

ROSS racing pistons

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RACING

PERFORMANCE

IMPORT

CLASSICS

ANTIQUES

DIESEL

TRACTOR PULLING

MARINE

BORN FROM DECADES OF
INDUSTRY LEADING
PERFORMANCE



World Class Piston Manufacturer

ROSS PISTONS

YES.

WE HAVE A PISTON FOR THAT!

Drawing on over 35 years of piston design and manufacturing for all forms of motor sports, ROSS Racing Pistons has met the continual need for the most advanced forged pistons in the racing industry. Utilizing some of the most sophisticated design and analysis software, along with ultra modern CNC machining centers, ROSS has developed the most sophisticated line of piston forgings in the performance industry.

TABLE OF CONTENTS

SECTION	PAGE
Import / Sport Compact	04 - 07
Chevy Small Block / LS	08 - 16
Chevy Big Block	17 - 22
Chrysler	23 - 25
Ford	26 - 31
Custom Pistons	32 - 39
Rings	40 - 43
Wrist Pins	44 - 45
Piston Accessories	46 - 47

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World Class Piston Manufacturer

ROSS PISTONS

ROSS
racing pistons

**IF YOU CAN
RACE IT
WE HAVE THE PISTON FOR IT.**

ROSS Racing Pistons began production of high-end forged aluminum racing pistons in 1979. In an era where most manufacturing factories have been gobbled up by large multinational holding companies, our founder, Ken Roble continues to work full time at ROSS and oversee the day to day operations of the company.

SINCE 1979

DID YOU KNOW?

Over 25% of our work force has been with the company
for over 10 years!

And, several Ross Pistons team leaders have been with Ross for over 25 years. Only Ross has had the same management team in force, longer than any other company in the racing piston business, which gives us advantages of stability, experience and organization unlike any other manufacturer on the market. These three facets of the firm contribute immensely to ROSS' ability to design and manufacture the industries best pistons.

Sport Compact IMPORT

PHONE: 310.536.0100 | FAX: 310.536.0333



NISSAN

Compression Ratio: Based on factory head and gasket

Ring Grooves: 1.0, 1.2, 2.8 mm

Included: Rings, Locks, Pins (52100 Tool Steel .200 Straight Wall)
For Forced Induction Applications

**Uses RB26DET cylinder head*

ENGINE CODE	BORE	STROKE	ROD LENGTH	HEAD CC	C.H.	DOME VOL	APPLICATION	GRAM WT.	PART #	COMP. RATIO
RB30DE	3.406 (86.50 mm)	3.347	6.102	70.0	1.260	12.44	Turbo	382	99730*	8.50
RB26DETT	3.406 (86.50 mm)	2.900	4.783	70.0	1.191	19.00	Turbo / Nitrous	355	99876	8.50
SR20DE	3.406 (86.50 mm)	3.386	5.365	46.5	1.257	3.50	Naturally Aspirated/ Nitrous	278	99877	11.00
SR20DET	3.396 (86.30 mm)	3.386	5.365	46.5	1.255	-13.00	Turbo / Nitrous	346	99878	8.50
SR20DET	3.406 (86.50 mm)	3.386	5.365	46.5	1.255	-13.50	Turbo / Nitrous	350	99879	8.50
VG30DE	3.445 (87.50 mm)	3.268	6.070	49.5	1.255	7.00	Naturally Aspirated/ Nitrous	311	99880	11.00
VG30DETT	3.445 (87.50 mm)	3.268	6.070	49.5	1.255	-7.60	Turbo / Nitrous	342	99881	8.50
KA24	3.524 (89.50 mm)	3.780	6.496	43.0	1.340	-29.50	Turbo / Nitrous	362	99882	8.50
VQ35	3.760 (95.50 mm)	3.256	5.669	58.0	1.166	-10.50	Turbo / Nitrous	382	99883	8.50
VQ35	3.780 (96.00 mm)	3.256	5.669	58.0	1.166	-10.50	Turbo / Nitrous	388	99884	8.50



SUBARU

Compression Ratio: Based on factory head and gasket

Ring Grooves: 99885 = 1.0, 1.2, 2.8 mm | 99738 = 1.5, 1.5, 3 mm

Included: Rings, Locks, Pins (H13 Taper Wall Pins)

ENGINE CODE	BORE	STROKE	ROD LENGTH	HEAD CC	C.H.	DOME VOL	GRAM WT.	PART #	COMP. RATIO
EJ20 (WRX)	3.642 (92.5 mm)	2.952	5.135	45	1.275	-12.0	375	99885	8.5
EJ25 (DOHC)	3.937 (100 mm)	3.110	5.135	48	1.191	-22.5	393	99738	8.5



TOYOTA

Compression Ratio: Based on factory head and gasket

Forced Induction: YES

Nitrous: YES

Ring Grooves: 1.5, 1.5, 3.0 mm & 1.0, 1.2, 2.8 mm

Included: Rings, Locks, Pins (52100 Bearing Steel)

**Use Ring Pack 1.0, 1.2, 2.8mm*

ENGINE CODE	BORE	STROKE	ROD LENGTH	HEAD CC	C.H.	DOME VOL	GRAM WT.	PART #	COMP. RATIO
2JZGTE	3.406 (86.5 mm)	3.386	5.590	45.0	1.338	-13.27	346	99731*	8.5
2JZGTE	3.425 (87 mm)	3.386	5.590	45.0	1.338	-13.93	351	99732*	8.5
1UZFE	3.465 (88 mm)	3.250	5.748	43.0	1.336	-14.53	360	99733	8.5
7MGTE	3.285 (83.4 mm)	3.583	5.984	40.0	1.299	-15.50	332	99844	9.1
3SGTE	3.387 (86 mm)	3.386	5.428	50.0	1.380	-4.90	377	99814	8.5
3SGTE	3.406 (86.5 mm)	3.386	5.428	50.0	1.380	-4.90	370	99823	8.5



VW VR6

Compression Ratio: Based on factory head and gasket

Forced Induction: YES

Nitrous: YES

Ring Grooves: 1.0, 1.2, 2.8 mm

Tech Tip: For use with 12V head

Included: Rings, Locks, Pins (52100 Bearing Steel)

BORE	STROKE	ROD LENGTH	HEAD CC	C.H.	DOME VOL	GRAM WT.	PART #
3.209 (81.5 mm)	3.555	6.456	25.00	1.275	-26.00	292	99887
3.228 (82.0 mm)	3.555	6.456	25.00	1.275	-26.00	301	99888

**COMP.
RATIO**

9.0
9.0



HYUNDAI THETA TC/1

Compression Ratio: Based on factory head and gasket

Forced Induction: YES

Nitrous: YES

Included: Rings, Locks, Pins (.200 Thick Straight Wall 52100 Bearing Steel)

BORE	STROKE	C.H.	DOME VOLUME	APPLICATION	RING GROOVES	PART #
3.386 (86.0 mm)	3.386	1.183	-4.80	Turbo / Nitrous	1.0 / 1.2 / 2.8 mm	80178
3.406 (86.5 mm)	3.386	1.183	-4.80	Turbo / Nitrous	1.0 / 1.2 / 2.8 mm	80179

**COMP.
RATIO**

9.0
9.0



FORD ZETEC

Compression Ratio: Based on factory head and gasket

Ring Grooves: 1.0, 1.2, 2.8 mm

Included: Rings, Locks, Pins (H13 Taper Wall Pins)

MAKE	BORE	STROKE	ROD LENGTH	HEAD CC	C.H.	DOME VOL	APPLICATION	GRAM WT.	PART #	COMP. RATIO
2.0L	3.346 (85 mm)	3.465	5.48	48	1.171	-7.2 cc	Turbo / Nitrous	305	99889	9.0:1
2.0L	3.346 (85 mm)	3.465	5.48	48	1.171	3.5 cc	Naturally Aspirated / Nitrous	295	99890	10.5:1



FORD 2000 / 2300 FLAT TOP

Application: Naturally aspirated

Compression Ratio: Flat top

Forced Induction: No

Nitrous: Yes, light use only

Included: Locks, Oil Rings, Pins (5115 Series Straight Wall Pins)

MAKE	BORE	STROKE	ROD LENGTH	HEAD CC	C.H.	RING GROOVES	GRAM WT.	PART #	PIN DIA.
2000	3.605	3.030	4.990	48.00	1.653	1/16, 1/16, 1/8	413	81100	0.944
2000	3.605	3.030	5.700	48.00	0.943	1/16, 1/16, 1/8	276	80177	0.927
2000	3.625	3.030	4.990	48.00	1.653	1/16, 1/16, 3/16	387	81101	0.944
2300	3.811	3.130	5.201	64.00	1.585	1/16, 1/16, 3/16	432	80125	0.912
2300	3.811	3.130	5.700	64.00	1.086	1/16, 1/16, 3/16	352	80175	0.927
2300	3.821	3.135	5.201	64.00	1.585	1/16, 1/16, 3/16	427	81125	0.912



HONDA B SERIES HIGH COMPRESSION

Compression Ratio: Based on factory head gasket thickness of .027"

Forced Induction: No

Nitrous: No

Ring Grooves: 1.0, 1.2, 2.8 mm

Tech-Tip: For use with both VTEC and non-VTEC cylinder heads

Included: Rings, Locks, Pins (5115 Series Straight Wall Pins)

BORE	STROKE	ROD LENGTH	HEAD CC	C.H.	DOME VOL	GRAM WT.	PART #	COMP. RATIO
3.189 (81.0 mm)	3.047	5.290	42.70	1.181	7.00	254	99852	11.00:1
3.209 (81.5 mm)	3.047	5.290	42.70	1.181	6.75	259	99853	11.00:1
3.248 (82.5 mm)	3.047	5.290	42.70	1.181	7.80	276	99854	11.75:1
3.189 (81.0 mm)	3.433	5.433	43.60	1.195	8.20	263	99855	12.50:1
3.209 (81.5 mm)	3.433	5.433	43.60	1.195	8.20	268	99856	12.50:1
3.307 (84.0 mm)	3.504	5.394	42.70	1.181	-1.50	237	99860	11.00:1
3.327 (84.5 mm)	3.504	5.394	42.70	1.181	-1.80	241	99861	11.00:1
3.346 (85.0 mm)	3.504	5.394	42.70	1.181	-2.30	244	99862	11.00:1
3.307 (84.0 mm)	3.504	5.394	42.70	1.181	4.80	267	99863	12.50:1
3.327 (84.5 mm)	3.504	5.394	42.70	1.181	4.10	256	99864	12.50:1
3.346 (85.0 mm)	3.504	5.394	42.70	1.181	3.80	262	99865	12.50:1

Sport Compact IMPORT

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HONDA B SERIES FORCED INDUCTION

Compression Ratio: Based on factory head gasket thickness of .027"

Forced Induction: Yes

Nitrous: Yes

Tech-Tip: For use with both VTEC and non-VTEC cylinder heads

Included: Rings, Locks, Pins (5115 Series Straight Wall Pins)

** Includes Oil Ring Support Rails*

BORE	STROKE	ROD LENGTH	HEAD CC	C.H.	DOMES VOL	RING GROOVES	GRAM WT.	PART #	COMP. RATIO
3.209 (81.5 mm)	3.504	5.394	42.70	1.180	-6.10	1.5, 1.5, 3.0 mm	289	99807*	9.30:1
3.209 (81.5 mm)	3.504	5.394	42.70	1.180	-11.90	1.5, 1.5, 3.0 mm	304	99808*	8.50:1
3.307 (84.0 mm)	3.504	5.394	42.70	1.180	-9.10	1.5, 1.5, 3.0 mm	301	99841*	9.30:1
3.307 (84.0 mm)	3.504	5.394	42.70	1.180	-14.90	1.5, 1.5, 3.0 mm	298	99842*	8.50:1
3.189 (81.0 mm)	3.047	5.290	42.70	1.181	-4.00	1.0, 1.2, 2.8 mm	279	99850	9.00:1
3.209 (81.5 mm)	3.047	5.290	42.70	1.181	-4.30	1.0, 1.2, 2.8 mm	285	99851	9.00:1
3.307 (84.0 mm)	3.504	5.394	42.70	1.181	-14.00	1.0, 1.2, 2.8 mm	300	99857	9.00:1
3.327 (84.5 mm)	3.504	5.394	42.70	1.181	-13.50	1.0, 1.2, 2.8 mm	297	99858	9.00:1
3.346 (85.0 mm)	3.504	5.394	42.70	1.181	-14.30	1.0, 1.2, 2.8 mm	311	99859	9.00:1



MITSUBISHI

Compression Ratio: Based on factory head and gasket

Forced Induction: Yes

Nitrous: Yes

Tech-Tip: Gen 1 4G63 pin diameter .827, Gen 2 pin diameter .866

Included: Rings, Locks, Pins (.200 Thick Straight Wall 52100 Bearing Steel)

** Includes Oil Ring Support Rails*



ENGINE CODE	BORE	STROKE	ROD LENGTH	HEAD CC	C.H.	DOMES VOL	RING GROOVES	GRAM WT.	PART #	COMP. RATIO
4G63 Gen 1	3.376 (85.75 mm)	3.465	5.906	47.00	1.375	-12.50	1.5, 1.5, 3.0 mm	359	99739	8.30:1
4G63 Gen 1	3.366 (85.50 mm)	3.465	5.906	47.00	1.375	-12.10	1.5, 1.5, 3.0 mm	359	99737	8.30:1
4G63 Gen 1	3.366 (85.50 mm)	3.465	5.906	47.00	1.375	-12.10	1.5, 1.5, 3.0 mm	357	80184	8.30:1
4G63 Gen2	3.376 (85.75 mm)	3.465	5.906	47.00	1.375	-12.50	1.5, 1.5, 3.0 mm	345	99816	8.30:1
4G63 Gen 1	3.366 (85.50 mm)	3.937	5.906	47.00	1.130	-16.20	1.5, 1.5, 3.0 mm	318	80183*	9.10:1
4G63 Gen1	3.376 (85.75 mm)	3.937	5.906	47.00	1.130	-16.70	1.5, 1.5, 3.0 mm	318	99870*	9.00:1
4G63 Gen 2	3.366 (85.50 mm)	3.937	5.906	47.00	1.130	-16.20	1.5, 1.5, 3.0 mm	314	80182*	9.00:1
4G63 Gen2	3.376 (85.75 mm)	3.937	5.906	47.00	1.130	-16.70	1.5, 1.5, 3.0 mm	315	80185*	9.00:1
EVO STD	3.346 (85.00 mm)	3.465	5.906	47.00	1.375	-10.50	1.0, 1.2, 2.8 mm	329	99873	8.80:1
EVOX 4B11	3.386 (86.00 mm)	3.386	5.656	50.50	1.312	-4.40	1.0, 1.2, 2.8 mm	342	80180	9.10:1
EVOX 4B11	3.406 (86.50 mm)	3.386	5.656	50.50	1.312	-4.40	1.0, 1.2, 2.8 mm	345	80181	9.10:1
6G72 4V	3.607 (91.60 mm)	2.992	5.548	51.00	1.254	-2.00	1.0, 1.2, 2.8 mm	358	99874	9.00:1
6G72 4V	3.617 (91.87 mm)	2.992	5.548	51.00	1.312	-2.20	1.0, 1.2, 2.8 mm	379	99875	9.00:1
6G74 SIGMA	3.661 (93.00 mm)	3.386	6.048	46.00	1.254	-11.10	1.5, 1.5, 4.0 mm	376	99809*	8.30:1



CHEVROLET SMALL BLOCK HEAVY DUTY FLAT TOP - 22° TO 23° HEADS

Block Height: 9.025

Compression Ratio: Based on .050 piston to head clearance (deck & gasket combined)

Nitrous: Yes up to 250HP

Included: Locks, Pins (5115 Series Straight Wall Pins)

* Includes Oil Ring Support Rails.

BORE	STROKE	ROD LENGTH	DOME CC	RING GROOVES	GRAM WT.	CH	PART#	COMP. RATIO W/HEAD CC OF		
								58	64	76
4.020	3.480	5.700	-4.00	1/16, 1/16, 3/16	505	1.568	94455	10.8:1	10.0:1	8.9:1
4.030	3.480	5.700	-4.00	1/16, 1/16, 3/16	514	1.568	90455	10.8:1	10.0:1	8.9:1
4.030	3.480	6.000	-4.00	1/16, 1/16, 3/16	469	1.268	90465	10.8:1	10.0:1	8.9:1
4.030	3.750	5.700	-4.00	1/16, 1/16, 3/16	490	1.433	90755	11.5:1	10.7:1	9.5:1
4.030	3.750	6.000	-4.00	1/16, 1/16, 1/8	403	1.133	80007	11.5:1	10.7:1	9.5:1
4.035	3.480	5.700	-4.00	1/16, 1/16, 3/16	517	1.568	92455	10.8:1	10.0:1	8.9:1
4.035	3.750	6.000	-4.00	1/16, 1/16, 1/8	453	1.133	94765	11.6:1	10.8:1	9.5:1
4.040	3.480	5.700	-4.00	1/16, 1/16, 3/16	526	1.568	91455	10.8:1	10.1:1	8.9:1
4.040	3.480	6.000	-4.00	1/16, 1/16, 3/16	417	1.268	91467	10.8:1	10.1:1	8.9:1
4.040	3.750	5.700	-6.00	1/16, 1/16, 1/8	472	1.420	99525	11.6:1	10.8:1	9.5:1
4.060	3.480	5.700	-4.00	1/16, 1/16, 3/16	511	1.568	93455	10.9:1	10.2:1	9.0:1
4.060	3.480	6.000	-4.00	1/16, 1/16, 3/16	485	1.268	93465	10.9:1	10.2:1	9.0:1
4.125	3.750	5.700	-4.00	1/16, 1/16, 3/16	496	1.433	97755	12.0:1	11.1:1	9.9:1
4.125	3.750	6.000	-4.00	1/16, 1/16, 1/8	419	1.133	80004	12.0:1	11.1:1	9.9:1
4.155	3.480	5.700	-4.00	1/16, 1/16, 3/16	530	1.568	95455	11.3:1	10.5:1	9.3:1
4.155	3.480	6.000	-4.00	1/16, 1/16, 3/16	492	1.268	95465	11.3:1	10.5:1	9.3:1
4.155	3.750	5.565	-4.00	1/16, 1/16, 3/16	530	1.568	95455	12.1:1	11.3:1	10.0:1
4.155	3.750	5.700	-4.00	1/16, 1/16, 3/16	455	1.420	90008	12.1:1	11.3:1	10.0:1
4.155	3.750	5.700	-4.00	1/16, 1/16, 3/16	516	1.433	95755	12.1:1	11.3:1	10.0:1
4.155	3.750	6.000	-4.00	1/16, 1/16, 1/8	411	1.120	90007	12.1:1	11.3:1	10.0:1
4.155	3.750	6.000	-6.00	1/16, 1/16, 3/16	444	1.120	99472*	12.1:1	11.3:1	10.0:1
4.155	3.750	6.000	-4.00	1/16, 1/16, 1/8	471	1.133	95765	12.1:1	11.3:1	10.0:1
4.155	3.875	6.000	-6.00	1/16, 1/16, 3/16	437	1.063	99473*	12.1:1	11.4:1	10.0:1
4.165	3.750	5.700	-4.00	1/16, 1/16, 3/16	518	1.433	96755	12.1:1	11.3:1	10.0:1
4.165	3.750	6.000	-4.00	1/16, 1/16, 1/8	468	1.133	96765	12.1:1	11.3:1	10.0:1



CHEVROLET SMALL BLOCK HEAVY DUTY FLAT TOP - 17° TO 18° HEADS

Block Height: 9.025

Compression Ratio: Based on .050 piston to head clearance (deck & gasket combined)

Nitrous: Yes up to 250HP

Included: Locks, Pins (5115 Series Straight Wall Pins)

* Includes Oil Ring Support Rails.

‡ Will work with 17 & 18° heads.

