-2350-14-52C	85	927-2250-17-52C	116	930-2500-11-52S	95
591-2050-10-52C	42	787-2500-10-52C or S	70	927-2350-13-52C	99	930-2500-13-52S	106
669-2050-11-52C	51	787-2500-11-52C	76	927-2400-11-52C	90	930-2500-15-52C or S	120
669-2050-14-52C	60	791-2250-12-52C or S	73	927-2500-11-52C or S	94	930-2750-15-52C or S	131
669-2250-11-52C	57	791-2500-11-52C	78	927-2500-13-52C or S	105	930-2950-15-52S	139
669-2250-14-52C	67	791-2795-11-52C or S	87	927-2500-15-52C or S	117	931-2950-13-52S	123
669-2350-11-52C	60	792-2500-12-52C or S	79	927-2750-13-52C or S	116	931-2950-15-52S	141
669-2500-11-52C	63	792-2795-11-52C	87	927-2750-15-52C or S	129	945-2500-12-52C or S	102
708-2050-10-52C	50	812-2250-12-52C or S	76	927-2750-18-52S	151	945-2500-14-52C or S	117
708-2050-12-52C	57	812-2500-12-52C or S	83	927-2850-13-52S	119	945-2500-18-52C or S	138
708-2050-14-52C	65	827-2050-12-52C	70	927-2850-15-52S	134	990-2500-15-52C	123
708-2250-10-52C	55	827-2250-12-52C or S	78	927-2950-13-52S	124	990-2750-13-52S	125
708-2250-12-52C	62	827-2500-12-52C	86	927-2950-15-52C or S	138	990-2930-13-52S	127
708-2250-14-52C	71	866-2050-12-52C	74	927-2950-18-52S	162	990-2930-15-52C or S	144
708-2350-10-52C	57	866-2250-12-52C or S	80	928-2500-11-52S	94	990-2930-18-52C or S	172
728-2250-12-52C or S	65	866-2250-17-52C or S	106	928-2500-13-52S	106	990-2930-20-52S	189
748-2050-11-52C	57	866-2500-10-52C	79	928-2500-15-52C or S	118	991-2930-13-52S	128
748-2050-14-52C	70	866-2500-12-52C or S	90	928-2750-13-52C or S	117	991-2930-15-52S	146
748-2250-10-52C	58	866-2500-15-52C or S	110	928-2750-15-52C or S	129	991-2930-18-52S	174
748-2250-12-52C or S	71	875-2500-12-52C or S	90	928-2850-13-52	120	991-2930-20-52S	189
748-2500-12-52C	75	905-2050-15-52C	91	928-2850-15-52	134	992-2930-15-52S	146
750-2250-13-52C	72	905-2250-15-52C	100	928-2950-13-52S	127	992-2930-18-52S	173
767-2250-13-52C	74	905-2500-12-52C or S	95	928-2950-15-52C	141	992-2930-20-52S	190
787-2050-14-52C	74	905-2500-15-52C or S	112	929-2500-11-52S	95	993-2930-18-52S	174
787-2250-10-52C	63	912-2500-12-52S	97	929-2500-13-52S	107	PINS OVER 1.000" LISTED BELOW	
787-2250-11-52C	69	912-2750-12-52S	108	929-2500-15-52S	119	000-2930-18-52S	178
787-2250-14-52C	81	912-2750-15-52S	127	929-2750-13-52C or S	116	031-2750-13-52S	129
787-2350-10-52C	66	912-2850-12-52S	112	929-2750-15-52C or S	130	094-2930-13-52S	147
787-2350-11-52C	72	927-2250-15-52C	105	929-2950-13-52S	125	094-3000-22-52S	232

C TYPE PIN FIGURE 1

S TYPE PIN FIGURE 2

LOCK TYPES "C OR S"

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

WRIST PIN FINISH

All JE series 52, 72, 93, 94, 95 pins are superfinished on both outside and inside diameter.

The outside finish helps to reduce piston pin bore wear and to distribute loads more evenly over the entire pin boss area. The inside finish is extremely important and helps to minimize fatigue cracking thereby contributing to the overall strength and reliability of the pin.

