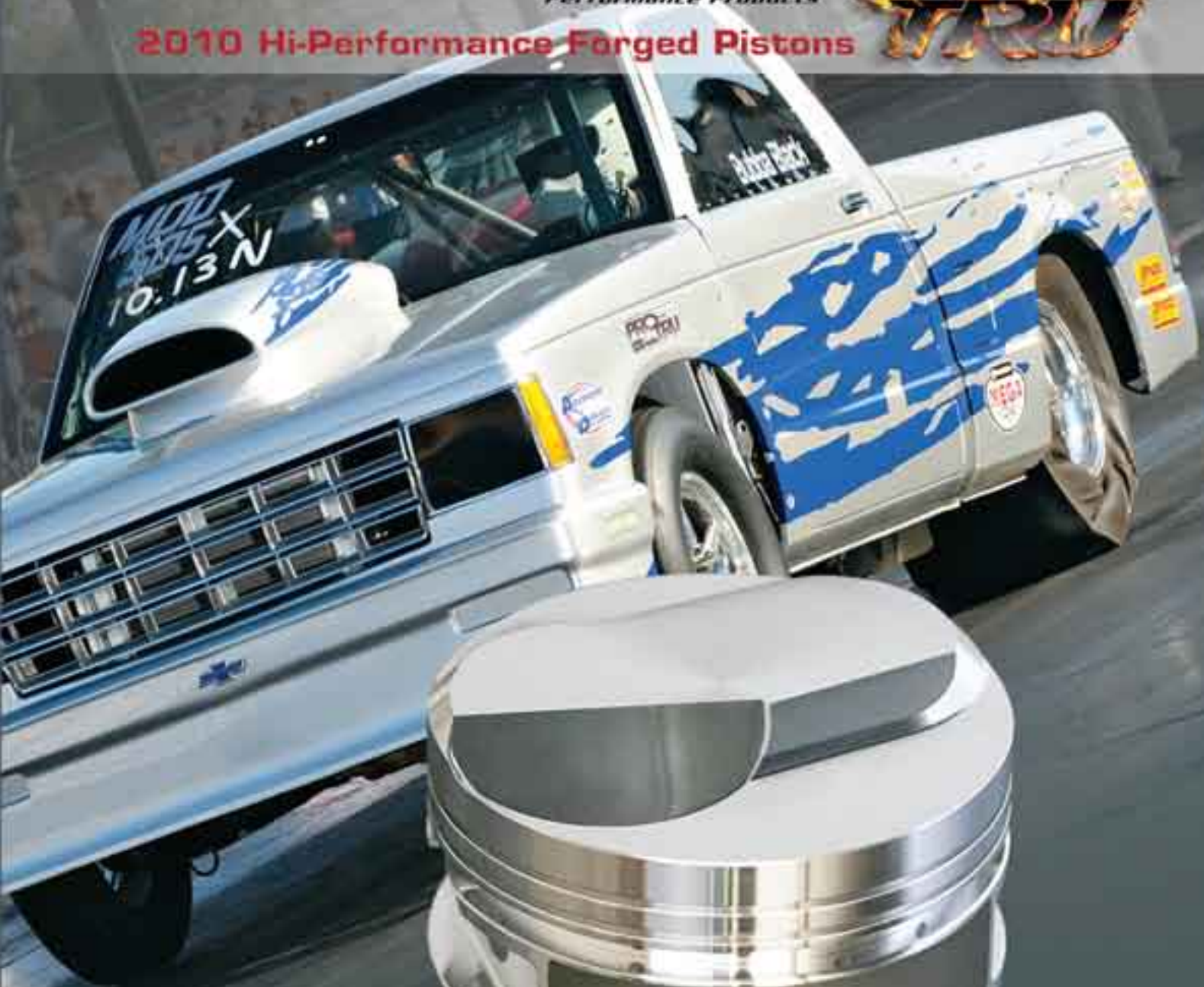


**W** **WISECO**  
Performance Products



**2010 Hi-Performance Forged Pistons**



PT10



## Forged Piston Kits

### Sold complete with:

- Forged Pistons
- HASTINGS Hi-Tensile Plasma Moly Rings
- Chromium Alloy Steel Piston Pins & Spirolox

### Race Proven Performance



World renowned for our work building race winning pistons, Wiseco utilizes experience from a diverse background of the most sophisticated engines.

In creating the Pro Tru line, the goal is to create the best value in forged pistons today. These **American made pistons** are forged and machined by skilled Ohio craftsmen with state-of-the-art forging presses and CNC machines. By using dedicated forgings specific to the final piston shape, Pro Tru pistons are stronger and lighter than industry standards.

Pro Tru sets include plasma moly 1/16, 1/16, 3/16 pre-gapped ring packages which provide excellent seal, friction reduction, and long life. Pro Tru pistons also come in a variety of volumes that allow the engine builder to choose the exact compression ratio required for their engine.



- 1** Dome and reverse dome shapes have smooth contoured surfaces for better combustion and optimal quench for detonation reduction!
- 2** Symmetrical valve pocket designs allow maximum flow around the valves during overlap and accommodate oversize valves and high lift cams.
- 3** New screen printed skirt coatings for 2010 use Wiseco's proprietary Armor Glide™ material. Superior to graphite or Teflon based formulas, benefits include longer piston life, increased horsepower, noise reduction, and much tighter dimensional tolerances than typical spray-on coatings. Controlled curing processes guarantee the best possible results.
- 4** Complex Piston skirt profiles reduce power robbing friction and rock, which promotes stability in bore for optimum ring seal.
- 5** Precision machined ring grooves provide excellent surface finish and flatness for maximum ring seal and minimized blow-by and oil consumption.
- 6** World class, ISO Certified, forging facility that utilizes the latest technologies, featuring complex forged shapes, advanced materials, and featured aligned grain flow technology.



Compression ratios are based on .038 gasket and .010 deck height, unless noted otherwise.

- *Pressure fed pin oiling*
- *Precision finished piston pin hole*
- *CNC machined symmetrical domes*
- *Oversized, symmetrical, radiused valve pockets*



<b>NEW AMC 360 V8 Flat Top -8.6cc</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						50cc Head	58cc Head			
PT115H3	4.110"	1.590	3.440"	5.785"	-8.6cc	11.6:1	10.5:1	365	5115H3	4110H
PT115H45	4.125"					11.67:1	10.57:1	368	5115H45	4125H
<b>AMC 360 V8 Reverse Dish -21cc</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						50cc Head	58cc Head			
PT114H3	4.110"	1.590	3.440"	5.785"	-21cc	10.0:1	9.2:1	365	5114H3	4110H
PT114H45	4.125"					10.2:1	9.5:1	368	5114H45	4125H
<b>AMC 401 V8 Flat Top -8.6cc</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						50cc Head	58cc Head			
PT117H3	4.195"	1.500	3.680"	5.858"	-8.6cc	12.7:1	11.5:1	407	5117H3	4195H
<b>AMC 401 V8 Reverse Dish -27cc</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						50cc Head	58cc Head			
PT116H3	4.195"	1.500	3.680"	5.858"	-27cc	10.3:1	9.5:1	407	5116H3	4195H
<b>Buick GN 3.8L Turbo w/.940 Pin (Stage 1: 1985 &amp; older • Stage 2: 1986 &amp; newer)</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						Stage 1	Stage 2			
PT040H2	3.820"	1.825	3.400"	5.960"	-25cc	8.0:1	8.5:1	234	5040H2	3820H
PT040H3	3.830"					8.0:1	8.5:1	235	5040H3	3830H
PT040H4	3.840"					8.1:1	8.6:1	236	5040H4	3840H
<b>Buick GN 3.8L Turbo w/.940 Pin (Stage 1: 1985 &amp; older • Stage 2: 1986 &amp; newer)</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						Stage 1	Stage 2			
PT120H2	3.820"	1.860	3.400"	5.960"	-25cc	9.0:1	9.3:1	234	5120H2	3820H
PT120H3	3.830"					9.0:1	9.3:1	235	5120H3	3830H
PT120H4	3.840"					9.1:1	9.4:1	236	5120H4	3840H
<b>Buick V6 Turbo Stroker w/3-5/8" Crank</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						46cc Head	43cc Head			
PT109H2	3.820"	1.327	3.625"	6.350"	-27cc	9.3:1	9.6:1	249	5109H2	3820H
PT109H3	3.830"					9.3:1	9.7:1	251	5109H3	3830H
PT109H4	3.840"					9.4:1	9.7:1	252	5109H4	3840H
<b>Buick 455 Flat Top</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						68cc Head	65cc Head			
PT054H4	4.350"	1.980	3.900"	6.600"	-8.34cc	11.8:1	12.2:1	464	5054H4	4350H
<b>Buick 455 Reverse Dome</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						68cc Head	65cc Head			
PT055H4	4.350"	1.980	3.900"	6.600"	-22cc	10.3:1	10.6:1	464	5055H4	4350H
PT055H5	4.360"					10.4:1	10.7:1	466	5055H5	4360H



