



**THE
CHOICE
CONNECTION**

**TWO THOUSAND SEVENTEEN
POWERSPORTS**

HARLEY CATALOG

WHY CHOOSE CP-CARRILLO?

In the high pressure world of motorsports, some of the top names rely on CP-Carrillo to meet their needs. Here are a few reasons why.

RESEARCH AND DEVELOPMENT

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

3D MODELING

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

QUALITY

CP-Carrillo has developed proprietary tooling, dedicated cutters and unconventional fixtures to ensure that each piston is produced to the highest quality. Our 5-axis machining techniques allow us to create any piston while our computerized electronic inspection equipment makes sure we manufacture parts to the tightest industry tolerances.

CUSTOMER SERVICE

CP-Carrillo is backed by a staff with over 100 years of experience. Our staff is committed to your success through technical support and account maintenance. All of our sales staff are equipped with comprehensive information from piston specs to applications, and are committed to grow our business in a positive and professional manner so that your business can do the same.

AT CP-CARRILLO, ALL PISTONS ARE CREATED EQUAL

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



EXPOSURE

Along with a variety of trade shows CP-Carrillo attends each year, we continually promote our product through magazine articles and advertisements featured in top industry publications. Furthermore, many of the top names in motorsports proudly run our products and display CP-Carrillo decals on their race vehicles. We will continue to promote our product in a positive way so that your business will thrive.



PISTONS & RODS

The Game Has Changed

No longer does low cost mean low quality

CP-Carrillo is proud to introduce a new product division; Bullet Pistons. As the economy continues to change, CP-Carrillo strives to stay current as the industry shifts to new directions. The Bullet Piston series is another step in this process and incorporates everything that has made CP the industry leader. Inspired by top forms of motorsports, the Bullet Piston was conceived as a high quality product at a reasonable price. Extensive research, development and newly designed forgings along with centralized manufacturing cells have enabled CP to accomplish this goal and pass the savings on to our customers. Our restructured profit margins allow you to stay competitive and us to offer a superior product while maintaining our core philosophy, to make the best part available for your application- Bullet Pistons!

What Makes This Possible

Many people know that CP-Carrillo continues to be the leader in the high performance piston market. What people may not know is that CP-Carrillo is home to one of the most advanced, state of the art piston manufacturing facilities in the world. Our facility and capabilities are second to none in this respect and this new division of CP-Carrillo is a perfect fit into an already advanced system. So what makes this possible?

- Centralized manufacturing cells
- Application specific forgings and hardware
- Larger production runs
- Available off the shelf
- Same machines and tooling as CP-Carrillo
- **USA MADE**

What Does This Mean For You

This means added savings for you and your customers without compromising your reputation. CP-Carrillo has built a strong name for itself in every form of motorsports and with the introduction of this new division, CP can now offer you some of the highest quality pistons at a very affordable price.