WRIST PINS

*In addition to our 52 series JE offers many other pins suitable for high impact, drag race and endurance applications. These pins include the **72 series constructed from 300M aerospace steel**, the **93 series made with 9310 Nickel/Carbon Steel alloy** and the **95 series also constructed from 9310 Nickel/Carbon Steel alloy with a tapered wall.***

PIN PART NUMBER BREAK DOWN

927-2750-15-72C

- **927** — Diameter .927"- Outside diameter of wrist pin
- **2750** — Length 2.750" - Overall length of wrist pin in inches.
- **15** — Wall thickness .150"- number indicates first two decimal places
- **72** — Series/Material - 300M Aerospace steel, straight wall
- **C** — Lock type C or S- C = Chamfer end S = Sharp end

SERIES 72 - 300M HIGH PURITY STEEL, STRAIGHT WALL

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
866-2000-17-72S	95	927-2750-17-72C or S	137	927-2950-17-72S	146
927-2750-13-72C or S	115	927-2950-13-72S	123	928-2950-13-72S	123

SERIES 93 - 9310 NICKEL CARBON STEEL ALLOY, STRAIGHT WALL

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
827-2250-13-93C	82	866-2500-21-93C	138	927-2950-15-93C or S	135	929-2950-17-93C	155
827-2250-15-93C or S	92	905-2500-18-93C or S	130	927-2950-17-93C or S	148	930-2950-15-93C or S	137
866-2250-13-93S	86	927-2500-15-93C or S	114	928-2750-15-93C or S	125	930-2950-17-93C or S	151
866-2250-15-93C	99	927-2500-17-93C	129	928-2950-15-93C or S	135	931-2950-15-93S	138
866-2500-15-93C or S	110	927-2750-15-93C or S	126	928-2950-17-93C or S	155	931-2950-17-93C	151
866-2500-17-93C or S	118	927-2750-17-93C or S	139	929-2950-15-93S	135	990-2930-18-93S	173

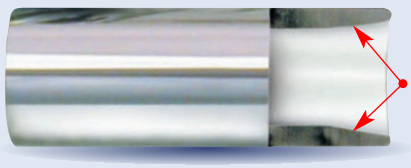
SERIES 95 - 9310 NICKEL CARBON STEEL ALLOY, TAPERED WALL

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
630-2050-14-95C or S	53	866-2500-15-95C or S	100	927-2500-15-95C or S	110	927-2750-18-95C or S	139
748-2250-14-95C or S	72	912-2500-14-95C or S	101	927-2750-12-95S	99	990-2930-15-95C or S	139
812-2250-14-95C or S	79	927-2500-12-95S	90	927-2750-15-95C or S	122	990-2930-18-95C or S	161

DLC (DIAMOND LIKE CARBON)

DLC (Diamond Like Carbon) is an extremely hard, wear resistant coating with a very low friction coefficient of 0.1-0.2. Excellent adhesion to steel and Titanium is achieved via a plasma assisted chemical vapor deposition (PACVD) process. During this process sp2 and sp3 carbon atoms form diamond shaped bonds with the base material thereby earning the name Diamond Like Carbon. The wear resistance and non-stick performance of DLC make it an excellent addition to wrist pins for the prevention of pin bore galling.

Space does not permit us to list all pins appropriate for these applications. Please call JE if the pin you require is not listed. Custom pins are available upon request.



Cut-a-way of a Tapered Wrist Pin

TAPERED PINS

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

WRIST PINS

For circle track/road race and endurance applications JE offers several style pins from 9310 Nickel/Carbon Steel alloy; ***the 93 series straight wall, the 94 series with DLC coating, the 95 series tapered wall and the PT series Precision tapered wall pin.*** *The series* ***52 high carbon steel pin*** *and the series* ***72 constructed from 300M steel*** *are also suitable for circle track and road race use.*

PIN PART NUMBER BREAK DOWN

927-2750-15-93C

- **927** — Diameter .927"- Outside diameter of wrist pin
- **2750** — Length 2.750" - Overall length of wrist pin in inches.
- **15** — Wall thickness .150" - number indicates first two decimal places
- **93** — Series/Material - 9310 High Carbon Alloy, straight wall
- **C** — Lock type C or S- C = Chamfer end, S = Sharp end