# Forged Piston Kits

**Sold complete with:**

- Forged Pistons
- HASTINGS Hi-Tensile Plasma Moly Rings
- Chromium Alloy Steel Piston Pins & Spirolox

## Chrysler 225 Slant 6 Flat Top

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						54cc Head				
PT112H25	3.425"	1.625	4.125"	7.005"	-6cc	10.25:1		228	5112H25	8700XX
PT112H45	3.445"					10.3:1		231	5112H45	8750XX
PT112H84	3.484"					10.5:1		236	5112H84	8850XX
PT112H104	3.504"					10.6:1		239	5112H104	8900XX

## Chrysler 3.9L V6 Flat Top

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						64cc Head	62cc Head			
Order as single pistons	3.940"	1.800	3.310"	6.123"	-5cc	9.4:1	9.6:1	242	5083H3	3940VK
	3.950"					9.5:1	9.7:1	243	5083H4	3950VK

## Chrysler 318 Flat Top (w/ 5/64", 5/64", 3/16" Rings)

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						64cc Head	62cc Head			
PT083H3	3.940"	1.800	3.310"	6.123"	-5cc	9.4:1	9.6:1	323	5083H3	3940VK
PT083H4	3.950"					9.5:1	9.7:1	325	5083H4	3950VK

## Chrysler 360 Flat Top

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						68cc Head	65cc Head			
PT022H3	4.030"	1.665	3.580"	6.123"	-5cc	10.0:1	10.4:1	365	5022H3	4030H

## Chrysler 340/360 Flat Top Stroker w/4.000" Crank

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						68cc Head	65cc Head			
PT060H3	4.030"	1.460	4.000"	6.123"	-5cc	11.0:1	11.5:1	408	5060H3	4030H
PT060H4	4.040"					11.1:1	11.5:1	410	5060H4	4040H
PT060H6	4.060"					11.2:1	11.6:1	414	5060H6	4060H
PT060H7	4.070"					11.3:1	11.6:1	416	5060H7	4070H

## Chrysler 340/360 Rev Dome Stroker w/4.000" Crank

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						68cc Head	65cc Head			
PT036H3	4.030"	1.460	4.000"	6.123"	-20cc	9.5:1	9.8:1	408	5036H3	4030H
PT036H6	4.060"					9.6:1	9.9:1	414	5036H6	4060H
PT036H7	4.070"					9.7:1	10.0:1	416	5036H7	4070H

## Chrysler 400 Low Deck Flat Top

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						68cc Head	65cc Head			
PT108H55	4.375"	1.250	3.750"	6.800"	-10cc	11.3:1	11.6:1	451	5108H55	4375H

## Chrysler 440 Flat Top 1.094" Pin O.D.

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						88cc Head	78cc Head			
PT034H3	4.350"	2.050	3.750"	6.766"	-4cc	9.8:1	10.7:1	446	5034H3	4350H
PT034H55	4.375"		3.750"			9.9:1	10.7:1	451	5034H55	4375H

## Chrysler 440 Flat Top Stroker w/4.150" Crank - .990" Pin O.D. OEM & Indy Cyl. Heads

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						88cc Head	78cc Head			
PT091H3	4.350"	1.850	4.150"	6.766"	-6.3cc	10.5:1	11.5:1	493	5091LH3/RH3	4350H
PT091H55	4.375"					10.6:1	11.6:1	499	5091LH55/RH55	4375H



Compression ratios are based on .038 gasket and .010 deck height, unless noted otherwise.



**NOTE:** 8cc & 11cc domes are hollow and cannot be cut to flat tops.

<b>(Marine only) • Chevy 3.0L / 183 Cubic Inch • 4-Cylinder • Flat Top</b>									
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT076H3	4.030"	1.635	3.600"		0.0	9.2:1	184	5076H3	4030H
PT076H4	4.040"					9.2:1	185	5076H4	4040H

<b>Chevy 262 • 6-Cylinder • Flat Top (also fits Marine appl.) 4.3L</b>									
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	Cubic Inch	Repl. Piston	Repl. Ring Part #
Order as single pistons	4.030"	1.560	3.480"	5.700"	-8.7	9.5:1	266	5028H3	4030H
	4.060"					9.6:1	270	5028H6	4060H

<b>Chevy 305 Small Block Flat Top 2-Valve Pocket (also fits Marine appl.) 5.0L</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						67cc Head	64cc Head			
PT014H3	3.766"	1.560	3.480"	5.700"	-5.4cc	8.8:1	9.1:1	310	5014H3	3766H
PT014H6	3.796"					8.9:1	9.2:1	315	5014H6	3796H

<b>Chevy 327 Small Block Domed</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						67cc Head	64cc Head			
PT041H3	4.030"	1.675	3.250"	5.700"	+8cc	10.8:1	11.3:1	332	5041H3	4030H

<b>Chevy 23° Small Block Domed</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						67cc Head	64cc Head			
PT001H3	4.030"	1.560	3.480"	5.700"	+8cc	11.5:1	12.0:1	355	5001H3	4030H
PT001H4	4.040"					11.6:1	12.1:1	357	5001H4	4040H
PT001H6	4.060"					11.7:1	12.2:1	360	5001H6	4060H
PT026H3	4.030"	1.425	3.750"	5.700"	+8cc	12.4:1	12.9:1	383	5026H3	4030H
PT005H3	4.155"					12.9:1	13.5:1	407	5005H3	4155H
PT006H3	4.030"	1.260	3.480"	6.000"	+8cc	11.5:1	12.0:1	355	5006H3	4030H
PT006H4	4.040"					11.6:1	12.1:1	357	5006H4	4040H
PT058H6	4.060"	1.260	3.480"	6.000"	+11cc	12.2:1	12.7:1	360	5058H6	4060H
PT029H3	4.155"	1.260	3.480"	6.000"	+8cc	12.1:1	12.6:1	377	5029H3	4155H
PT027H3	4.030"	1.125	3.750"	6.000"	+8cc	12.4:1	12.9:1	383	5027H3	4030H
PT027H4	4.040"					12.4:1	12.9:1	385	5027H4	4040H
PT027H6	4.060"					12.5:1	13.0:1	388	5027H6	4060H
PT059H3	4.155"	1.125	3.750"	6.000"	+4cc	12.3:1	12.8:1	407	5059H3	4155H
PT018H3	4.155"	1.125	3.750"	6.000"	+8cc	12.9:1	13.5:1	407	5018H3	4155H
PT018H4	4.165"					13.0:1	13.6:1	409	5018H4	4165H



# Forged Piston Kits

**Sold complete with:**

- Forged Pistons
- HASTINGS Hi-Tensile Plasma Moly Rings
- Chromium Alloy Steel Piston Pins & Spirolox