BORE	STROKE	ROD LENGTH	DOME CC	RING GROOVES	GRAM WT.	CH	PART#	COMP. RATIO W/HEAD CC OF		
								58	64	76
4.125	3.750	6.000	-6.00	1/16, 1/16, 3/16	439	1.120	99464*‡	11.7:1	11.0:1	9.6:1
4.125	3.875	6.000	-6.00	1/16, 1/16, 3/16	422	1.063	99465*‡	12.0:1	11.2:1	9.9:1
4.125	4.000	6.000	-6.00	1/16, 1/16, 3/16	412	1.000	99466*‡	12.4:1	11.6:1	10.2:1
4.130	3.750	6.000	-6.00	1/16, 1/16, 3/16	441	1.120	99467*‡	11.7:1	10.9:1	9.7:1
4.130	4.000	6.000	-6.00	1/16, 1/16, 3/16	406	1.000	99468*‡	12.4:1	11.6:1	10.2:1
4.145	3.750	6.000	-6.00	1/16, 1/16, 3/16	448	1.120	99469*‡	11.8:1	11.0:1	9.7:1
4.145	3.875	6.000	-6.00	1/16, 1/16, 3/16	432	1.063	99470*‡	12.1:1	11.3:1	10.0:1
4.145	4.000	6.000	-6.00	1/16, 1/16, 3/16	420	1.000	99471*‡	12.5:1	11.6:1	10.3:1
4.155	4.000	6.000	-6.00	1/16, 1/16, 3/16	422	1.000	99474*‡	12.5:1	11.7:1	10.3:1
4.165	3.750	6.000	-6.00	1/16, 1/16, 3/16	450	1.120	99475*‡	12.1:1	11.0:1	9.8:1
4.165	3.875	6.000	-6.00	1/16, 1/16, 3/16	434	1.063	99476*‡	12.2:1	11.4:1	10.1:1
4.165	4.000	6.000	-6.00	1/16, 1/16, 3/16	421	1.000	99477*‡	12.6:1	11.7:1	10.4:1

Small Block & LS Series

CHEVY

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CHEVROLET SMALL BLOCK REVERSE DOME - 22° TO 23° HEADS

Block Height: 9.025
Forced Induction: No
Nitrous: Yes up to 150HP
Ring Grooves: 1/16, 1/16, 3/16
Included: Locks, Pins (5115 Series Straight Wall Pins)

^o Indicates Ludicrous Litness Design

* Includes Oil Ring Support Rails

BORE	STROKE	ROD LENGTH
4.030	3.480	5.700
4.030	3.480	6.000
4.030	3.480	6.000
4.030	3.750	5.700
4.030	3.750	6.000
4.035	3.480	5.700
4.035	3.480	6.000
4.040	3.480	5.700
4.040	3.480	5.700
4.040	3.750	6.000
4.155	3.750	5.700
4.155	3.750	6.000
4.165	3.750	6.000

DOME CC	GRAM WT.	CH	PART #
-15.00	515	1.568	90459
-11.10	413	1.268	90460 ^o
-11.90	472	1.268	90469
-15.00	500	1.433	99527
-15.00	403	1.113	91469*
-11.10	459	1.568	94450 ^o
-11.80	415	1.268	94460 ^o
-11.80	460	1.568	91450 ^o
-11.80	531	1.568	91459
-14.80	442	1.133	99529*
-18.80	535	1.433	99530
-20.00	454	1.133	80008*
-18.80	478	1.133	99533*

COMP. RATIO W/HEAD CC OF		
58	64	76
9.6:1	9.0:1	8.1:1
10.0:1	9.4:1	8.4:1
9.9:1	9.3:1	8.3:1
10.3:1	9.7:1	8.7:1
10.3:1	9.7:1	8.7:1
10.0:1	9.4:1	8.4:1
10.0:1	9.4:1	8.4:1
10.0:1	9.4:1	8.4:1
10.0:1	9.4:1	8.4:1
10.3:1	9.7:1	8.7:1
10.4:1	9.8:1	8.8:1
10.4:1	9.8:1	8.8:1
10.4:1	9.8:1	8.8:1



CHEVY LS NOS / FORCED INJECTION FRIENDLY

Material: High strength 2618 -T61
 Forged side relief forgings with interal and external bracing
Pins: .927 5115 Series with wire pin retainers
Rings: 1.2, 1.2, 3.0 Gas nitrided top, napier 2nd, 3 piece oil.
Acumulator Groove: 2nd Land
Included: DBL. forced pin oilers with oil distribution grooves.
 Lock removal idents.

Options: Pin upgrades, Vert. or Lat. Gas Porting

(1) Conventional Forging (2) .945 Pin Diameter
 (3) 1.5, 1.5, 3.0mm Ring Pack

FLAT TOP

BORE	STROKE	ROD LENGTH	BLOCK HEIGHT	CH	PISTON VOL.	PART#
3.905	3.622	6.098	9.240	1.326	-4.0	99180(1,2,3)
3.905	3.622	6.125	9.240	1.299	-4.0	99177(1)
4.005	4.000	6.125	9.240	1.110	-3.5	87069
4.010	4.000	6.125	9.240	1.110	-3.5	87073
4.030	4.000	6.125	9.240	1.110	-3.5	87077
4.070	4.000	6.125	9.240	1.110	-3.5	87081
4.125	4.000	6.125	9.240	1.110	-2.6	99171
4.130	4.000	6.125	9.240	1.110	-6	87084
4.155	4.000	6.125	9.240	1.110	-2.6	99172

COMP. RATIO W/HEAD CC OF		
64	70	72
10.22:1	9.55:1	9.35:1
10.22:1	9.55:1	9.35:1
11.70:1	10.92:1	10.70:1
11.70:1	10.92:1	10.70:1
11.80:1	11.00:1	10.80:1
12.00:1	11.21:1	10.97:1
12.42:1	11.59:1	11.34:1
12.28:1	11.48:1	11.23:1
12.57:1	11.73:1	11.480

DISH -10CC

BORE	STROKE	ROD LENGTH	BLOCK HEIGHT	CH	PISTON VOL.	PART#
3.905	4.000	6.125	9.240	1.110	-9	99175(1,3)
4.005	4.000	6.125	9.240	1.110	-10	87070
4.030	4.000	6.125	9.240	1.110	-10	87074
4.070	4.000	6.125	9.240	1.110	-10	87082
4.130	4.000	6.125	9.240	1.110	-10	87078

COMP. RATIO W/HEAD CC OF		
64	70	72
10.57:1	9.92:1	9.72:1
10.86:1	10.20:1	10.20:1
10.97:1	10.3:1	10.00:1
11.15:1	10.47:1	10.27:1
11.41:1	10.72:1	10.51:1

DISH -18CC

BORE	STROKE	ROD LENGTH	BLOCK HEIGHT	CH	PISTON VOL.	PART#
3.908	3.622	6.125	9.240	1.299	-15.8	99178(1,3)
4.005	4.000	6.125	9.240	1.110	-18	87071
4.030	4.000	6.125	9.240	1.110	-18	87075
4.070	4.000	6.125	9.240	1.110	-18	87079
4.130	4.000	6.125	9.240	1.110	-18	87083

COMP. RATIO W/HEAD CC OF		
64	70	72
9.00:1	8.49:1	8.34:1
10.00:1	9.45:1	9.28:1
10.10:1	9.54:1	9.37:1
10.27:1	9.70:1	9.52:1
10.51:1	9.93:1	9.75:1

DISH -26.5CC

BORE	STROKE	ROD LENGTH	BLOCK HEIGHT	CH	PISTON VOL.	PART#
4.005	4.000	6.125	9.240	1.110	-29	87072
4.070	4.000	6.125	9.240	1.110	-29	87076
4.125	4.000	6.125	9.240	1.110	-35	99173
4.130	4.000	6.125	9.240	1.110	-29	87080
4.155	4.000	6.125	9.240	1.110	-36.5	99174

COMP. RATIO W/HEAD CC OF		
64	70	72
9.25:1	8.77:1	8.63:1
9.48:1	9.00:1	8.86:1
9.03:1	8.61:1	8.48:1
9.71:1	9.22:1	9.07:1
9.03:1	8.61:1	8.49:1



CHEVROLET SMALL BLOCK 350 FLAT TOP 23' (SP FORGING)

Material: High strength 2618 -T61. Dedicated left and right forged side relief forgings with interal and external bracing.

Pins: .927 5115 Series with wire pin retainers.

Rings: 1.2, 1.2, 3.0 Gas nitrided top, napier 2nd, 3 piece oil.

Accumulator Groove: 2nd Land

Included: DBL. forced pin oilers with oil distribution grooves & Lock removal idents

Options: Pin upgrades / Gas Porting: lateral or vertical

BORE	STROKE	ROD LENGTH	BLOCK HEIGHT	COMP HEIGHT	PISTON VOL.	PART#	COMP. RATIO W/HEAD CC OF		
							58	64	76
4.030	3.500	6.250	9.000	1.000	FT / -4.4cc	97462	11.20:1	10.40:1	9.15:1
4.030	4.000	6.000	9.000	1.000	FT / -4.4cc	97462	12.65:1	11.75:1	10.30:1
4.030	3.500	6.200	9.000	1.050	FT / -4.4cc	88001	11.20:1	10.40:1	9.15:1
4.030	3.875	6.000	9.000	1.062	FT / -4.4cc	80450	12.26:1	11.39:1	10.00:1
4.030	3.800	6.000	9.000	1.100	FT / -4.4cc	90784	12.06:1	11.21:1	9.85:1
4.030	3.500	6.125	9.000	1.125	FT / -4.4cc	91090	11.20:1	10.40:1	9.15:1
4.030	3.750	6.000	9.000	1.125	FT / -4.4cc	91090	11.90:1	11.06:1	9.72:1
4.030	3.625	6.000	9.000	1.185	FT / -4.4cc	87063	11.54:1	10.72:1	9.43:1
4.030	3.562	6.000	9.000	1.215	FT / -4.4cc	88768	11.35:1	10.55:1	9.28:1
4.030	3.500	6.000	9.000	1.250	FT / -4.4cc	90024	11.20:1	10.40:1	9.15:1
4.030	3.750	5.700	9.000	1.425	FT / -4.4cc	90567	11.90:1	11.06:1	9.72:1
4.030	3.562	5.700	9.000	1.519	FT / -4.4cc	91752	11.33:1	10.50:1	9.27:1
4.030	3.500	5.700	9.000	1.550	FT / -4.4cc	97700	11.20:1	10.40:1	9.15:1
4.035	3.500	6.250	9.000	1.000	FT / -4.4cc	97467	11.20:1	10.40:1	9.15:1
4.035	4.000	6.000	9.000	1.000	FT / -4.4cc	97467	12.65:1	11.75:1	10.30:1
4.035	3.500	6.200	9.000	1.050	FT / -4.4cc	88002	11.20:1	10.40:1	9.15:1
4.035	3.875	6.000	9.000	1.062	FT / -4.4cc	80451	12.26:1	11.39:1	10.00:1
4.035	3.800	6.000	9.000	1.100	FT / -4.4cc	90785	12.06:1	11.21:1	9.85:1
4.035	3.500	6.125	9.000	1.125	FT / -4.4cc	91091	11.20:1	10.40:1	9.15:1
4.035	3.750	6.000	9.000	1.125	FT / -4.4cc	91091	11.90:1	11.06:1	9.72:1
4.035	3.625	6.000	9.000	1.185	FT / -4.4cc	87064	11.54:1	10.72:1	9.43:1
4.035	3.562	6.000	9.000	1.215	FT / -4.4cc	88769	11.35:1	10.55:1	9.28:1
4.035	3.500	6.000	9.000	1.250	FT / -4.4cc	90025	11.20:1	10.40:1	9.15:1
4.035	3.750	5.700	9.000	1.425	FT / -4.4cc	90568	11.90:1	11.06:1	9.72:1
4.035	3.562	5.700	9.000	1.519	FT / -4.4cc	91753	11.33:1	10.50:1	9.27:1
4.035	3.500	5.700	9.000	1.550	FT / -4.4cc	97701	11.20:1	10.40:1	9.15:1
4.040	3.500	6.250	9.000	1.000	FT / -4.4cc	97466	11.22:1	10.44:1	9.18:1
4.040	4.000	6.000	9.000	1.000	FT / -4.4cc	97466	12.68:1	11.78:1	10.34:1
4.040	3.500	6.200	9.000	1.050	FT / -4.4cc	88003	11.22:1	10.44:1	9.18:1
4.040	3.875	6.000	9.000	1.062	FT / -4.4cc	80452	12.31:1	11.44:1	10.05:1
4.040	3.800	6.000	9.000	1.100	FT / -4.4cc	90786	12.11:1	11.25:1	9.89:1
4.040	3.500	6.125	9.000	1.125	FT / -4.4cc	91092	11.22:1	10.44:1	9.18:1
4.040	3.750	6.000	9.000	1.125	FT / -4.4cc	91092	11.95:1	11.11:1	9.76:1
4.040	3.625	6.000	9.000	1.185	FT / -4.4cc	87065	11.58:1	10.77:1	9.46:1
4.040	3.562	6.000	9.000	1.215	FT / -4.4cc	88770	11.40:1	10.60:1	9.32:1
4.040	3.500	6.000	9.000	1.250	FT / -4.4cc	90026	11.22:1	10.44:1	9.18:1
4.040	3.750	5.700	9.000	1.425	FT / -4.4cc	90569	11.95:1	11.10:1	9.76:1
4.040	3.562	5.700	9.000	1.519	FT / -4.4cc	91754	11.40:1	10.60:1	9.32:1
4.040	3.500	5.700	9.000	1.550	FT / -4.4cc	97702	11.22:1	10.44:1	9.18:1
4.045	3.500	6.250	9.000	1.000	FT / -4.4cc	97465	11.22:1	10.44:1	9.18:1
4.045	4.000	6.000	9.000	1.000	FT / -4.4cc	97465	12.68:1	11.78:1	10.34:1
4.045	3.500	6.200	9.000	1.050	FT / -4.4cc	88004	11.22:1	10.44:1	9.18:1
4.045	3.875	6.000	9.000	1.062	FT / -4.4cc	80453	12.31:1	11.44:1	10.05:1
4.045	3.800	6.000	9.000	1.100	FT / -4.4cc	90787	12.11:1	11.25:1	9.89:1
4.045	3.500	6.125	9.000	1.125	FT / -4.4cc	91093	11.22:1	10.44:1	9.18:1
4.045	3.750	6.000	9.000	1.125	FT / -4.4cc	91093	11.95:1	11.11:1	9.76:1
4.045	3.625	6.000	9.000	1.185	FT / -4.4cc	87066	11.58:1	10.77:1	9.46:1
4.045	3.562	6.000	9.000	1.215	FT / -4.4cc	88771	11.40:1	10.60:1	9.32:1
4.045	3.500	6.000	9.000	1.250	FT / -4.4cc	90027	11.22:1	10.44:1	9.18:1
4.045	3.750	5.700	9.000	1.425	FT / -4.4cc	90570	11.95:1	11.10:1	9.76:1



CHEVROLET SMALL BLOCK 350 FLAT TOP 23' (SP FORGING)

**CONTINUED
FROM PREVIOUS PAGE**

Material: High strength 2618 -T61. Dedicated left and right forged side relief forgings with interal and external bracing.

Pins: .927 5115 Series with wire pin retainers.

Rings: 1.2, 1.2, 3.0 Gas nitrided top, napier 2nd, 3 piece oil.

Acumulator Groove: 2nd Land

Included: DBL. forced pin oilers with oil distribution grooves & Lock removal idents

Options: Pin upgrades / Gas Porting: lateral or vertical

BORE	STROKE	ROD LENGTH	BLOCK HEIGHT	COMP HEIGHT	PISTON VOL.	PART#	COMP. RATIO W/HEAD CC OF		
							58	64	76
4.045	3.562	5.700	9.000	1.519	FT / -4.4cc	91755	11.40:1	10.60:1	9.32:1
4.045	3.500	5.700	9.000	1.550	FT / -4.4cc	97703	11.22:1	10.44:1	9.18:1
4.060	3.500	6.250	9.000	1.000	FT / -4.4cc	97464	11.30:1	10.52:1	9.25:1
4.060	4.000	6.000	9.000	1.000	FT / -4.4cc	97464	12.78:1	11.88:1	10.43:1
4.060	3.500	6.200	9.000	1.050	FT / -4.4cc	88005	11.30:1	10.52:1	9.25:1
4.060	3.875	6.000	9.000	1.062	FT / -4.4cc	80454	12.41:1	11.53:1	10.13:1
4.060	3.800	6.000	9.000	1.100	FT / -4.4cc	90788	12.21:1	11.34:1	9.96:1
4.060	3.500	6.125	9.000	1.125	FT / -4.4cc	91094	11.31:1	9.52:1	9.25:1
4.060	3.750	6.000	9.000	1.125	FT / -4.4cc	91094	12.05:1	11.20:1	9.84:1
4.060	3.625	6.000	9.000	1.185	FT / -4.4cc	87067	11.67:1	10.85:1	9.54:1
4.060	3.562	6.000	9.000	1.215	FT / -4.4cc	88772	11.49:1	10.68:1	6.39:1
4.060	3.500	6.000	9.000	1.250	FT / -4.4cc	90028	11.30:1	10.52:1	9.25:1
4.060	3.750	5.700	9.000	1.425	FT / -4.4cc	90571	12.04:1	11.20:1	9.83:1
4.060	3.562	5.700	9.000	1.519	FT / -4.4cc	91756	11.50:1	10.68:1	9.40:1
4.060	3.500	5.700	9.000	1.550	FT / -4.4cc	97704	11.30:1	10.52:1	9.25:1
4.065	3.500	6.250	9.000	1.000	FT / -4.4cc	97463	11.30:1	10.52:1	9.25:1
4.065	4.000	6.000	9.000	1.000	FT / -4.4cc	97463	12.78:1	11.88:1	10.43:1
4.065	3.500	6.200	9.000	1.050	FT / -4.4cc	88006	11.30:1	10.52:1	9.25:1
4.065	3.875	6.000	9.000	1.062	FT / -4.4cc	80455	12.41:1	11.53:1	10.13:1
4.065	3.800	6.000	9.000	1.100	FT / -4.4cc	90789	12.21:1	11.34:1	9.96:1
4.065	3.500	6.125	9.000	1.125	FT / -4.4cc	91095	11.31:1	9.52:1	9.25:1
4.065	3.750	6.000	9.000	1.125	FT / -4.4cc	91095	12.05:1	11.20:1	9.84:1
4.065	3.625	6.000	9.000	1.185	FT / -4.4cc	87068	11.67:1	10.85:1	9.54:1
4.065	3.562	6.000	9.000	1.215	FT / -4.4cc	88773	11.49:1	10.68:1	6.39:1
4.065	3.500	6.000	9.000	1.250	FT / -4.4cc	90029	11.30:1	10.52:1	9.25:1
4.065	3.750	5.700	9.000	1.425	FT / -4.4cc	90572	12.04:1	11.20:1	9.83:1
4.065	3.562	5.700	9.000	1.519	FT / -4.4cc	91757	11.50:1	10.68:1	9.40:1
4.065	3.500	5.700	9.000	1.550	FT / -4.4cc	97705	11.30:1	10.52:1	9.25:1





CHEVROLET SMALL BLOCK 400 FLAT TOP 23°

Material: High strength 2618 -T61. Dedicated left and right forged side relief forgings with interal and external bracing.

Pins: .927 5115 Series with wire pin retainers.

Rings: 1.2, 1.2, 3.0 Gas nitrided top, napier 2nd, 3 piece oil.

Acumulator Groove: 2nd Land

Included: DBL. forced pin oilers with oil distribution grooves & Lock removal idents

Options: Pin upgrads / Gas Porting: lateral or vertical

BORE	STROKE	ROD LENGTH	BLOCK HEIGHT	COMP HEIGHT	PISTON VOL.	PART#	COMP. RATIO W/HEAD CC OF		
							58	64	76
4.125	3.500	6.250	9.000	1.000	FT / -4.4cc	89100	11.57:1	10.76:1	9.47:1
4.125	4.000	6.000	9.000	1.000	FT / -4.4cc	89100	13.08:1	12.15:1	10.68:1
4.125	3.875	6.000	9.000	1.062	FT / -4.4cc	89180	12.66:1	11.78:1	10.35:1
4.125	3.800	6.000	9.000	1.100	FT / -4.4cc	89200	12.44:1	11.57:1	10.17:1
4.125	3.750	6.000	9.000	1.125	FT / -4.4cc	89230	12.32:1	11.46:1	10.07:1
4.125	3.625	6.000	9.000	1.185	FT / -4.4cc	89300	11.97:1	11.10:1	9.77:1
4.130	3.500	6.250	9.000	1.000	FT / -4.4cc	89101	11.57:1	10.76:1	9.47:1
4.130	4.000	6.000	9.000	1.000	FT / -4.4cc	89101	13.08:1	12.15:1	10.68:1
4.130	3.875	6.000	9.000	1.062	FT / -4.4cc	89181	12.66:1	11.78:1	10.35:1
4.130	3.800	6.000	9.000	1.100	FT / -4.4cc	89201	12.44:1	11.57:1	10.17:1
4.130	3.750	6.000	9.000	1.125	FT / -4.4cc	89231	12.32:1	11.46:1	10.07:1
4.130	3.625	6.000	9.000	1.185	FT / -4.4cc	89301	11.97:1	11.10:1	9.77:1
4.135	3.500	6.250	9.000	1.000	FT / -4.4cc	89102	11.61:1	10.80:1	9.50:1
4.135	4.000	6.000	9.000	1.000	FT / -4.4cc	89102	13.14:1	12.21:1	10.72:1
4.135	3.875	6.000	9.000	1.062	FT / -4.4cc	89182	12.74:1	11.85:1	10.41:1
4.135	3.800	6.000	9.000	1.100	FT / -4.4cc	89202	12.52:1	11.64:1	10.23:1
4.135	3.750	6.000	9.000	1.125	FT / -4.4cc	89232	12.37:1	11.50:1	10.11:1
4.135	3.625	6.000	9.000	1.185	FT / -4.4cc	89302	11.98:1	11.15:1	9.80:1
4.145	3.500	6.250	9.000	1.000	FT / -4.4cc	89103	11.66:1	10.84:1	9.54:1
4.145	4.000	6.000	9.000	1.000	FT / -4.4cc	89103	13.18:1	12.25:1	10.76:1
4.145	3.875	6.000	9.000	1.062	FT / -4.4cc	89183	12.79:1	11.89:1	10.45:1
4.145	3.800	6.000	9.000	1.100	FT / -4.4cc	89203	12.57:1	11.69:1	10.27:1
4.145	3.750	6.000	9.000	1.125	FT / -4.4cc	89233	12.42:1	11.55:1	10.11:1
4.145	3.625	6.000	9.000	1.185	FT / -4.4cc	89303	12.03:1	11.19:1	9.84:1
4.155	3.500	6.250	9.000	1.000	FT / -4.4cc	89104	11.70:1	10.89:1	9.58:1
4.155	4.000	6.000	9.000	1.000	FT / -4.4cc	89104	13.23:1	12.30:1	10.80:1
4.155	3.875	6.000	9.000	1.062	FT / -4.4cc	89184	12.84:1	11.94:1	10.49:1
4.155	3.800	6.000	9.000	1.100	FT / -4.4cc	89204	12.61:1	11.73:1	10.31:1
4.155	3.750	6.000	9.000	1.125	FT / -4.4cc	89234	12.47:1	11.59:1	10.19:1
4.155	3.625	6.000	9.000	1.185	FT / -4.4cc	89304	12.80:1	11.23:1	9.88:1
4.165	3.500	6.250	9.000	1.000	FT / -4.4cc	89105	11.75:1	10.93:1	9.61:1
4.165	4.000	6.000	9.000	1.000	FT / -4.4cc	89105	13.28:1	12.34:1	10.84:1
4.165	3.875	6.000	9.000	1.062	FT / -4.4cc	89185	12.89:1	11.98:1	10.53:1
4.165	3.800	6.000	9.000	1.100	FT / -4.4cc	89205	12.66:1	11.77:1	10.35:1
4.165	3.750	6.000	9.000	1.125	FT / -4.4cc	89235	12.51:1	11.64:1	10.23:1
4.165	3.625	6.000	9.000	1.185	FT / -4.4cc	89305	12.12:1	11.28:1	9.92:1