SERIES 93 - 9310 NICKEL CARBON STEEL ALLOY, STRAIGHT WALL

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
827-2250-13-93C	82	866-2500-21-93C	138	927-2950-15-93C or S	135	929-2950-17-93C	155
827-2250-15-93C or S	92	905-2500-18-93C or S	130	927-2950-17-93C or S	148	930-2950-15-93C or S	137
866-2250-13-93S	86	927-2500-15-93C or S	114	928-2750-15-93C or S	125	930-2950-17-93C or S	151
866-2250-15-93C	99	927-2500-17-93C	129	928-2950-15-93C or S	135	931-2950-15-93S	138
866-2500-15-93C or S	110	927-2750-15-93C or S	126	928-2950-17-93C or S	155	931-2950-17-93C	151
866-2500-17-93C or S	118	927-2750-17-93C or S	139	929-2950-15-93S	135	990-2930-18-93S	173

SERIES 94 - 9310 NICKEL CARBON STEEL ALLOY WITH DLC COATING

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
827-2250-15-94C	92	927-2250-15-94C	102	927-2750-15-94C	126	927-2950-15-94C	134
866-2500-15-94C	108	927-2500-15-94C	114	927-2750-17-94C	140	928-2750-15-94C	130

SERIES 95 - 9310 NICKEL CARBON STEEL ALLOY, TAPERED WALL

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
630-2050-14-95C or S	53	866-2500-15-95C or S	100	927-2500-15-95C or S	110	927-2750-18-95C or S	139
748-2250-14-95C or S	72	912-2500-14-95C or S	101	927-2750-12-95S	99	990-2930-15-95C or S	139
812-2250-14-95C or S	79	927-2500-12-95S	90	927-2750-15-95C or S	122	990-2930-18-95C or S	161

SERIES PT - 9310 NICKEL CARBON STEEL ALLOY PRECISION PIN

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
591-1650-14-PTC	40	708-2250-18-PTC	78	812-2850-13-PTS	91	927-2750-12-PTS	101
591-1750-14-PTC	43	708-2350-18-PTC	83	827-2850-13-PTS	98	927-2950-15-PTS	133
630-1650-14-PTC	42	708-2350-19-PTC	88	866-2250-15-PTC	90	927-2950-18-PTC or S	147
630-1750-14-PTC	47	748-2250-14-PTC	70	866-2850-15-PTS	119	940-2750-15-PTS	128
630-2050-14-PTC	55	748-2500-14-PTC or S	75	875-2500-16-PTC or S	109	980-2930-17-PTS	151
669-1650-14-PTC	45	787-2250-18-PTC	91	875-2850-16-PTS	121	984-2500-18-PTS	127
669-1750-14-PTC	50	787-2350-18-PTC	94	912-2500-14-PTS	105	984-2930-18-PTS	153
708-1650-14-PTC	50	812-2050-13-PTC	68	927-2500-12-PTS	94	990-2930-15-PTS	143
708-1750-14-PTC	53	812-2250-13-PTC or S	75	927-2625-18-PTC	139	990-2930-18-PTC or S	156

SERIES 52 - 52100 HIGH CARBON STEEL THROUGH HARDENED

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
866-2250-12-52C or S	81	875-2500-12-52C or S	90	927-2500-13-52C or S	104	927-2750-15-52C or S	128
866-2500-12-52C or S	90	905-2500-15-52C or S	112	927-2500-15-52C or S	117	927-2950-15-52C or S	137
866-2500-15-52C or S	109	927-2500-11-52C or S	93	927-2750-13-52C or S	115	929-2750-15-52C or S	129

SERIES 72 - 300M HIGH PURITY STEEL, STRAIGHT WALL

PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS	PART NUMBER	GRAMS
866-2000-17-72S	95	927-2750-15-72C or S	124	927-2950-13-72S	123	927-2950-17-72S	146
927-2750-13-72C or S	115	927-2750-17-72C or S	137	927-2950-15-72S	133	928-2950-13-72S	123

Space does not permit us to list all pins appropriate for these applications.
Please call JE if the pin you require is not listed. Custom pins are available upon request.

