

New ACL Race Series Forged Pistons

Features include:

- ❑ **Lightweight pistons and pins**
- ❑ **Double lock pin retention**
- ❑ **Anti friction skirt coating**
- ❑ **Pressure balancing reservoirs**
- ❑ **Fully machined crowns**
- ❑ **Symmetric valve pockets**

If you place demands on your engine then put your foot down and demand the best!

New ACL Race Series Hyperlite® forged pistons have been designed and manufactured to exacting tolerances to provide optimum performance for your engine. With fully machined crowns, high strength lightweight pins and Grafal® anti-friction skirt coating (as appropriate), the pistons are perfect when matched with ACL's low friction, high strength racing rings.

See applications overleaf



Grafal® is a registered trademark of MAHLE GMBH

For more information on all ACL Race Series products contact:

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Larry Perkins – 6 times Bathurst winner





4 & 6 CYLINDER APPLICATIONS

All pistons listed are Race Series Hyperlite® Forged Pistons

Make	Engine	Cylinders	Part number	Oversizes Available	STD Bore (mm)	STD Bore (in)	Stroke (mm)	Stroke (in)	Capacity (cc)	Stroke (in)	Capacity (cc)	Comp. Height (mm)	Comp. Height (in)	OEM Comp Ratio	ACL Piston Comp Ratio	Pin Diameter (mm)	Pin Diameter (in)	Piston and pin mass (grams)	Circlip type	Piston Ring Configuration	Ring Set Number	Ring Set Oversizes
FORD	4.0L BA Turbo	6	6MKRY9710	STD, 0.50	92.26	3.632	99.3	3.910	3984	3.910	3984	30.8	1.213	8.7	8.5	22.00	0.866	449 (+0.50)	round wire	1.20, 1.50, 2.50	C9128	STD, 0.50, 1.00
HOLDEN	3.8L Supercharged V6	6	6MKRY9705	STD, 0.20	96.52	3.800	86.4	3.400	3792	3.400	3792	30.9	1.218	8.5	8.5	23.00	0.905	490 (+0.20)	round wire	1.20, 1.50, 3.00	M1947	STD, 0.20, 0.40
MAZDA	BPT	4	4MKRY9651	STD, 0.50	83.01	3.268	85.0	3.346	1840	3.346	1840	31.2	1.230	8.2	8.5	20.00	0.787	396 (+0.50)	spiral lock	1.50, 1.50, 3.00	C1850	STD, 0.50, 1.00
MITSUBISHI	4G63T	4	4MKRY9660	STD, 0.50, 1.00	85.01	3.347	88.0	3.465	1998	3.465	1998	34.7	1.365	9.0	8.5	22.00	0.866	438	round wire	1.20, 1.50, 2.80	M1867	STD, 0.50, 1.00
NISSAN	CA18DET	4	4MKRY9607	0.50, 1.00	83.01	3.268	83.6	3.291	1810	3.291	1810	29.9	1.178	8.5	8.5	20.00	0.787	402 (+0.50)	spiral lock	1.50, 1.50, 2.80	C1846	STD, 0.50, 1.00
	RB25DET	6	6MKRY9603	STD, 0.50, 1.00	86.01	3.386	71.7	2.823	2500	2.823	2500	31.3	1.233	9.0	8.5	21.00	0.827	442 (+0.50)	spiral lock	1.20, 1.50, 2.80	C1951	STD, 0.50, 1.00
	RB26DET	6	6MKRY9604	STD, 0.50, 1.00	86.01	3.386	73.7	2.902	2570	2.902	2570	30.3	1.191	8.5	8.5	21.00	0.827	428 (+0.50)	spiral lock	1.50, 1.50, 2.80	C1686	STD, 0.50, 1.00
	RB30ET	6	6MKRY9608	0.50, 1.00	86.01	3.386	85.0	3.346	2964	3.346	2964	32.0	1.261	7.8	8.5	21.00	0.827	452 (+1.00)	spiral lock	1.50, 1.50, 2.80	C1686	STD, 0.50, 1.00
	SR20DET	4	4MKRY9600	STD, 0.50, 1.00	86.01	3.386	86.0	3.386	1999	3.386	1999	31.9	1.257	8.5	8.5	22.00	0.866	423 (+0.50)	spiral lock	1.50, 1.50, 3.00	C1834	STD, 0.50, 1.00
	VG30DET	6	6MKRY9602	0.50, 1.00	87.01	3.426	83.0	3.268	2962	3.268	2962	32.0	1.258	8.5	8.5	21.00	0.827	438 (+0.50)	spiral lock	1.50, 1.50, 2.80	C1849	0.50, 1.00
SUBARU	EJ20T	4	4MKRY9620	STD, 0.50, 1.00	92.01	3.622	75.0	2.953	1995	2.953	1995	32.6	1.285	8.0	8.5	22.99	0.905	479 (+1.00)	round wire	1.20, 1.20, 2.50	C1956	STD, 0.50, 1.00
TOYOTA	3SGTE	4	4MKRY9630	STD, 0.50	86.01	3.386	86.0	3.386	1999	3.386	1999	34.9	1.375	8.8	8.5	22.00	0.866	444 (+0.50)	spiral lock	1.20, 1.50, 4.00	C1838	STD, 0.50, 1.00
	4AGE 20 valve	4	4MKRY9633	STD, 0.50	81.01	3.189	77.0	3.031	1588	3.031	1588	30.5	1.201	9.4	8.5	20.00	0.787	444 (+0.50)	round wire	1.20, 1.50, 2.80	C1806	STD, 0.50, 1.00
	4AGE1, 4AGE 16 valve	4	4MKRY9634	STD, 0.50	81.01	3.189	77.0	3.031	1588	3.031	1588	30.1	1.185	8.5	8.5	20.00	0.787	351 (+0.50)	round wire	1.20, 1.50, 2.80	C1806	STD, 0.50, 1.00