## Chevy 23° Small Block Flat Top 2-Valve Pockets

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio			Cubic Inch	Repl. Piston	Repl. Ring Part #
						67cc Head	64cc Head				
PT003HS	4.000"	1.560	3.480"	5.700"	-5.4cc	9.7:1	10.0:1	350	5003HS	4000H	
PT003H3	4.030"					9.8:1	10.2:1	355	5003H3	4030H	
PT003H4	4.040"					9.9:1	10.2:1	357	5003H4	4040H	
PT003H6	4.060"					9.9:1	10.3:1	360	5003H6	4060H	
PT025H3	4.030"	1.425	3.750"	5.700"	-5.4cc	10.5:1	10.9:1	383	5025H3	4030H	
PT025H4	4.040"					10.5:1	10.9:1	385	5025H4	4040H	
PT025H6	4.060"					10.6:1	11.0:1	388	5025H6	4060H	
PT016H3	4.155"					11.0:1	11.4:1	407	5016H3	4155H	
PT016H4	4.165"					11.0:1	11.5:1	409	5016H4	4165H	
PT008H3	4.030"	1.260	3.480"	6.000"	-5.4cc	9.8:1	10.2:1	355	5008H3	4030H	
PT008H4	4.040"					9.9:1	10.2:1	357	5008H4	4040H	
PT008H6	4.060"					9.9:1	10.3:1	360	5008H6	4060H	
PT061H3	4.155"					10.3:1	10.7:1	377	5061H3	4155H	
PT017H3	4.030"	1.125	3.750"	6.000"	-5.4cc	10.5:1	10.9:1	383	5017H3	4030H	
PT017H4	4.040"					10.5:1	10.9:1	385	5017H4	4040H	
PT017H6	4.060"					10.6:1	11.0:1	388	5017H6	4060H	
PT020H3	4.155"					11.0:1	11.4:1	407	5020H3	4155H	
PT020H4	4.165"					11.0:1	11.5:1	409	5020H4	4165H	
PT110H3	4.030"	1.000	4.000"	6.000"	-5.4cc	11.1:1	11.5:1	408	5110H3	4030H	
PT110H4	4.040"					11.2:1	11.6:1	410	5110H4	4040H	
PT110H6	4.060"					11.3:1	11.7:1	414	5110H6	4060H	
PT079HS	4.125"					11.6:1	12.0:1	428	5079HS	4125H	
PT079H3	4.155"					11.7:1	12.1:1	434	5079H3	4155H	
PT079H4	4.165"					11.7:1	12.2:1	436	5079H4	4165H	

## Chevy 23° Small Block Flat Top 4-Valve Pockets (also fits Marine appl.) 5.0L / 305 Cubic Inch

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio			Cubic Inch	Repl. Piston	Repl. Ring Part #
						67cc Head	64cc Head				
PT028H3	4.030"	1.560	3.480"	5.700"	-8.7cc	9.5:1	9.8:1	355	5028H3	4030H	

## Chevy 23° Small Block Reverse Dome (Nitrous capable)

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio			Cubic Inch	Repl. Piston	Repl. Ring Part #
						67cc	64cc	58cc			
PT002H3	4.030"	1.560	3.480"	5.700"	-20cc	8.5:1	8.7:1	9.2:1	355	5002H3	4030H
PT004H3	4.030"	1.425	3.750"	5.700"	-20cc	9.0:1	9.3:1	9.9:1	383	5004H3	4030H
PT004H6	4.060"					9.2:1	9.5:1	10.0:1	388	5004H6	4060H
PT015H3	4.155"					9.5:1	9.8:1	10.4:1	407	5015H3	4155H
PT007H3	4.030"	1.260	3.480"	6.000"	-20cc	8.5:1	8.7:1	9.2:1	355	5007H3	4030H
PT095H3	4.030"	1.125	3.750"	6.000"	-13cc	9.7:1	10.0:1	10.7:1	383	5095H3	4030H
PT095H4	4.040"					9.7:1	10.0:1	10.7:1	385	5095H4	4040H
PT096HS	4.125"					10.0:1	10.4:1	11.0:1	401	5096HS	4125H
PT096H3	4.155"					10.2:1	10.5:1	11.0:1	407	5096H3	4155H
PT009H3	4.030"	1.125	3.750"	6.000"	-20cc	9.0:1	9.3:1	9.9:1	383	5009H3	4030H
PT009H6	4.060"					9.2:1	9.5:1	10.0:1	388	5009H6	4060H
PT019H3	4.155"					9.5:1	9.8:1	10.3:1	407	5019H3	4155H
PT097H3	4.030"	1.125	3.750"	6.000"	-28cc	8.5:1	8.7:1	9.2:1	383	5097H3	4030H
PT097H4	4.040"					8.5:1	8.7:1	9.2:1	385	5097H4	4040H
PT098HS	4.125"					8.8:1	9.0:1	9.5:1	401	5098HS	4125H
PT098H3	4.155"					8.9:1	9.1:1	9.5:1	407	5098H3	4155H
PT106H3	4.030"	1.060	3.875"	6.000"	-9cc	10.4:1	10.8:1	11.5:1	395	5106H3	4030H
PT106H4	4.040"					10.5:1	10.8:1	11.5:1	397	5106H4	4040H
PT107HS	4.125"					10.8:1	11.2:1	11.9:1	414	5107HS	4125H
PT107H3	4.155"					10.9:1	11.3:1	12.0:1	420	5107H3	4155H
PT104H3	4.030"	1.060	3.875"	6.000"	-29cc	8.6:1	8.9:1	9.3:1	395	5104H3	4030H
PT105H3	4.155"					9.0:1	9.3:1	9.8:1	420	5105H3	4155H
PT093HS	4.125"	1.000	4.000"	6.000"	-15cc	10.5:1	10.8:1	12.3:1	428	5093HS	4125H
PT093H3	4.155"					10.6:1	10.9:1	12.4:1	434	5093H3	4155H



Compression ratios are based on .038 gasket and .010 deck height, unless noted otherwise.



**NOTE:** Big Block Chevy 15cc & 21cc domes are solid and may be cut to flat tops (2.76 grams per cc - Approximately 2.7cc's lost for every .025" cut from dome size.

<b>(Marine only) 6.2L / 383 Cubic Inch • Reverse Dome</b>									
Kit Part #	Bore Size	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	67cc Head	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT004H3	4.030"	1.425	3.750"	5.700"	-20.0	9.0:1	383	5004H3	4030H
PT004H6	4.060"					9.2:1	388	5004H6	4060H

<b>Chevy 396 Big Block Domed</b>										
Kit Part #	Bore Size	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	104cc Head	96cc Head	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT039H3	4.125"	1.760	3.760"	6.135"	+38cc	11.0:1	13.0:1	402	5039H3	4125H
PT039H6	4.155"					11.1:1	13.2:1	408	5039H6	4155H

<b>Chevy 427 Big Block Domed - Closed Chamber</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	107cc Head	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT046H3	4.280"	1.760	3.760"	6.135"	+21cc	10.1:1		433	5046H3	4280H
PT046H6	4.310"					10.2:1		439	5046H6	4310H

<b>Chevy 427 Big Block Domed - Open Chamber</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	119cc Head	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT047H3	4.280"	1.760	3.760"	6.135"	+48.4cc	11.9:1		433	5047H3	4280H

<b>Chevy Big Block Domed - Street/Heavy Duty Version (also fits Marine appl.) 7.4L / 454 Cubic Inch</b>											
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	119cc Head	112cc Head	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT010H3	4.280"	1.645	4.000"	6.135"	+21cc	9.6:1	10.2:1	460	5010H3	4280H	
PT010H6	4.310"					9.7:1	10.3:1	467	5010H6	4310H	
PT011H6	4.310"	1.645	4.000"	6.135"	+47cc	12.4:1		467	5011H6	4310H	

<b>NEW Chevy Vortec 8.1 Flat Top - GEN 7 • Non-Stock .990 pin dia. (also fits Marine appl.)</b>										
Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	118cc Head	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT121H1	4.260					8.75:1		498	5121H1	4263H
PT121H3	4.280	1.340	4.370"	6.673	-2	8.8:1		503	5121H3	4280H
PT121H4	4.290					8.85:1		505	5121H4	4290H





# Forged Piston Kits

**Sold complete with:**

- Forged Pistons
- HASTINGS Hi-Tensile Plasma Moly Rings
- Chromium Alloy Steel Piston Pins & Spirolox

**NOTE: Big Block Chevy 15cc & 21cc domes are solid and may be cut to flat tops (2.76 grams per cc - Approximately 2.7cc's lost for every .025" cut from dome size.**