CARRILLO INDUSTRIES

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

PART NUMBER	ROD DESIGN	ROD LENGTH	JOURNAL TYPE	JOURNAL DIA.	BOLT DIA./TYPE	PIN DIA.	PIN END WIDTH	WEIGHT GRAMS
CHEVY SMALL BLOCK ULTRA LIGHT TAPER A BEAM RODS								
JG000CB927G06	UL A Beam	6.000	LG JRL	2.100	3/8 H11	0.927	1.060	560
CHEVY SMALL BLOCK TOUR SERIES TAPER A BEAM RODS								
A6000SB927H06	A Beam	6.000	LG JRL	2.100	7/16 H11	0.927	1.060	608
A6125SB927H06	A Beam	6.125	LG JRL	2.100	7/16 H11	0.927	1.060	612
A6200SB927H06	A Beam	6.200	LG JRL	2.100	7/16 H11	0.927	1.060	618
CHEVY SMALL BLOCK H BEAM RODS			** Big End Bore Quad 4 = 2.015 Honda = 2.008*					
H5850SJ927C06	H Beam	5.850	SMALL JR	2.000	3/8 CARR	0.927	1.060	625
H6000SB927H06	H Beam	6.000	LG JRL	2.100	7/16 H11	0.927	1.060	675
H6000SB927D06	H Beam	6.000	LG JRL	2.100	7/16 CARR	0.927	1.060	687
H6000SB927C06	H Beam	6.000	LG JRL	2.100	3/8 CARR	0.927	1.060	640
H6000SJ927C06	H Beam	6.000	SMALL JR	2.000	3/8 CARR	0.927	1.060	635
H6000SQ927C06	H Beam	6.000	*Quad 4	1.889	3/8 CARR	0.927	1.060	580
H6000SH927C06	H Beam	6.000	*Honda	1.889	3/8 CARR	0.927	1.060	CALL
H6125SB927C06	H Beam	6.125	LG JRL	2.100	3/8 CARR	0.927	1.060	643
H6125SJ927C06	H Beam	6.125	SMALL JR	2.000	3/8 CARR	0.927	1.060	641
H6125SQ927C06	H Beam	6.125	*QUAD 4	1.889	3/8 CARR	0.927	1.060	587
H6125SH927C06	H Beam	6.125	*Honda	1.889	3/8 CARR	0.927	1.060	CALL
H6200SB927D06	H Beam	6.200	LG JRL	2.100	7/16 CARR	0.927	1.060	690
H6200SJ927C06	H Beam	6.200	SMALL JR	2.000	3/8 CARR	0.927	1.060	640
H6200SQ927C06	H Beam	6.200	*QUAD 4	1.889	3/8 CARR	0.927	1.060	593
CHEVY STROKER H BEAM RODS								
S6000SB927H06*	Stroker H	6.000	LG JRL	2.100	7/16 H11	0.927	1.060	693
H6000SB927C06*	H Beam	6.000	LG JRL	2.100	3/8 CARR	0.927	1.060	CALL
H6000SJ927C06*	H Beam	6.000	SMALL JR	2.000	3/8 CARR	0.927	1.060	CALL
CHEVY BIG BLOCK A BEAM RODS								
A6135BB990H12	A Beam	6.135	STD	2.200	7/16 H11	0.990	1.125	775
A6385BB990H12	A Beam	6.385	STD	2.200	7/16 H11	0.990	1.125	781
A6535BB990H12	A Beam	6.535	STD	2.200	7/16 H11	0.990	1.125	788
A6635BB990H12	A Beam	6.635	STD	2.200	7/16 H11	0.990	1.125	CALL
CHEVY BIG BLOCK H BEAM RODS								
H6135BB990H12	H Beam	6.135	STD	2.200	7/16 H11	0.990	1.125	803
H6385BB990H12	H Beam	6.385	STD	2.200	7/16 H11	0.990	1.125	818
H6385BB990D12	H Beam	6.385	STD	2.200	7/16 CARR	0.990	1.125	817
H6535BB990H12	H Beam	6.535	STD	2.200	7/16 H11	0.990	1.125	815
H6635BB990H12	H Beam	6.635	STD	2.200	7/16 H11	0.990	1.125	826
H6735BB990H12	H Beam	6.735	STD	2.200	7/16 H11	0.990	1.125	827
FORD SMALL BLOCK 4.6 A BEAM RODS								
A5933FN866G06	A Beam	5.933	STD	2.087	3/8 H11	0.866	1.060	585