V8 APPLICATIONS

Make	Engine	Cylinders	Part number	Oversizes Available	STD Bore (mm)	STD Bore (in)	Stroke (mm)	Stroke (in)	Capacity (cc)	Stroke (in)	Capacity (cc)	Comp. Height (mm)	Comp. Height (in)	@ Nominated Cylinder Head Volume 56cc 64cc 76cc	Pin Diameter (mm)	Pin Diameter (in)	Piston and pin mass (grams)	Circlip type	Piston Ring Configuration	Ring Set Number	Ring Set Oversizes
CHEVROLET	350	8	8MKRY9750S	0.30, 0.40	101.60	4.000	88.4	3.480	5734	3.480	5734	39.4	1.550	11.7 10.6 9.3	23.55	0.927	469 (+0.30)	round wire	1.50, 1.50, 3.00	M9130	0.35, 0.45
	350	8	8MKRY9751S	0.30	101.60	4.000	88.4	3.480	5734	3.480	5734	39.4	1.550	14.9 13.1 11.1	23.55	0.927	504 (+0.30)	round wire	1.50, 1.50, 3.00	M9130	0.35, 0.45
	383 stroker	8	8MKRY9740S	0.30	101.60	4.000	95.3	3.750	6179	3.750	6179	36.2	1.425	12.6 11.4 10.0	23.55	0.927	458 (+0.30)	round wire	1.50, 1.50, 3.00	M9130	0.35, 0.45
	383 stroker	8	8MKRY9741S	0.30	101.60	4.000	95.3	3.750	6179	3.750	6179	36.2	1.425	16.1 14.1 12.0	23.55	0.927	490 (+0.30)	round wire	1.50, 1.50, 3.00	M9130	0.35, 0.45
	5.7L LS1/Gen 3	8	8MKRY9752S	0.10	99.01	3.898	92.0	3.622	5667	3.622	5667	34.0	1.340	11.9 10.7 9.4	24.00	0.945	370 (std)	round wire	1.50, 1.50, 3.00	M9131	0.15
FORD	302C/351C Cleveland	8	8MKRY9730	0.20, 0.30, 0.40	101.60	4.000	76.2	3.000	4943	3.000	4943	41.9	1.650	12.2 11.0 9.6	23.16	0.912	689 (+0.30)	spiral lock	1.50, 1.50, 4.00	M9106	STD, 0.20, 0.30, 0.40, 0.60
	302W Windsor	8	8MKRY9722S	0.30, 0.40	101.60	4.000	76.2	3.000	4943	3.000	4943	40.6	1.600	10.0 9.0 8.0	23.16	0.912	455 (+0.30)	round wire	1.50, 1.50, 3.00	M9130	0.35, 0.45
	347W Windsor/stroker	8	8MKRY9720S	0.30, 0.40	101.60	4.000	86.4	3.400	5602	3.400	5602	27.7	1.090	11.1 10.1 8.9	23.55	0.927	386 (+0.30)	round wire	1.50, 1.50, 3.00	M9130	0.35, 0.45
	347W Windsor/stroker	8	8MKRY9721S	0.30, 0.40	101.60	4.000	86.4	3.400	5602	3.400	5602	27.7	1.090	12.2 10.9 9.5	23.55	0.927	407 (+0.30)	round wire	1.50, 1.50, 3.00	M9130	0.35, 0.45