PISTONS & CONNECTING RODS

Make	Engine Size	Model	Year	Bore	Compression	Description	Piston Part Number	Connecting Rod Part Number	Replacement Pin	Replacement Locks	Replacement Rings
Harley Davidson	74 Cubic Inch	Shovel Head	N/A	3.437	8.5:1	Harley Shovelhead, 74 cu in, 3.437 bore, 3.968 stroke, 8.5:1 C/R, 1.44 C/H, 44.8 dome cc's	M5039	Custom	791-2500-14CP1C	787x050 SWL	RS1223-3437-0
Harley Davidson	74 Cubic Inch	Shovel Head	N/A	3.457	8.5:1	Harley Shovelhead, 74 cu in, 3.457 bore, 3.968 stroke, 8.5:1 C/R, 1.44 C/H, 43.6 dome cc's	M5040	Custom	791-2500-14CP1C	787x050 SWL	RS1223-3457-0
Harley Davidson	74 Cubic Inch	Shovel Head	N/A	3.467	8.5:1	Harley Shovelhead, 74 cu in, 3.467 bore, 3.968 stroke, 8.5:1 C/R, 1.44 C/H, 42.8 dome cc's	M5041	Custom	791-2500-14CP1C	787x050 SWL	RS1223-3467-0
Harley Davidson	80 Cubic Inch	Shovel Head	N/A	3.498	8.5:1	Harley Shovelhead, 80 cu in, 3.498 bore, 4.250 stroke, 8.5:1 C/R, 1.300 C/H, 38 dome cc's	M5042	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3498-0
Harley Davidson	80 Cubic Inch	Shovel Head	N/A	3.498	9.5:1	Harley Shovelhead, 80 cu in, 3.498 bore, 4.250 stroke, 8.5:1 C/R, 1.300 C/H, 45 dome cc's	M5047	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3498-0
Harley Davidson	80 Cubic Inch	Shovel Head	N/A	3.503	8.5:1	Harley Shovelhead, 80 cu in, 3.503 bore, 4.250 stroke, 8.5:1 C/R, 1.300 C/H, 38 dome cc's	M5043	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3505-0
Harley Davidson	80 Cubic Inch	Shovel Head	N/A	3.503	9.5:1	Harley Shovelhead, 80 cu in, 3.503 bore, 4.250 stroke, 9.5:1 C/R, 1.300 C/H, 45 dome cc's	M5048	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3505-0
Harley Davidson	80 Cubic Inch	Shovel Head	N/A	3.508	8.5:1	Harley Shovelhead, 80 cu in, 3.508 bore, 4.250 stroke, 8.5:1 C/R, 1.300 C/H, 38 dome cc's	M5044	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3510-0
Harley Davidson	80 Cubic Inch	Shovel Head	N/A	3.508	9.5:1	Harley Shovelhead, 80 cu in, 3.508 bore, 4.250 stroke, 9.5:1 C/R, 1.300 C/H, 45 dome cc's	M5049	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3510-0
Harley Davidson	80 Cubic Inch	Shovel Head	N/A	3.518	8.5:1	Harley Shovelhead, 80 cu in, 3.518 bore, 4.250 stroke, 8.5:1 C/R, 1.300 C/H, 38 dome cc's	M5045	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3515-0
Harley Davidson	80 Cubic Inch	Shovel Head	N/A	3.518	9.5:1	Harley Shovelhead, 80 cu in, 3.518 bore, 4.250 stroke, 9.5:1 C/R, 1.300 C/H, 45 dome cc's	M5050	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3515-0
Harley Davidson	80 Cubic Inch	Shovel Head	N/A	3.528	8.5:1	Harley Shovelhead, 80 cu in, 3.528 bore, 4.250 stroke, 8.5:1 C/R, 1.300 C/H, 38 dome cc's	M5046	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3525-5
Harley Davidson	80 Cubic Inch	Shovel Head	N/A	3.528	9.5:1	Harley Shovelhead, 80 cu in, 3.528 bore, 4.250 stroke, 9.5:1 C/R, 1.300 C/H, 45 dome cc's	M5051	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3525-5
Harley Davidson	87 Cubic Inch	Shovel Head	N/A	3.498	9.5:1	Harley Shovelhead, 87 cu in, 3.498 bore, 4.500 stroke, 9.5:1 C/R, 1.175 C/H, 41.5 dome cc's	M5052	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3498-0
Harley Davidson	87 Cubic Inch	Shovel Head	N/A	3.503	9.5:1	Harley Shovelhead, 87 cu in, 3.503 bore, 4.500 stroke, 9.5:1 C/R, 1.175 C/H, 41.5 dome cc's	M5053	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3505-0
Harley Davidson	87 Cubic Inch	Shovel Head	N/A	3.508	9.5:1	Harley Shovelhead, 87 cu in, 3.508 bore, 4.500 stroke, 9.5:1 C/R, 1.175 C/H, 41.5 dome cc's	M5054	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3510
Harley Davidson	87 Cubic Inch	Shovel Head	N/A	3.518	9.5:1	Harley Shovelhead, 87 cu in, 3.518 bore, 4.500 stroke, 9.5:1 C/R, 1.175 C/H, 41.5 dome cc's	M5055	Custom	791-2500-14CP1C	787x050 SWL	RS1227-3515-0
Harley Davidson	88 Cubic Inch	Twin Cam	N/A	3.750	9.75:1	Harley Twin Cam, 88 cu in, 3.750 bore, 4.000 stroke, 9.75:1 C/R, 1.270 C/H, 9.9 dome cc's	M5011	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS1110-3750-0