CHEVROLET SMALL BLOCK FLAT TOP, 17° OR 18° ALSO FITS 22° OR 23° HEADS

Block Height: 9.025
Forced Induction: No
Nitrous: Yes, up to 250 hp
Ring Grooves: 1/16, 1/16, 3/16
Included: Locks, Pins (5115 Series Straight Wall Pins)

* Includes Oil Ring Support Rails

BORE	STROKE	ROD LENGTH	GRAM WT.	CH	PART#	COMP. RATIO W/HEAD CC OF		
						52	58	64
4.040	3.750	5.700	471	1.420	99525	12.9:1	12.2:1	10.1:1
4.125	3.750	6.000	439	1.120	99464*	13.3:1	12.6:1	10.9:1
4.125	3.875	6.000	422	1.063	99465*	13.7:1	13.0:1	11.3:1
4.125	4.000	6.000	412	1.000	99466*	14.1:1	13.4:1	11.6:1
4.130	3.750	6.000	441	1.120	99467*	13.3:1	12.6:1	10.9:1
4.130	3.875	6.000	420	1.063	99508*	13.7:1	13.0:1	11.3:1
4.130	4.000	6.000	406	1.000	99468*	14.1:1	13.4:1	11.6:1
4.145	3.750	6.000	448	1.120	99469*	13.4:1	12.7:1	11.0:1
4.145	3.875	6.000	432	1.063	99470*	13.8:1	13.1:1	11.3:1
4.145	4.000	6.000	420	1.000	99471*	14.2:1	13.5:1	11.7:1
4.155	3.750	6.000	444	1.120	99472*	13.4:1	12.7:1	11.0:1
4.155	3.875	6.000	436	1.063	99473*	13.8:1	13.0:1	11.4:1
4.155	4.000	6.000	419	1.000	99474*	14.3:1	13.5:1	11.7:1
4.165	3.750	6.000	450	1.120	99475*	13.5:1	12.8:1	11.0:1
4.165	3.875	6.000	434	1.063	99476*	13.9:1	13.1:1	11.4:1
4.165	4.000	6.000	428	1.000	99477*	14.3:1	13.6:1	11.8:1



CHEVROLET SMALL BLOCK EXTRA HIGH DOME, 22° OR 23° HEADS

Block Height: 9.025
Forced Induction: NO
Nitrous: No
Ring Grooves: 1/16, 1/16, 3/16
Included: Locks, Pins (5115 Series Straight Wall Pins)

* Includes Oil Ring Support Rails

§ Drag Ross Design not recommended for circle track or other endurance applications

BORE	STROKE	ROD LGTH.	DOME CC	PIN LGTH.	DOME HEIGHT	GRAM WT.	CH	PART#	COMP. RATIO W/HEAD CC OF		
									58	64	76
4.030	3.480	5.700	15.200	2.500	0.550	456	1.568	90452§	14.0	12.9	11.0
4.030	3.480	6.000	15.200	2.500	0.550	421	1.245	90005§	14.0	12.9	11.0
4.030	3.480	6.000	15.200	2.500	0.550	421	1.268	90462§	14.0	12.9	11.0
4.040	3.480	5.700	15.200	2.500	0.550	460	1.571	91452§	14.0	12.9	11.0
4.040	3.480	6.000	15.200	2.500	0.550	397	1.268	91462§	14.0	12.9	11.0
4.060	3.480	5.700	15.200	2.500	0.550	466	1.568	93452§	14.2	13.0	11.1
4.060	3.480	6.000	15.200	2.500	0.550	412	1.268	93462§	14.2	13.0	11.1
4.125	3.800	6.000	13.000	2.950	0.350	456	1.100	90019*	15.4	14.0	12.0
4.125	4.000	6.000	9.500	2.950	0.225	423	1.000	90015*	15.3	14.0	12.0
4.130	4.000	6.000	9.500	2.950	0.225	423	1.000	90016*	15.3	14.0	12.0
4.145	3.800	6.000	13.000	2.500	0.300	457	1.100	80002*	15.5	14.1	12.0
4.145	4.000	6.000	9.500	2.950	0.225	440	1.000	90017*	15.4	14.1	12.1
4.155	3.800	6.000	13.000	2.950	0.300	477	1.100	90022*	15.5	14.2	12.1
4.155	4.000	6.000	9.500	2.950	0.225	435	1.000	90018*	15.4	14.1	12.2



CHEVROLET SMALL BLOCK DOME TOP, 22° OR 23° HEADS

Block Height: 9.025

Forced Induction: No

Nitrous: Yes up to 250HP

Included: Locks, Pins (5115 Series Straight Wall Pins)

** Includes Oil Ring Support Rails*

MAKE	BORE	STROKE	ROD LGTH.	DOME CC	PIN LGTH.	RING GROOVES	GRAM WT.	CH	PART#	COMP. RATIO W/HEAD CC OF		
										58	64	76
327	4.030	3.250	5.700	15.200	2.500	1/16, 1/16, 3/16	557	1.683	90251	13.3:1	12.1:1	10.3:1
327	4.030	3.250	6.000	15.200	2.500	1/16, 1/16, 3/16	523	1.383	90261	13.3:1	12.1:1	10.3:1
327	4.060	3.250	5.700	15.200	2.500	1/16, 1/16, 3/16	554	1.683	93251	13.5:1	12.3:1	10.4:1
350	4.003	3.480	5.700	15.200	2.500	1/16, 1/16, 3/16	508	1.568	99451	14.0:1	12.8:1	10.9:1
350	4.003	3.480	6.000	15.200	2.500	1/16, 1/16, 3/16	484	1.268	99461	14.0:1	12.8:1	10.9:1
350	4.020	3.480	5.700	15.200	2.500	1/16, 1/16, 3/16	498	1.568	92451	14.1:1	12.9:1	11.0:1
350	4.020	3.480	6.000	15.200	2.500	1/16, 1/16, 3/16	466	1.268	92461	14.1:1	12.9:1	11.0:1
350	4.020	3.625	6.000	13.000	2.500	1/16, 1/16, 3/16	460	1.196	92661	14.2:1	12.4:1	11.0:1
350	4.030	3.480	5.700	15.200	2.500	1/16, 1/16, 3/16	523	1.545	90013	14.3:1	12.9:1	11.0:1
350	4.030	3.480	5.700	15.200	2.500	1/16, 1/16, 3/16	538	1.568	90451	14.2:1	12.9:1	11.0:1
350	4.030	3.480	5.700	14.000	2.950	1/16, 1/16, 3/16	495	1.560	99571	14.0:1	12.9:1	10.8:1
350	4.030	3.490	6.000	15.200	2.500	1/16, 1/16, 3/16	491	1.245	90004	14.3:1	12.9:1	11.0:1
350	4.030	3.480	6.000	15.200	2.500	1/16, 1/16, 3/16	494	1.268	90461	14.2:1	12.9:1	11.0:1
350	4.030	3.480	6.000	14.000	2.950	1/16, 1/16, 3/16	443	1.250	99564	14.0:1	12.9:1	10.8:1
350	4.030	3.562	5.700	13.000	2.500	1/16, 1/16, 3/16	524	1.527	90551	14.0:1	12.8:1	10.9:1
350	4.030	3.562	6.000	13.000	2.500	1/16, 1/16, 3/16	497	1.227	90561	14.0:1	12.8:1	10.9:1
350	4.030	3.625	5.700	13.000	2.500	1/16, 1/16, 3/16	517	1.496	90651	14.2:1	13.0:1	11.0:1
350	4.030	3.625	6.000	13.000	2.500	1/16, 1/16, 3/16	486	1.196	90661	14.2:1	13.0:1	11.0:1
350	4.030	3.625	6.000	12.000	2.950	1/16, 1/16, 3/16	422	1.187	99562	14.0:1	12.8:1	11.0:1
350	4.030	3.750	5.700	11.000	2.500	1/16, 1/16, 3/16	521	1.433	90751	14.2:1	13.0:1	11.1:1
350	4.030	3.750	6.000	11.000	2.500	1/16, 1/16, 1/8	482	1.133	90761	14.2:1	13.0:1	10.4:1
350	4.030	3.750	6.000	11.000	2.950	1/16, 1/16, 3/16	426	1.125	99559*	14.2:1	13.0:1	11.1:1
350	4.035	3.480	6.000	15.200	2.500	1/16, 1/16, 3/16	492	1.268	94461	14.2:1	12.9:1	11.0:1
350	4.035	3.480	6.000	14.000	2.950	1/16, 1/16, 3/16	446	1.250	99565	13.9:1	12.7:1	10.8:1
350	4.040	3.480	5.700	15.200	2.500	1/16, 1/16, 3/16	543	1.568	91451	14.3:1	12.9:1	11.0:1
350	4.040	3.480	6.000	15.200	2.500	1/16, 1/16, 3/16	454	1.268	91468	14.3:1	12.9:1	11.0:1
350	4.040	3.480	5.700	14.000	2.950	1/16, 1/16, 3/16	502	1.560	99573	14.0:1	12.7:1	10.8:1
350	4.040	3.480	6.000	14.000	2.950	1/16, 1/16, 3/16	455	1.250	99566	14.0:1	12.7:1	10.8:1
350	4.040	3.750	5.700	11.000	2.500	1/16, 1/16, 3/16	532	1.433	91751	14.3:1	13.0:1	11.2:1
350	4.040	3.750	6.000	11.000	2.500	1/16, 1/16, 1/8	469	1.133	90757	14.3:1	13.0:1	11.2:1
350	4.040	3.750	6.000	11.000	2.950	1/16, 1/16, 3/16	431	1.125	99176*	14.3:1	13.0:1	11.2:1
350	4.060	3.480	5.700	14.000	2.950	1/16, 1/16, 3/16	500	1.560	99574	14.0:1	12.8:1	10.9:1
350	4.060	3.480	5.700	15.200	2.500	1/16, 1/16, 3/16	545	1.568	93451	14.3:1	13.0:1	11.1:1
350	4.060	3.480	6.000	14.000	2.950	1/16, 1/16, 3/16	452	1.250	99567	14.0:1	12.8:1	10.9:1
350	4.060	3.480	6.000	14.800	2.500	1/16, 1/16, 3/16	510	1.268	93461	14.3:1	13.0:1	11.0:1
350	4.060	3.750	5.700	11.000	2.950	1/16, 1/16, 3/16	478	1.425	99570	14.4:1	13.1:1	11.3:1
350	4.060	3.750	6.000	11.000	2.950	1/16, 1/16, 3/16	422	1.125	99561*	14.4:1	13.1:1	11.3:1
400	4.125	3.480	5.700	11.000	2.500	1/16, 1/16, 3/16	557	1.568	97451	14.4:1	12.6:1	10.8:1
400	4.125	3.480	6.000	11.000	2.500	1/16, 1/16, 3/16	510	1.268	97461	14.4:1	12.6:1	10.8:1
400	4.125	3.750	5.700	5.000	2.500	1/16, 1/16, 3/16	501	1.433	97751	13.5:1	12.4:1	10.8:1
400	4.125	3.750	6.000	5.000	2.500	1/16, 1/16, 1/8	460	1.133	97761	13.5:1	12.4:1	10.8:1
400	4.155	3.250	5.700	15.200	2.500	1/16, 1/16, 3/16	580	1.683	95251	14.0:1	12.5:1	10.8:1
400	4.155	3.250	6.000	15.200	2.500	1/16, 1/16, 3/16	526	1.383	95261	14.0:1	12.5:1	10.8:1
400	4.155	3.480	5.700	11.000	2.500	1/16, 1/16, 3/16	565	1.568	95451	13.9:1	12.7:1	10.9:1
400	4.155	3.480	6.000	11.000	2.500	1/16, 1/16, 3/16	500	1.245	91471	13.9:1	12.7:1	10.9:1
400	4.155	3.480	6.000	11.000	2.500	1/16, 1/16, 3/16	512	1.268	95461	13.9:1	12.7:1	10.9:1
400	4.155	3.562	5.700	11.000	2.500	1/16, 1/16, 3/16	555	1.527	95551	14.2:1	13.0:1	11.2:1



CHEVROLET SMALL BLOCK DOME TOP, 22° OR 23° HEADS

Block Height: 9.025
Forced Induction: No
Nitrous: Yes up to 250HP
Included: Locks, Pins (5115 Series Straight Wall Pins)

** Includes Oil Ring Support Rails*

**CONTINUED
FROM PREVIOUS PAGE**

MAKE	BORE	STROKE	ROD LGTH.	DOME CC	PIN LGTH.	RING GROOVES	GRAM WT.	CH	PART#	COMP. RATIO W/HEAD CC OF		
										58	64	76
400	4.155	3.562	6.000	11.0	2.500	1/16, 1/16, 3/16	497	1.227	95561	14.2:1	13.0:1	11.2:1
400	4.155	3.625	5.700	11.0	2.500	1/16, 1/16, 3/16	538	1.496	95651	14.4:1	13.2:1	11.3:1
400	4.155	3.625	6.000	9.0	2.500	1/16, 1/16, 3/16	491	1.196	95661	14.4:1	13.2:1	11.3:1
400	4.155	3.750	5.700	4.5	2.500	1/16, 1/16, 3/16	484	1.420	90009	13.5:1	12.5:1	10.9:1
400	4.155	3.750	5.700	4.5	2.500	1/16, 1/16, 3/16	520	1.433	95751	13.5:1	12.5:1	10.9:1
400	4.155	3.750	5.850	4.5	2.500	1/16, 1/16, 3/16	509	1.283	95781	13.5:1	12.5:1	10.9:1
400	4.155	3.750	6.000	4.5	2.500	1/16, 1/16, 1/8	433	1.120	90001	13.5:1	12.5:1	10.9:1
400	4.155	3.750	6.000	4.5	2.500	1/16, 1/16, 1/8	448	1.133	95762	13.5:1	12.5:1	10.9:1
400	4.155	3.875	6.000	3.0	2.500	1/16, 1/16, 3/16	482	1.071	95861*	13.7:1	12.6:1	11.0:1
400	4.155	4.000	6.000	-0.6	2.500	1/16, 1/16, 3/16	466	1.008	95961*	13.7:1	12.7:1	11.1:1
400	4.165	3.480	5.700	11.0	2.500	1/16, 1/16, 3/16	564	1.568	96451	13.9:1	12.7:1	10.9:1
400	4.165	3.480	6.000	11.0	2.500	1/16, 1/16, 3/16	490	1.268	80006	13.9:1	12.7:1	10.9:1
400	4.165	3.562	6.000	11.0	2.500	1/16, 1/16, 3/16	508	1.227	96561	14.1:1	13.0:1	11.1:1
400	4.165	3.625	6.000	9.0	2.500	1/16, 1/16, 3/16	494	1.196	96661	14.0:1	12.8:1	11.0:1
400	4.165	3.750	5.700	4.5	2.500	1/16, 1/16, 3/16	526	1.433	96751	13.5:1	12.5:1	10.9:1
400	4.165	3.750	5.850	4.5	2.500	1/16, 1/16, 3/16	506	1.283	96781	13.5:1	12.5:1	10.9:1
400	4.165	3.750	6.000	4.5	2.500	1/16, 1/16, 1/8	442	1.120	90014	13.5:1	12.5:1	10.9:1
400	4.165	3.750	6.000	4.5	2.500	1/16, 1/16, 1/8	467	1.133	96761	13.5:1	12.5:1	10.9:1
400	4.165	3.875	6.000	3.0	2.500	1/16, 1/16, 3/16	470	1.071	96861*	13.7:1	12.6:1	11.3:1



CHEVROLET SMALL BLOCK DOME, 17° OR 18° HEADS

Block Height: 9.025
Compression Ratio: Based on .050 piston to head clearance
Forced Induction: Yes, up to 250 hp
Nitrous: No
Ring Grooves: 1/16, 1/16, 3/16
Included: Locks, Pins (5115 Series Straight Wall Pins)

** Includes Oil Ring Support Rails*

BORE	STROKE	ROD LENGTH	DOME CC	GRAM WT.	CH	PART#	COMP. RATIO W/HEAD CC OF		
							48	52	64
4.030	3.480	6.000	6.000	451	1.255	99480*	15.4:1	14.4:1	11.9:1
4.040	3.480	6.000	6.000	457	1.255	99482*	15.5:1	14.4:1	12.0:1
4.125	3.750	6.000	3.000	458	1.120	99483*	16.2:1	15.2:1	12.7:1
4.130	3.800	6.000	3.000	462	1.095	99486*	16.5:1	15.4:1	12.9:1
4.145	3.750	6.000	3.000	476	1.120	99487*	16.3:1	15.3:1	12.8:1
4.145	3.800	6.000	2.600	471	1.095	99488*	16.5:1	15.5:1	13.0:1
4.155	3.300	6.000	3.000	526	1.345	99489	14.6:1	13.6:1	11.5:1
4.155	3.750	6.000	3.000	481	1.120	99490*	16.4:1	15.3:1	12.9:1
4.155	3.800	6.000	3.000	473	1.095	99491*	16.6:1	15.5:1	13.0:1
4.165	3.800	6.000	3.000	478	1.095	99493*	16.7:1	15.6:1	13.1:1



CHEVROLET 350 SMALL BLOCK BLOWN - 8.0 COMPRESSION

Block Height: 9.025

Compression Ratio: Based on utilizing more deck clearance than normal (flat top "down in the hole")

Forced Induction: Yes

Nitrous: Yes

Tech-Tip: In extremely high horse power applications, Ross H13 Taper Wall Pins are recommended

Included: Locks, Pins (5115 Series Straight Wall Pins)

BORE	STROKE	ROD LENGTH	GRAM WT.	CH	PART#	RING GROOVES
4.030	3.480	5.700	532	1.455	90458	5/64, 5/64, 3/16



CHEVROLET SMALL BLOCK LUDICROUS LITENESS FLAT TOP 22° TO 23° HEADS

Block Height: 9.025

Compression Ratio: Based on .050 piston to head clearance VP'S displace -4 cc. (deck and gasket combined)

Forced Induction: No

Nitrous: No

Included: Locks, Pins (5115 Series Straight Wall Pins)

BORE	STROKE	ROD LENGTH	RING GROOVES	GRAM WT.	CH	PART#	COMP. RATIO W/HEAD CC OF		
							58	64	76
4.003	3.480	5.700	1/16, 1/16, 3/16	437	1.568	99456	10.70:1	10.00:1	8.80:1
4.003	3.480	6.000	1/16, 1/16, 3/16	447	1.268	80009	10.70:1	10.00:1	8.80:1
4.020	3.480	5.700	1/16, 1/16, 3/16	419	1.568	92456	10.75:1	10.00:1	8.90:1
4.020	3.480	6.000	1/16, 1/16, 3/16	376	1.268	92466	10.75:1	10.00:1	8.90:1
4.030	3.480	5.700	1/16, 1/16, 3/16	428	1.568	90456	10.80:1	10.10:1	8.90:1
4.030	3.480	6.000	1/16, 1/16, 3/16	392	1.245	90003	10.80:1	10.10:1	8.90:1
4.030	3.480	6.000	1/16, 1/16, 3/16	395	1.268	90466	10.80:1	10.10:1	8.90:1
4.030	3.562	5.700	1/16, 1/16, 3/16	437	1.527	90556	11.00:1	10.30:1	9.00:1
4.030	3.562	6.000	1/16, 1/16, 3/16	400	1.227	80003	11.00:1	10.30:1	9.00:1
4.030	3.750	6.000	1/16, 1/16, 1/8	373	1.133	90766	11.55:1	10.30:1	9.45:1
4.030	3.750	5.700	1/16, 1/16, 3/16	424	1.433	90756	11.55:1	10.30:1	9.45:1
4.035	3.480	5.700	1/16, 1/16, 3/16	424	1.568	94456	10.80:1	10.10:1	8.90:1
4.035	3.480	6.000	1/16, 1/16, 3/16	379	1.268	94466	10.80:1	10.10:1	8.90:1
4.040	3.480	5.700	1/16, 1/16, 3/16	437	1.568	91456	10.80:1	10.10:1	9.00:1
4.040	3.480	5.700	1/16, 1/16, 3/16	446	1.545	90006	10.80:1	10.10:1	9.00:1
4.040	3.750	5.700	1/16, 1/16, 3/16	418	1.433	90754	11.60:1	10.80:1	9.50:1
4.060	3.480	5.700	1/16, 1/16, 3/16	455	1.545	90011	10.90:1	10.20:1	9.00:1
4.060	3.480	5.700	1/16, 1/16, 3/16	459	1.568	93456	10.90:1	10.20:1	9.00:1
4.060	3.480	6.000	1/16, 1/16, 3/16	416	1.268	93466	10.90:1	10.20:1	9.00:1



Big Block
CHEVY

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CHEVY
[Big Block]





CHEVROLET BIG BLOCK BRODIX SR20 PRO-SERIES

Pins: .990 x 2.750 5115 str. Wall / tool steel optional

Ring Grooves: .043 (.175 rw), .043 (.175 rw), 3.0mm

Coating: Optional

Forging: Strut with internal and external bracing

Included: Accumulator groove 2nd land, Vertical gas porting, Lock removal idents, and Oil support rails

