CP PISTONS

SPORT COMPACT

PERFORMANCE CATALOG

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CP PISTONS

CP Pistons was founded to service the needs of those with the desire to build engines of the highest quality and technology. With the use of proprietary tooling, dedicated cutters and unique fixtures, our state-of-the-art equipment produces superior pistons that will not compromise your expectations. Our climate controlled inspection department is the most advanced in the industry and is outfitted with computerized electronic equipment designed specifically for CP. Each piston is engineered using sophisticated computer modeling for optimum designs, while our 5-axis machining capability enables us to create any piston for any application. As CP grows, our multi-level inspection process and quality control programs ensure that every part that leaves CP is manufactured to the highest standards. With over 200 years of combined industry experience, our sales and engineering staff will continue to dedicate it's efforts to being the leader of high-performance racing piston development and technology. On behalf of the entire staff, we would like to thank you for your interest in CP Pistons. We pledge our complete support in providing you with the best products and services in the industry.

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ABOUT US

WHY CHOOSE CP PISTONS

RESEARCH AND DEVELOPMENT

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

3D MODELING

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

AT CP, ALL PISTONS ARE CREATED EQUAL!

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

CUSTOM PISTON OPTIONS

LIGHTEN UP WITH MIL™

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

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

LATERAL GAS PORTS

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

SKIRT COATING

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

X-FORGINGS

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

STANDARD PISTON FEATURES

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

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

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

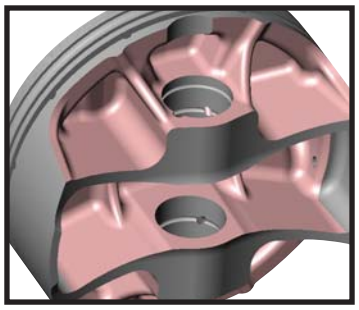
Depending on the forging and application, different cam and barrel profiles are utilized for maximum performance.

ACCUMULATOR GROOVE

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

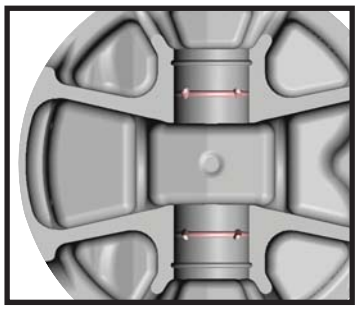
FORGINGS

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



DOUBLE PIN OILERS

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



CP GROOVE

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

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

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

HONDA® PISTONS

CP Honda® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams. Specific X designated part numbers in corporate an X-style forging for additional strength, durability and weight reduction. Along with full radius dome designs, high performance rings and lightweight pins, CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with skirt coating if desired. Head gaskets also available.

HONDA X-STYLE PISTON

STANDARD FEATURES INCLUDE:

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

HONDA® D-SERIES / FIT / JAZZ

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

ACURA / HONDA® B-SERIES

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

Footnotes:

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

TEX BLACKWELL
Honda Civic

HONDA® PISTONS

CP Honda® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams. Specific X designated part numbers in corporate an X-style forging for additional strength, durability and weight reduction. Along with full radius dome designs, high performance rings and lightweight pins, CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with skirt coating if desired. Head gaskets also available.

STANDARD FEATURES INCLUDE:

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

HONDA® B-SERIES

MAKE	PART#	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Acura/Honda	**SC7020**	B - Series	3.307 (84.0mm)	STD	1.181	9.0	1,2,4,9
Acura/Honda	**SC7021**	B - Series	3.327 (84.5mm)	+0.5mm	1.181	9.0	1,2,4,9
Acura/Honda	**SC7022**	B - Series	3.346 (85.0mm)	+1.0mm	1.181	9.0	1,2,4,9
Acura/Honda	**SC7017**	B - Series	3.307 (84.0mm)	STD	1.181	9.7	1,2,4,9
Acura/Honda	**SC7018**	B - Series	3.327 (84.5mm)	+0.5mm	1.181	9.7	1,2,4,9
Acura/Honda	**SC7019**	B - Series	3.346 (85.0mm)	+1.0mm	1.181	9.7	1,2,4,9
Acura/Honda	**SC7117**	B - Series	3.307 (84.0mm)	STD	1.181	11.5	2,3,4,9
Acura/Honda	**SC7118**	B - Series	3.327 (84.5mm)	+0.5mm	1.181	11.5	2,3,4,9
Acura/Honda	**SC7119**	B - Series	3.346 (85.0mm)	+1.0mm	1.181	11.5	2,3,4,9
Acura/Honda	**SC7120**	B - Series	3.307 (84.0mm)	STD	1.181	12.5	2,3,4,9
Acura/Honda	**SC7121**	B - Series	3.327 (84.5mm)	+0.5mm	1.181	12.5	2,3,4,9
Acura/Honda	**SC7122**	B - Series	3.346 (85.0mm)	+1.0mm	1.181	12.5	2,3,4,9
Acura/Honda	**SC7120X**	B - Series	3.307 (84.0mm)	STD	1.181	12.7	3,4
Acura/Honda	**SC7121X**	B - Series	3.327 (84.5mm)	+0.5mm	1.181	12.8	3,4
Acura/Honda	**SC7123X**	B - Series	3.346 (85.0mm)	+1.0mm	1.181	13.0	3,4
Acura/Honda	**SC7124X**	B - Series	3.386 (86.0mm)	+2.0mm	1.181	13.2	3,4