MAKE	PART NUMBER	ROD DESIGN	ROD LENGTH	BIG END BORE	BOLT DIA.	PIN DIA.	PIN END WIDTH	WEIGHT GRAMS
SPORT COMPACT CONNECTING RODS (INCLUDE H-11 BOLTS)								
Honda	A5433HB827F90	B18C1	5.433	1.890	5/16	0.826	0.900	445
Honda	A5636HA866G94	H22A	5.636	2.008	3/8	0.866	0.940	520
Mitsubishi	A5906MI827G11	4G63/88-92	5.906	1.890	3/8	0.827	1.115	519
Mitsubishi	A5906MJ866G04	4G63/93-99	5.906	1.890	3/8	0.866	1.038	516
Nissan	A6069NV866G86	VG30	6.069	2.086	3/8	0.866	0.860	505
Porsche	H5000PR905C00*	964	5.000	2.284	3/8	0.905	1.000	579
Porsche	H5000PR905C77*	993	5.000	2.284	3/8	0.905	0.770	539
Porsche	H5352PA866C00*	912	5.352	2.243	3/8	0.866	1.000	445
Toyota	A5433TS866G06	3SGTE	5.433	2.007	3/8	0.866	1.060	535
Toyota	A5590TJ866G00	2JZGTE	5.590	2.166	3/8	0.866	1.000	531

*Porsche connecting rods include Carr bolts

Carrillo H-Beam

Small Block
Ultra Light Taper A Beam Rods

The perfect match for our Ultra Light GP and Super Fly series pistons. Designed for late model sportsman/stock NASCAR 2 barrel applications producing up to 410 HP. These rods include 3/8" WMC H-11 bolts.

Small Block
Tour Series Taper A Beam Rods

Designed to provide optimal strength to weight ratio for applications up to 3.625 stroke. An excellent choice for 360CI sprinters to all pro series 350CI, 9.1CR, 390 carb applications. These rods feature WMC H-11 bolts with a 220,000 PSI rating.

Small Block
*Stroker H Beam Rods

Machined for crank strokes over 3.750 to provide additional cam to rod clearance. These rods feature 7/16" WMC H-11 bolts with a 230,000 PSI rating. Also available in 3/8" CARR bolt that provides additional clearance and a 285,000 PSI rating.

Small Block and Big Block
H Beam Rods

Created for extreme horsepower and high RPM, Professional Engine Builders in NASCAR, Winston Cup and IRL rely on Carrillo rods! These rods feature 7/16" WMC H-11 bolts with a 230,000 PSI rating. Small block rods also available in a lighter version using 3/8" CARR bolts with a 285,000 PSI rating.

Big Block
A Beam Rods

Designed for high performance applications like marine and others that produce up to 750 HP.

New Carrillo A-Beam

TECH AND INSTALLATION TIPS

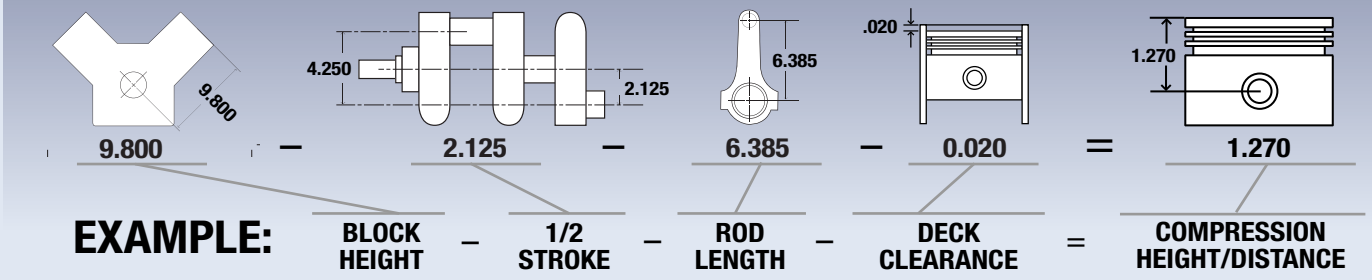
CALCULATING COMPRESSION RATIO

$$CR = \frac{\text{SWEPT VOL. + TDC VOL.}}{\text{TDC VOL.}}$$

Swept Volume = 3.1416 x Bore x Bore x Stroke ÷ 4

TDC Volume = Cylinder Head Volume + Gasket Volume + Deck Volume + Piston Dish (-Dome) Volume
Gasket Volume = 3.1416 x Gasket Bore x Gasket Bore x Compressed Gasket Thickness ÷ 4
Deck Volume = 3.1416 x Bore x Bore x Deck Clearance ÷ 4
Piston volume = as published in JE catalog x –.061
Head volume = as published in cc's x .061
Always use cc's or ci's, do not mix the two. To convert cc's to ci's multiply cc's by .061