CR with .300 top land, .040 gasket, .000 deck

BORE	STROKE	ROD LENGTH	BLOCK HT.	COMP HT	PISTON VOL.	PART #	COMP. RATIO W/HEAD CC OF		
							92	95	98
4.600	4.250	6.385	9.800	1.270	28.0cc	91105	16.00:1	15.52:1	14.99:1
4.600	4.250	6.800	10.200	1.270	28.0cc	91105	16.00:1	15.52:1	14.99:1
4.600	4.250	6.535	9.800	1.120	28.0cc	91123	16.00:1	15.52:1	14.99:1
4.600	4.375	6.385	9.800	1.210	25.5cc	91132	16.00:1	15.47:1	14.96:1
4.600	4.375	6.535	9.800	1.057	25.5cc	91141	16.00:1	15.47:1	14.96:1
4.600	4.500	6.385	9.800	1.145	23.5cc	91150	16.00:1	15.54:1	15.04:1
4.600	4.500	6.800	10.200	1.120	23.5cc	91154	16.00:1	15.54:1	15.04:1
4.600	4.750	6.700	10.200	1.120	18.6cc	91161	16.00:1	15.50:1	15.04:1
4.605	4.250	6.385	9.800	1.270	28.0cc	91106	16.00:1	15.52:1	14.99:1
4.605	4.250	6.385	9.800	1.270	28.0cc	91106	16.00:1	15.52:1	14.99:1
4.605	4.250	6.535	9.800	1.120	28.0cc	91124	16.00:1	15.52:1	14.99:1
4.605	4.375	6.385	9.800	1.210	25.5cc	91133	16.00:1	15.47:1	14.96:1
4.605	4.375	6.535	9.800	1.057	25.5cc	91142	16.00:1	15.47:1	14.96:1
4.605	4.500	6.385	9.800	1.145	23.5cc	91151	16.00:1	15.54:1	15.04:1
4.605	4.500	6.800	10.200	1.120	23.5cc	91155	16.00:1	15.54:1	15.04:1
4.605	4.750	6.700	10.200	1.120	18.6cc	91158	16.00:1	15.50:1	15.04:1
4.610	4.250	6.385	9.800	1.270	28.0cc	91107	16.14:1	15.57:1	15.04:1
4.610	4.250	6.800	10.200	1.270	28.0cc	91107	16.00:1	15.52:1	14.99:1
4.610	4.250	6.535	9.800	1.120	28.0cc	91125	16.00:1	15.52:1	14.99:1
4.610	4.375	6.385	9.800	1.210	25.5cc	91134	16.08:1	15.53:1	15.02:1
4.610	4.375	6.535	9.800	1.057	25.5cc	91143	16.08:1	15.53:1	15.02:1
4.610	4.500	6.385	9.800	1.145	23.5cc	91152	16.14:1	15.61:1	15.10:1
4.610	4.500	6.800	10.200	1.120	23.5cc	91156	16.14:1	15.61:1	15.10:1
4.610	4.750	6.700	10.200	1.120	18.6cc	91159	16.08:1	15.57:1	15.10:1
4.625	4.250	6.385	9.800	1.270	28.0cc	91108	16.23:1	15.65:1	15.12:1
4.625	4.250	6.800	10.200	1.270	28.0cc	91108	16.00:1	15.52:1	14.99:1
4.625	4.250	6.535	9.800	1.120	28.0cc	91126	16.00:1	15.52:1	14.99:1
4.625	4.375	6.385	9.800	1.210	25.5cc	91135	16.18:1	15.63:1	15.11:1
4.625	4.375	6.535	9.800	1.057	25.5cc	91144	16.18:1	15.63:1	15.11:1
4.625	4.500	6.385	9.800	1.145	23.5cc	91153	16.23:1	15.69:1	15.18:1
4.625	4.500	6.800	10.200	1.120	23.5cc	91157	16.23:1	15.69:1	15.18:1
4.625	4.750	6.700	10.200	1.120	18.6cc	91160	16.16:1	15.65:1	15.18:1



CHEVROLET BIG BLOCK 24' HIGH COMPRESSION PRO-SERIES

Pins: .990 x 2.750 5115 strt. Wall / 52100 tool steel optional

Ring Grooves: .043 (.175 rw), .043 (.175 rw), 3.0mm

Coating: Optional

Forging: Strut with internal & external bracing

Included: Accumulator groove 2nd land, Vertical gas porting, Lock removal
idents & Oil Support Rails

CR with .300 top land, .040 gasket, .000 deck

BORE	STROKE	ROD LENGTH	BLOCK HT.	COMP HT	PISTON VOL.	PART #	COMP. RATIO W/HEAD CC OF		
							116	118	120
4.560	4.000	6.535	9.800	1.245	50cc	91100	14.65:1	14.31:1	13.99:1
4.560	4.250	6.385	9.800	1.270	50cc	91109	15.51:1	15.15:1	14.80:1
4.560	4.250	6.535	9.800	1.120	50cc	91118	15.51:1	15.15:1	14.80:1
4.560	4.375	6.385	9.800	1.210	50cc	91127	15.93:1	15.56:1	15.21:1
4.560	4.375	6.535	9.800	1.057	50cc	91136	15.93:1	15.56:1	15.21:1
4.560	4.500	6.385	9.800	1.145	50cc	91145	16.36:1	15.98:1	15.62:1
4.600	4.000	6.535	9.800	1.245	50cc	91101	14.86:1	14.52:1	14.19:1
4.600	4.250	6.385	9.800	1.270	50cc	91110	15.73:1	15.36:1	15.01:1
4.600	4.250	6.535	9.800	1.120	50cc	91119	15.73:1	15.36:1	15.01:1
4.600	4.375	6.385	9.800	1.210	50cc	91128	16.15:1	15.87:1	15.42:1
4.600	4.375	6.535	9.800	1.057	50cc	91137	16.15:1	15.87:1	15.42:1
4.600	4.500	6.385	9.800	1.145	50cc	91146	16.59:1	16.20:1	15.83:1
4.605	4.000	6.535	9.800	1.245	50cc	91102	14.89:1	14.54:1	14.21:1
4.605	4.250	6.385	9.800	1.270	50cc	91111	15.75:1	13.39:1	15.04:1
4.605	4.250	6.535	9.800	1.120	50cc	91120	15.75:1	13.39:1	15.04:1
4.605	4.375	6.385	9.800	1.210	50cc	91129	16.19:1	15.81:1	15.45:1
4.605	4.375	6.535	9.800	1.057	50cc	91138	16.19:1	15.81:1	15.45:1
4.605	4.500	6.385	9.800	1.145	50cc	91147	16.62:1	16.23:1	15.87:1
4.610	4.000	6.535	9.800	1.245	50cc	91103	14.92:1	14.57:1	14.25:1
4.610	4.250	6.385	9.800	1.270	50cc	91112	15.79:1	15.42:1	15.07:1
4.610	4.250	6.535	9.800	1.120	50cc	91121	15.79:1	15.42:1	15.07:1
4.610	4.375	6.385	9.800	1.210	50cc	91130	16.22:1	15.84:1	15.48:1
4.610	4.375	6.535	9.800	1.057	50cc	91139	16.22:1	15.84:1	15.48:1
4.610	4.500	6.385	9.800	1.145	50cc	91148	16.66:1	16.27:1	15.90:1
4.625	4.000	6.535	9.800	1.245	50cc	91104	14.99:1	14.64:1	14.31:1
4.625	4.250	6.385	9.800	1.270	50cc	91113	15.86:1	15.49:1	15.14:1
4.625	4.250	6.535	9.800	1.120	50cc	91122	15.86:1	15.49:1	15.14:1
4.625	4.375	6.385	9.800	1.210	50cc	91131	16.30:1	15.92:1	15.56:1
4.625	4.375	6.535	9.800	1.057	50cc	91140	16.30:1	15.92:1	15.56:1
4.625	4.500	6.385	9.800	1.145	50cc	91149	16.74:1	16.35:1	15.98:1



CHEVROLET BIG BLOCK OPEN CHAMBER, HIGH COMPRESSION

Block Height: 9.800

Compression Ratio: Based on .050 piston to head clearance
(deck & gasket combined)

Forced Induction: No

Nitrous: Yes, up to 250 hp

Ring Grooves: 1/16, 1/16, 3/16

Included: Locks, Pins (5115 Series Straight Wall Pins)

* Includes Oil Ring Support Rails.

BORE	STROKE	ROD LENGTH	DOME CC	DOME HEIGHT	GRAM WEIGHT	CH	PART #	COMP. RATIO W/HEAD CC OF		
								109	118	124
4.280	4.000	6.135	51.000	0.700	631	1.648	83062	14.5:1	13.0:1	12.1:1
4.280	4.000	6.385	51.000	0.700	595	1.398	83032	14.5:1	13.0:1	12.1:1
4.280	4.000	6.535	51.000	0.700	561	1.245	99549*	14.5:1	13.0:1	12.1:1
4.280	4.250	6.135	51.000	0.700	593	1.523	83462	15.4:1	13.7:1	12.8:1
4.280	4.250	6.385	51.000	0.700	566	1.273	83432*	15.4:1	13.7:1	12.8:1
4.280	4.250	6.535	51.000	0.700	529	1.120	99546*	15.4:1	13.7:1	12.8:1
4.310	4.000	6.135	51.000	0.700	647	1.635	80001	14.7:1	13.1:1	12.3:1
4.310	4.000	6.135	51.000	0.700	653	1.648	86062	14.7:1	13.1:1	12.3:1
4.310	4.000	6.385	51.000	0.700	602	1.398	86032	14.7:1	13.1:1	12.3:1
4.310	4.000	6.535	51.000	0.700	559	1.245	99550*	14.7:1	13.1:1	12.3:1
4.310	4.250	6.135	50.000	0.640	611	1.523	86462	15.3:1	13.7:1	12.8:1
4.310	4.250	6.385	50.000	0.640	565	1.273	99510*	15.3:1	13.7:1	12.8:1
4.310	4.250	6.535	51.000	0.700	531	1.120	99547*	15.3:1	13.9:1	13.0:1
4.320	3.760	6.135	51.000	0.700	664	1.768	99554	13.9:1	12.4:1	11.6:1
4.320	4.000	6.535	51.000	0.700	561	1.245	99551*	14.7:1	13.2:1	12.3:1
4.350	3.760	6.135	51.000	0.700	574	1.768	99555	14.0:1	12.6:1	11.8:1
4.350	4.000	6.135	51.000	0.700	665	1.648	87062	14.9:1	13.3:1	12.4:1
4.350	4.000	6.385	51.000	0.700	611	1.398	87432	14.9:1	13.3:1	12.4:1
4.350	4.000	6.535	51.000	0.700	571	1.245	99552*	14.9:1	13.3:1	12.4:1
4.350	4.250	6.385	51.000	0.700	595	1.273	99509*	15.7:1	14.1:1	13.2:1
4.350	4.250	6.535	51.000	0.700	545	1.120	99553*	15.7:1	14.1:1	13.2:1
4.375	4.000	6.135	51.000	0.700	641	1.648	99611	15.0:1	13.4:1	12.6:1
4.375	4.000	6.385	51.000	0.700	604	1.398	99623	15.0:1	13.4:1	12.6:1
4.375	4.250	6.135	49.000	0.600	621	1.523	99622	15.5:1	13.9:1	13.0:1
4.375	4.250	6.385	49.000	0.600	580	1.273	99624*	15.5:1	13.9:1	13.0:1
4.500	4.000	6.135	51.000	0.700	643	1.648	85062	15.7:1	14.0:1	13.1:1
4.500	4.000	6.385	51.000	0.700	628	1.398	85032	15.7:1	14.0:1	13.1:1
4.500	4.250	6.135	49.000	0.600	628	1.523	85462	16.2:1	14.5:1	13.6:1
4.500	4.250	6.385	45.000	0.500	577	1.273	99512	15.4:1	13.9:1	13.0:1
4.500	4.250	6.385	49.000	0.600	589	1.273	85432*	16.2:1	14.5:1	13.6:1
4.530	4.000	6.135	51.000	0.700	670	1.648	82014	15.8:1	14.2:1	13.3:1
4.530	4.000	6.385	46.500	0.700	642	1.398	82015	15.0:1	13.5:1	12.6:1
4.530	4.250	6.385	45.000	0.500	565	1.273	99513	15.5:1	14.0:1	13.2:1
4.560	4.000	6.385	49.000	0.700	631	1.398	88766	15.6:1	14.0:1	13.1:1
4.560	4.000	6.535	45.000	0.500	594	1.245	99776*	14.8:1	13.4:1	12.6:1
4.560	4.250	6.385	45.000	0.500	572	1.273	99514	15.7:1	14.2:1	13.3:1
4.560	4.250	6.385	49.000	0.600	592	1.273	88765*	16.5:1	14.8:1	13.9:1
4.560	4.250	6.535	45.000	0.500	552	1.120	99775*	14.9:1	13.5:1	12.7:1
4.600	4.000	6.535	45.000	0.500	607	1.245	99778*	15.0:1	13.6:1	12.8:1
4.600	4.250	6.535	45.000	0.500	594	1.120	99777*	15.9:1	14.4:1	13.5:1
4.625	4.000	6.535	45.000	0.500	618	1.245	99779*	15.2:1	13.7:1	12.9:1
4.625	4.250	6.535	45.000	0.500	592	1.120	99781*	16.0:1	14.5:1	13.6:1



CHEVROLET 454 BIG BLOCK FLAT TOP, OPEN / CLOSED CHAMBER

Block Height: 9.800

Compression Ratio: Based on .050 piston to head clearance
(deck & gasket combined)

Forced Induction: Yes, up to 7 psi | **Nitrous:** Yes, up to 250 hp

Ring Grooves: 1/16, 1/16, 3/16

Included: Locks, Pins (5115 Series Straight Wall Pins)

BORE	STROKE	ROD LGTH.	GRAM WT.	CH	PART #	COMP. RATIO W/HEAD CC OF		
						109	118	124
4.310	4.000	6.135	611	1.648	86066	8.5:1	8.0:1	7.7:1
4.500	4.000	6.135	643	1.648	85066	9.1:1	8.5:1	8.2:1



CHEVROLET BIG BLOCK PRO MOD 18° NITROUS SPECIAL , HIGH COMPRESSION

Compression Ratio: Based on .050 piston to head clearance
(deck & gasket combined)

Forced Induction: No

Nitrous: Yes

Ring Grooves: .043, 1/16, 3/16

Tech Tip: Hard core drag racing only with 17° and 18° Dart Big Chief,
Brodix Big Duke, and Brodix Pontiac

Included: Pistons Only

Pin Buttons Required:

(1) B460, (2) B460-1, (3) B462, (4) B462-1

BORE	STROKE	ROD LENGTH	DOME CC	BLOCK HEIGHT	GRAM WEIGHT	CH	PART #	COMP. RATIO W/HEAD CC OF		
								82	85	97
4.600	4.250	6.535	14.000	9.800	628	1.120	99827 (1)	15.3:1	14.8:1	13.0:1
4.600	4.250	6.385	14.000	9.800	630	1.270	99830 (2)	15.3:1	14.8:1	13.0:1
4.600	4.750	6.700	14.000	10.200	628	1.120	99827 (1)	17.0:1	16.4:1	14.5:1
4.600	4.250	6.800	14.000	10.200	665	1.270	99830 (2)	15.3:1	14.8:1	13.0:1
4.625	4.250	6.535	14.000	9.800	641	1.120	99828 (3)	15.5:1	15.0:1	13.2:1
4.625	4.250	6.385	14.000	9.800	672	1.270	99829 (4)	15.4:1	15.0:1	13.2:1
4.625	4.750	6.700	14.000	10.200	641	1.120	99828 (3)	17.2:1	16.6:1	14.6:1
4.625	4.250	6.800	14.000	10.200	672	1.270	99829 (4)	15.4:1	15.0:1	13.2:1



CHEVROLET BIG BLOCK FORCED INDUCTION

Block Height: 9.790

Compression Ratio: Based on .042 head gasket,
lower comp = flat top down in the hole

Forced Induction: Yes

Nitrous: Yes

Tech Tip: Street, Marine, Drag (use taper bore pins in high hp applications)

Included: Locks, Pins (5115 Series Straight Wall Pins)

**Includes Oil Ring Support Rails*

BORE	STROKE	ROD LENGTH	COMPRESSION RATIO	GRAM WEIGHT	CH	PART #	RING GROOVES
4.280	4.000	6.135	8.000	633	1.614	83068	5/64, 5/64, 3/16
4.310	4.000	6.135	7.000	645	1.609	86068	5/64, 5/64, 3/16
4.310	4.000	6.385	8.000	587	1.365	82017*	5/64, 5/64, 3/16
4.500	4.000	6.135	8.500	706	1.648	85065	1/16, 1/16, 3/16
4.500	4.000	6.385	8.500	658	1.398	85365*	1/16, 1/16, 3/16
4.310	4.250	6.385	8.500	526	1.270	85067*	1/16, 1/16, 3/16
4.320	4.250	6.385	8.500	531	1.270	85068*	1/16, 1/16, 3/16
4.500	4.250	6.385	8.500	609	1.270	85069*	1/16, 1/16, 3/16
4.530	4.250	6.385	8.500	620	1.270	85070*	1/16, 1/16, 3/16



CHEVROLET BIG BLOCK 409 10.5 COMPRESSION RATIO

Block Height: 9.600

Compression Ratio: Based on stock heads

Forced Induction: No

Nitrous: Yes, up to 250 hp

Ring Grooves: 5/64, 5/64, 3/16

Included: Locks, Pins (5115 Series Straight Wall Pins)

**These (83570, 83571, 83572) use Edelbrock heads*

BORE	STROKE	ROD LENGTH	DOME HIGHT	GRAM WEIGHT	CH	PART #	RING GROOVES
4.342	3.500	6.010	0.450	817	1.823	83561	5/64, 5/64, 3/16
4.342	4.000	6.135	0.365	767	1.450	83562	1/16, 1/16, 3/16
4.372	4.000	6.135	0.360	781	1.450	83563	1/16, 1/16, 3/16
4.342	3.500	6.010	0.607	821	1.823	83570*	1/16, 1/16, 3/16
4.372	4.000	6.135	0.480	791	1.450	83571*	1/16, 1/16, 3/16
4.342	4.000	6.135	0.494	733	1.450	83572*	1/16, 1/16, 3/16



CHEVROLET BIG BLOCK MODERATE COMPRESSION

Block Height: 9.800

Compression Ratio: Based on .050 piston to head clearance
(deck & gasket combined)

Forced Induction: No

Nitrous: Yes, up to 250 hp

Ring Grooves: 1/16, 1/16, 3/16

Included: Locks, Pins (5115 Series Straight Wall Pins)

* Includes Oil Ring Support Rails.

^ Heavy NOS design

BORE	STROKE	ROD LENGTH	DOME CC	DOME HT.	GRAM WT.	CH	PART #	COMP. RATIO W/HEAD CC OF		
								109	118	124
4.280	3.760	6.135	51.00	0.700	648	1.768	83762	12.30:1	12.00:1	11.20:1
4.280	4.000	6.135	36.00	0.700	615	1.648	83064	11.80:1	10.80:1	10.30:1
4.280	4.000	6.135	38.70	0.500	607	1.648	83063	12.10:1	11.00:1	10.40:1
4.280	4.000	6.135	22.50	0.225	678	1.648	83069	10.40:1	9.60:1	9.10:1
4.310	4.250	6.385	25.00	0.235	587	1.275	86069*^	11.40:1	10.50:1	10.0:1
4.320	4.250	6.385	24.70	0.225	589	1.275	86070*^	11.40:1	10.50:1	10.00:1
4.500	4.250	6.385	16.60	0.145	636	1.275	86071*^	11.40:1	10.50:1	10.00:1
4.530	4.250	6.385	15.30	0.135	647	1.275	86072*^	11.30:1	10.50:1	10.00:1
4.310	3.760	6.135	51.00	0.700	661	1.768	86762	13.50:1	12.00:1	11.30:1
4.310	4.000	6.135	36.00	0.700	625	1.648	86064	12.00:1	11.00:1	10.40:1
4.310	4.000	6.135	38.00	0.500	603	1.648	86063	12.20:1	11.10:1	10.60:1
4.310	4.000	6.135	21.20	0.225	718	1.648	88767	10.50:1	9.70:1	9.20:1
4.320	4.000	6.135	36.00	0.700	628	1.648	99556	12.00:1	11.00:1	10.40:1
4.350	4.000	6.135	36.00	0.700	630	1.648	99557	12.10:1	11.10:1	10.50:1
4.375	3.760	6.135	36.00	0.700	685	1.768	88764	11.60:1	10.60:1	10.00:1
4.375	4.000	6.135	36.00	0.530	725	1.648	88065	12.20:1	11.20:1	10.60:1



CHEVROLET BIG BLOCK CLOSED CHAMBER, HIGH COMPRESSION RATIO

Block Height: 9.800

Compression Ratio: Based on .050 piston to head clearance
(deck & gasket combined)

Forced Induction: No

Nitrous: Yes, up to 150 hp

Ring Grooves: 1/16, 1/16, 3/16

Included: Locks, Pins (5115 Series Straight Wall Pins)

MAKE	BORE	STROKE	ROD LENGTH	DOME CC	DOME HT.	GRAM WT.	CH	PART #	COMP. RATIO W/HEAD CC OF		
									106	112	116
427	4.280	3.760	6.135	36.00	0.700	637	1.768	83764	11.80:1	11.10:1	10.70:1
427	4.310	3.760	6.135	36.00	0.700	657	1.768	86764	12.00:1	11.20:1	10.80:1
427	4.375	3.760	6.135	36.00	0.700	685	1.768	88764	12.30:1	11.50:1	11.00:1
454	4.280	4.000	6.385	36.00	0.700	563	1.398	82011	12.50:1	11.70:1	11.30:1
454	4.280	4.000	6.135	36.00	0.700	615	1.648	83064	12.50:1	11.70:1	11.30:1
454	4.310	4.000	6.135	36.00	0.700	625	1.648	86064	12.70:1	11.90:1	11.40:1
454	4.310	4.000	6.385	36.00	0.700	574	1.398	82012	12.70:1	11.90:1	11.40:1
454	4.320	4.000	6.135	36.00	0.700	628	1.648	99556	12.70:1	11.90:1	11.40:1
454	4.350	4.000	6.135	36.00	0.700	630	1.648	99557	12.90:1	12.00:1	11.60:1

Dodge CHRYSLER

WEB: WWW.ROSSPISTONS.COM



CHRYSLER 'A' BLOCK

Block Height: 9.599

Compression Ratio: Based on .042 gasket, .000 deck

Forced Induction: No

Nitrous: Yes, up to 250 hp

Ring Grooves: 1/16, 1/16, 3/16

Included: Locks, Pins (5115 Series Straight Wall Pins)