Footnotes:

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

DANNY SMITH
Honda Civic

HONDA® F-SERIES / H-SERIES

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

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

HONDA® K-SERIES

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

HONDA® K-SERIES

MAKE	PART#	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Acura/Honda	**SC7045**	K24 w/K20A/A2/A3	3.425 (87.0mm)	STD	1.181	9.0	1,2
Acura/Honda	**SC70451**	K24 w/K20A/A2/A3	3.445 (87.5mm)	+0.5mm	1.181	9.0	1,2
Acura/Honda	**SC70452**	K24 w/K20A/A2/A3	3.465 (88.0mm)	+1.0mm	1.181	9.0	1,2
Acura/Honda	**SC70453**	K24 w/K20A/A2/A3	3.504 (89.0mm)	+2.0mm	1.181	9.0	1,2
Acura/Honda	**SC70457**	K24 w/K20A/A2/A3	3.425 (87.0mm)	STD	1.181	FT 10.9	1,2
Acura/Honda	**SC70458**	K24 w/K20A/A2/A3	3.445 (87.5mm)	+0.5mm	1.181	FT 11.o	1,2
Acura/Honda	**SC70459**	K24 w/K20A/A2/A3	3.465 (88.0mm)	+1.0mm	1.181	FT 11.1	1,2
Acura/Honda	**SC70460**	K24 w/K20A/A2/A3	3.504 (89.0mm)	+2.0mm	1.181	FT 11.3	1,2
Acura/Honda	**SC7145**	K24 w/K20A/A2	3.425 (87.0mm)	STD	1.181	11.5	2,3
Acura/Honda	**SC71451**	K24 w/K20A/A2	3.445 (87.5mm)	+0.5mm	1.181	11.5	2,3
Acura/Honda	**SC71452**	K24 w/K20A/A2	3.465 (88.0mm)	+1.0mm	1.181	11.5	2,3
Acura/Honda	**SC71453**	K24 w/K20A/A2	3.504 (89.0mm)	+2.0mm	1.181	11.5	2,3
Acura/Honda	**SC71454**	K24 w/K20A/A2	3.543 (90.0mm)	+3.0mm	1.181	11.5	2,3
Acura/Honda	**SC7147X**	K24 w/K20A/A2	3.425 (87.0mm)	STD	1.181	12.5	3
Acura/Honda	**SC71471X**	K24 w/K20A/A2	3.445 (87.5mm)	+0.5mm	1.181	12.5	3
Acura/Honda	**SC71472X**	K24 w/K20A/A2	3.465 (88.0mm)	+1.0mm	1.181	12.5	3
Acura/Honda	**SC71473X**	K24 w/K20A/A2	3.504 (89.0mm)	+2.0mm	1.181	12.5	3
Acura/Honda	**SC71474X**	K24 w/K20A/A2	3.543 (90.0mm)	+3.0mm	1.181	12.5	3

Footnotes:

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

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

BRIAN CROWER
BC, Inc.

BRIAN CROWER

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

CP Ford®, Dodge®, Hyundai®, Mazda®, and MiniCooper® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams and high performance rings. CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with skirt coating if desired. Head gaskets also available.