## Chevy Big Block Domed - Race Version

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #		
						119cc Head	112cc Head					
PT081H3	4.280"	1.645	4.000"	6.135"	+21cc	9.6:1	10.2:1	460	5081H3	4280H		
PT081H6	4.310"					9.7:1	10.3:1	467	5081H6	4310H		
PT082H3	4.280"	1.645	4.000"	6.135"	+47cc	12.3:1		460	5082H3	4280H		
PT082H6	4.310"					12.4:1		467	5082H6	4310H		
PT092HS	4.500"	1.395	4.000"	6.385"	+21cc	10.4:1	11.0:1	509	5092HS	4500H		
PT092H3	4.530"					10.5:1	11.2:1	516	5092H3	4530H		
PT092HS	4.500"					4.500"	6.135"	11.6:1	12.3:1	572	5092HS	4500H
PT092H3	4.530"							11.7:1	12.5:1	580	5092H3	4530H
PT092HS	4.500"		6.535"	11.6:1				12.3:1	572	5092HS	4500H	
PT092H3	4.530"			11.7:1				12.5:1	580	5092H3	4530H	
<b>NEW</b> PT119H3	4.280"		1.270	4.250"		6.385"	+21cc	10.8:1	10.1:1	489	5119H3	4280H
PT119H6	4.310"							10.9:1	10.2:1	496	5119H6	4310H
PT119H7	4.320"	11.0:1			10.3:1			498	5119H7	4320H		
<b>NEW</b> PT118H3	4.280"	1.270	4.250"	6.385"	+45cc	14.0:1	12.8:1	489	5118H3	4280H		
PT118H6	4.310"					14.1:1	13.1:1	496	5118H6	4310H		
PT118H7	4.320"					14.3:1	13.2:1	498	5118H7	4320H		
PT102HS	4.500"	1.270	4.250"	6.385"	+15cc	10.5:1	11.1:1	540	5102HS	4500H		
PT102H3	4.530"					10.6:1	11.2:1	548	5102H3	4530H		
PT102H6	4.560"					10.7:1	11.4:1	555	5102H6	4560H		
PT102H100	4.600"					10.9:1	11.5:1	565	5102H100	4600H		
PT103HS	4.500"	1.120	4.250"	6.535"	+15cc	10.5:1	11.1:1	540	5103HS	4500H		
PT103H3	4.530"					10.6:1	11.2:1	548	5103H3	4530H		
PT103H6	4.560"					10.7:1	11.4:1	555	5103H6	4560H		
PT103H100	4.600"					10.9:1	11.5:1	565	5103H100	4600H		
PT103HS	4.500"		4.500"	6.800"		+15cc	11.0:1	11.7:1	572	5103HS	4500H	
PT103H3	4.530"						11.2:1	11.8:1	580	5103H3	4530H	
PT103H6	4.560"						11.3:1	12.0:1	588	5103H6	4560H	
PT103H100	4.600"						11.5:1	12.1:1	598	5103H100	4600H	
PT103HS	4.500"		4.750"	6.700"		+15cc	11.6:1	12.3:1	604	5103HS	4500H	
PT103H3	4.530"						11.8:1	12.4:1	612	5103H3	4530H	
PT103H6	4.560"	11.9:1			12.6:1		621	5103H6	4560H			
PT103H100	4.600"	12.0:1			12.8:1		632	5103H100	4600H			

## Chevy 572 Cubic Inch - GM Crate Motor

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						119cc Head	112cc Head			
PT088HS	4.560"	1.465	4.375"	6.135"	+34cc	13.0:1	13.9:1	572	5088HS	4560H
PT088H10	4.570"					13.0:1	13.9:1	573	5088H10	4570H

## Chevy 454 Cubic Inch • Blower • Flat Top *(also fits Marine appl.)* 7.4L / 454 Cubic Inch 🚗

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio - 119cc Head	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT072H3	4.280"	1.645	4.000"	6.135"	-2.4	8.0:1	460	5072H3	4280H
PT072H6	4.310"					8.1:1	467	5072H6	4310H
PT073HS	4.500"	1.645	4.000"	6.135"	-2.4	8.7:1	509	5073HS	4500H
PT073H3	4.530"					8.7:1	516	5073H3	4530H

## Chevy 502 Cubic Inch • Mini Dome *(also fits Marine appl.)* 8.2L / 502 Cubic Inch 🚗

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio - 119cc Head	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT077H04	4.470"	1.645	4.000"	6.135"	+3.8	8.9:1	502	5077H04	4470H
PT077H3	4.500"					9.0:1	509	5077H3	4500H

## Chevy 540 Cubic Inch • Mini Dome *(also fits Marine appl.)* 8.8L / 540 Cubic Inch 🚗

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio - 119cc Head	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT078HS	4.500"	1.520	4.250"	6.135"	+4.5	9.5:1	540	5078HS	4500H
PT078H3	4.530"					9.6:1	548	5078H3	4530H
PT078H6	4.560"					9.9:1	555	5078H6	4560H



Compression ratios are based on .038 gasket and .010 deck height, unless noted otherwise.



### NEW Ford 3.8L Supercoupe V6

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT113H2	3.830"	1.615	3.390"	5.914"	-13cc	9.0:1	234	5113H2	3830H
PT113H3	3.840"						236	5113H3	3840H

### Ford Windsor 302 Flat Top (Also fits Ford Windsor 289)

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						62cc Head	60cc Head			
PT012H3	4.030"	1.600	3.000"	5.090"	-5cc	9.1:1	9.4:1	306	5012H3	4030H
PT012H4	4.040"					9.2:1	9.4:1	308	5012H4	4040H

### Ford Windsor 302 Flat Top - TFS Twisted Wedge Heads

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						61cc Head	58cc Head			
PT089H3	4.030"	1.600	3.000"	5.090"	-2cc	9.6:1	10.0:1	306	5089H3	4030H
PT089H4	4.040"					9.6:1	10.0:1	308	5089H4	4040H

### Ford Windsor 302 Reverse Dome (Also fits Ford Windsor 289)

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT013H3	4.030"	1.600	3.000"	5.090"	-13cc	8.3:1 8.6:1	306	5013H3	4030H

### Ford 327 Cubic Inch - Flat Top - 302 Windsor w/ 3.250" Crank

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						62cc Head	60cc Head			
PT070H3	4.030"	1.175	3.250"	5.400"	-5cc	*10.0:1	*10.3:1	332	5070H3	4030H

\* Compression ratios based on .000 deck

### Ford 347 Cubic Inch - Flat Top - 302 Windsor w/3.400" Crank

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						62cc Head	60cc Head			
PT044H3	4.030"	1.095	3.400"	5.400"	-5cc	10.2:1	10.5:1	347	5044H3	4030H
PT044H4	4.040"					10.3:1	10.5:1	349	5044H4	4040H

### Ford 347 Cubic Inch - Reverse Dome - 302 Windsor w/3.400" Crank

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT045H3	4.030"	1.095	3.400"	5.400"	-13cc	9.4:1 9.6:1	347	5045H3	4030H

### Ford Windsor 351 Flat Top

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						62cc Head	60cc Head			
PT031H3	4.030"	1.769	3.500"	5.954"	-5cc	10.5:1	10.8:1	357	5031H3	4030H
PT031H4	4.040"					10.5:1	10.8:1	359	5031H4	4040H

### Ford 402 Cubic Inch - Reverse Dome - 351 Windsor w/4.000" Crank

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						62cc Head	60cc Head			
PT069H3	4.030"	1.300	4.000"	6.200"	-24cc	*9.9:1	*10.0:1	408	5069H3	4030H
PT094H3	4.030"	1.280	4.000"	6.200"	-24cc	*9.7:1	*9.9:1	408	5094H3	4030H
PT094H4	4.040"					*9.8:1	*9.9:1	410	5094H4	4040H

\* Compression ratios based on .000 deck



# Forged Piston Kits

Sold complete with:

- Forged Pistons
- HASTINGS Hi-Tensile Plasma Moly Rings
- Chromium Alloy Steel Piston Pins & Spirolox