^ Will work with Mopar open & closed chamber, Edelbrock, & Indy heads

~ Will work with factory open & closed chamber heads only

MAKE	BORE	STROKE	ROD LENGTH	DOME CC	DOME HT.	GRAM WT.	CH	PART #	COMP. RATIO W/HEAD CC OF		
									58	60	64
340	4.070	3.310	6.123	-5.500	9.800	514	1.804	99625 ^	10.55:1	10.30:1	9.84:1
340	4.070	3.310	6.123	12.600	12.500	560	1.804	99626 ~	13.70:1	13.26:1	12.46:1
340	4.070	4.000	6.123	4.200	13.100	497	1.459	99788 ^	14.27:1	13.87:1	13.14:1
340	4.070	4.000	6.123	-21.000	9.500	495	1.459	99786 ^	10.53:1	10.32:1	9.93:1
360	4.030	3.580	6.123	-5.500	10.400	484	1.669	99627 ^	11.15:1	10.89:1	10.39:1
360	4.030	3.580	6.123	10.500	12.500	510	1.669	99628 ~	13.97:1	13.53:1	12.75:1
360	4.030	4.000	6.123	3.000	11.500	479	1.459	99789 ^	13.82:1	13.44:1	12.74:1
360	4.030	4.000	6.123	-21.000	9.500	470	1.459	99787 ^	10.37:1	10.17:1	9.78:1



CHRYSLER BIG BLOCK OPEN/CLOSED CHAMBER, DOME TOP

Block Height: 400 = 9.980 | 440 = 10.725

Compression Ratio: Based on .042 gasket

Forced Induction: No

Nitrous: Yes, up to 250 hp

Ring Grooves: 1/16, 1/16, 3/16

Tech Tip: See bushings on page 47 to reduce 1.094 rod to .990 pin

Included: Locks, Pins (5115 Series Straight Wall Pins)

MAKE	BORE	STROKE	ROD LGTH.	DOME CC	PIN DIAMETER	GRAM WT.	CH	PART #	COMP. RATIO W/HEAD CC OF		
									64	75	86
400	4.375	3.750	6.768	14.000	0.990	563	1.320	99499	15.30:1	13.20:1	11.70:1
400	4.375	3.750	6.768	14.000	1.094	555	1.320	99500	15.30:1	13.20:1	11.70:1
440	4.350	3.750	6.768	14.000	0.990	704	2.065	99501	15.10:1	13.10:1	11.60:1
440	4.350	3.750	6.768	14.000	1.094	691	2.065	80762	15.10:1	13.10:1	11.60:1
440	4.350	4.150	6.768	13.700	0.990	630	1.865	99542	16.70:1	14.40:1	12.70:1
440	4.350	4.150	6.768	13.700	1.094	659	1.865	99543	16.70:1	14.40:1	12.70:1
440	4.360	3.750	6.768	14.000	1.094	690	2.065	81762	15.20:1	13.10:1	11.60:1
440	4.360	3.750	6.768	14.000	0.990	662	2.065	99782	15.20:1	13.10:1	11.60:1
440	4.375	3.750	6.768	14.000	0.990	679	2.065	99503	15.30:1	13.20:1	11.70:1
440	4.375	3.750	6.768	14.000	1.094	680	2.065	82007	15.30:1	13.20:1	11.70:1
440	4.375	4.150	6.768	13.700	0.990	660	1.865	99545	16.80:1	14.50:1	12.80:1
440	4.375	4.150	6.768	13.700	1.094	639	1.865	99544	16.80:1	14.50:1	12.80:1



CHRYSLER 383 STROKER

Block Height: 9.980

Compression Ratio: Based on .042 gasket

Forced Induction: No

Nitrous: Yes

Ring Grooves: 1/16, 1/16, 3/16

Tech Tip: 4340 or H13 pins recommended for NOS over 300 hp

Included: Locks, Pins (5115 Series Straight Wall Pins)

BORE	STROKE	ROD LENGTH	DOMES CC	CH	PART #
4.280	3.750	6.768	-4.900	1.320	99894
4.280	3.750	6.768	-9.900	1.307	99169
4.310	3.750	6.768	-11.300	1.307	99170
4.280	3.900	6.700	-9.900	1.307	99169
4.310	3.900	6.700	-11.300	1.307	99170
4.280	4.250	6.535	-9.900	1.307	99169
4.310	4.250	6.535	-11.300	1.307	99170

COMP. RATIO W/HEAD CC OF		
64	75	84
11.70:1	10.50:1	9.50:1
11.00:1	10.00:1	9.30:1
11.00:1	10.00:1	9.30:1
11.70:1	10.50:1	9.70:1
11.70:1	10.50:1	9.70:1
12.50:1	11.20:1	10.40:1
12.50:1	11.20:1	10.40:1



CHRYSLER BIG BLOCK FLAT TOP, OPEN/CLOSED CHAMBER

Block Height: 400 = 9.980 | 440 = 10.725

Compression Ratio: Based on .042 gasket

Forced Induction: No

Nitrous: Yes, up to 250 hp

Ring Grooves: 1/16, 1/16, 3/16

Tech Tip: To reduce rod pin hole to .990 diameter, see bushings on page 47

Included: Locks, Pins (5115 Series Straight Wall Pins)

**Includes Oil Ring Support Rails*

MAKE	BORE	STROKE	ROD LENGTH	PIN DIA.	GRAM WT.	CH	CC	PART #
383	4.280	3.750	6.768	1.094	548	1.320	-3.500	99894
400	4.360	3.915	6.535	0.990	562	1.471	-3.500	99537
400	4.375	3.750	6.358	0.990	595	1.728	-3.500	99536
400	4.375	3.750	6.768	0.990	527	1.320	-3.500	99495
400	4.375	3.750	6.768	1.094	510	1.320	-3.500	99494
400	4.375	3.915	6.535	0.990	550	1.471	-3.500	99538
400	4.375	3.915	6.768	0.990	508	1.238	-3.500	99496*
400	4.375	4.150	6.768	0.990	486	1.120	-3.500	99497*
440	4.350	3.750	6.768	0.990	658	2.065	-3.500	99539
440	4.350	3.750	6.768	1.094	647	2.065	-3.500	82008
440	4.350	4.150	6.768	0.990	606	1.865	-3.500	99498
440	4.360	3.750	6.768	0.990	644	2.065	-3.500	99763
440	4.360	3.750	6.768	1.094	638	2.065	-3.500	82009
440	4.360	4.150	6.768	0.990	606	1.865	-3.500	99524
440	4.375	3.750	6.768	0.990	649	2.065	-3.500	99764
440	4.375	3.750	6.768	1.094	629	2.065	-3.500	82010
440	4.375	4.150	6.768	0.990	619	1.865	-3.500	99540
440	4.380	4.150	6.768	0.990	628	1.865	-3.500	99903
440	4.375	4.375	7.100	0.990	539	1.421	-3.500	99906
440	4.350	4.375	7.100	0.990	529	1.421	-3.500	99907
440	4.500	4.500	7.100	0.990	586	1.355	-3.500	99735
440	4.530	4.500	7.100	0.990	609	1.355	-3.500	99736

COMP. RATIO W/HEAD CC OF		
64	75	86
11.70:1	10.50:1	9.50:1
12.60:1	11.30:1	10.20:1
12.20:1	10.90:1	9.80:1
12.20:1	10.90:1	9.80:1
12.20:1	10.90:1	9.80:1
12.70:1	11.30:1	10.20:1
12.70:1	11.30:1	10.20:1
13.40:1	12.00:1	10.80:1
12.00:1	10.80:1	9.70:1
12.00:1	10.80:1	9.70:1
13.30:1	11.80:1	10.70:1
12.10:1	10.80:1	9.80:1
12.10:1	10.80:1	9.80:1
13.30:1	11.90:1	10.80:1
12.20:1	10.90:1	9.80:1
12.20:1	10.90:1	9.80:1
13.40:1	11.90:1	10.80:1
13.40:1	11.90:1	10.80:1
14.20:1	12.60:1	11.50:1
14.00:1	12.50:1	11.30:1
15.30:1	13.60:1	12.30:1
15.50:1	13.80:1	12.50:1

Dodge CHRYSLER

WEB: WWW.ROSSPISTONS.COM



CHRYSLER HEMI 6.1L

Block Height: 9.245

Forced Induction: 99616, 99617

Nitrous: 99614, 99615

Tech Tip: 4340 or H13 pins recommended for applications over 600 hp

Included: Rings, Locks, Pins (5115 Series Straight Wall Pins)

BORE	STROKE	ROD LENGTH	DOMES CC	HEAD CC	BLOCK HEIGHT	CH	APPLICATION	PART #	CR
4.07	4.05	6.125	Flat Top /-.59	72	9.245	1.085	Natural Asp. / Nitrous	99614	9.90:1
4.08	4.05	6.125	Flat Top /-.59	72	9.245	1.085	Natural Asp. / Nitrous	99615	10.00:1
4.07	4.05	6.125	-18.00	72	9.245	1.085	Forced Induction	99616	8.50:1
4.08	4.05	6.125	-18.70	72	9.245	1.085	Forced Induction	99617	8.50:1



CHRYSLER 392 EARLY HEMI

Block Height: 10.877

Compression Ratio: 9.5 with 107 cc heads, 10.5 with 97 cc heads

Forced Induction: Yes, up to 5 psi

Nitrous: Yes, up to 250 hp

Ring Grooves: 1/16, 1/16, 3/16

Included: Locks, Pins (5115 Series Straight Wall Pins)

BORE	STROKE	ROD LENGTH	DOMES CC	DOMES HEIGHT	GRAM WEIGHT	CH	PART #
4.03	3.906	6.952	22.500	0.210	578	1.955	99462
4.04	3.906	6.952	22.500	0.210	582	1.955	99463



CHRYSLER BIG BLOCK 10.5 / NITROUS

Block Height: 10.725

Compression Ratio: 10.5:1 with .042 gasket

Forced Induction: No

Nitrous: Yes

Ring Grooves: 1/16, 1/16, 3/16

Tech Tip: 4340 or H13 pin recommended for NOS over 300 hp

Included: Locks, Pins (5115 Series Straight Wall Pins)

MAKE	BORE	STROKE	ROD LENGTH	DOMES CC	CH	PART #	COMP. RATIO W/HEAD CC OF		
							64	75	86
440	4.500	4.500	7.100	-33.700	1.355	99167	11.50:1	10.50:1	9.50:1
440	4.530	4.500	7.100	-35.100	1.355	99168	11.50:1	10.50:1	9.50:1



FLAT HEAD FORD / MERCURY DOME TOP - COMPLETE PISTON KIT INCLUDING RINGS

Block Height: 10.438

Compression Ratio: 0.187 dome

Forced Induction: Yes up to 5PSI

Nitrous: Yes up to 250HP

Tech Tip: Top ring land in .280 wide to accommodate relieved blocks

Included: Rings, Locks, Pins (5115 Series Straight Wall Pins)

MAKE	BORE	STROKE	ROD LENGTH	GRAM WT.	C.H.	PART#	RING GROOVES
FORD	3.312	3.750	7.000	315	1.561	80563	3/32, 3/32, 5/32
MERCURY	3.312	4.000	7.000	314	1.436	80564	3/32, 3/32, 5/32
MERCURY	3.312	4.000	7.000	318	1.436	80577	1.5, 1.5, 3 mm
MERCURY	3.312	4.125	7.000	312	1.374	80572	3/32, 3/32, 5/32
MERCURY	3.312	4.125	7.000	319	1.374	80578	1.5, 1.5, 3 mm
FORD	3.342	3.750	7.000	328	1.561	80573	3/32, 3/32, 5/32
MERCURY	3.342	4.000	7.000	327	1.436	80567	3/32, 3/32, 5/32
MERCURY	3.342	4.125	7.000	329	1.374	80568	3/32, 3/32, 5/32
FORD	3.375	3.750	7.000	345	1.561	80569	3/32, 3/32, 5/32
MERCURY	3.375	4.000	7.000	345	1.436	80570	3/32, 3/32, 5/32
MERCURY	3.375	4.000	7.000	356	1.436	80584	1.5, 1.5, 3 mm
MERCURY	3.375	4.125	7.000	347	1.374	80571	3/32, 3/32, 5/32
FORD	3.312	4.250	7.000	320	1.311	80576	1.5, 1.5, 3 mm
FORD	3.312	4.250	7.000	310	1.311	80574	3/32, 3/32, 5/32
FORD	3.248	4.000	7.000	327	1.436	80579	1.5, 1.5, 3mm
FORD	3.248	4.125	7.000	326	1.374	80580	1.5, 1.5, 3mm
FORD	3.187	3.750	7.000	289	1.561	80582	3/32, 3/32, 5/32
FORD	3.187	4.000	7.000	289	1.436	80583	3/32, 3/32, 5/32





FORD MODULAR MOTOR FLAT TOP & DISH TOP COMPLETE PISTON KIT WITH RINGS

Block Height: 8.937

Forced Induction: Yes, Except Pistons #99804 & #99653

Nitrous: Yes, Except Pistons #99804 & #99803

Ring Grooves: 1.5, 1.5, 3mm, "Coyote" 1.2, 1.2, 3.0

Included: Rings, Locks, off set wrist pins for quiet operation
(5115 series straight wall pins)

Optional: Heavy Duty 52100 series pins

2 & 4 VALVE

BORE	STROKE	ROD LENGTH	DISH CC	GRAM WT.	C.H.	PART #	COMP. RATIO W/HEAD CC OF		
							42	51	53
3.552	3.542	5.933	FT	327	1.220	99804	12.40:1	10.70:1	10.20:1
3.552	3.542	5.933	-6.00	359	1.220	99637	11.20:1	9.80:1	9.50:1
3.552	3.542	5.933	-13.50	351	1.220	99638	10.00:1	9.80:1	8.70:1
3.552	3.542	5.933	-16.00	346	1.220	99652	9.75:1	8.70:1	8.50:1
3.572	3.542	5.933	FT	332	1.220	99653	12.50:1	10.80:1	10.50:1
3.572	3.542	5.933	-6.75	367	1.220	99639	11.20:1	9.80:1	9.50:1
3.572	3.542	5.933	-14.50	358	1.220	99640	10.00:1	8.90:1	8.70:1
3.572	3.542	5.933	-16.00	358	1.220	99651	9.75:1	8.70:1	8.50:1

2 & 4 VALVE STROKER

BORE	STROKE	ROD LENGTH	DISH CC	GRAM WT.	C.H.	PART #	COMP. RATIO W/HEAD CC OF		
							42	51	53
3.552	3.75	5.85	-9.75	345	1.2	99641	11.00:1	9.80:1	9.50:1
3.552	3.75	5.85	-17.75	350	1.2	99642	9.90:1	8.90:1	8.70:1
3.572	3.75	5.85	-10.5	350	1.2	99654	11.00:1	9.80:1	9.50:1
3.572	3.75	5.85	-18.5	356	1.2	90501	9.90:1	8.90:1	8.70:1

3 VALVE

BORE	STROKE	ROD LENGTH	DISH CC	GRAM WT.	C.H.	PART #	COMP RATIO 51CC		
3.552	3.542	5.933	-6.00	355	1.22	99629	9.80:1		
3.552	3.542	5.933	-13.50	348	1.22	99630	8.90:1		
3.572	3.542	5.933	-6.75	363	1.22	99631	9.80:1		
3.572	3.542	5.933	-14.25	341	1.22	90500	8.90:1		

3 VALVE STROKER

BORE	STROKE	ROD LENGTH	DISH CC	GRAM WT.	C.H.	PART #	COMP RATIO 51CC		
3.552	3.75	5.85	-9.75	343	1.20	99633	9.80:1		
3.552	3.75	5.85	-17.75	348	1.20	99634	8.90:1		
3.572	3.75	5.85	-10.5	350	1.20	99635	9.80:1		
3.572	3.75	5.85	-18.5	355	1.20	99636	8.90:1		

5.0L Ti-VCT "COYOTE"

BORE	STROKE	ROD LENGTH	DISH CC	GRAM WT.	C.H.	PART #	COMP RATIO 51CC		
3.632	3.65	5.933	-11.75	356	1.167	99645	9.00:1		
3.640	3.65	5.933	-11.75	359	1.167	99646	9.00:1		
3.632	3.65	5.933	-3.25	346	1.167	99647	10.00:1		
3.640	3.65	5.933	-3.25	349	1.167	99648	10.00:1		
3.632	3.65	5.933	4.00	326	1.167	99649	11.00:1		
3.640	3.65	5.933	4.00	328	1.167	99650	11.00:1		



FORD SHORT BLOCK 302 / 351 FORCED INDUCTION

Forced Induction: Yes, Heavy Boost

Nitrous: Yes, Multiple Stages

Ring Grooves: 1/16, 1/16, 3/16

Tech Tip: 5200 Series or H13 pin recommended for high applications

VP Location: Fits most popular 20' cyl. heads

Included: Locks, Pins (5115 Series Straight Wall Pins)

CI	BORE	STROKE	ROD LENGTH	DOM CC	CR	HEAD CC	BLOCK HEIGHT	C.H.	PART #
331	4.040	3.250	5.400	-20.700	8.500:1	60	8.200	1.165	82200
345	4.020	3.400	5.400	-24.400	8.500:1	60	8.200	1.090	82201
347	4.125	3.250	5.400	-24.800	8.500:1	60	8.200	1.165	82202
347	4.030	3.400	5.400	-24.800	8.500:1	60	8.200	1.090	82203
348	4.040	3.400	5.400	-25.250	8.500:1	60	8.200	1.090	82204
408	4.030	4.000	6.200	-34.000	9.000:1	60	9.500	1.290	82205
410	4.040	4.000	6.200	-34.600	9.000:1	60	9.500	1.290	82206
418	4.030	4.100	6.200	-36.750	9.000:1	60	9.500	1.240	82207
420	4.040	4.100	6.200	-37.250	9.000:1	60	9.500	1.240	82208
427	4.125	4.000	6.200	-38.700	9.000:1	60	9.500	1.290	82209
434	4.155	4.000	6.200	-40.000	9.000:1	60	9.500	1.290	82210
438	4.125	4.100	6.200	-41.500	9.000:1	60	9.500	1.240	82211
445	4.155	4.100	6.200	-42.900	9.000:1	60	9.500	1.240	82212



FORD WINDSOR 302 / 351 HIGH COMPRESSION

Compression Ratio: Based on .042 gasket

Forced Induction: Yes, up to 250 hp

Nitrous: Yes, up to 250 hp

Ring Grooves: 1/16, 1/16, 3/16

VP Location: See footnotes for applicable heads

Included: Locks, Pins (5115 Series Straight Wall Pins)

** Includes Oil Ring Support Rails.*

APPLICATION

A = Will work with stock Windsor and Motorsports J302 (AR) heads

T = Will work with TFS High Port "Street Heat" heads.