Harley Davidson	88 Cubic Inch	Twin Cam	N/A	3.750	10.75:1	Harley Twin Cam, 88 cu in, 3.750 bore, 4.000 stroke, 10.75:1 C/R, 1.270 C/H, 18.9 dome cc's	M5014	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS1110-3750-0
Harley Davidson	88 Cubic Inch	Twin Cam	N/A	3.760	9.75:1	Harley Twin Cam, 88 cu in, 3.760 bore, 4.000 stroke, 9.75:1 C/R, 1.270 C/H, 9.3 dome cc's	M5012	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS1110-3760-0
Harley Davidson	88 Cubic Inch	Twin Cam	N/A	3.760	10.75:1	Harley Twin Cam, 88 cu in, 3.760 bore, 4.000 stroke, 10.75:1 C/R, 1.270 C/H, 18.3 dome cc's	M5015	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS1110-3760-0
Harley Davidson	88 Cubic Inch	Twin Cam	N/A	3.780	9.75:1	Harley Twin Cam, 88 cu in, 3.780 bore, 4.000 stroke, 9.75:1 C/R, 1.270 C/H, 8.6 dome cc's	M5013	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS111A-3780-5
Harley Davidson	88 Cubic Inch	Twin Cam	N/A	3.780	10.75:1	Harley Twin Cam, 88 cu in, 3.780 bore, 4.000 stroke, 10.75:1 C/R, 1.270 C/H, 17.8 dome cc's	M5016	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS111A-3780-5
Harley Davidson	95 Cubic Inch	Twin Cam	N/A	3.875	9.25:1	Harley Twin Cam, 95 cu in, 3.875 bore, 4.000 stroke, 9.25:1 C/R, 1.265 C/H, -1.60 dome cc's	BHM5070	HD-TWNC07->07660N	927-2250-15CP1C	927x073 SLX	RS1660-3875-5THG
Harley Davidson	95 Cubic Inch	Twin Cam	N/A	3.875	9.75:1	Harley Twin Cam, 95 cu in, 3.875 bore, 4.000 stroke, 9.75:1 C/R, 1.265 C/H, 4.60dome cc's	BHM5017	HD-TWNC07->07660N	927-2250-15CP1C	927x073 SLX	RS1660-3875-0THG
Harley Davidson	95 Cubic Inch	Twin Cam	N/A	3.875	10.25:1	Harley Twin Cam, 95 cu in, 3.875 bore, 4.000 stroke, 10.25:1 C/R, 1.265 C/H, 9.70 dome cc's	BHM5061	HD-TWNC07->07660N	927-2250-15CP1C	927x073 SLX	RS1660-3875-0THG
Harley Davidson	95 Cubic Inch	Twin Cam	N/A	3.875	11.1:1	Harley Twin Cam, 95 cu in, 3.875 bore, 4.000 stroke, 11:1 C/R, 1.265 C/H, 14.50 dome cc's	BHM5020	HD-TWNC07->07660N	927-2250-15CP1C	927x073 SLX	RS1660-3875-0THG
Harley Davidson	95 Cubic Inch	Twin Cam	N/A	3.880	9.75:1	Harley Twin Cam, 95 cu in, 3.880 bore, 4.000 stroke, 9.75:1 C/R, 1.270 C/H, 4.60 dome cc's	M5018	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS111A-3880-0
Harley Davidson	95 Cubic Inch	Twin Cam	N/A	3.880	10.25:1	Harley Twin Cam, 95 cu in, 3.880 bore, 4.000 stroke, 10.25:1 C/R, 1.270 C/H, 9.40 dome cc's	M5062	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS111A-3880-0
Harley Davidson	95 Cubic Inch	Twin Cam	N/A	3.880	11.1:1	Harley Twin Cam, 95 cu in, 3.880 bore, 4.000 stroke, 11:1 C/R, 1.270 C/H, 14.50 dome cc's	M5021	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS111A-3880-0
Harley Davidson	95 Cubic Inch	Twin Cam	N/A	3.885	9.75:1	Harley Twin Cam, 95 cu in, 3.885 bore, 4.000 stroke, 9.75:1 C/R, 1.270 C/H, 4.60 dome cc's	M5019	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS111A-3885-0
Harley Davidson	95 Cubic Inch	Twin Cam	N/A	3.885	10.25:1	Harley Twin Cam, 95 cu in, 3.885 bore, 4.000 stroke, 10.25:1 C/R, 1.270 C/H, 9.00 dome cc's	M5063	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS111A-3885-0
Harley Davidson	95 Cubic Inch	Twin Cam	N/A	3.885	11.1:1	Harley Twin Cam, 95 cu in, 3.885, 4.000 stroke, 11:1 C/R, 1.270 C/H, 14.50dome cc's	M5022	HD-TWNC07->07660N	927-2500-15CP1C	927x073 SWL	RS111A-3885-0
Harley Davidson	98 Cubic Inch	Twin Cam	N/A	3.937	9.5:1	Harley Twin Cam, 98 cu in, 3.937 bore, 4.000 stroke, 9.5:1 C/R, 1.265 C/H, -1.6 dome cc's	BHM98FT	HD-TWNC07->07660N	927-2250-15CP1C	927x073 SLX	RS1660-3937-0THG
Harley Davidson	98 Cubic Inch	Twin Cam	N/A	3.937	10.1:1	Harley Twin Cam, 98 cu in, 3.937 bore, 4.000 stroke, 10:1 C/R, 1.265 C/H, 3 dome cc's	BHM98-3	HD-TWNC07->07660N	927-2250-15CP1C	927x073 SLX	RS1660-3937-0THG
Harley Davidson	98 Cubic Inch	Twin Cam	N/A	3.937	10.25:1	Harley Twin Cam 98 cu in, 3.937 bore, 4.000 stroke, 10.25:1 C/R, 1.265 C/H, 6 dome cc's	BHM98-6	HD-TWNC07->07660N	927-2250-15CP1C	927x073 SLX	RS1660-3937-0THG