## Ford 427 Cubic Inch - Reverse Dome - 351 Windsor w/4.000" Crank

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						62cc Head	60cc Head			
<i>* Compression ratios based on .000 deck</i>										
PT090H3	4.155"	1.280	4.000"	6.200"	-25cc	*10.1:1	*10.3:1	434	5090H3	4155H
PT090H4	4.165"					*10.1:1	*10.3:1	436	5090H4	4165H
PT090H6	4.185"					*10.2:1	*10.4:1	440	5090H6	4185H

## Ford 427 FE Flat Top

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						76cc Head	73cc Head			
PT051H15	4.250"	1.765	3.780"	6.490"	-8cc	10.2:1	10.5:1	429	5051H15	4250H

## Ford 427 FE Domed

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						76cc Head	73cc Head			
PT052H45	4.280"	1.765	3.780"	6.490"	+9cc	12.4:1	12.8:1	435	5052H45	4280H

## (Marine only) • 460 Cubic Inch Ford • Flat Top (Will not fit M6049-SCJ heads)

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio	Cubic Inch	Repl. Piston	Repl. Ring Part #
PT074H3	4.390"	1.756	3.850"	6.605"	-5.400	stock	466	5074H3	4390H

## Oldsmobile 455 Reverse Dome

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						80cc Head	77cc Head			
PT053H3	4.155"	1.750	4.250"	6.735"	-15cc	9.9:1	10.2:1	461	5053H3	4155H
PT053H4	4.165"					10.0:1	10.2:1	463	5053H4	4165H
PT053H6	4.185"					10.0:1	10.3:1	467	5053H6	4185H

## Pontiac 400 Flat Top 1967 and newer

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						72cc Head	70cc Head			
PT048H35	4.155"	1.720	3.750"	6.625"	-2.6cc	10.7:1	11.0:1	407	5048H35	4155H

## Pontiac 455 Flat Top

Kit Part #	Bore Size	Comp. Ht.	Stroke	Rod Lgth.	Dome Volume	Comp. Ratio		Cubic Inch	Repl. Piston	Repl. Ring Part #
						114cc Head	111cc Head			
PT056H35	4.185"	1.500	4.210"	6.625"	-2.6cc	8.5:1	8.6:1	463	5056H35	4185H





Compression ratios are based on .038 gasket and .010 deck height, unless noted otherwise.





# Crankshafts & Connecting Rods



## K1 Rods

Model & Rod Length	Part #	Housing Bore	Shaft Size	Piston Pin Size	Bolt Size	Gram Weight
<b>AMC Billet H-Beam</b>						
5.875" 360	AH5875KADB8-A	2.208	2.095	.930	7/16"	601
5.700" 390/401	AH5858KADB8-A	2.375	2.248	1.000	7/16"	601
<b>Chevy Small Block Billet H-Beam (Small Journal)</b>						
5.700"	CH5700AHLB8-A	2.125	2.000	.927	7/16"	650
6.000"	CH6000AHLB8-A	2.125	2.000	.927	7/16"	633
6.125"	CH6125AHLB8-A	2.125	2.000	.927	7/16"	636
<b>Chevy Small Block Billet H-Beam (Light Weight)</b>						
5.700"	CH5700ALLB-L8-A	2.225	2.100	.927	3/8"	492
6.000"	CH6000ALLB-L8-A	2.225	2.100	.927	3/8"	500
6.000" (Honda Journal)	CH6000AZLB-L8-A	2.015	1.890	.927	3/8"	530
6.125"	CH6125ALLB-L8-A	2.225	2.100	.927	3/8"	503
6.250"	CH6250ALLB-L8-A	2.225	2.100	.927	3/8"	507
6.250" (Honda Journal)	CH6250AZLB-L8-A	2.015	1.890	.927	3/8"	539
<b>Chevy Small Block Billet H-Beam</b>						
5.700"	CH5700ALLB8-A	2.225	2.100	.927	7/16"	622
5.850"	CH5850ALLB8-A	2.225	2.100	.927	7/16"	630
6.000"	CH6000ALLB8-A	2.225	2.100	.927	7/16"	640
6.125"	CH6125ALLB8-A	2.225	2.100	.927	7/16"	658
6.200"	CH6200ALLB8-A	2.225	2.100	.927	7/16"	653
6.200"	CH6200AHLB8-A	2.125	2.000	.927	7/16"	643
6.250"	CH6250ALLB8-A	2.225	2.100	.927	7/16"	648
6.300"	CH6300ALLB8-A	2.225	2.100	.927	7/16"	649
<b>Chevy LS1 Billet H-Beam</b>						
6.098"	CH6098ALLB-LS8-A	2.225	2.100	.927	7/16"	670
6.125"	CH6125ALLB-LS8-A	2.225	2.100	.927	7/16"	652
<b>Buick V-6 Billet H-Beam</b>						
5.960"	BH5960ARVB6-A	2.374	2.250	.940 (Stock)	7/16"	698
6.000"	BH6000ARLB6-A	2.374	2.250	.927	7/16"	705
6.350"	BH6350ARLB6-A	2.374	2.250	.927	7/16"	742
<b>Chevy Big Block Billet H-Beam</b>						
6.135"	CH6135APRB8-A	2.325	2.200	.990	7/16"	727
6.385"	CH6385APRB8-A	2.325	2.200	.990	7/16"	740
6.405"	CH6405APRB8-A	2.325	2.200	.990	7/16"	741
6.480"	CH6480APRB8-A	2.325	2.200	.990	7/16"	740
6.535"	CH6535APRB8-A	2.325	2.200	.990	7/16"	749
6.635"	CH6635APRB8-A	2.325	2.200	.990	7/16"	758
6.700"	CH6700APRB8-A	2.325	2.200	.990	7/16"	781
6.800"	CH6800APRB8-A	2.325	2.200	.990	7/16"	785
7.000"	CH7000APRB8-A	2.325	2.200	.990	7/16"	790
7.100"	CH7100APRB8-A	2.325	2.200	.990	7/16"	804
<b>Chrysler Small Block Billet H-Beam</b>						
6.123" w/ .927 Pin	DH6123ANLB8-A	2.250	2.125	.927	7/16"	649
6.123" w/ .984 (Stock) Pin	DH6123ANPB8-A	2.250	2.125	.984 (Stock)	7/16"	656
<b>Chrysler 440 Cubic Inch "RB" Billet H-Beam</b>						
6.760" w/ .990 Pin & 2.325" Jrn.	DH6760APRB8-A	2.325	2.200	.990	7/16"	815
6.760" w/ .990 Pin	DH6760AURB8-A	2.500	2.375	.990	7/16"	820
6.760" w/ 1.094 Pin	DH6760AUUB8-A	2.500	2.375	1.094	7/16"	812
<b>Chrysler 426 HEMI Billet H-Beam</b>						
6.860" w/ .990 Pin	DH6860AURB8-A	2.500	2.375	.990	7/16"	824
6.860" w/ 1.031 Pin	DH6860AUSB8-A	2.500	2.375	1.031	7/16"	833
7.000" w/ .990 Pin	DH7000APRB8-A	2.325	2.200	.990	7/16"	824
7.100" w/ .990 Pin & 2.325" Jrn.	DH7100APRB8-A	2.325	2.200	.990	7/16"	835
7.100" w/ .990 Pin	DH7100AURB8-A	2.500	2.375	.990	7/16"	855
7.100" w/ 1.031 Pin	DH7100AUSB8-A	2.500	2.375	1.031	7/16"	850
<b>Ford Small Block Billet H-Beam</b>						
6.200" w/ Chevy Rod Pin	FH6200ALGB8-A	2.225	2.100	.866	7/16"	628
6.200" w/ Chevy Rod Pin	FH6200ALLB8-A	2.225	2.100	.927	7/16"	630
<b>Ford Big Block Billet H-Beam</b>						
6.800" w/ Chevy Journal & Pin	FH6800APRB8-A	2.325	2.200	.990	7/16"	749



Engineering expertise and dedication to performance expected of PMi companies

Connecting rods are available in H-beam billet, I-beam billet, and I-beam forged. Beginning with certified 4340 alloy material and designed with perfect cross-sections and proper radii enables K1 rods to withstand greater power levels and piston speeds. To ensure tighter tolerances and superior finish levels, K1 utilizes the latest CNC equipment and properly maintained tooling.