MAKE	BORE	STROKE	ROD LENGTH	PIN DIAMETER	DOM CC	GRAM WEIGHT	C.H.	APPLICATION	PART #
302	4.030	3.400	5.400	0.927	17.300	447	1.085	T	99607*
351	4.030	3.500	5.956	0.912	12.000	570	1.757	A	80551



FORD WINDSOR 302 / 351

- TFS "TWISTED WEDGE"
- HIGH PORT "STREET HEAT"
- "CANFIELD AVENGER" 9/9.5 COMPRESSION

Block Height: 302 = 8.206, 351 = 9.480

Compression Ratio: Based on .042 gasket

Forced Induction: No

Nitrous: Yes, up to 250 hp

Ring Grooves: 1/16, 1/16, 3/16

Tech Tip: Will work with heads listed due to 3 valve pocket design

Included: Locks, Pins (5115 Series Straight Wall Pins)

**Includes Oil Ring Support Rails*

BORE	STROKE	ROD LENGTH	DOME CC	GRAM WEIGHT	C.H.	PART #	COMP. RATIO W/ HEAD CC OF	
							61	64
4.001	3.250	5.400	-6.100	439	1.160	99795*	9.70:1	9.30:1
4.001	3.250	5.400	-20.000	425	1.160	99798*	8.30:1	8.10:1
4.001	3.400	5.400	-12.000	411	1.085	99793*	9.40:1	9.10:1
4.001	3.850	6.200	-6.100	473	1.350	99797	11.20:1	10.90:1
4.030	3.250	5.400	-6.100	450	1.160	99796*	9.80:1	9.40:1
4.030	3.250	5.400	-20.000	437	1.160	99799*	8.40:1	8.20:1
4.030	3.400	5.400	-12.000	428	1.085	99609*	9.50:1	9.20:1
4.030	3.850	6.200	-6.000	480	1.350	99800	11.40:1	11.00:1
4.030	3.850	6.200	-18.000	471	1.350	99801	10.00:1	9.70:1



FORD WINDSOR 302 / 351 FLAT TOP

Compression Ratio: Flat top; VP's displace -3 cc

Forced Induction: Yes, Heavy Boost

Nitrous: Yes, Multiple Stages

Ring Grooves: 1/16, 1/16, 3/16

VP Location: See footnotes for applicable heads

Included: Locks, Pins (5115 Series Straight Wall Pins)

APPLICATION

- 1 - Fits most common 20' cylinder heads
- 2 - Fits Bennett High Ports, TFS High Port, Street Heat and TFS Standard
- 3 - Heavy Nitrous design
- 4 - Will work with TFS "Twisted Wedge" heads* Includes Oil Ring Support Rails

CI	MAKE	BORE	STROKE	ROD LENGTH	PIN DIAMETER	GRAM WEIGHT	C.H.	APPLICATION	PART #
306	302	4.030	3.000	5.090	0.912	423	1.599	1	80581
306	302	4.030	3.000	5.090	0.912	481	1.599	4	99502
306	302	4.030	3.000	5.090	0.912	481	1.599	1	82006
331	302	4.030	3.250	5.400	0.927	424	1.175	1	99824*
347	302	4.030	3.400	5.315	0.927	432	1.175	4	99825*
347	302	4.030	3.400	5.400	0.927	401	1.083	1	99822*
347	302	4.030	3.400	5.400	0.927	402	1.083	4	99505*
357	351	4.030	3.500	5.956	0.912	504	1.757	4	99504
357	351	4.030	3.500	5.956	0.912	479	1.757	1	80555
357	351	4.030	3.500	6.000	0.912	476	1.713	1	80565
408	351	4.030	4.000	6.125	0.927	453	1.358	4	99506
408	351	4.030	4.000	6.125	0.927	458	1.358	1	99826
331	302	4.040	3.250	5.400	0.927	455	1.165	1, 3	80541
331	302	4.040	3.250	5.400	0.927	457	1.165	2, 3	80542
347	302	4.125	3.250	5.400	0.927	495	1.165	1, 3	80543
347	302	4.125	3.250	5.400	0.927	499	1.165	2, 3	80544
408	351	4.030	4.000	6.200	0.927	482	1.290	1, 3	80545
408	351	4.030	4.000	6.200	0.927	485	1.290	2, 3	80546
427	351	4.125	4.000	6.200	0.927	533	1.290	1, 3	80547
427	351	4.125	4.000	6.200	0.927	526	1.290	2, 3	80548
434	351	4.155	4.000	6.200	0.927	537	1.290	1, 3	80549
434	351	4.155	4.000	6.200	0.927	540	1.290	2, 3	80550



FORD CLEVELAND 351 FLAT TOP

Compression Ratio: Based on .042 gasket

Ring Grooves: 1/16, 1/16, 3/16

Included: Locks, Pins (5115 Series Straight Wall Pins)

BORE	STROKE	ROD LENGTH	PIN DIAMETER	GRAM WEIGHT	C.H.	PART #
4.030	3.500	5.778	0.912	537	1.668	80556
4.030	3.500	6.000	0.927	497	1.446	80566



FORD CLEVELAND 351 12.5 COMPRESSION

Block Height: 9.213

Ring Grooves: 1/16, 1/16, 3/16

Included: Locks, Pins (5115 Series Straight Wall Pins)

BORE	STROKE	ROD LENGTH	DOM CC	PIN DIAMETER	GRAM WEIGHT	C.H.	PART #
4.030	3.500	5.778	14.000	0.912	571	1.668	80552
4.030	3.500	6.000	14.000	0.927	523	1.446	80562



FORD 'FE' BIG BLOCK FLAT TOP

Block Height: 10.170

Ring Grooves: 1/16, 1/16, 3/16

Tech Tip: Top ring is .280 down for relieved blocks

Included: Locks, Pins (5115 Series Straight Wall Pins)

MAKE	BORE	STROKE	ROD LENGTH	GRAM WEIGHT	C.H.	PART #	COMP. RATIO W/HEAD CC OF		
							68	72	76
390	4.080	3.780	6.488	552	1.775	99601	10.50:1	10.00:1	9.70:1
410	4.080	3.980	6.488	531	1.675	99602	10.90:1	10.50:1	10.10:1
428	4.160	3.980	6.488	546	1.675	99603	11.30:1	10.80:1	10.40:1
427	4.255	3.780	6.488	598	1.775	99605	11.20:1	10.70:1	10.30:1
427	4.255	3.980	6.488	580	1.675	99606	11.70:1	11.20:1	10.80:1

Big Block FORD

WEB: WWW.ROSSPISTONS.COM



FORD 'FE' BIG BLOCK DOME TOP / REVERSE DOME

Block Height: 10.170

Compression Ratio: Based on .050 piston to head clearance
(deck & gasket combined)

Forced Induction: No

Nitrous: No

Ring Grooves: 1/16, 1/16, 3/16

Tech Tip: Top ring is .280 down for relieved blocks

Included: Locks, Pins (5115 Series Straight Wall Pins)

MAKE	BORE	STROKE	ROD LENGTH	DOME CC	GRAM WEIGHT	C.H.	PART #	COMP. RATIO W/HEAD CC OF		
								68	72	76
427	4.263	3.780	6.488	11.100	627	1.775	99610	0.50:1	11.90:1	11.40:1
428	4.160	3.980	6.488	9.300	562	1.675	99604	-17.40:1	10.00:1	9.60:1



CUSTOM PISTONS

WHATS INCLUDED

- Pin fit at no extra charge
- Lock removal indents
- Accumulator groove
- Forced pin oilers when applicable
- Radius valve reliefs
- No extra "engineering" charge for special designs made from sample pistons, molds, cylinder heads or cad drawings.

OPTIONAL FEATURES INCLUDE:

- Gas Porting (Vertical/Horizontal)
- 3-D Profile Milling

PISTONS AVAILABLE IN 5 BUSINESS DAYS

Ross offers special five day expedited service on custom piston orders for an additional.

Please call our sales department for details.



#EPC107B

SKIRT LUBE

A lubricating piston skirt coating which reduces friction as well as inhibiting galling and seizing. This coating is applied to the skirt area only.

#EPC108

CERAMIC THERMAL BARRIER

Applied to the top of the piston only, this coating keeps more heat in the combustion chamber and away from the piston, promoting even thermal expansion and increasing piston life. Effective with combustion chamber temperatures up through 2,100 degrees Fahrenheit, this coating is especially recommended for turbo charged engines.

#EPC102

HARD SKIRT COATING: INCLUDES TEFLON SEAL & THERMAL BARRIER TOPS!

By combining EPC100 along with EPC108 the piston has the ultimate top and skirt protection. These two processes combined are ideal for hard running turbo charged engines.

#EPC104

SKIRT LUBE & CERAMIC TOPS

By combining EPC107 and EPC108 to the pistons, the tops will be well protected and the skirts will be very slippery for minimum drag and more hp. Recommended in applications where minimum piston to cylinder wall friction and keeping the combustion heat in the combustion chamber is the ultimate goal.

#EPC100L

BLACK SKIRT COATING HEAVY DIESEL

Similar to hard anodizing with a Teflon seal on the skirts and is very dense to increase piston skirt life. All surfaces of piston are coated.

For Ross diesel pistons only!

Built To Order

WEB: WWW.ROSSPISTONS.COM

CUSTOM PISTONS



#EPC100	#EPC103	#EPC103L	#EPC100RG	#EPC110
BLACK ANODIZED COATING Similar to hard anodizing with a Teflon seal on the skirts and is very dense to increase piston skirt life. All surfaces are coated.	GREEN COATING This is the standard coating that is extensively used by most top fuel. All surfaces on piston are coated green.	GREEN COATING HEAVY DIESEL The standard "green stuff" coating and all surfaces of the piston are coated green. For Ross Diesel pistons only!	RING GROOVE COATING ONLY This process combined with the highly accurate Ross ring grooves will aid in preventing micro welding of rings to ring grooves in extreme applications.	OIL SHEDDING Used on the inside of piston skirts. EPC110 reduces reciprocating mass by repelling oil.

PLEASE NOTE

Please Note, that adding coating to your pistons will extend our normal manufacturing time by about 4-5 working days. Coating can only be applied to new Ross custom pistons at the time they are manufactured. Anodizing can only be applied to custom pistons. All other coatings can be applied to shelf-stock.

Built To Order

PHONE: 310.536.0100

CUSTOM PISTONS



BIG BORE / 4.912-6.190

Ross can custom design and manufacture pistons for your big bore engine. Applications include air boats, pulling tractors, and antique automobiles.

8 CYLINDER		6 CYLINDER		4 CYLINDER	
PISTON TYPE	PART #	PISTON TYPE	PART #	PISTON TYPE	PART #
Flat Top	26-10	Flat Top	27-10	Flat Top	28-10
Dome Top	26-20	Dome Top	27-20	Dome Top	28-20
Dish Top	26-42	Dish Top	27-42	Dish Top	28-42

ANTIQUE / CLASSIC / TRACTOR

Ross fills the need for a high quality forged aluminum piston for classic, antique, and street rod. All Ross classic pistons are custom made for your particular application. For this reason, ROSS can supply pistons for practically all engines in bore sizes between 2.283" (58 mm) and 6.190" (157.23 mm). Due to the large variety of engines for which ROSS Classic Pistons are available, no attempt is made to list all of them.

Should you require pistons for an engine not listed in our regular custom section in the catalog simply call (310) 536-0100. For situations in which the engine is unusual, you may send ROSS a sample piston outlining changes you desire in your new pistons.

This will prevent confusion and assure that the correct pistons are manufactured. The ROSS design department can also work from sketches, combustion chamber molds, etc.

6 CYLINDER

PISTON TYPE	PART #
Flat Top	67-11
Dome Top	67-21
Dish Top	67-32

4 CYLINDER

PISTON TYPE	PART #
Flat Top	36-11
Dome Top	33-21
Dish Top	36-32



Diesel

WEB: WWW.ROSSPISTONS.COM

CUSTOM PISTONS



DIESEL

Ross' Diesel-Power Pistons are made on specialized diesel forgings for optimum strength and reliability!

Outstanding features include:

- Special interiors which are designed to direct the flow of cooling oil on engines which have piston oil cooling nozzles.
- Extra Heavy duty design features to stand up to the tortures of ultra high boost.

All Ross Diesel pistons are custom made and can be designed and manufactured to your specifications in just a few business days. Antique, tractor pull, truck pull, and diesel racing engine pistons can be made from samples, sketches, computer files or verbal instructions. Give us a call today to find out more!



3.980 – 4.187 BORE

PISTON TYPE	PART #
Flat Top	44-12
Dome Top	44-22
Dish Top	44-34

4.250 – 4.500 BORE

PISTON TYPE	PART #
Flat Top	44-13
Dome Top	44-14
Dish Top	44-15

4.501 – 4.962 BORE

PISTON TYPE	PART #
Flat Top	44-10
Dome Top	44-20
Dish Top	44-30

Built To Order, 8 Cylinder

PHONE: 310.536.0100

CUSTOM PISTONS

8 CYLINDER

DESIGN

MOTORS NOT LISTED WITH BORE LESS THAN 4.912

Flat Top
Dome Top
Reverse Dome

AMERICAN MOTORS 290, 304, 360, 401

Flat Top
Dome Top
Reverse Dome

BUICK 215, 300, 322, 340, 400, 401, 425, 430, 455

Flat Top
Dome Top
Reverse Dome

CADILLAC 331, 350, 390, 425, 429, 472, 500, NORTH STAR

Flat Top
Dome Top
Reverse Dome

CHEVROLET 262, 265, 283, 302, 305, 307, 327, 350, 400, LS1

Flat Top
Dome Top
Special Hollow Dome
Reverse Dome

PART

A8FT
A8DT
A8RD

11-10
11-20
11-32

23-11
23-20
23-32

24-11
24-20
24-32

12-10
12-20
12-22
12-32

DESIGN

CHEVROLET 348, 409

Flat Top
Dome Top

CHEVROLET 396, 402, 427, 454, THROUGH 4.390 BORE

Flat Top
Dome Top
Special Hollow Dome
Reverse Dome

CHEVROLET 427, 454, 502, 4.437 BORE AND LARGER

Flat Top
Dome Top
Special Hollow Dome
Reverse Dome

CHRYSLER 273, 318, 340, 360, 'A' MOTOR

Flat Top
Dome Top
Reverse Dome

CHRYSLER 5.7/6.1 L HEMI

Flat Top
Dome Top
Reverse Dome

PART

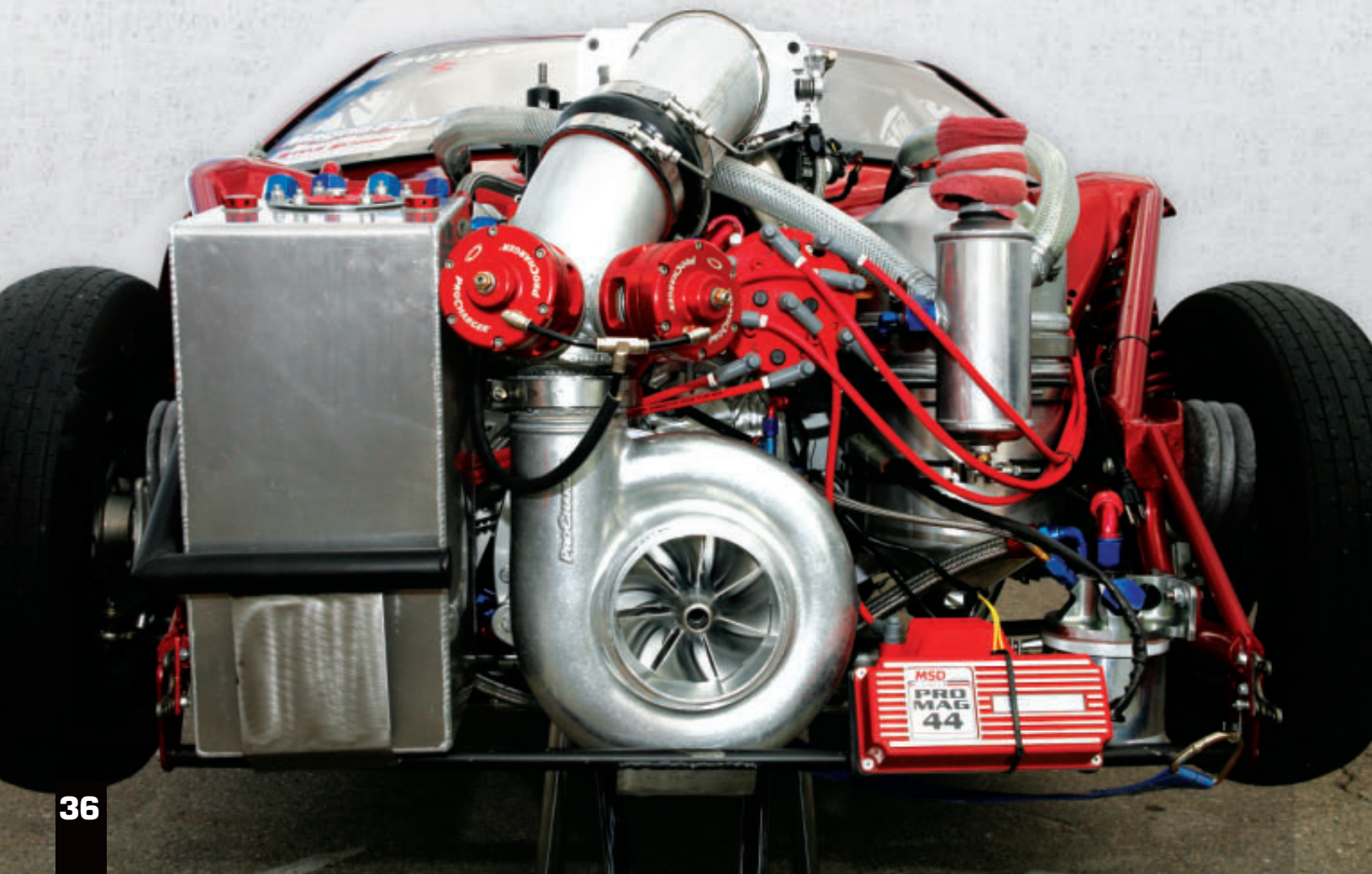
17-10
17-20

22-10
22-20
22-22
22-32

22-101
22-201
22-221
22-321

16-10
16-20
16-32

91-10
91-20
91-32



CUSTOM PISTONS

8 CYLINDER

DESIGN

CHRYSLER 276, 291, 331, 341, 354, 392, HEMI

Flat Top
Dome Top
Reverse Dome

PART

15-10
15-20
15-32

CHRYSLER 383, 400, 413, 426, 440, WEDGE 'B' & 'RB' BLOCK

Flat Top
Dome Top
Special Hollow Dome
Reverse Dome

25-11
25-20
25-22
25-32

CHRYSLER 426 HEMI

Flat Top
Dome Top

29-10
29-20

FORD FLATHEAD

Flat Top or Dome Top with Flatheads
Dome Top w/OHV Conversion
Reverse Dome w/ Flatheads

78-10
78-20
78-22

FORD 221, 260, 289, 302, 351, WINDSOR, 4.6 LITER, 5.6 LITER

Flat Top
Dome Top
Reverse Dome

18-10
18-20
18-32

FORD 302, 351, 400, CLEVELAND & 'M'

Flat Top
Dome Top
Special Hollow Dome
Reverse Dome

19-10
19-20
19-22
19-32

FORD 272, 292, 312, 332, 352, 360, 390, 400, 406, 410, 427, 428, 429, 430, 460, THRU 4.420 BORE

Flat Top
Dome Top
Reverse Dome

30-10
30-20
30-32

FORD 429, 430, 460, 4.437 BORE & LARGER

Flat Top
Dome Top
Reverse Dome

30-101
30-201
30-321

FORD BOSS 429

Flat Top
Dome Top

77-10
77-20

HOLDEN 253, 308

Flat Top
Dome Top
Reverse Dome

70-10
70-20
70-32

NISSAN/INFINITY ALL V8

Flat Top
Dome Top
Reverse Dome

80-10
80-20
80-32

DESIGN

MERCEDES ALL V8

Flat Top
Dome Top
Reverse Dome

PART

14-10
14-20
14-32

OLDSMOBILE 215, 308, 324, 330, 350, 371, 394, 400, 425, 455

Flat Top
Dome Top
Reverse Dome

20-10
20-20
20-32

PONTIAC 215, 326, 350, 389, 400, 421, 428, 455

Flat Top
Dome Top
Reverse Dome

21-10
21-20
21-32

STUDEBAKER 289

Flat Top
Dome Top
Reverse Dome

79-10
79-20
79-32

TOYOTA/LEXUS ALL V8

Flat Top
Dome Top
Reverse Dome

81-10
81-20
81-33

CUSTOM PISTONS

6 CYLINDER

DESIGN

MOTORS NOT LISTED WITH BORE LESS THAN 4.912

Flat Top	A6FT
Dome Top	A6DT
Reverse Dome	A6RD

AMC 199, 232, 258

Flat Top	26-11
Dome Top	26-21
Reverse Dome	26-32

BMW ALL 6 CYLINDER

Flat Top	34-11
Dome Top	34-21
Reverse Dome	34-32

BUICK ALL V6

Flat Top	31-11
Dome Top	31-21
Reverse Dome	31-32

CHEVROLET 194, 216, 230, 235, 250, 261, 292

Flat Top	27-11
Dome Top	27-21
Reverse Dome	27-32

CHEVROLET 173, 200, 229

Flat Top	65-11
Dome Top	65-21
Special Hollow Dome	65-22
Reverse Dome	65-32

CHRYSLER 173, 181, 198, 225

Flat Top	28-11
Dome Top	28-21
Reverse Dome	28-32

CHRYSLER 3.0, 3.3

Flat Top	71-11
Dome Top	71-21
Reverse Dome	71-32

FERRARI ALL 6 CYLINDER

Flat Top	76-11
Dome Top	76-21
Reverse Dome	76-32

FORD 2.6, 2.8, 3.0, 3.8, 144, 170, 200, 215, 223, 240, 250, 262, 300, 2.5 AUSSIE OHC

Flat Top	29-11
Dome Top	29-21
Reverse Dome	29-32

HOLDEN ALL 6 CYLINDER

Flat Top	66-11
Dome Top	66-21
Reverse Dome	66-32

HONDA/ACURA ALL 6 CYLINDER

Flat Top	61-11
Dome Top	61-21
Reverse Dome	61-32

INTERNATIONAL HARVESTER TRACTOR ALL 6 CYLINDER

Flat Top	67-11
Dome Top	67-21
Reverse Dome	67-32

PART

DESIGN

JAGUAR 3.4, 3.8, 4.2

Flat Top	68-11
Dome Top	68-21
Reverse Dome	68-32

KIA ALL 6 CYLINDER

Flat Top	82-10
Dome Top	82-20
Reverse Dome	82-32

MASERATI ALL 6 CYLINDER

Flat Top	99-11
Dome Top	99-21
Reverse Dome	99-32

MERCEDES BENZ ALL 6 CYLINDER

Flat Top	69-11
Dome Top	69-21
Reverse Dome	69-32

MITSUBISHI ALL 6 CYLINDER

Flat Top	83-10
Dome Top	83-20
Reverse Dome	83-32

NISSAN/INFINITY ALL 6 CYLINDER

Flat Top	35-11
Dome Top	35-21
Reverse Dome	35-32

OLDSMOBILE 230, 231, 250, ALL V6

Flat Top	32-11
Dome Top	32-21
Reverse Dome	32-32

PORSCHE ALL 6 CYLINDER

Flat Top	74-11
Dome Top	74-21
Reverse Dome	74-32

PONTIAC 230, 231, 250, ALL V6

Flat Top	33-11
Dome Top	33-21
Reverse Dome	33-32

TOYOTA/LEXUS ALL 6 CYLINDER

Flat Top	75-11
Dome Top	75-21
Reverse Dome	75-32

VOLVO ALL 6 CYLINDER

Flat Top	50-11
Dome Top	50-21
Reverse Dome	50-32

VW ALL 6 CYLINDER

Flat Top	85-10
Dome Top	85-20
Reverse Dome	85-32

CUSTOM PISTONS

4 CYLINDER

DESIGN

MOTORS NOT LISTED WITH BORE LESS THAN 4.912

Flat Top
Dome Top
Reverse Dome

PART

A4FT
A4DT
A4RD

ALFA ROMEO ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

41-11
41-21
41-32

AUDI 1900 ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

59-11
59-21
59-32

BUICK OPEL 1900,1800 ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

43-11
43-21
43-32

BMW ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

40-11
40-21
40-32

CHEVROLET ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

51-11
51-21
51-32

CHRYSLER 2.2, 2000, 1600, 2600

Flat Top
Dome Top
Reverse Dome

52-11
52-21
52-32

COSWORTH DFX, DFX, DB, VEGA

Flat Top
Dome Top
Reverse Dome

57-11
57-21
57-32

FORD 1600, 2000, 2300, 2500, 1800

Flat Top
Special Flat Top
Dome Top
Reverse Dome

42-11
42-12
42-21
42-32

FORD MODEL 'A' AND MODEL 'T'

Flat Top
Dome Top

49-11
49-21

FIAT ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

53-11
53-21
53-32

HONDA ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

63-11
63-21
63-32

KIA ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

84-10
84-20
84-32

DESIGN

LOTUS ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

PART

60-11
60-21
60-32

MITSUBISHI ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

78-11
78-21
78-32

NISSAN ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

58-11
58-21
58-32

OLDSMOBILE QUAD 4

Flat Top
Dome Top
Reverse Dome

44-11
44-21
44-32

OPEL ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

45-11
45-21
45-32

PORSCHE ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

46-11
46-21
46-32

PONTIAC 1800, IRON DUKE

Flat Top
Dome Top
Reverse Dome

54-11
54-21
54-32

SAAB ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

55-11
55-21
55-32

SATURN ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

72-11
72-21
72-32

SUBARU ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

98-11
98-21
98-32

TOYOTA ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

47-11
47-21
47-32

VW ALL AIR COOLED & WATER COOLED 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

56-11
56-21
56-32

VOLVO ALL 4 CYLINDER

Flat Top
Dome Top
Reverse Dome

62-11
62-21
62-32

Domestic / Gas Nitride

PISTON RINGS

PHONE: 310.536.0100

DOMESTIC PISTON RINGS

Ross has in stock a complete line of rings for all our stocking pistons. Ross regular stocking sets include a special high density moly surface top ring that seats quickly and holds its seal. The second ring is a reverse-twist taper face cast iron design and the oil ring is a standard tension three piece type. All sets are .005 over-size for file fit end gap unless otherwise noted.