PISTONS & CONNECTING RODS

Make	Engine Size	Model	Year	Bore	Compression	Description	Piston Part Number	Connecting Rod Part Number	Replacement Pin	Replacement Locks	Replacement Rings
Harley Davidson	98 Cubic Inch	Twin Cam	N/A	3.937	10.75:1	Harley Twin Cam, 98 cu in, 3.937 bore, 4.000 stroke, 10.75:1 C/R, 1.265 C/H, 10 dome cc's	BHM98-10	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SLX	RS1660-3937-0THG
Harley Davidson	103 Cubic Inch	Twin Cam	N/A	3.875	10.1:1	Harley Twin Cam, 103 cu in, 3.875 bore, 4.375 stroke, 10.1 C/R, 1.092 C/H, -1.60 dome cc's	BHM5064	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SLX	RS1660-3875-0THG
Harley Davidson	103 Cubic Inch	Twin Cam	N/A	3.875	10.1:1	Harley Twin Cam, 103 cu in, 3.875 bore, 4.375 stroke, 10.1 C/R, 1.085 C/H, 5.50 dome cc's	BHM5065	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SLX	RS1660-3875-0THG
Harley Davidson	103 Cubic Inch	Twin Cam	N/A	3.875	10.25:1	Harley Twin Cam, 103 cu in, 3.875 bore, 4.375 stroke, 10.25:1 C/R, 1.092 C/H, 1.40 dome cc's	M5023	HD-TWNC07>-07660N	927-2500-15CP1C	927x073 SWL	RS111A-3875-0
Harley Davidson	103 Cubic Inch	Twin Cam	N/A	3.875	10.75:1	Harley Twin Cam, 103 cu in, 3.875 bore, 4.375 stroke, 10.75:1 C/R, 1.085 C/H, 5.50 dome cc's	BHM5080	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SLX	RS1660-3875-0THG
Harley Davidson	103 Cubic Inch	Twin Cam	N/A	3.875	11.25:1	Harley Twin Cam, 103 cu in, 3.875 bore, 4.375 stroke, 11.25:1 C/R, 1.085 C/H, 10.50 dome cc's	BHM5083	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SLX	RS1660-3875-0THG
Harley Davidson	103 Cubic Inch	Twin Cam	N/A	3.880	10.25:1	Harley Twin Cam, 103 cu in, 3.880 bore, 4.375 stroke, 10.25:1 C/R, 1.092 C/H, 1.40 dome cc's	M5024	HD-TWNC07>-07660N	927-2500-15CP1C	927x073 SWL	RS111A-3880-0
Harley Davidson	103 Cubic Inch	Twin Cam	N/A	3.885	10.25:1	Harley Twin Cam, 103 cu in, 3.885 bore, 4.375 stroke, 10.25:1 C/R, 1.092 C/H, 1.40 dome cc's	M5025	HD-TWNC07>-07660N	927-2500-15CP1C	927x073 SWL	RS111A-3885-0
Harley Davidson	103 Cubic Inch	Twin Cam	N/A	3.885	10.75:1	Harley Twin Cam, 103 cu in, 3.885 bore, 4.375 stroke, 10.75:1 C/R, 1.083 C/H, 5.50 dome cc's	M5082	HD-TWNC07>-07660N	927-2500-15CP1C	927x073 SWL	RS111A-3885-0
Harley Davidson	103 Cubic Inch	Twin Cam	N/A	3.885	11.25:1	Harley Twin Cam, 103 cu in, 3.885 bore, 4.375 stroke, 11.25:1 C/R, 1.083 C/H, 10.50 dome cc's	M5085	HD-TWNC07>-07660N	927-2500-15CP1C	927x073 SWL	RS111A-3885-0