STANDARD FEATURES INCLUDE:

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

DODGE®/FORD®/HYUNDAI®/MAZDA®/MINI®

MAKE	PART #	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
DODGE							
Dodge	**SC7500**	SRT4	3.445 (87.5mm)	STD	1.400	8.5	1,2
Dodge	**SC7501**	SRT4	3.465 (88.0mm)	+0.5mm	1.400	8.5	1,2
FORD							
Ford	**SC7520**	Duratec 2.0L	3.445 (87.5mm)	STD	1.122	8.5	1,2
Ford	**SC7521**	Duratec 2.0L	3.465 (88.0mm)	+0.5mm	1.122	8.5	1,2
Ford	**SC7524**	Duratec 2.0L	3.445 (87.5mm)	STD	1.122	9.0	1,2
Ford	**SC7525**	Duratec 2.0L	3.465 (88.0mm)	+0.5mm	1.122	9.0	1,2
Ford	**SC7522**	Duratec 2.3L	3.445 (87.5mm)	STD	1.122	8.5	1,2
Ford	**SC7523**	Duratec 2.3L	3.465 (88.0mm)	+0.5mm	1.122	8.5	1,2
Ford	**SC7526**	Duratec 2.3L	3.445 (87.5mm)	STD	1.122	9.0	1,2
Ford	**SC7527**	Duratec 2.3L	3.465 (88.0mm)	+0.5mm	1.122	9.0	1,2
HYUNDAI							
Hyundai	**SC7480**	Tiburon '97-'00 Beta 1 2.0L	3.228 (82.0mm)	STD	1.220	8.8	1,2
Hyundai	**SC7481**	Tiburon '97-'00 Beta 1 2.0L	3.248 (82.5mm)	+0.5mm	1.220	8.8	1,2
MAZDA							
Mazda	**SC7540**	Miata 1.8L	3.268 (83.0mm)	STD	1.208	9.0	1,2
Mazda	**SC7541**	Miata 1.8L	3.287 (83.5mm)	+0.5mm	1.208	9.0	1,2
Mazda	**SC7542**	Miata 1.8L	3.307 (84.0mm)	+1.0mm	1.208	9.0	1,2
MINI COOPER							
Mini Cooper	**SC7510**	1.6L	3.031 (77.0mm)	STD	1.043	8.3	1,2
Mini Cooper	**SC7511**	1.6L	3.051 (77.5mm)	+0.5mm	1.043	8.3	1,2
Mini Cooper	**SC7512**	1.6L	3.071 (78.0mm)	+1.0mm	1.043	8.3	1,2

Footnotes:

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

MITSUBISHI® PISTONS

CP Mitsubishi® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams and high performance rings. CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with skirt coating if desired. Head gaskets also available.

STANDARD FEATURES INCLUDE:

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

MITSUBISHI®

MAKE	PART #	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Mitsubishi	**SC7198**	4G63 1st Gen	3.346 (85.0mm)	STD	1.370	9.0	1,2
Mitsubishi	**SC7200**	4G63 1st Gen	3.366 (85.5mm)	+0.5mm	1.370	9.0	1,2
Mitsubishi	**SC7202**	4G63 1st Gen	3.386 (86.0mm)	+1.0mm	1.370	9.0	1,2
Mitsubishi	**SC7199**	4G63 2nd Gen	3.346 (85.0mm)	STD	1.370	9.0	1,2
Mitsubishi	**SC7201**	4G63 2nd Gen	3.366 (85.5mm)	+0.5mm	1.370	9.0	1,2
Mitsubishi	**SC7203**	4G63 2nd Gen	3.386 (86.0mm)	+1.0mm	1.370	9.0	1,2
Mitsubishi	**SC7212**	94mm Stroke 4G63 1G	3.346 (85.0mm)	STD	1.252	9.0	1,2
Mitsubishi	**SC7213**	94mm Stroke 4G63 1G	3.366 (85.5mm)	+0.5mm	1.252	9.0	1,2
Mitsubishi	**SC7214**	94mm Stroke 4G63 1G	3.386 (86.0mm)	+1.0mm	1.252	9.0	1,2
Mitsubishi	**SC7215**	94mm Stroke 4G63 2G	3.346 (85.0mm)	STD	1.252	9.0	1,2
Mitsubishi	**SC7216**	94mm Stroke 4G63 2G	3.366 (85.5mm)	+0.5mm	1.252	9.0	1,2
Mitsubishi	**SC7217**	94mm Stroke 4G63 2G	3.386 (86.0mm)	+1.0mm	1.252	9.0	1,2
Mitsubishi	**SC7196**	100mm Stroke 4G63 1G	3.346 (85.0mm)	STD	1.134	9.0	1,2
Mitsubishi	**SC7205**	100mm Stroke 4G63 1G	3.366 (85.5mm)	+0.5mm	1.134	9.0	1,2
Mitsubishi	**SC7207**	100mm Stroke 4G63 1G	3.386 (86.0mm)	+1.0mm	1.134	9.0	1,2
Mitsubishi	**SC7197**	100mm Stroke 4G63 2G	3.346 (85.0mm)	STD	1.134	9.0	1,2
Mitsubishi	**SC7206**	100mm Stroke 4G63 2G	3.366 (85.5mm)	+0.5mm	1.134	9.0	1,2
Mitsubishi	**SC7208**	100mm Stroke 4G63 2G	3.386 (86.0mm)	+1.0mm	1.134	9.0	1,2
Mitsubishi	**SC7220**	4B11 / EVO X	3.386 (86.0mm)	STD	1.313	9.0	1,2
Mitsubishi	**SC7221**	4B11 / EVO X	3.406 (86.5mm)	+0.5mm	1.313	9.0	1,2
Mitsubishi	**SC7222**	4B11 / EVO X	3.425 (87.0mm)	+1.0mm	1.313	9.0	1,2
Mitsubishi	**SC7210**	6G72T 3000GT TT	3.617 (91.9mm)	+.030	1.255	8.0	1,2