All sets are eight cylinder sets, except as indicated.



BORE	RINGS	PART#
3.312	3/32, 3/32, 5/32	GRA2360STD
3.342	3/32, 3/32, 5/32	GRA2360-30
3.375	3/32, 3/32, 5/32	GRA2366STD
3.605	1/16, 1/16, 1/8	RS-9602-35 (4 cyl.)
3.625	1/16, 1/16, 3/16	ROS-9637-05 (4 cyl.)
3.662	1.5, 1.5, m	ROSS-3662 (6 cyl.)
3.811	1/16, 1/16, 3/17	ROS-9985-15 (4 cyl.)
3.821	1/16, 1/16, 3/18	ROS-9985-25 (4 cyl.)
4.000	1.5, 1.5, 3 mm	RS-4003
4.000	1/16, 1/16, 3/16	RS-9771-05
4.020	1/16, 1/16, 3/16	RS-9771-25
4.030	.043, .043, 3/16	RS-4035ST
4.030	.043, .043, 3 mm	RS-4035ST1
4.030	.043, 1.5, 3 mm	RS-4035ST4
4.030	.043, 1/16, 3/16	RS-4035ST2
4.030	.043, 1/16, 3 mm	RS-4035ST3
4.030	1.5, 1.5, 3 mm	RS-4035
4.030	1/16, 1/16, 1/8	RS-9342-35
4.030	1/16, 1/16, 3/16	RS-9771-35
4.030	1/16, 1/16, 3 mm	RS-3300-35

BORE	RINGS	PART#
4.030	5/64, 5/64, 3/16	RS-9343-35
4.040	1.5, 1.5, 3 mm	RS-4045
4.040	1/16, 1/16, 1/8	RS-9342-45
4.040	1/16, 1/16, 3/16	RS-9771-45
4.040	1/16, 1/16, 3 mm	RS-3300-45
4.045	.043, .043, 3 mm	RS-4045ST1
4.060	1.5, 1.5, 3 mm	RS-4065
4.060	1/16, 1/16, 3/16	RS-9771-65
4.060	1/16, 1/16, 3 mm	RS-3300-65
4.070	1.2, 1.2, 3 mm	RS-1008
4.070	1.2, 1.2, 3 mm	RS-1009
4.075	1/16, 1/16, 3/16	RS-9771-75
4.080	1/16, 1/16, 3/16	RS-9771-85
4.125	1/16, 1/16, 1/8	RS-10202-05
4.125	1/16, 1/16, 3/16	RS-10248-05
4.145	1/16, 1/16, 3/16	RS-10248-25
4.155	1/16, 1/16, 1/8	RS-10202-35
4.155	1/16, 1/16, 3/16	RS-10248-35
4.165	1/16, 1/16, 1/8	RS-10202-45
4.165	1/16, 1/16, 3/16	RS-10248-45

BORE	RINGS	PART#
4.165	1/16, 1/16, 3/16	RS-10375-40
4.250	1/16, 1/16, 3/16	RS-9444-5 (4 cyl.)
4.250	1/16, 1/16, 3/16	RS-9745-05
4.260	1/16, 1/16, 3/16	RS-9745-15
4.280	1/16, 1/16, 3/16	RS-9745-35
4.280	5/64, 5/64, 3/16	RS-9590-35
4.310	1/16, 1/16, 3/16	RS-9745-65
4.310	5/64, 5/64, 3/16	RS-9590-65
4.320	1/16, 1/16, 3/16	RS-9798-05
4.350	1/16, 1/16, 3/16	RS-9798-35
4.360	1/16, 1/16, 3/16	RS-9798-45
4.375	1/16, 1/16, 3/16	RS-9799-05
4.390	1/16, 1/16, 3/16	RS-9374-35
4.500	1/16, 1/16, 3/16	RS-10451-05
4.530	1/16, 1/16, 3/16	RS-10451-35
4.560	1/16, 1/16, 3/16	RS-10441-05

GAS NITRIDE PISTON RINGS

Top rings are gas nitride steel, with a barrel shaped face. Second rings are a modified Napier with the "hook" blending into the face of the ring about .100 from the end gap. Napier rings are the ultimate scraper rings. Having the hook blend into the face of the ring accomplishes two important tasks. First it allows the rings to be oversize for hand gapping without having an extremely fragile area to chip at the end gaps. Second, the sealing and scraping action on the face of the ring is more uniform around the surface of the ring than a regular Napier ring. Ordinarily, unit loading pressure is much higher near the end gap and the Napier design is more active in this area. With the Ross modified Napier rings this problem is greatly mitigated. Oil rings are comprised of two chromium plated carbon steel rails (segments) and a stainless steel expander."

BORE (MM)	BORE (INCHES)	PART#
81.00	3.189	RN3192
81.50	3.209	RN3212
82.00	3.228	RN3231
83.00	3.268	RN3271
84.00	3.307	RN3310
84.50	3.327	RN3330
85.00	3.347	RN3350
85.50	3.366	RN3369
85.75	3.376	RN3379
86.00	3.386	RN3389

BORE (MM)	BORE (INCHES)	PART#
86.25	3.396	RN3399
86.50	3.406	RN3409
87.00	3.425	RN3428
87.50	3.445	RN3448
89.50	3.524	RN3527
91.60	3.607	RN3610
91.80	3.617	RN3620
92.50	3.642	RN3645
95.50	3.760	RN3763
96.00	3.780	RN3783



Metric RINGS

METRIC PISTON RINGS

Top rings are plasma moly inlaid and barrel lapped for long life and quick seating. All Ross top rings are ductile and can be twisted at least 180 degrees and back numerous times without fracturing. Top rings are symmetrical, can be fitted in the groove either way and are coated with zinc phosphate to improve initial scuff resistance. Radial thickness on all Ross moly top rings in bore sizes from 2.756 through 3.494 (70 mm through 88.75 mm) is .125. All rings above bore size 3.499 (88.9 mm) are SAE "D" wall, except .043 compression rings.

Second rings are cast iron reverse torsion twist. The torsioning is obtained from the bevel on the inner lower edge. Other performance advantages are conformability to cylinder wall, good wear resistance, and a specific OD shape that will encourage downward oil scraping and minimize upward scraping. Ross second rings are also zinc phosphate coated. Radial thickness on all Ross moly second rings in bore sizes from 2.756 through 3.494 (70 mm through 88.75mm) is .125. All rings above bore size 3.499 (88.9 mm) are SAE "D" wall.



12MM TOP 1.5MM SECOND 2.8MM EXPANDER		
BORE (MM)	BORE (IN)	PART#
70.00	2.756	R2759
70.50	2.776	R2779
70.75	2.785	R2788
71.00	2.795	R2798
71.50	2.815	R2818
71.75	2.825	R2828
72.00	2.835	R2838
72.50	2.854	R2857
72.75	2.864	R2867
73.00	2.874	R2877
73.50	2.894	R2897
73.75	2.904	R2907
74.00	2.913	R5012
74.75	2.943	R2946
75.00	2.953	R5015
75.50	2.972	R2975
75.75	2.982	R2985
76.00	2.992	R2995
76.50	3.012	R3015
76.75	3.022	R3025

15MM TOP 1.5MM SECOND 3MM EXPANDER		
BORE (MM)	BORE (IN)	PART#
77.00	3.031	R3034
77.50	3.051	R3054
77.75	3.061	R3064
78.00	3.071	R3074
78.50	3.091	R3094
78.75	3.100	R3103
79.00	3.110	R3113
79.50	3.130	R3133
79.75	3.140	R3143
80.00	3.150	R5030
80.75	3.179	R3182
80.75	3.189	R3192
81.50	3.209	R5034
81.75	3.218	R3221
82.00	3.228	R3231
82.50	3.248	R3251
82.75	3.258	R3261
83.00	3.268	R5039
83.50	3.287	R5040

15MM TOP 1.5MM SECOND 3MM EXPANDER		
BORE (MM)	BORE (IN)	PART#
83.75	3.297	R3300
84.00	3.307	R5042
84.50	3.327	R5044
84.75	3.337	R3340
85.50	3.366	R5047
85.75	3.376	R5048
86.00	3.386	R3389
86.50	3.406	R3409
86.75	3.415	R3418
87.00	3.425	R5052
87.50	3.445	R3448
87.75	3.455	R3458
88.00	3.465	R5055
88.50	3.484	R3487
88.75	3.494	R3497
89.00	3.504	R5058
89.50	3.524	R3527
89.75	3.533	R5061
90.20	3.552	R3555
90.70	3.572	R3575
92.00	3.625	R3627
95.00	3.740	R3745
96.80	3.812	R3816
99.10	3.900	R5067
100.00	3.937	R5068
101.00	3.977	R3980
101.60	4.000	R5070
102.10	4.020	R4025
102.40	4.030	R4035
102.60	4.040	R4045
103.10	4.060	R4065

ROSS RACING RINGS ARE IDEAL FOR ALL HIGH PERFORMANCE APPLICATIONS INCLUDING TURBO CHARGERS, BLOWERS AND NITROUS.

Oil rings are three piece circumferential type. They are comprised of a stainless steel expander and two chromium plated carbon steel rails (segments). Ross rails are narrower than rails made by other manufacturers and are also of less radial depth. The radial depth of the rail greatly influences conformability, i.e. the ability to conform to the shape of a distorted bore. The conformability is related to the second module of the rail. This is inversely proportional to the cube of the radial thickness so it can be seen that a small reduction in the radial will have a big impact on conformability. To prevent oil from escaping past the oil ring assembly via the upper side of the upper rail, an 18- degree angle on the rail support directs a component of the radial force applied in pressing the rail sides against the groove. Side width control of the Ross oil rings is further enhanced by means of the rail support pads that are rolled into the outer section of the expander. These pads prevent undue rail side movement, which can effectively pump oil and increase oil consumption.

Ring packs based on bore size

PISTON RINGS

PHONE: 310.536.0100

BORE	RINGS	PART #	BORE	RINGS	PART #	BORE	RINGS	PART #
2.283	1.0, 1.2, 2.5mm	XE58	3.189	1.0, 1.2, 2.8mm	XC81	3.477	1/16, 1/16, 3/16	2M6482-40
2.559	1.0, 1.2, 2.8mm	XC65	3.197	3/32, 3/32, 5/32	GRAP2104-10	3.484	1.5, 1.5, 3.0mm	R3487
2.598	.031, .031, 1.5mm	XA66	3.207	3/32, 3/32, 5/32	GRAP2104-20	3.494	1.5, 1.5, 3.0mm	R3497
2.598	1.0, 1.2, 2.8mm	XC66	3.208	1.0, 1.2, 2.8mm	XC81.5	3.498	1/16, 1/16, 3/16	2M6127-STD
2.618	.031, .031, 1.5mm	XA66.5	3.209	1.5, 1.5, 3.0mm	R5034	3.498	1/16, 1/16, 5/32	2M6164-STD
2.638	.031, .031, 1.5mm	XA67	3.209	1.5, 1.5, 3.0mm	R5034	3.503	1/16, 1/16, 3/16	2M6127-05
2.638	1.0, 1.2, 2.8mm	XC67	3.209	1.0, 1.2, 2.8mm	RN3212	3.503	1/16, 1/16, 5/32	2M6164-05
2.658	.031, .031, 1.5mm	XA67.5	3.217	3/32, 3/32, 5/32	GRAP2104-30	3.504	1.5, 1.5, 3.0mm	R5058
2.677	1.0, 1.2, 2.8mm	XC68	3.218	1.5, 1.5, 3.0mm	R3221	3.504	1.0, 1.2, 2.8mm	XC89
2.736	1.0, 1.2, 2.8mm	XC69.5	3.228	1.0, 1.2, 2.8mm	GNH82	3.508	1/16, 1/16, 3/16	2M6127-10
2.756	1.2, 1.5, 2.8mm	R2759	3.228	1.5, 1.5, 3.0mm	R3231	3.508	1/16, 1/16, 5/32	2M6164-10
2.756	1.0, 1.2, 2.8mm	XC70	3.228	1.0, 1.2, 2.8mm	RN3231	3.518	1/16, 1/16, 3/16	2M6127-20
2.776	1.2, 1.5, 2.8mm	R2779	3.228	1.0, 1.2, 2.8mm	XC82	3.518	1/16, 1/16, 5/32	2M6164-20
2.785	1.2, 1.5, 2.8mm	R2788	3.247	3/32, 3/32, 5/32	GRAP2104-60	3.524	1.5, 1.5, 3.0mm	R3527
2.795	1.2, 1.5, 2.8mm	R2798	3.248	1.5, 1.5, 3.0mm	R3251	3.524	1.0, 1.2, 2.8mm	RN3527
2.795	1.0, 1.2, 2.8mm	XC71	3.248	1.5, 1.5, 3.0mm	R5037	3.528	1/16, 1/16, 3/16	2M6127-30
2.815	1.2, 1.5, 2.8mm	R2818	3.258	1.5, 1.5, 3.0mm	R3261	3.528	1/16, 1/16, 5/32	2M6164-30
2.825	1.2, 1.5, 2.8mm	R2828	3.268	1.0, 1.2, 2.8mm	GNH83	3.533	1.5, 1.5, 3.0mm	R5061
2.835	1.2, 1.5, 2.8mm	R2838	3.268	1.5, 1.5, 3.0mm	R5039	3.533	1.5, 1.5, 3.0mm	R5061
2.835	.031, .031, 1.5mm	XA72	3.268	1.0, 1.2, 2.8mm	RN3271	3.538	1/16, 1/16, 5/32	2M6164-40
2.835	1.0, 1.2, 2.8mm	XC72	3.268	1.0, 1.2, 2.8mm	XC83	3.543	1.0, 1.2, 2.8mm	XC90
2.854	1.2, 1.5, 2.8mm	R2857	3.287	1.5, 1.5, 3.0mm	R5040	3.552	1.5, 1.5, 3.0mm	R3555
2.864	1.2, 1.5, 2.8mm	R2867	3.297	1.5, 1.5, 3.0mm	R3300	3.572	1.5, 1.5, 3.0mm	R3575
2.874	1.2, 1.5, 2.8mm	R2877	3.307	1.2, 1.2, 2.8mm	GNH84	3.572	1.5, 1.5, 3.0mm	R5063
2.874	1.0, 1.2, 2.8mm	XC73	3.307	1.5, 1.5, 3.0mm	R5042	3.607	1.0, 1.2, 2.8mm	RN3610
2.894	1.2, 1.5, 2.8mm	R2897	3.307	1.0, 1.2, 2.8mm	RN3310	3.610	1/16, 1/16, 1/8	RS-9602-35
2.904	1.2, 1.5, 2.8mm	R2907	3.307	1.0, 1.2, 2.8mm	XC84	3.617	1.0, 1.2, 2.8mm	RN3620
2.913	1.2, 1.5, 2.8mm	R5012	3.312	3/32, 3/32, 5/32	GRA2360-STD	3.622	1.0, 1.2, 2.8mm	XC92
2.943	1.2, 1.5, 2.8mm	R2946	3.312	1.5, 1.5, 3.0mm	RS-1001	3.625	1/16, 1/16, 5/32	2M6958-STD
2.953	1.2, 1.5, 2.8mm	R5015	3.327	1.5, 1.5, 3.0mm	R5044	3.625	1.5, 1.5, 3.0mm	R3627
2.972	1.2, 1.5, 2.8mm	R2975	3.327	1.0, 1.2, 2.8mm	RN3330	3.625	1/16, 1/16, 3/16	ROS9637-05
2.982	1.2, 1.5, 2.8mm	R2985	3.337	1.5, 1.5, 3.0mm	R3340	3.630	1/16, 1/16, 5/32	2M6958-05
2.992	1.2, 1.5, 2.8mm	R2995	3.342	3/32, 3/32, 5/32	GRA2360-30	3.632	1.2, 1.2, 3.0mm	RS-1003
3.010	1.5, 1.5, 3.0mm	2M6198-10	3.346	1.2, 1.2, 2.8mm	GNH85	3.635	1/16, 1/16, 5/32	2M6958-10
3.012	1.2, 1.5, 2.8mm	R3015	3.346	1.5, 1.5, 3.0mm	R5046	3.642	1.0, 1.2, 2.8mm	RN3645
3.012	1.0, 1.2, 2.8mm	XC76.5	3.346	1.0, 1.2, 2.8mm	XC85	3.642	1.2, 1.2, 3.0mm	RS-1004
3.022	1.2, 1.5, 2.8mm	R3025	3.347	1.0, 1.2, 2.8mm	RN3350	3.645	1/16, 1/16, 5/32	2M6958-20
3.031	1.5, 1.5, 3.0mm	R3034	3.366	1.5, 1.5, 3.0mm	R5047	3.655	1/16, 1/16, 5/32	2M6958-30
3.032	1.0, 1.2, 2.0mm	XG77	3.366	1.0, 1.2, 2.8mm	RN3369	3.661	1.0, 1.2, 2.8mm	XC93
3.051	1.5, 1.5, 3.0mm	R3054	3.375	3/32, 3/32, 5/32	GRA2366-STD	3.662	1.5, 1.5, 4.0mm	ROSS3662
3.051	1.0, 1.2, 2.8mm	XC77.5	3.376	1.5, 1.5, 3.0mm	R5048	3.740	1.5, 1.5, 3.0mm	R3745
3.061	1.5, 1.5, 3.0mm	R3064	3.376	1.0, 1.2, 2.8mm	RN3379	3.750	1.5, 1.5, 3.0mm	2M4942-STD
3.071	1.5, 1.5, 3.0mm	R3074	3.386	1.2, 1.2, 2.0mm	GNH86	3.760	1.0, 1.2, 2.8mm	RN3763
3.071	1.0, 1.2, 2.8mm	XC78	3.386	1.5, 1.5, 3.0mm	R3389	3.780	1.0, 1.2, 2.8mm	RN3783
3.071	1.0, 1.2, 2.0mm	XG78	3.386	1.0, 1.2, 2.8mm	RN3389	3.811	1/16, 1/16, 3/16	ROS9985-15
3.091	1.5, 1.5, 3.0mm	R3094	3.386	1.0, 1.2, 2.8mm	XC86	3.812	1/16, 1/16, 3/16	2M4953-STD
3.100	1.5, 1.5, 3.0mm	R3103	3.396	1.0, 1.2, 2.8mm	RN3399	3.812	1.5, 1.5, 3.0mm	R3816
3.110	1.5, 1.5, 3.0mm	R3113	3.406	1.0, 1.2, 2.8mm	RN3409	3.815	1/16, 1/16, 3/16	RS43ZX3.815
3.110	1.0, 1.2, 2.8mm	XC79	3.415	1.5, 1.5, 3.0mm	R3418	3.817	1/16, 1/16, 3/16	2M4953-05
3.110	1.0, 1.2, 2.0mm	XG79	3.425	1.5, 1.5, 3.0mm	R5052	3.818	1.2, 1.5, 4.0mm	XH97
3.130	1.0, 1.2, 2.0mm	XG79.5	3.425	1.0, 1.2, 2.8mm	RN3428	3.821	1/16, 1/16, 3/16	ROS9985-25
3.140	1.5, 1.5, 3.0mm	R3143	3.425	1.0, 1.2, 2.8mm	XC87	3.822	1/16, 1/16, 3/16	2M4953-10
3.150	1.5, 1.5, 3.0mm	R5030	3.438	1/16, 1/16, 3/16	2M6482-STD	3.832	1/16, 1/16, 3/16	2M4953-20
3.150	1.0, 1.2, 2.8mm	XC80	3.445	1.5, 1.5, 3.0mm	R3448	3.842	1/16, 1/16, 3/16	2M4953-30
3.150	1.0, 1.2, 2.0mm	XG80	3.445	1.0, 1.2, 2.8mm	RN3448	3.875	1.5, 1.5, 2.5mm	2M4941-STD
3.179	1.5, 1.5, 3.0mm	R3182	3.445	1.0, 1.2, 2.8mm	XC87.5	3.875	1/16, 1/16, 3/16	2M4985-STD
3.187	3/32, 3/32, 5/32	GRAP2104-STD	3.455	1.5, 1.5, 3.0mm	R3458	3.880	1.5, 1.5, 2.5mm	2M4941-05
3.189	1.5, 1.5, 3.0mm	R3192	3.465	1.5, 1.5, 3.0mm	R5055	3.880	1/16, 1/16, 3/16	2M4985-05
3.189	1.2, 1.2, 2.8mm	RN3192	3.465	1.0, 1.2, 2.8mm	XC88	3.885	1.5, 1.5, 2.5mm	2M4941-10