Harley Davidson	107 Cubic Inch	Twin Cam	N/A	3.937	10.25:1	Harley Twin Cam, 107 cu in, 3.937 bore, 4.375 stroke, 10.25:1 C/R, 1.085 C/H, -1.6 dome cc's	BHM107FT	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SLX	RS1660-3937-0THG
Harley Davidson	107 Cubic Inch	Twin Cam	N/A	3.937	10.75:1	Harley Twin Cam, 107 cu in, 3.937 bore, 4.375 stroke, 10.75:1 C/R, 1.085 C/H, 3 dome cc's	BHM107-3	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SLX	RS1660-3937-0THG
Harley Davidson	107 Cubic Inch	Twin Cam	N/A	3.937	11.1:1	Harley Twin Cam, 107 cu in, 3.937 bore, 4.375 stroke, 11.1 C/R, 1.085 C/H, 6 dome cc's	BHM107-6	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SLX	RS1660-3937-0THG
Harley Davidson	107 Cubic Inch	Twin Cam	N/A	4.125	10.75:1	Harley Twin Cam, 107 cu in, 4.125 bore, 4.000 stroke, 10.75:1 C/R, 1.270 C/H, 3.74 dome cc's	BHM107-4000	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SLX	RS1660-3937-0THG
Harley Davidson	110 Cubic Inch	Twin Cam	N/A	4.010	9.25:1	Harley Twin Cam, 110 cu in, 4.010 bore, 4.375 stroke, 9.25:1 C/R, 1.085 C/H, -2 domn cc's using a Screamin Eagle Head	BHM5102	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SLX	RS1660-4007-0
Harley Davidson	113 Cubic Inch	Twin Cam	N/A	4.060	10.75:1	Harley Twin Cam, 113 cu in, 4.060 bore, 4.375 stroke, 10.75:1 C/R, 1.092 C/H, -1.10 dome cc's using a Screamin Eagle Head	BHM113SE	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SWL	1-MS11-4065 2-MS21-4065-THG 3-D30-4060-0
Harley Davidson	117 Cubic Inch	Twin Cam	N/A	4.125	10.75:1	Harley Twin Cam, 117 cu in, 4.125 bore, 4.375 stroke, 10.75:1 C/R, 1.085 C/H, -3.28 dome cc's	BHM117FT	HD-TWNC07>-07660N	927-2250-15CP1C	927x073 SWL	RS1660-4125-0THG
Harley Davidson	124 Cubic Inch	Twin Cam	N/A	4.125	10.75:1	Harley Twin Cam, 124 cu in, 4.125 bore, 4.625 stroke, 10.75:1	BHM124FT	Custom	Call	Call	Call
Harley Davidson	883-1200cc	Sportster Conversion	N/A	3.505	10.1:1	Harley Sportster Conversion, 883-1200cc, 3.505 bore, 3.812 stroke, 10.1 C/R, 1.207 C/H, -9.40 dome cc's	M5037	HD-SPORT1-06938N	791-2500-14CP1C	787x050 SWL	RS1227-3505-0
Harley Davidson	883-1200cc	Sportster Conversion	N/A	3.510	10.1:1	Harley Sportster Conversion, 883-1200cc, 3.510 bore, 3.812 stroke, 10.1 C/R, 1.207 C/H, -9 dome cc's	M5038	HD-SPORT1-06938N	791-2500-14CP1C	787x050 SWL	RS1227-3510-0
Harley Davidson	1200cc	Sportster	N/A	3.498	9.0:1	Harley Sportster XL, 1998-2003, 1200cc, 3.498 bore, 3.812 stroke, 9.1 C/R, 1.207 C/H, -1.40 dome cc's	M5026	HD-SPORT1-06938N	791-2500-14CP1C	787x050 SWL	RS1227-3498-0