NISSAN® PISTONS

CP Nissan® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams. Along with high performance rings, CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with skirt coating if desired. Head gaskets also available.

STANDARD FEATURES INCLUDE:

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

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

MARK BERRY
Nissan R32 GTR

NISSAN®

MAKE	PART #	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Nissan	**SC7299**	KA24 w/Turbo	3.504 (89.0mm)	STD	1.339	9.0	1,2,8
Nissan	**SC7300**	KA24 w/Turbo	3.524 (89.5mm)	+0.5mm	1.339	9.0	1,2,8
Nissan	**SC7307**	RB25DET	3.386 (86.0mm)	STD	1.240	8.5	1,2
Nissan	**SC7308**	RB25DET	3.406 (86.5mm)	+0.5mm	1.240	8.5	1,2
Nissan	**SC73081**	RB25DET	3.425 (87.0mm)	+1.0mm	1.240	8.5	1,2
Nissan	**SC7309**	RB26DETT	3.386 (86.0mm)	STD	1.193	8.5	1,2
Nissan	**SC7310**	RB26DETT	3.406 (86.5mm)	+0.5mm	1.193	8.5	1,2
Nissan	**SC7311**	RB26DETT	3.425 (87.0mm)	+1.0mm	1.193	8.5	1,2
Nissan	**SC73241**	SR20DE/DET	3.386 (86.0mm)	STD	1.260	8.5	1,2
Nissan	**SC7327**	SR20DE/DET	3.406 (86.5mm)	+0.5mm	1.260	8.5	1,2
Nissan	**SC7328**	SR20DE/DET	3.425 (87.0mm)	+1.0mm	1.260	8.5	1,2
Nissan	**SC73281**	SR20DE/DET	3.465 (88.0mm)	+2.0mm	1.260	8.5	1,2
Nissan	**SC73291**	SR20DE/DET	3.543 (90.0mm)	+4.0mm	1.260	8.5	1,2
Nissan	**SC7324**	SR20DE/DET	3.386 (86.0mm)	STD	1.260	9.0	1,2
Nissan	**SC7325**	SR20DE/DET	3.406 (86.5mm)	+0.5mm	1.260	9.0	1,2
Nissan	**SC7326**	SR20DE/DET	3.425 (87.0mm)	+1.0mm	1.260	9.0	1,2
Nissan	**SC73261**	SR20DE/DET	3.465 (88.0mm)	+2.0mm	1.260	9.0	1,2
Nissan	**SC7329**	SR20DE/DET	3.543 (90.0mm)	+4.0mm	1.260	9.0	1,2
Nissan	**SC7320**	SR20DE/DET	3.406 (86.5mm)	+0.5mm	1.260	10.5	1,2,3
Nissan	**SC7321**	SR20DE/DET	3.425 (87.0mm)	+1.0mm	1.260	10.5	1,2,3
Nissan	**SC7324V**	SR20VE/VET	3.386 (86.0mm)	STD	1.260	9.0	1,2
Nissan	**SC7325V**	SR20VE/VET	3.406 (86.5mm)	+0.5mm	1.260	9.0	1,2
Nissan	**SC7326V**	SR20VE/VET	3.425 (87.0mm)	+1.0mm	1.260	9.0	1,2
Nissan	**SC73261V**	SR20VE/VET	3.465 (88.0mm)	+2.0mm	1.260	9.0	1,2
Nissan	**SC73264V**	SR20VE/VET	3.524 (89.5mm)	+3.5mm	1.260	9.0	1,2
Nissan	**SC7329V**	SR20VE/VET	3.543 (90.0mm)	+4.0mm	1.260	9.0	1,2
Nissan	**SC7340V**	SR20VE/VET	3.386 (86.0mm)	STD	1.260	12.5	3
Nissan	**SC7341V**	SR20VE/VET	3.406 (86.5mm)	+0.5mm	1.260	12.5	3
Nissan	**SC7342V**	SR20VE/VET	3.425 (87.0mm)	+1.0mm	1.260	12.5	3
Nissan	**SC7343V**	SR20VE/VET	3.524 (89.5mm)	+3.5mm	1.260	12.5	3
Nissan	**SC7344V**	SR20VE/VET	3.543 (90.0mm)	+4.0mm	1.260	12.5	3
Nissan	**SC7329VS**	SR20VE/VET (Notes 11)	3.543 (90.0mm)	+4.0mm	1.260	9.0	1,2,11
Nissan	**SC7330**	VG30DE	3.445 (87.5mm)	+0.5mm	1.260	10.5	2,3
Nissan	**SC7335**	VG30DETT	3.445 (87.5mm)	+0.5mm	1.260	8.5	1,2
Nissan	**SC7336**	VG30DETT	3.465 (88.0mm)	+1.0mm	1.260	8.5	1,2
Nissan	**SC7337**	VQ35DE	3.760 (95.5mm)	STD	1.167	8.5	1,2
Nissan	**SC7339**	VQ35DE	3.770 (95.75mm	+0.25mm	1.167	8.5	1,2
Nissan	**SC7338**	VQ35DE	3.780 (96.0mm)	+0.5mm	1.167	8.5	1,2
Nissan	**SC73371**	VQ35DE	3.760 (95.5mm)	STD	1.167	11.0	2,3
Nissan	**SC73391**	VQ35DE	3.770 (95.75mm)	+0.25mm	1.167	11.0	2,3
Nissan	**SC73381**	VQ35DE	3.780 (96.0mm)	+0.5mm	1.167	11.0	2,3