CALCULATING COMPRESSION HEIGHT/DISTANCE



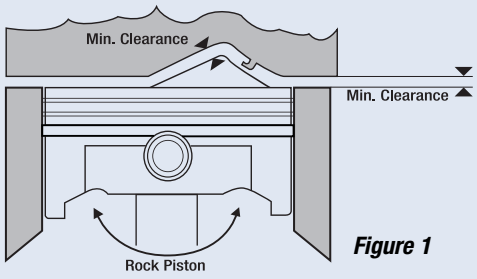


Figure 1

PISTON/DOME TO HEAD AND SPARK PLUG CLEARANCE

Always check piston/dome to head and spark plug clearance to assure proper clearance (See fig.1). Minimum clearance for steel rod =.040", aluminum =.060". Check using clay with piston installed on rod at TDC, be sure to rock the piston back and forth in the bore to get total minimum running clearance.

PISTON TO VALVE CLEARANCE

Piston to valve clearance is determined by cam lift, lobe separation, duration, valve margin, head design, and aftermarket milling of cylinder head. **Minimum recommended clearance for intake & exhaust valve is .100" in depth and .050" radially.** Check by using clay or follow cam manufacturers recommendations for checking clearance, making sure the cam is degreed exactly as it will be during operation.

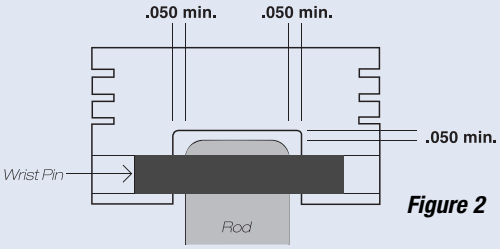


Figure 2

CRANK COUNTERWEIGHT TO PISTON CLEARANCE

Always check crank counterweight to piston clearance at BDC. Recommended minimum is .060".

CONNECTING ROD TO PISTON CLEARANCE

Due to the large variation in rod widths and material thickness above pin, always check for proper piston to rod clearance on OEM, aftermarket steel rods and aluminum rods. Recommended clearance is .050" min per side and .050" min from top of rod to piston. With the piston installed on the rod, rock the piston side to side and rotate forward and backward to ensure proper clearance. See figure 2.

HOW TO

Convert from Cubic Centimeters to Cubic Inches
Multiply **by .0610237**
Example ***1835cc x .0610237= 111.98***

Convert from Cubic Inches to Cubic Centimeters
Multiply **by 16.387064**
Example ***350ch x 16.387064= 5735.47***

Convert from Inches to Millimeters
Multiply **by 25.4**
Example ***3.189 x 25.4= 81.00mm***

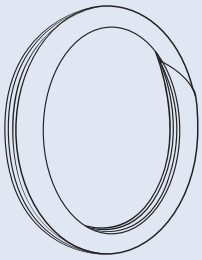
Convert from Millimeters to Inches
Multiply **by .0393701**
Example ***81mm x .0393701= 3.1889***

INSTALLING WIRE LOCKS

Install the end of one lock at 90 degrees from the pick lock groove. Carefully rotate the lock into the groove without kinking or deforming the lock. Firm pressure will be needed to install wire locks into piston wire lock groove. After the first lock is in place, seat the lock by solidly hitting the wrist pin with a brass drift pin into the wire lock. Now install the wrist pin and connecting rod into the piston, install the second wire lock the same as the first. Just as a precaution, after final assembly of both locks we recommend hitting each side of the wrist pin with the brass drift pin back and forth an additional time. Perform these functions on a cloth towel or soft rubber pad to prevent damage to the piston occurs.

INSTALLING SPIRO LOCKS

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



Not to Scale!