Forged 4340 crankshafts are designed for extra durability at reduced weight. K1 puts forth extra time designing, and CNC programming, to ensure cranks with reduced rotating weight without compromising strength. Knowledgeable engine builders will immediately spot the high degree of finish detail on counterweights and journals. Best of all, K1 understands that engine builders need parts that are ready to install quickly with minimal work.

Check for updates to the product listings at [wiseco.com](http://wiseco.com) & [k1technologies.com](http://k1technologies.com).

Contact a friendly sales associate at Wiseco for details pertaining to the purchase of K1 components.

**NOTE:** Specify connecting rod length when ordering to ensure correct counterweight radius.



### K1 Crankshafts

Model & Stroke	Part #	Main Journal	Rod Journal	Flange	Material (all forged)	Weight (lbs.)
<b>Chevy Small Block 4340 Forged</b>						
327 • 3.750"	327-3750AA6F	327	2.000	6 Bolt	4340	52
350 • 3.480"	350-3480BB6F	350	2.100	6 Bolt	4340	53
350 • 3.480"	350-3480BA6F	350	2.000	6 Bolt	4340	51
350 • 3.480" Round Leading & Trailing (50# Legal)	350-3480BB6F-RN	350	2.100	6 Bolt	4340	50
350 • 3.500"	350-3500BB6F	350	2.100	6 Bolt	4340	53
350 • 3.500"	350-3500BA6F	350	2.000	6 Bolt	4340	51
350 • 3.625"	350-3625BB6F	350	2.100	6 Bolt	4340	56
350 • 3.875"	350-3875BB6F	350	2.100	6 Bolt	4340	54
350 • 3.750"	350-3750BB6F	350	2.100	6 Bolt	4340	55
350 • 4.000"	350-4000BB6F	350	2.100	6 Bolt	4340	57
400 • 3.750"	400-3750CB6F	400	2.100	6 Bolt	4340	54
400 • 3.800"	400-3800CB6F	400	2.100	6 Bolt	4340	59
400 • 3.875"	400-3875CB6F	400	2.100	6 Bolt	4340	57
400 • 4.000"	400-4000CB6F	400	2.100	6 Bolt	4340	57
<b>Chevy Small Block 4340 Forged (Lightweight)</b>						
350 • 3.500"	350-3500BB6L	350	2.100	6 Bolt	*4340	43
350 • 3.750"	350-3750BB6L	350	2.100	6 Bolt	*4340	46
350 • 4.000"	350-4000BB6L	350	2.100	6 Bolt	*4340	47
<i>* Fully Machined on all surfaces &amp; undercut counterweights</i>						
<b>Chevy Big Block 4340 Forged</b>						
454 • 4.000"	454-4000DC6F	454	2.200	6 Bolt	4340	71.9
454 • 4.250"	454-4250DC6F	454	2.200	6 Bolt	4340	81
454 • 4.375"	454-4375DC8F	454	2.200	6 Bolt	4340	82
454 • 4.500"	454-4500DC8F	454	2.200	6 Bolt	4340	82
<b>Chevy Big Block 4340 Forged (Lightweight)</b>						
454 • 4.000"	454-4000DC6L	454	2.200	6 Bolt	*4340	59
454 • 4.250"	454-4250DC6L	454	2.200	6 Bolt	*4340	59
<i>* Fully Machined on all surfaces &amp; undercut counterweights</i>						
<b>Ford Small Block 4340 Forged</b>						
302 • 3.250" (SB Chevy Rod Pins)	302-3250GB6F	302	2.100	6 Bolt	4340	47
302 • 3.400" (SB Chevy Rod Pins)	302-3400GB6F	302	2.100	6 Bolt	4340	47
351 • 3.750" Clev Mains (SB Chevy Rod Pins)	351-3750HB6F	Cleveland	2.100	6 Bolt	4340	59
351 • 4.000" Windsor Mains (SB Chevy Rod Pins)	351-4000KB6F	Windsor	2.100	6 Bolt	4340	61
<b>Chrysler Big Block 4340 Forged</b>						
426 • 3.750"	426-3750JE6F	426/440	2.375	8 Bolt	4340	72
426 • 4.150"	426-4150JE6F	426/440	2.375	8 Bolt	4340	72
426 • 4.250"	426-4250JE6F	426/440	2.375	8 Bolt	4340	72
426 • 4.375"	426-4375JE6F	426/440	2.375	8 Bolt	4340	72
426 • 4.500"	426-4500JE6F	426/440	2.375	8 Bolt	4340	73
426 • 3.750"	440-3750JE6F	426/440	2.375	6 Bolt	4340	72
440 • 4.150"	440-4150JE6F	426/440	2.375	6 Bolt	4340	71
440 • 4.250"	440-4250JE6F	426/440	2.375	6 Bolt	4340	72
426 • 4.500" (2.200 Chevy Rod Pins)	426-4500JC6F	426/440	2.200	8 Bolt	4340	72
<b>Chrysler Small Block 4340 Forged</b>						
340 • 4.000"	340-4000EF6F	340	2.125	6 Bolt	4340	58
360 • 4.000"	360-4000FF6F	360	2.125	6 Bolt	4340	63



Adherence to proper boring and honing procedure is essential to overall ring performance. To ensure that the bore finish will retain an oil film, it is vital that the guidelines listed below are followed for cast iron bores.

- Install and torque main bearing caps.
- Use torque plates. This simulates the distortion that occurs when the cylinder head is mounted to the block. (**Hint:** After boring and honing, leave the torque plates in place and fit/gap the piston rings to their respective cylinders.)
- Allow for a minimum of .003" excess material for use as honing stock.
- Intermediate hone to within .0005" of finished size with #220-#280 grit stones. (With diamond stones use #280-#400 grit.)
- Finish hone with #400 grit stone or higher. (Use #600 grit diamond stone. If using hand operated equipment, set drill speed between 200-450 rpm.)
- Finish with an appropriate stone or tool to achieve desired plateau finish (see below).

Surface Finish		
Sunnen® CK® & CV®	Stoner Grit Size	Approx. µRA
EHU-412 . . . . .	150 . . . . .	47-52
EHN-512 . . . . .	220 . . . . .	40-48
JHU-525 . . . . .	220 . . . . .	30-36
JHU-623 . . . . .	280 . . . . .	20-25
JHU-818 . . . . .	400 . . . . .	7-14
C30-C03-81 . . . . .	600 . . . . .	3-5

SAE Specifications		
Cast Iron / CK & CV 220 Grit	Moly-Filled 280 Grit	Moly-Filled 400 Grit
70 Grit to -.003" . . . . .	70 Grit to -.003" . . . . .	70 Grit to -.003"
220 Grit to size . . . . .	220 Grit to -.001" . . . . .	220 Grit to -.0015"
	280 Grit to size . . . . .	280 Grit to -.0005"
		400 Grit to size

## Why a Plateau Finish?

Plateau honing is the popular name for the process that replicates the cylinder bore surface finish normally produced by the rings after they have worn down the surface peaks during "break in". This technique produces flat areas or plateaus (Rk) on the cylinder wall after finish honing by using a very fine grit stone or a PHT type brush tool to remove the peaks (Rpk) from the surface. This lowers the overall roughness average (Ra) while maintaining valley depth (Rvk) in the cross-hatch pattern of the cylinder wall. A high Rvk value is very desirable for oil retention qualities and will substantially reduce "break in" time and increase ring life.

Ra (Roughness Average) = Used to describe surface roughness as an average between the peaks and valleys that exist in a finish over a specified area, usually micro inches.

Rpk (Peaks) = Reduced peak height.