Harley Davidson	1200cc	Sportster	N/A	3.508	9.0:1	Harley Sportster XL, 1998-2003, 1200cc, 3.508 bore, 3.812 stroke, 9.1 C/R, 1.207 C/H, -1.40 dome cc's	M5028	HD-SPORT1-06938N	791-2500-14CP1C	787x050 SWL	RS1227-3510-0
Harley Davidson	1200cc	Sportster	N/A	3.518	9.0:1	Harley Sportster XL, 1998-2003, 1200cc, 3.518 bore, 3.812 stroke, 9.1 C/R, 1.207 C/H, -1.40 dome cc's	M5029	HD-SPORT1-06938N	791-2500-14CP1C	787x050 SWL	RS1227-3515-0
Harley Davidson	1200cc	Sportster	N/A	3.528	9.0:1	Harley Sportster XL, 1998-2003, 1200cc, 3.528 bore, 3.812 stroke, 9.1 C/R, 1.207 C/H, -1.40 dome cc's	M5030	HD-SPORT1-06938N	791-2500-14CP1C	787x050 SWL	RS1227-3525-5
Harley Davidson	1200cc	Sportster	N/A	3.498	10.5:1	Harley Sportster XL, 1998-2003, 1200cc, 3.498 bore, 3.812 stroke, 10.5:1 C/R, 1.207 C/H, 12.6 dome cc's	M5031	HD-SPORT1-06938N	791-2500-14CP1C	787x050 SWL	RS1227-3498-0
Harley Davidson	1200cc	Sportster	N/A	3.528	10.5:1	Harley Sportster XL, 1998-2003, 1200cc, 3.528 bore, 3.812 stroke, 10.5:1 C/R, 1.207 C/H, 12.6 dome cc's	M5035	HD-SPORT1-06938N	791-2500-14CP1C	787x050 SWL	RS1227-3525-5
Harley Davidson	1130cc	V-Rod	N/A	3.937	8.5:1	Harley V-Rod, 1130cc, 3.937 bore, 2.835 stroke, 8.5:1 Turbo C/R, 1.195 C/H, -30.5 dome cc's	M5056	Custom	866-2250-15CP1C	866X063 SWL	CPN2-3937
Harley Davidson	1130cc	V-Rod	N/A	3.937	9.5:1	Harley V-Rod, 1130cc, 3.937 bore, 2.835 stroke, 9.5:1 Turbo C/R, 1.195 C/H, -22 dome cc's	M5074	Custom	866-2250-15CP1C	866X063 SWL	CPN2-3937
Harley Davidson	1130cc	V-Rod	N/A	3.937	12.1:1	Harley V-Rod, 1130cc, 3.937 bore, 2.835 stroke, 12:1 C/R, 1.195 C/H, -6.9 dome cc's	M5057	HD-VROD<-65709S	866-2250-15CP1C	866X063 SWL	RS1618HXH-39370
Harley Davidson	1130cc	V-Rod	N/A	3.937	14.1:1	Harley V-Rod, 1130cc, 3.937 bore, 2.835 stroke, 14:1 C/R, 1.195 C/H, 1 dome cc's	M5058	HD-VROD<-65709S	866-2250-15CP1C	866X063 SWL	6-3937-0 2-S21-3937-0 CPN2-3937 (oil r
Harley Davidson	1178cc	V-Rod	N/A	3.937	12.1:1	Harley V-Rod, 1178cc stroker, 3.937 bore, 2.953 stroke, 12:1 C/R, 1.145 C/H, -14 dome cc's	M5075	Custom	866-2250-15CP1C	866X063 SWL	CPN2-3937
Harley Davidson	1178cc	V-Rod	N/A	4.134	9.5:1	Harley V-Rod, 1178cc stroker, 4.134 bore, 2.835 stroke, 9.5:1 Turbo C/R, 1.195 C/H, -30 dome cc's	M5090	Custom	866-2250-15CP1C	866X063 SWL	RS1668-4132-0 THG
Harley Davidson	1300cc	V-Rod	N/A	4.134	12.1:1	Harley V-Rod, 1300cc stroker, 4.134 bore, 2.953 stroke, 12:1 C/R, 1.145 C/H, -17.8 dome cc's	M5077	HD-VROD<-65709S	866-2250-15CP1C	866X063 SWL	RS1018-4130-5