	351C 6" rod Cleveland	8	8MKRY9731	0.20, 0.30	101.60	4.000	88.9	3.500	5767	3.500	5767	35.9	1.412	12.2 11.0 9.6	23.16	0.912	628 (+0.30)	spiral lock	1.50, 1.50, 3.00	M9129	0.20, 0.30, 0.40
HOLDEN	308	8	8MKRY9700	0.30, 0.40	101.60	4.000	77.8	3.063	5046	3.063	5046	42.9	1.690	11.1 10.0 8.7	23.55	0.927	682 (+0.30)	spiral lock	1.50, 1.50, 3.00	M9129	0.20, 0.30, 0.40
	355 stroker	8	8MKRY9701	0.30, 0.40	101.60	4.000	88.4	3.480	5734	3.480	5734	36.4	1.438	9.7 9.0 8.0	23.55	0.927	671 (+0.30)	spiral lock	1.50, 1.50, 3.00	M9129	0.20, 0.30, 0.40
	5.7L stroker	8	8MKRY9702	0.40	101.60	4.000	88.4	3.480	5734	3.480	5734	38.3	1.503	10.1 9.2 8.3	23.55	0.927	648 (+0.40)	spiral lock	1.50, 1.50, 3.00	M9129	0.20, 0.30, 0.40
TOYOTA	1UZFE Hi Comp	8	8MKRY9636	0.50, 1.00	87.51	3.445	82.5	3.248	3970	3.248	3970	34.0	1.337	10.5 with 44cc head	22.00	0.866	408	round wire	1.50, 1.50, 3.00	C1962	STD, 0.50, 1.00
	1UZFE Low Comp	8	8MKRY9637	0.50, 1.00	87.51	3.445	82.5	3.248	3970	3.248	3970	34.0	1.337	8.5 with 44cc head	22.00	0.866	412	round wire	1.50, 1.50, 3.00	C1962	STD, 0.50, 1.00

FEATURES

- General Performance**
- Lightweight forgings
 - Fully machined crowns
 - V8 applications have molybdenum inlaid ductile iron barrel lapped top rings
 - High strength lightweight gudgeon pins (short length thick wall section)
 - Double spiral locks or round wire for gudgeon pin retention
- Special Performance ("S" on the piston)**
- Grafal® anti-friction coating on skirts, allowing reduced piston to bore clearance and noise
 - Phosphated coating on exterior and pin bores (prevents aluminium oxidation and acts as a dry film lubricant)
 - Round wire locks for gudgeon pin retention
 - Current technology low friction file back ring set
 - Light weight slipper skirt forgings

- General Performance**
- 4 & 6 cylinder applications have barrel chromium coated high strength ductile or steel gas nitrided top rings
 - Symmetric valve pockets
 - Forced pin oiling with machined drain back
 - Pressure balancing grooves in second land
 - Current technology low friction ring set