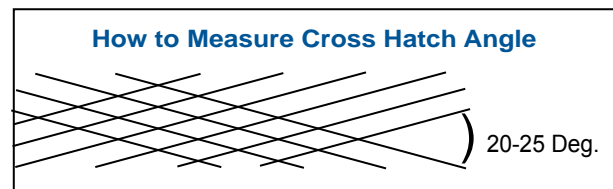
Rvk (Valleys) = Valley depth.

Cross Hatch = The pattern of intersecting parallel lines left after finish honing operations are completed. The smaller the intersecting angle, the larger the area (Rk) between the hone marks.

Example of Plateau Finishing		Surface Finish µRA
Original Bore Size . . . . .	4.000"	
Oversize . . . . .	0.030"	
Finish Size . . . . .	4.030"	
Rough-to-size . . . . .	4.0250"	75-98
First Finish . . . . .	4.0290"	30-36
Second Finish . . . . .	4.0295"	20-25
Third Finish . . . . .	4.0300"	7-14

## Cross Hatch Pattern

Maintaining the proper cross hatch angle is important for two reasons; 1. Oil retention on the cylinder wall and 2. The rate of ring rotation. Excessively shallow cross hatch angles can hinder or slow down the necessary ring rotation that allows dissipation of heat. It can also leave too much oil on the cylinder wall allowing the rings to skate over the surface leading to excess oil consumption. Too steep of a cross hatch angle may not provide adequate oil retention and can result in dry starts and premature ring wear. A steep pattern angle can also create excessive ring rotation that will accelerate ring and piston ring groove wear.





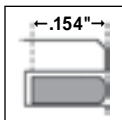
## Ring Terminology

**Axial Clearance:** The distance between the ring axial height and the piston ring groove width.

**Axial Height:** The width (thickness) of the ring in the axial direction.

**Back Clearance:** Distance between the inside diameter of the ring and the back of the ring groove when the ring is flush with the ring land.

**D-wall:** A specification established by the Society of Automotive Engineers (S.A.E.) that dictates the radial width of a standard automotive piston ring by the use of the following formula: Bore diameter divided by 22 = radial thickness (3.386" divided by 22 = .154").



**End Gap:** The end gap clearance when the ring is compressed to the bore diameter.

**Gas Nitrided:** A process used to harden the perimeter of a ring where nitrogen atoms penetrate the base material and form an extremely hard outer layer that provides excellent wear and scuff resistance.

**Positive Twist:** An asymmetric change in the ring cross section that causes it to twist in an upward direction (toward the piston crown) aiding ring sealing of the top and bottom of the ring groove. Positive twist is used only on top compression rings.



**Reverse Twist:** An asymmetric change in the ring cross section causing the ring to twist downward (towards the piston skirt) that enhances the 2nd compression ring's oil scrapping properties.



**Radial Width:** The width of the ring in the radial direction.

**Ring Axial Sides:** The top and bottom surfaces of the ring.

**Ring Face:** The section of the ring that contacts the cylinder wall.

**Torsional Twist:** The installed position of the ring due to a chamfered area on either ring side that helps the ring cross-seal.

## Ring Gaps

### Minimum Gap Per Inch of Bore

Application	Top Ring Bore x	2nd Ring Bore x	Oil Ring Rail Min. Gap
High-Perf. Street/Strip .....	.0040"	.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"

**NOTE:** The chart above is a general end gaps guideline. Each ring should be fitted to the particular cylinder in which they are to be installed. The gap on the 2nd ring should always be larger than the top ring end gap, this will help to reduce top ring flutter.

**NOTE:** As the piston moves down on the power stroke, combustion pressure accumulates in the land area of the piston between the top ring and the 2nd ring. This accumulation of pressure can cause the top ring to unseat from its sealing area at the bottom of the ring groove.

This is addressed by increasing the gap area of the 2nd ring. This affords a controlled release of the inter-land pressure, and keeps the top ring seated on its lower sealing surface for improved performance.

### Ring Gap Table Instructions

- 1) Cylinder bore size must be in inches. If measuring millimeters, divide bore by 25.4.

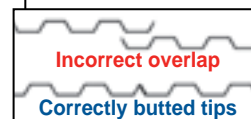
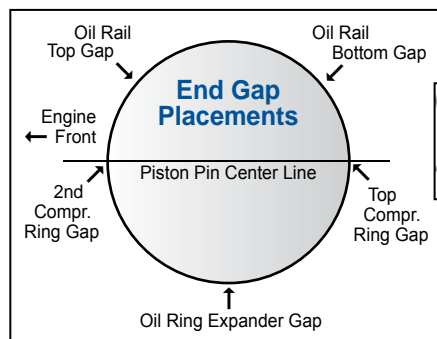
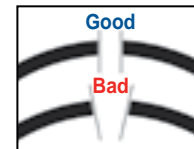
- 2) Multiply your bore size by the "x Bore" column for your application.

### Proper Ring Gap Measuring Procedure

- 1) Torque Plate should be attached to engine block or cylinder and torqued to specifications.
- 2) Cylinder bore should be free of taper.
- 3) Piston ring should be square in the bore 1" down from the deck.

### Proper Ring Gap Filing

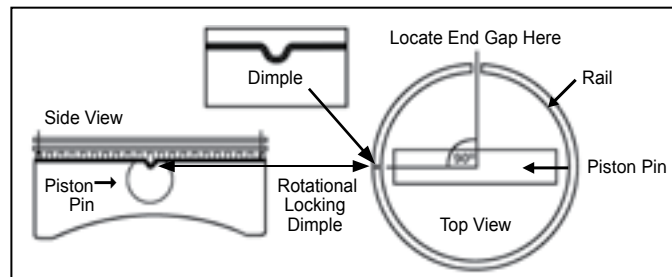
- 1) Ring gap should be filed using proper ring gap filing tool.
- 2) Ring gap should only be filed in an inward direction and square to the sides.



Use caution when grinding ring end gaps - A stone or cutter which is too coarse can remove material too quickly.

## Oil Rails & Rail Supports

Wiseco oil rail supports feature a special dimple to prevent rotation of the oil rail. This dimple should be positioned directly in line with the piston pin. Keep the rail support gap 90 degrees from the piston pin bore opening.





## Compression Ratio Calculation

### Formula to determine Compression Ratio

.7854 x the number of cylinders x stroke x bore x bore = Total Cubic Inches  
 (Total Cu. In.) \_\_\_\_\_ ÷ # cyl. = \_\_\_\_\_ (Cu. In. per cyl.)  
 (Cu. In. per cyl.) \_\_\_\_\_ x 16.387 = \_\_\_\_\_ (cc per cyl.)

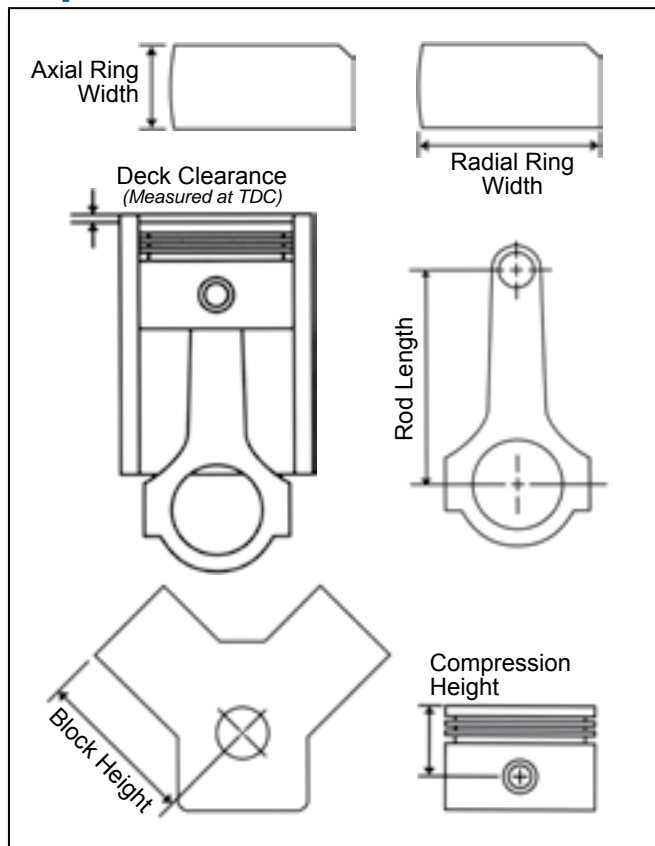
\_\_\_\_\_ Gasket thickness  
 + \_\_\_\_\_ Deck thickness  
 = \_\_\_\_\_ Total

.7854 x the number of cylinders x stroke (gasket + deck total) x bore x bore = Total Cubic Inches  
 (Total Cu. In.) \_\_\_\_\_ ÷ the number of cylinders = (Cu. In. per cyl.)  
 (Cu. In. per cyl.) \_\_\_\_\_ x 16.387 = (cc per cyl.)