SUBARU® PISTONS

CP Subaru® pistons are available standard or oversized. CP pistons are compatible with oversize valves, higher lift cams and high performance rings. CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with skirt coating if desired. Head gaskets also available.

STANDARD FEATURES INCLUDE:

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

SUBARU®

MAKE	PART #	ENGINE CODE	BORE	SIZE	CH	CR	NOTES
Subaru	**SC7399**	EJ20 WRX	3.622 (92.0mm)	STD	1.285	8.5	1,2,10
Subaru	**SC7400**	EJ20 WRX	3.642 (92.5mm)	+0.5mm	1.285	8.5	1,2,10
Subaru	**SC7401**	EJ20 WRX	3.661 (93.0mm)	+1.0mm	1.285	8.5	1,2,10
Subaru	**SC7410**	EJ25 DOHC	3.937 (100.0mm)	+0.5mm	1.193	8.5	1,2,10
Subaru	**SC7420**	EJ257 WRX STI	3.9175 (99.5mm)	STD	1.208	8.2	1,2,10
Subaru	**SC7422**	EJ257 WRX STI	3.927 (99.75mm)	+0.25mm	1.208	8.2	1,2,10
Subaru	**SC7421**	EJ257 WRX STI	3.937 (100.0mm)	+0.5mm	1.208	8.2	1,2,10
Subaru	**SC7425**	EJ257 WRX STI	3.9175 (99.5mm)	STD	1.208	9.0	1,2,10
Subaru	**SC7426**	EJ257 WRX STI	3.927 (99.75mm)	+0.25mm	1.208	9.0	1,2,10
Subaru	**SC7427**	EJ257 WRX STI	3.937 (100.0mm)	+0.5mm	1.208	9.0	1,2,10

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

PAUL SZUBA
Subaru WRX STi

TOYOTA® PISTONS

Toyota® pistons are available standard or oversized. CP pistons are compatible with oversize valves and higher lift cams. Along with full radius dome designs, high performance rings and lightweight pins, CP pistons represent the highest quality and are engineered for maximum power. Pistons can be ordered with skirt coating if desired. Head gaskets also available.