Ring packs based on bore size

PISTON RINGS

BORE	RINGS	PART #	BORE	RINGS	PART #	BORE	RINGS	PART #
3.885	1/16, 1/16, 3/16	2M4985-10	4.045	.043, .043, 3.0mm	RS4045ST1	4.390	1/16, 1/16, 3/16	RS-9374-35
3.895	1/16, 1/16, 3/16	2M4985-20	4.045	1/16, 1/16, 1/8	RS44ZX4.045	4.395	1/16, 1/16, 3/16	RS43ZX4.395
3.900	1.5, 1.5, 3.0mm	R5067	4.060	1.2, 1.2, 3.0mm	GFX4062	4.505	1/16, 1/16, 3/16	RS-10451-05
3.905	1/16, 1/16, 3/16	2M4985-30	4.060	1.5, 1.5, 3.0	R4065	4.535	1/16, 1/16, 3/16	RS-10451-35
3.937	1.5, 1.5, 3.0	R5068	4.060	1/16, 1/16, 3/16	R4065-316	4.535	1/16, 1/16, 3/16	RS43ZX4.535
3.937	1.5, 1.5, 3.0mm	R5068	4.065	1.2, 1.2, 3.0mm	GFX4067	4.560	1/16, 1/16, 3/16	RS-10441-05
3.937	1.2, 1.5, 4.0mm	XH100	4.065	1/16, 1/16, 3.0mm	RS-3300-65	4.565	1/16, 1/16, 3/16	RS43ZX4.565
3.976	1.2, 1.5, 4.0mm	XH101	4.065	1/16, 1/16, 3/16	RS-9771-65	4.605	.043, 1/16, 3/16	RS52ZX4.605-1
3.977	1.5, 1.5, 3.0	R3980	4.065	1/16, 1/16, 3/16	RS43ZX4.065	4.630	.043, 1/16, 3/16	RS52ZX4.630-1
4.000	1/16, 1/16, 1/8	2M5521-STD	4.070	1.2, 1.2, 3.0mm	RS-1008			
4.000	1.5, 1.5, 3.0mm	R5070	4.072	1.2, 1.2, 3.0mm	GFX4072			
4.005	1/16, 1/16, 1/8	2M5521-05	4.075	1/16, 1/16, 3/16	RS-9771-75			
4.005	1/16, 1/16, 3/16	RS-9771-05	4.075	1/16, 1/16, 3/16	RS43ZX4.075			
4.005	1/16, 1/16, 3/16	RS43ZX4.005	4.080	1.2, 1.2, 3.0mm	RS-1009			
4.010	1/16, 1/16, 1/8	2M5521-10	4.082	1.2, 1.2, 3.0mm	GFX4082			
4.016	1.2, 1.5, 4.0mm	XH102	4.085	1/16, 1/16, 3/16	RS-9771-85			
4.020	1/16, 1/16, 1/8	2M5521-20	4.127	1.2, 1.2, 3.0mm	GFX4127			
4.020	1.5, 1.5, 3.0	R4025	4.130	.043, .043, 3.0mm	RS-1003-05			
4.025	1/16, 1/16, 3/16	RS-9771-25	4.130	1.5, 1.5, 3.0mm	RS-1010			
4.025	1/16, 1/16, 3/16	RS43ZX4.025	4.130	1/16, 1/16, 1/8	RS-10202-05			
4.030	1.2, 1.2, 3.0mm	GFX4032	4.130	1/16, 1/16, 3/16	RS-10248-05			
4.030	1.5, 1.5, 3.0	R4035	4.130	1/16, 1/16, 3/16	RS43ZX4.130			
4.030	.043, .043, 3.0	R4035-3	4.130	1/16, 1/16, 1/8	RS44ZX4.130			
4.030	.043, .043, 3/16	R4035-4	4.132	1.2, 1.2, 3.0mm	GFX4132			
4.030	.043, 1/16, 3/16	R4035-5	4.137	1.2, 1.2, 3.0mm	GFX4137			
4.030	.043, 1/16, 3.0	R4035-6	4.145	1/16, 1/16, 3/16	RS-10248-25			
4.030	.043, 1.5, 3.0	R4035-7	4.147	1.2, 1.2, 3.0mm	GFX4147			
4.030	1/16, 1/16, 3.0	R4035-16	4.150	1/16, 1/16, 3/16	RS43ZX4.150			
4.030	1/16, 1/16, 3/16	R4035-316	4.155	1/16, 1/16, 3/16	RS-10248-35			
4.030	.043, 1/16, 3/16	R4035PS	4.158	1.2, 1.2, 3.0mm	GFX4158			
4.030	1.5, 1.5, 3.0mm	R5073	4.160	1.5, 1.5, 3.0mm	RS-1011			
4.030	1/16, 1/16, 3/16	R5077	4.160	1/16, 1/16, 1/8	RS-10202-35			
4.030	.043, .043, 3.0mm	RS4035ST1	4.160	1/16, 1/16, 3/16	RS43ZX4.160			
4.030	.043, 1/16, 3/16	RS4035ST2	4.160	1/16, 1/16, 1/8	RS44ZX4.160			
4.030	.043, 1.16, 3.0mm	RS4035ST3	4.165	1/16, 1/16, 3/16	RS-10375-40			
4.035	1.2, 1.2, 3.0mm	GFX4037	4.168	1.2, 1.2, 3.0mm	GFX4168			
4.035	1/16, 1/16, 3.0	R4040-16	4.170	1/16, 1/16, 1/8	RS-10202-45			
4.035	1/16, 1/16, 3.0mm	RS-3300-35	4.170	1/16, 1/16, 3/16	RS-10248-45			
4.035	1/16, 1/16, 1/8	RS-9342-35	4.170	1/16, 1/16, 3/16	RS43ZX4.170			
4.035	5/64, 5/64, 3/16	RS-9343-35	4.170	1/16, 1/16, 1/8	RS44ZX4.170			
4.035	1/16, 1/16, 3/16	RS-9771-35	4.250	1/16, 1/16, 3/16	RS-9444-5			
4.035	1/16, 1/16Z, 3.0mm	RS34ZX4.035	4.255	1/16, 1/16, 3/16	RS-9745-05			
4.035	5/64, 5/64, 3/16	RS40ZX4.035	4.255	1/16, 1/16, 3/16	WRS-9745-05			
4.035	1/16, 1/16, 3/16	RS43ZX4.035	4.260	1/16, 1/16, 3/16	RS-9745-15			
4.035	1/16, 1/16, 1/8	RS44ZX4.035	4.275	1/16, 1/16, 3/16	RS-9745-25			
4.040	1.2, 1.2, 3.0mm	GFX4042	4.275	1/16, 1/16, 3/16	WRS-9745-25			
4.040	1.5, 1.5, 3.0	R4045	4.285	5/64, 5/64, 3/16	RS-9590-35			
4.040	.043, .043, 3.0	R4045-3	4.285	1/16, 1/16, 3/16	RS-9745-35			
4.040	.043, .043, 3/16	R4045-4	4.285	5/64, 5/64, 3/16	RS40ZX4.285			
4.040	.043, 1/16, 3/16	R4045-5	4.285	1/16, 1/16, 3/16	RS43ZX4.285			
4.040	.043, 1/16, 3.0	R4045-6	4.315	5/64, 5/64, 3/16	RS-9590-65			
4.040	.043, 1.5, 3.0	R4045-7	4.315	1/16, 1/16, 3/16	RS-9745-65			
4.040	1/16, 1/16, 3.0	R4045-16	4.315	5/64, 5/64, 3/16	RS40ZX4.315			
4.040	1/16, 1/16, 3/16	R4045-316	4.315	1/16, 1/16, 3/16	RS43ZX4.315			
4.045	1.2, 1.2, 3.0mm	GFX4047	4.325	1/16, 1/16, 3/16	RS-9798-05			
4.045	1/16, 1/16, 3.0mm	RS-3300-45	4.355	1/16, 1/16, 3/16	RS-9798-35			
4.045	1/16, 1/16, 1/8	RS-9342-45	4.365	1/16, 1/16, 3/16	RS-9798-45			
4.045	1/16, 1/16, 3/16	RS-9771-45	4.380	1/16, 1/16, 3/16	RS-9799-05			
4.045	1/16, 1/16Z, 3.0mm	RS34ZX4.045	4.380	1/16, 1/16, 3/16	RS43ZX4.380			

WRIST PINS

PHONE: 310.536.0100

MATERIAL CODE DESCRIPTIONS



Indicates Taper Wall



Ends Chamfered for wire lock pin retainers

5115

Manufactured from aircraft quality chrome moly. All standard pins are heat treated and end ground to work in full floated or press fit applications.

4340

Manufactured from billet bar stock 4340 chrome moly, which has a minimum tensile strength of 240,000 psi and a 13% greater ductility than standard pins. The hard chrome finish provides excellent life. 4340 pins are recommended for sprint cars, blown engines, etc.

52100

Manufactured for high horsepower applications. Our 52100 series high carbon bearing steel straight wall pins are precision ground and lapped to ensure roundness while supplying a superior finish to minimize pin bore wear. Pins are through hardened for superior strength and durability.

H13

Manufactured from special tool steel bar stock, they are coated for surface hardness and lapped for exceptional wear. Ross carries a wide variety of taper wall and straight wall pin sizes for your application.

DIAMETER	LENGTH	WALL	GRAM	MATERIAL	PART#
.551	1.890 C	.100	33	H13	551-10-18C
.591	2.000 C	.125	42	5115	591-01-20C
.630	2.300 C	.140	50	5115	630-01-23C
.630	2.250 C	.100	45	H13	630-10-22C
.669	2.250 C	.115	57	5115	669-01-22C
.669	2.000 C	.115	50	H13	669-10-20C
.669	2.050 C	.110	46	H13	669-11-20C
.669	2.350 C	.120	61	H13	669-12-23C
.709	2.500	.115	69	5115	709-01-25
.709	2.250 C	.115	64	5115	709-01-21C
.709	2.283 C	.115	63	5115	709-01-22C
.709	2.350 C	.115	65	5115	709-01-23C
.709	2.350 C	.120	66	H13	709-12-23C
.709	2.350 C	.180 TW	85	H13	709-18-23C
.748	2.500	.115	74	5115	748-01-25
.748	2.250 C	.120	67	5115	748-01-22C
.748	2.500 C	.115	74	5115	748-01-25C
.748	2.350 C	.120	69	H13	748-12-23C
.750	2.770	.195	120	5115	750-01-27
.750	2.770 C	.125 TW	81	H13	750-07-27C
.750	2.500	.150	91	52100	750-15-25
.787	2.500	.115	78	5115	787-01-25
.787	2.175 C	.110	64	5115	787-01-21C
.787	2.350 C	.120	73	5115	787-01-23C
.787	2.350 C	.100	64	H13	787-10-23C
.787	2.350 C	.180	95	H13	787-18-23C
.790	2.600	.111	86	5115	790-01-26
.791	2.600	.150	87	5115	791-01-26
.791	2.800	.146	106	5115	791-01-28
.791	2.500	.150 TW	80	4340	791-04-25
.792	2.600	.150	87	5115	792-01-26
.792	2.800	.150	106	5115	792-01-28
.792	2.600 C	.150	86	5115	792-01-26C
.792	2.850	.150 TW	94	4340	792-04-28
.792	2.800	.085	67	H13	792-08-28
.827	2.350	.150	80	5115	827-02-235
.827	2.500	.118	85	5115	827-01-25
.827	2.175 C	.120	76	5115	827-01-21C
.827	2.500	.160 TW	92	4340	827-04-25
.827	2.500	.120	83	H13	827-12-25
.827	2.350 C	.180	105	52100	827-15-23C
.827	2.500 C	.180	113	52100	827-15-25C
.866	2.500	.115	94	5115	866-02-250
.866	2.720	.122	96	5115	866-01-27
.866	2.175 C	.120	76	5115	866-01-21C
.866	2.350 C	.150	90	8620	866-02-235C
.866	2.500 C	.115	93	5115	866-01-25C

DIAMETER	LENGTH	WALL	GRAM	MATERIAL	PART#
.866	2.500	.200	131	H13	866-08-25
.866	2.500	.120	92	H13	866-12-25
.866	2.350 C	.200	122	52100	866-15-23C
.866	2.500	.200	130	52100	866-15-25
.866	2.500 C	.200	129	52100	866-15-25C
.866	2.850	.128	109	5115	875-01-28
.875	2.500	.160 TW	105	4340	875-04-25
.875	2.850	.160 TW	124	4340	875-04-28
.875	2.500 C	.160 TW	99	H13	875-07-25C
.875	2.850 C	.180 TW	122	H13	875-07-28C
.875	3.000 C	.220 TW	162	H13	892-07-30C
.892	2.500 C	.141	109	5115	905-01-25C
.905	2.500	.175 TW	118	4340	905-04-25
.905	2.500 C	.170 TW	116	H13	905-07-25C
.905	2.500 C	.200	139	52100	905-15-25C
.905	2.500	.142	110	5115	912-01-25
.912	2.950	.150	130	5115	912-01-29
.912	2.500 C	.180 TW	114	H13	912-07-25C
.912	2.500	.125	98	H13	912-12-25
.912	2.500	.132	98	H13	912-14-25
.912	2.300	.150	107	5115	927-00-23
.927	2.300 C	.150	110	5115	927-01-23C
.927	2.500	.152	118	5115	927-01-25
.927	2.750	.152	131	5115	927-01-27
.927	2.950	.152	141	5115	927-01-29
.927	2.500 C	.152	119	5115	927-01-25C
.927	2.750 C	.152	130	5115	927-01-27C
.927	2.500	.180 TW	121	4340	927-04-25
.927	2.950	.180 TW	145	4340	927-04-29
.927	3.125	.180 TW	150	4340	927-04-31
.927	2.750	.190 TW	137	H13	927-05-27
.927	2.500	.180 TW	121	H13	927-07-25
.927	2.500 C	.180 TW	120	H13	927-07-25C
.927	2.950 C	.190 TW	145	H13	927-07-29C
.927	2.500	.090	73	H13	927-09-25
.927	2.500	.125	100	H13	927-12-25
.927	2.850	.120	143	H13	927-12-28
.927	2.500	.140	110	H13	927-14-25
.927	2.300 C	.180	125	52100	927-15-23C
.927	2.500	.200	147	52100	927-15-25
.927	2.750	.200	161	52100	927-15-27
.927	2.500 C	.120	97	H13	927-19-25C
.927	2.500 C	.180 TW	121	H13	930-07-25C
.930	2.500	.120	101	H13	930-12-25
.930	2.850 C	.190 TW	141	H13	940-07-28C
.940	2.500	.125	105	5115	944-01-25
.944	2.500 C	.125	105	5115	944-01-25C

C, TW, See Footnote descriptions at top of page

Piston WRIST PINS

WEB: WWW.ROSSPISTONS.COM

DIAMETER	LENGTH	WALL	GRAM	MATERIAL	PART#
.944	2.850 C	.190 TW	145	H13	944-07-28C
.944	2.750	.150 TW	135	4340	945-03-27
.945	2.850	.190 TW	144	4340	945-04-28
.945	2.850 C	.190 TW	145	H13	945-07-28C
.945	2.930	.200 TW	164	4340	975-04-29
.975	2.930	.090	93	H13	975-09-29
.975	2.930	.145	145	5115	975-01-29
.975	2.930	.150	140	5115	980-01-29
.980	2.950 C	.190 TW	153	H13	980-07-29C
.980	2.930	.090	93	H13	980-09-29
.980	2.500	.150	122	5115	984-01-25
.984	2.930	.150	143	5115	984-01-29
.984	2.500	.210 TW	146	4340	984-04-25
.984	2.930 C	.185 TW	156	H13	984-07-29C
.984	2.750	.200	168	52100	984-15-27
.990	2.930	.150	146	5115	990-01-29
.990	2.750	.195 TW	145	H13	990-07-27
.990	2.930	.190 TW	153	H13	990-07-29
.990	3.125	.220 TW	179	H13	990-07-31
.990	3.125 C	.220 TW	177	H13	990-07-31C
.990	2.930	.220	196	H13	990-08-29
.990	2.930	.090	92	H13	990-09-29
.990	2.930	.125	134	H13	990-12-29
.990	2.930	.220	195	52100	990-15-29
.990	3.250	.300	268	H13	990-30-32
1.000	2.930	.160	158	5115	000-01-29
1.000	3.125 C	.220 TW	187	H13	000-07-31C
1.000	2.930	.120	128	H13	000-12-29
1.024	2.500	.160	138	5115	024-02-250
1.024	2.750	.200	179	H13	024-08-27
1.031	2.930	.165	166	5115	031-01-29
1.031	2.750	.200 TW	161	4340	031-04-27
1.031	2.750 C	.200 TW	159	H13	031-07-27C
1.040	2.930	.150	153	5115	040-01-29
1.040	2.930	.200 TW	177	4340	040-04-29
1.040	3.125	.200 TW	184	4340	040-04-31
1.094	2.750	.156	158	5115	094-01-27
1.094	2.750	.240 TW	189	4340	094-04-27
1.094	2.750	.120	133	H13	094-12-27
1.094	2.930	.220	220	52100	094-15-29
1.500	3.500	.500	707	5115	1500-500-35
1.625	3.500	.500	792	5115	1625-500-35
1.625	3.850	.500	858	5115	1625-SPL-385
1.875	3.850	.625	1213	5115	1875-625-38

SPIRO LOCKS

PIN DIAMETER	FREE DIAMETER	WIDTH	PART#
.707 - .730	0.807	.039	4004-M
.731 - .770	0.836	.042	4004-J
.787 - .820	0.873	.042	4004-H
.821 - .866	0.931	.042	4004-B
.867 - .880	0.943	.042	4004-L
.890 - .944	1.013	.042	4004-D
.975 - 1.000	1.080	.042	4004-E
1.020 - 1.050	1.138	.050	4004-F
1.080 - 1.130	1.205	.050	4004-G
1.160 - 1.190	1.271	.050	4004-K
1.191 - 1.249	1.339	.050	4004-N
1.252 - 1.310	1.406	.050	4004-AC

PIN DIAMETER	FREE DIAMETER	WIDTH	PART#
1.311 - 1.374	1.471	.050	4004-AD
1.375 - 1.430	1.539	.050	4004-AE
1.500 - 1.569	1.605	.050	4004-S
1.570 - 1.640	1.742	.610	4004-R
1.641 - 1.670	1.772	.062	4004-T
1.671 - 1.730	1.810	.062	4004-U
1.731 - 1.780	1.876	.062	4004-V
1.781 - 1.830	1.940	.062	4004-W
1.831 - 1.855	1.981	.062	4004-X
1.856 - 1.900	2.008	.062	4004-Y
1.901 - 1.959	2.075	.062	4004-Z
1.960 - 2.009	2.142	.062	4004-AA



CHAMFERED PIN WIRE LOCKS

PIN DIAMETER	WIRE DIA	FREE DIA	FREE GAP	PART#
.512	.040	.596	.241	4000-WN
.551	.040	.638	.246	4000-WP
.590	.040	.668	.251	4000-WM
.630	.045	.721	.326	4000-WL
.669	.045	.762	.427	4000-WK
.709	.045	.817	.380	4000-WA
.748 - .750	.047	.839	.490	4000-WB
.787 - .792	.043	.900	.449	4000-WC

PIN DIAMETER	WIRE DIA	FREE DIA	FREE GAP	PART#
.812 - .827	.061	.866	.560	4000-WS
.866 - .875	.061	1.000	.430	4000-WE
.890 - .945	*****SUBARU WITH TANGS*****			4000-WX
.890 - .945	.068	1.053	.430	4000-WF
.975 - 1.000	.070	1.150	.593	4000-WG
1.031 - 1.094	.068	1.177	.567	4000-WH
1.156 - 1.167	.090	1.266	.634	4000-WJ



BILLET ALUMINUM PIN BUTTONS

Pin buttons are typically used in extreme duty applications where the pin hole intersects the oil ring groove. Not only does the button give excellent support to the bottom oil ring rails, but they can also be removed much quicker than oil ring support rails and pin locks. Pin buttons must be designed and machined to fit a specific piston set. Available for all bore sizes, pin lengths, and pin diameters. Each set of buttons custom machined from heat-treated billet aluminum bar stock

DESCRIPTION	PART#
Buttons with oil ring groove not in pin hole	4003
Buttons with oil ring groove in pin hole	4002



Piston ACCESSORIES

OIL RING SUPPORT RAILS

Ross Oil Ring Support Rails are to be used in applications where the piston oil ring groove intersects the pin hole and can be used only in pistons which have the oil ring groove machined .030 wider than the oil ring. This operation is included on piston designs which have the oil groove to pin intersections at no extra cost. Manufactured from spring steel.



BORE	PART#	BORE	PART#	BORE	PART#	BORE	PART#
3.027 - 3.066	ORS-302	3.625 - 3.660	ORS-362	4.121 - 4.187	ORS-412	4.626 - 4.686	ORS-463
3.067 - 3.106	ORS-306	3.655 - 3.720	ORS-366	4.210 - 4.249	ORS-421	4.700 - 4.760	ORS-470
3.107 - 3.146	ORS-310	3.725 - 3.775	ORS-372	4.250 - 4.310	ORS-425	4.780 - 4.840	ORS-478
3.147 - 3.186	ORS-314	3.780 - 3.840	ORS-378	4.311 - 4.374	ORS-431		
3.187 - 3.227	ORS-318	3.870 - 3.905	ORS-387	4.375 - 4.435	ORS-437		
3.250 - 3.310	ORS-325	3.906 - 3.985	ORS-394	4.436 - 4.469	ORS-443		
3.375 - 3.435	ORS-337	4.000 - 4.060	ORS-400	4.470 - 4.530	ORS-447		
3.500 - 3.560	ORS-350	4.061 - 4.120	ORS-406	4.531 - 4.590	ORS-450		
3.565 - 3.620	ORS-356	4.070 - 4.080	ORS-405 RR	4.591 - 4.625	ORS-456		

ROD BUSHINGS

Designed to reduce Chrysler 1.094 rod pin holes to .990 (Chevrolet pin diameter). These high quality bushings are made from 660 bronze alloy. Bushings must be pressed in rods and finished honed.

OUTER DIAMETER	INNER DIAMETER	LENGTH	PART#
1.097	.987	1.200	B1094





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