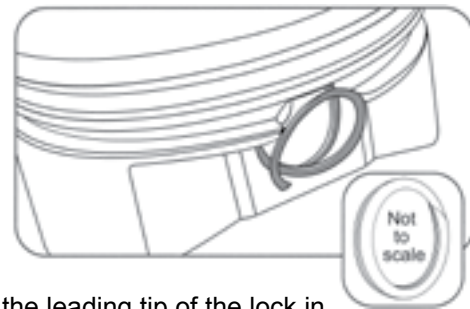
\_\_\_\_\_ cc of gasket + deck  
 \_\_\_\_\_ cc of combustion chamber  
 - \_\_\_\_\_ cc of dome  
 + \_\_\_\_\_ cc of valve reliefs or reverse dome  
 \_\_\_\_\_ Total assembly volume  
 \_\_\_\_\_ Assembly volume  
 \_\_\_\_\_ Cyl. volume  
 \_\_\_\_\_ Total

**Assembly volume, plus cylinder volume, divided by assembly volume = Compression ratio**

## Important Dimensions



## Installing Spiro Locks



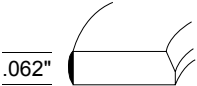


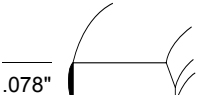


With the leading tip of the lock in the 12 o'clock position, insert your thumb thru the center of the lock and hook it under your thumbnail at the 10 o'clock position (roughly 1/2" to the left of the leading tip). Install the leading tip into the 11 o'clock position of the groove. *(If the wrist pin hole intersects the oil ring groove, lock installation is slightly more difficult as the lock will catch on the bottom ring land).*

The leading edge of the lock should catch in the groove, allowing it to stay on its own. Continue by applying pressure with a counter-clockwise motion until it fully snaps into place.

**The correct number of Spiro Locks MUST be installed in each piston or severe engine damage may occur. Do not over-stretch or re-use Spiro Locks. Do not install Spiro Locks in press-fit pin applications.**



## Hastings Race Quality • Hi-Tensile Plasma Pre-Gapped Ring Sets

	TOP RING	2nd RING	OIL RING
<b>H</b>	 $.062''$ 1/16" Hi-tensile Plasma Moly	 $.062''$ 1/16" Cast	 $.187''$ 3/16", 3-piece Standard Tension
<b>VK</b>	 $.078''$ 5/64" Hi-tensile Plasma Moly	 $.078''$ 5/64" Cast	 $.187''$ 3/16", 3-piece Standard Tension





## Wiseco Return Policy & Procedures

**Returns will be accepted for catalog product, in original condition, up to 30 days after receipt.**

### Terms & Conditions

- An RMA number must be obtained to authorize the return
- A copy of the original Wiseco packing list must be enclosed in the package
- For an authorized RMA number, call 1-800-321-1364
- Send package, freight prepaid to:
  - For USA Returns: Wiseco Piston Co.  
7201 Industrial Park Blvd  
Mentor, OH 44060  
Attn: Returns/RMA#\_\_\_\_\_
  - Canada Returns: Wiseco Canada  
948 Keyes Drive  
Woodstock, ON Canada N4S-0A7  
Attn: Returns/RMA#\_\_\_\_\_
- Return the product to Wiseco with the following information included:
  - Copy of Packing Slip
  - Name, address, phone number, email address, and RMA Number (written on the outside of the box, too)
- Credit will be refunded to the same method of payment

### Wiseco Evaluation Procedures

*Customer must supply Wiseco product and all components for evaluation.  
International returns must be through the point of purchase.*

- Contact a Wiseco Sales Representative, in the US (800-321-1364), in Canada (888-494-7326), to obtain an RMA Number. No returns will be accepted without an RMA Number. All returns must be shipped with postage pre-paid.
  - For Evaluations: Wiseco Piston  
Attn: Evaluation  
7201 Industrial Park Blvd  
Mentor, OH 44060
- Return the product to Wiseco with the following information included:
  - Copy of Packing Slip
  - Name, address, phone number, email address, and RMA Number (written on the outside of the box, too)
  - Description of the problem
- Wiseco will conduct an evaluation of each item and inform the customer of the results.

## Wiseco Piston Company, Inc., Limited Piston Warranty

*\*Piston seizures will not be covered by warranty.*

WISECO warrants this product will be free from defects in material and workmanship for thirty (30) days following date of original purchase. If the product is found by WISECO to be defective, such products will, at WISECO'S option, be replaced or repaired at cost to WISECO. All products alleged by Purchaser to be defective must be returned to WISECO, postage prepaid, within thirty (30) days warranty period.

This limited warranty does not cover labor or other costs or expenses incidental to the repair and/or replacement of products or parts.

This limited warranty does not apply to any product which has been used in a hi-performance application, or racing, or is subject to misuse, mishandling, misapplication, neglect (including but not limited to improper maintenance), accident, improper installation, modification (including but not limited to use of unauthorized parts or attachments), or adjustment or repair performed by anyone other than WISECO.

The parties hereto expressly agree that the purchaser's sole and exclusive remedy against WISECO shall be for the repair or replacement of the defective product as provided in this limited warranty. This exclusive remedy shall not be deemed to have failed of its essential purpose so long as WISECO is willing and able to repair or replace defective goods.

THIS LIMITED WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THOSE OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE NOT EXPRESSLY SET FORTH HEREIN. ANY PRODUCT WHICH MAY BE SOLD BY WISECO BUT WHICH IS NOT MANUFACTURED BY WISECO IS NOT WARRANTED BY WISECO, BUT IS SOLD ONLY WITH THE WARRANTIES, IF ANY, OF THE MANUFACTURERS THEREOF.

WISECO'S liability (whether under the theories of breach of contract or warranty, negligence or strict liability) for its products shall be limited to repairing or replacing parts found by WISECO to be defective, or at WISECO'S option, to refund the purchase price of such product. In no event shall WISECO be liable for incidental or consequential damages arising out of or in connection with the product. Consequential damages shall include, without limitation, loss of use, income or profit, or losses sustained as the result of injury (including death) to any person, or loss of or damage to property.

Any claim by purchaser regarding this product shall be deemed waived by the purchaser unless submitted in writing to WISECO within the earlier of (i) fifteen (15) days following the date Purchaser discovered, or by reasonable inspection should have discovered, any claimed breach of this limited warranty, or (ii) thirty (30) days following the date of original purchase. Any cause of action for breach of this limited warranty shall be brought within six months from the date the alleged breach was discovered or should have been discovered, whichever occurs first.

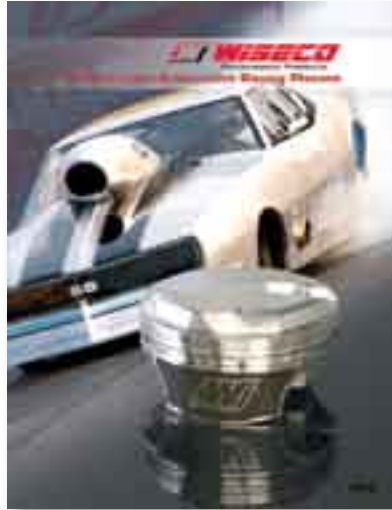
This limited warranty gives you specific legal rights, and you may also have other rights which vary from state to state.



Sport Compact/Auto



Automotive



Pro Tru/Automotive



PowerSports



Rods & Cranks



V-Twin & Metric Cruiser



Outboard Marine



European Auto



Snowmobile