STANDARD FEATURES INCLUDE:

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

TOYOTA®

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

Footnotes:

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

CP PISTON RING RECOMMENDATIONS

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

Determining Ring Gap

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

81mm/25.4= 3.189 inches

(3.189" x .005)= .016"

.016"is the minimum allowable clearance.

NOTE

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

Ring Filing Procedures

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

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

RING GAP MEASURING PROCEDURES

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

Ring End Gap Chart

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

CP PISTONS CYLINDER HONING RECOMMENDATIONS

GAS NITRIDED, CPN AND CPN2 PISTON RINGS

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

CHROME RINGS

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

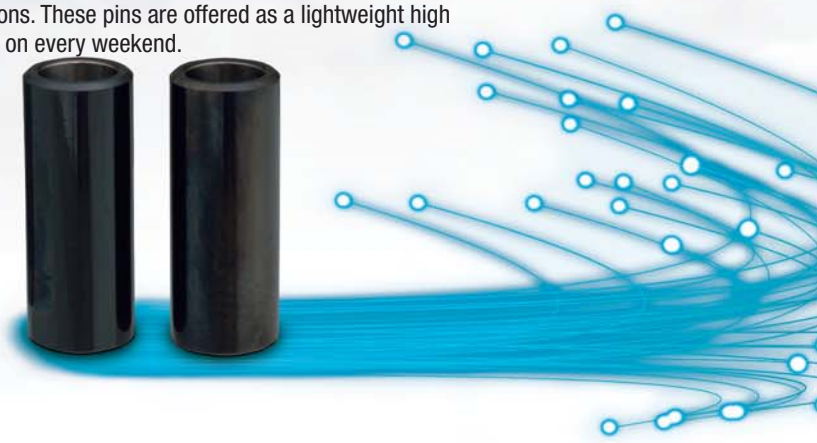
ALL RINGS

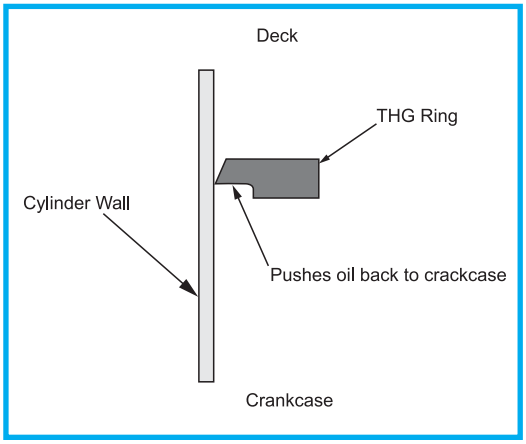
The honing must be done slow to minimize heat build-up. No hand honing. Final bore needs to be less than plus or minus .0002" out of round, checked 360 degrees around the bore from the bottom to the top of the cylinder. This can only be checked with a dial bore gauge. The expertise of your machine shop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

PREMIUM PINS (DLC - DIAMOND LIKE CARBON)

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

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





CPN RINGS

TOP RING

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

SECOND RING

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

THE POWER COMBINATION

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

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

HONDA

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

CHRYSLER/DODGE

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

FORD

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

NISSAN/INFINITY/DATSUN

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

CARRILLO™
THE CHOICE CONNECTION

A-BEAM

H-BEAM

MAZDA

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

MITSUBISHI

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

SUBARU

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

TOYOTA/LEXUS

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

APPAREL

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(S - 3XL)

Mens White Short Sleeved CP T-Shirt
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Address		E-mail	
City		Contact	
State	Zip Code	PO#	
Credit Card#	Exp Date	Name	CC Zip

ORDER INFO

CUSTOM PISTON INFO

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

SHELF PART #	Qty	Price	Total
RTS LTS All Same			
Pins Part#			
Locks Part#			
Spacer Rails Part#			
Pin t Y N			
Ring Set Part#			
Ring Cyl Set			
Int Milling			
Plunge V/R			
Gas Ports			
Pin Buttons Part#			
Misc			

Notes:	Subtotal
	Tax
	Shipping Total
	Total

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

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