Figure 5

Approximate:
3/8"-7/16"

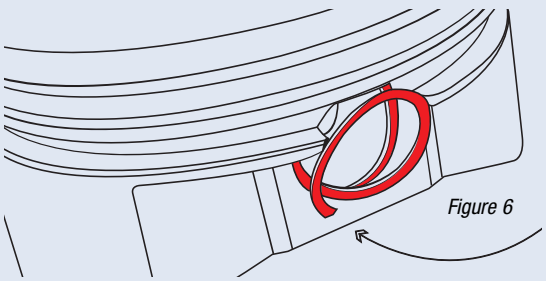


Figure 6

Attn: (JE Sales Associate)

Custom Piston Order Form

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

Engine Make:_____ Model:_____ Year:_____

Number of Cylinders:_____ Order Quantity of Pistons:_____

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

Bore Size: _____ Stroke: _____

Rod Length: _____

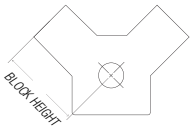
◯ *Steel* ◯ *Aluminum* ◯ *Titanium*

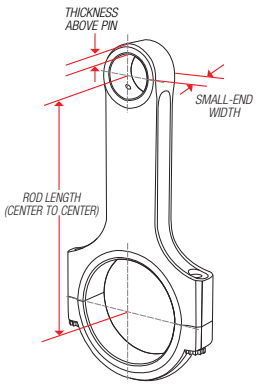
Brand: _____

Rod Small-End Width: _____

Thickness Above Pin: _____

Piston Guided Rod ◯ Yes ◯ No





Compression Height Calculation Table

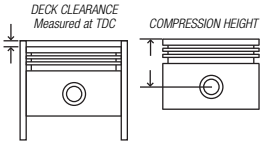
Block Height: _____

-1/2 of Stroke: _____

Rod Length: _____

Deck Clearance +/-: _____

Compression Height: _____



Head Gasket Thickness:_____

Compression Ratio: _____

CAMSHAFT SPECS: ◯ *Hydraulic* ◯ *Solid* ◯ *Roller*

Gross Valve Lift: In: _____ Ex: _____

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

Degreed in Std. °: + _____° - _____°

Valve Lift @ TDC: In: _____ Ex: _____

CYLINDER HEAD Type: _____ Pt#: _____

Combustion Chamber Size: _____cc's

Valve Diameter: In: _____ Ex: _____

Free Drop (If Known): _____

Was Cylinder Head Milled?: ◯ *Yes* ◯ *No*

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

Piston Type (Circle One If Known):

◯ *Dome* ◯ *Flat Top* ◯ *Dish* ◯ *Inverted Dome*
◯ *Conical* ◯ *Spherical* ◯ *Round* ◯ *3D*

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

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

Fuel Type: ◯ *Pump Gas* ◯ *Race Gas* ◯ *Alcohol* ◯ *Nitro*

Purchasing Rings with Order: ◯ *Yes* ◯ *No* Cylinder Qty: _____

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

And Part Number: _____

Axial Ring Height: ***AXIAL RING HEIGHT***

Top: _____ 2nd: _____ Oil: _____

Radial Ring Widths: ***RADIAL RING WIDTH***

Top: _____ 2nd: _____ Oil: _____

OPTIONAL FEATURES

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

Gas Ports; Vertical: _____ Spin Boss: _____

Gas Ports; Lateral: _____ Window Mill: _____

Accumulator Grooves: _____ Skirt Coating: _____

Contact Reduction: _____ DBL Pin Oilers: _____

Oil Rail Supports: _____ Pin Fit: _____

PIN SPECS

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

Pins With Order: ◯ *Yes* ◯ *No* Pin Fit: ◯ *Yes* ◯ *No*

Pin Series: ◯ *51* ◯ *52* ◯ *72* ◯ *93* ◯ *94* ◯ *95* ◯ *44*

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

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

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

BILLING INFORMATION

Bill To: _____ Acct #: _____

Address: _____

_____

Ship To: _____ Acct #: _____

Address: _____

_____

Phone: _____ Fax: _____

Ship Method: _____ P.O. #:_____

CC#: _____ CVC#: _____

Name On Card: _____ Exp: _____

Deposit Amount (50% required): _____ Billing Zip Code: _____

Signature: _____ Date:_____

Customer's Email address:_____

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

APPAREL

SHIRTS

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

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

Light-weight Jacket J203

Leather Jacket J202

Black Sweatshirt J112

Hooded Gray Sweatshirt J116

Royal Blue Dickies® Shop Apron J103

Key Ring J400X

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

Banner J909X

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

Universal Fit

Traditional style J303X
Professional style J302X
Low-crown style. J301X

NuFit®

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

White Visor Style J313X
Black Visor Style J315X

Red Beanie J316X
Black Beanie J317X

Navy Blue Beanie J320X
Black Beanie J319X