PISTONS & CONNECTING RODS

Make	Engine Size	Model	Year	Bore	Compression	Description	Piston Part Number	Connecting Rod Part Number	Replacement Pin	Replacement Locks	Replacement Rings
Harley Davidson	1318cc	V-Rod	N/A	4.250	12.1:1	Harley V-Rod, 1318cc stroker, 4.250 bore, 2.835 stroke, 12:1 C/R 1.195 C/H, -9.1 dome cc's	M5059	Custom	866-2250-15CP1C	866X063 SWL	RS1000-4250-5
Harley Davidson	1318cc	V-Rod	N/A	4.250	14.1:1	Harley V-Rod, 1318cc stroker, 4.250 bore, 2.835 stroke, 14:1 C/R 1.195 C/H, -4.1 dome cc's	M5060	Custom	866-2250-15CP1C	866X063 SWL	RS1000-4250-5
Harley Davidson	1357cc	V-Rod	N/A	4.134	12.1:1	Harley V-Rod, 1357cc stroker, 4.134 bore, 3.085 stroke, 12:1 C/R, 1.080 C/H, -20.4 dome cc's	M5078	Custom	866-2250-15CP1C	866X063 SWL	RS1018-4130-5
Harley Davidson	1427cc	V-Rod	N/A	4.250	13.5:1	Harley V-Rod, 1427cc stroker, 4.250 bore, 3.070 stroke, 13.5:1 C/R, 0.953 C/H, -14.4 dome cc's	M5072	Custom	866-2250-15CP1C	866X063 SWL	RS1000-4250-5
Harley Davidson	1434cc	V-Rod	N/A	4.250	12.1:1	Harley V-Rod, 1434cc stroker, 4.250 bore, 3.085 stroke, 12:1 C/R 1.080 C/H, -23.6 dome cc's	M5079	Custom	866-2250-15CP1C	866X063 SWL	RS1000-4250-5
Harley Davidson	1340cc	Evo	N/A	3.498	9.75:1	Harley Evo, 1340cc, 3.498 bore, 4.250 stroke, 9.75:1 C/R, 1.375 C/H, 12.1 dome cc's	M5000	Custom	792-2500-14CP1C	787x050 SWL	RS1227-3498-0
Harley Davidson	1340cc	Evo	N/A	3.500	9.75:1	Harley Evo, 1340cc, 3.500 bore, 4.250 stroke, 9.75:1 C/R, 1.375 C/H, 12.1 dome cc's	M5001	Custom	792-2500-14CP1C	787x050 SWL	RS1227-3500-0
Harley Davidson	1340cc	Evo	N/A	3.503	9.75:1	Harley Evo, 1340cc, 3.503 bore, 4.250 stroke, 9.75:1 C/R, 1.375 C/H, 12.1 dome cc's	M5002	Custom	792-2500-14CP1C	787x050 SWL	RS1227-3505-0
Harley Davidson	1340cc	Evo	N/A	3.505	9.75:1	Harley Evo, 1340cc, 3.505 bore, 4.250 stroke, 9.75:1 C/R, 1.375 C/H, 12.1 dome cc's	M5003	Custom	792-2500-14CP1C	787x050 SWL	RS1227-3505-0
Harley Davidson	1340cc	Evo	N/A	3.508	9.75:1	Harley Evo, 1340cc, 3.508 bore, 4.250 stroke, 9.75:1 C/R, 1.375 C/H, 12.1 dome cc's	M5004	Custom	792-2500-14CP1C	787x050 SWL	RS1227-3510-0
Harley Davidson	1340cc	Evo	N/A	3.510	9.75:1	Harley Evo, 1340cc, 3.510 bore, 4.250 stroke, 9.75:1 C/R, 1.375 C/H, 12.1 dome cc's	M5005	Custom	792-2500-14CP1C	787x050 SWL	RS1227-3510-0
Harley Davidson	1340cc	Evo	N/A	3.518	9.75:1	Harley Evo, 1340cc, 3.518 bore, 4.250 stroke, 9.75:1 C/R, 1.375 C/H, 12.1 dome cc's	M5006	Custom	792-2500-14CP1C	787x050 SWL	RS1227-3515-0
Harley Davidson	1340cc	Evo	N/A	3.498	10.5:1	Harley Evo, 1340cc, 3.498 bore, 4.250 stroke, 10.5:1 C/R, 1.375 C/H, 16.6 dome cc's	M5007	Custom	792-2500-14CP1C	787x050 SWL	RS1227-3498-0
Harley Davidson	1340cc	Evo	N/A	3.503	10.5:1	Harley Evo, 1340cc, 3.503 bore, 4.250 stroke, 10.5:1 C/R, 1.375 C/H, 16.6 dome cc's	M5008	Custom	792-2500-14CP1C	787x050 SWL	RS1227-3505-0
Harley Davidson	1340cc	Evo	N/A	3.508	10.5:1	Harley Evo, 1340cc, 3.508 bore, 4.250 stroke, 10.5:1 C/R, 1.375 C/H, 16.6 dome cc's	M5009	Custom	792-2500-14CP1C	787x050 SWL	RS1227-3510-0
Harley Davidson	1340cc	Evo	N/A	3.518	10.5:1	Harley Evo, 1340cc, 3.518 bore, 4.250 stroke, 10.5:1 C/R, 1.375 C/H, 16.6 dome cc's	M5010	Custom	792-2500-14CP1C	787x050 SWL	RS1227-3515-0



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ADDITIONAL RODS

Make	Model	Part Number
HARLEY DAVIDSON	Harley Davidson VROD with CB1663 brg 1.890 crank	HD_B1663_0HT_5709B6H
HARLEY DAVIDSON	Harley Davidson VROD with CB1663 brg 1.890 crank	HD_B1663_0HT_5709B6S
HARLEY DAVIDSON	Big Twin FX-FL	HD-BGTWN-07690N
HARLEY DAVIDSON	Big Twin FX-FL	HD-BGTWN-08000N
HARLEY DAVIDSON	Big Twin FX-FL	HD-BGTWN-08375N
HARLEY DAVIDSON	Big Twin FX-FL	HD-EVO-07437N
HARLEY DAVIDSON	Sportster XR2 (Late)	HD-SPORT2-06938N
HARLEY DAVIDSON	Twin Cam thru 2006	HD-TWNC>-07665N
HARLEY DAVIDSON	V Rod	HD-VROD<-65709H
HARLEY DAVIDSON	V Rod	HD-VROD-1<A-65709H
HARLEY DAVIDSON	Twin Cam 2007- with 120R Crank	HD-TWNC07>-07575N



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TERMS AND CONDITIONS

Payment Options

We accept Cashiers Check, Company Check (Upon Approval), Visa and Master Card and AMEX. Initial custom orders require a 50% deposit prior to order processing. Acceptable methods of payment for international orders may be made by credit card or by wire transfer. Please ask your sales representative for details. All orders will be charged the applicable sales tax, unless a completed resale card is submitted and on file. A \$30 fee will be charged for each returned check. A 1.5% per month finance charge will apply for all balances over 30 days.

Shipping

Shelf orders are normally shipped same day via United Parcel Service if submitted by 2:00 PM Pacific Standard Time. Next Day Air, 2nd Day, 3 Day Select and ground service are available. Customer assumes responsibility for all freight charges. All Drop shipments will incur a \$10.00 fee. An additional \$10.00 charge will be added for all non-UPS International shipments.

Return Policy

All returns are subject to a 15% restocking fee. Returns must be made within 90 days and in new unused condition. All returns require a Return Merchandise Authorization (RMA) number. We will only accept returns purchased directly from CP-Carrillo with the original invoice number and date for each item returned for credit. Custom parts or orders are not returnable.

Notice

Due to the nature of high performance applications, CP-Carrillo products are sold without warranty of merchantability or fitness or purpose, express or implied. CP-Carrillo shall not under any circumstances, be liable for any special, incidental, or consequential damages, including, but not limited to, damages or loss of other property of equipment, loss of profits or revenue, cost of purchased or replaced goods, or claims of customers of the purchaser which may arise and/or result from the sales, installation or use of these parts". CP-Carrillo reserves the right to make product improvements/changes without notice and without incurring liability with respect to similar products previously manufactured.

Guarantee

Technological advances are constantly made in the high performance engine business; many components that are adequate today will be outdated and unacceptable tomorrow. For this reason, we at CP-Carrillo are continually testing our products to assure our customers that we offer the highest quality products. CP-Carrillo's enviable reputation in the industry has led competitors throughout the world to copy our design. Watch for counterfeits. These imitations do not employ our sophisticated methods of certification and inspection. Consequently, these parts cannot approach the high quality component that CP-Carrillo produces. Our obligation to the high performance engine business is that only the finest quality materials, workmanship and inspection procedures are documented and accepted. This is our guarantee to you, our customer.

Engine Assembly & Modification

We guarantee the quality of the steel and aluminum, the forging, the heat treat process, and the dimensional sizes. We have no control over the assembly or customer modification of our parts in the engine. There are no further guarantees either expressed or implied by CP- Carrillo or any of their agents or representatives. CP-Carrillo reserves the right to alter the design or initiate product changes without incurring liability or obligation with respect to similar products previously manufactured by this concern.



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CUSTOMER INFORMATION

Customer Name		Customer ID#	New:
Suite or C/ O		Phone	Fax
Address		E-mail	
City		Contact	
State	Zip Code	PO#	
Credit Card#	Exp Date	Name	CC Zip

ORDER INFORMATION

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

T-SHIRTS (S-XXXL)



HOODIES (S-XXXL)

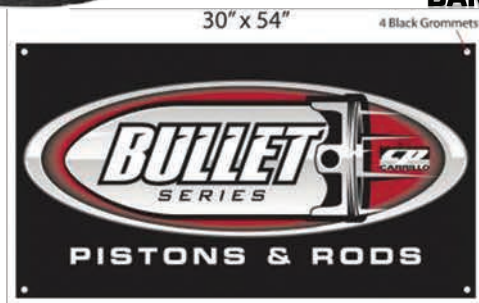


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