



P I S T O N S



HARLEY® PERFORMANCE
PISTON CATALOG

Table of Contents

- 4 HISTORY OF CP**
- 5 WHY CHOOSE CP**
- 6-7 CUSTOM PISTONS**
- 8 TERRY STEWRT**
- 9 CARRILLO RODS**
- 10-12 TWIN CAM PISTONS**
- 13 SPORTSTER PISTONS**
- 14-15 SHOVELHEAD PISTONS**
- 16-17 V-ROD PISTONS**
- 18 EVOLUTION PISTONS**
- 19 TOP FUEL PISTONS**
- 20 PINS**
- 21 RINGS & CLIPS**
- 22 GASKETS & APPAREL**
- 23 ORDER FORM**



TESTIMONIALS



Vance & Hines Motorsports is known for Performance and when building 350 + horsepower Pro Stock Motorcycle engines or 100 HP V-Twin street engines we only use CP Pistons. CP supplies us with a consistent quality product that withstands our demands on and off the race track.

"When working on new designs, it's great to be involved with such a knowledgeable and skilled company"
- Matt Hines - 3X NHRA Motorcycle Champion

"It gives me peace of mind to know that we use the best quality pistons in the industry when we build or race engines"
- Andrew Hines - 3X NHRA Pro Stock Motorcycle Champion

"When I go to the race track failure is not a option and it's nice to know CP Pistons has the same attitude as me. That's why we use them"
- Eddie Krawiec - 2008 NHRA Pro Stock Motorcycle Champion

Our reputation reflects in the products we use and we only use the best - Vance and Hines Motorsports

CP is the obvious choice for racing; however we have seen improved durability, longevity and performance gains in daily driver street Harley's. CP is all we put in every rebuild for that quiet, powerful and proven motor package.
-Chris Rivas V-Twin



I am confident that you can't find a better V-Twin piston on the market and we refuse to settle for anything less than the best. For over 5 years, JIMS has been exclusively working with CP Pistons in regards to the private label manufacturing of JIMS pistons. CP also manufactures the pistons used in both the JIMS 120ci and 131ci production engines, as well as many other performance kits, manufactured and offered by JIMS. - Jim Thiessen, JIMS USA

I have been using CP Pistons in my Pro Stock Motorcycle for the last four years. I have never been happier. The whole team at CP Pistons has always strived to make us more durable and reliable pistons. In our line of work that is everything. And CP's Customer service is the best there is.
- Matt Smith, NHRA Champion 2007



We have set records and won races with our CP Pistons. From our world fastest 145 cubic inch Bagger to our race winning 5 and 1/8th bore NHRA engines! We trust CP Pistons with all of our V Twin piston needs. Star racing will only use and sell the best. That's why we choose CP Pistons.
-George Bryce, Star Racing

If you want to be the best, you need the best.
-Hector Arana, NHRA Champion 2009



We use CP Pistons exclusively for all our Nitro Motors.
- Ray Price

CP Pistons

CP Pistons was founded to service the needs of those with the desire to build engines of the highest quality and technology. With the use of proprietary tooling, dedicated cutters and unique fixtures, our state-of-the-art equipment produces superior pistons that will not compromise your expectations. Our climate controlled inspection department is the most advanced in the industry and is outfitted with computerized electronic equipment designed specifically for CP. Each piston is engineered using sophisticated computer modeling for optimum designs, while our 5-axis machining capability enables us to create any piston for any application. As CP grows, our multi-level inspection process and quality control programs ensure that every part that leaves CP is manufactured to the highest standards. With 100 years of motorcycle industry experience, our sales and engineering staff will continue to dedicate it's efforts to being the leader of high-performance racing piston development and technology. On behalf of the entire staff, we would like to thank you for your interest in CP Pistons. We pledge our complete support in providing you with the best products and services in the industry.

100 Years of Experience

Combining over 90 years of experience in designing and manufacturing racing pistons, the Calvert brothers focused their expertise on the high-end racing market.

Winning Philosophy

From the very beginning, the goal was to create the perfect 21st century technology environment to build high-performance pistons.

32,000 Square Feet of Service

Our Southern California facility maintains large stocking inventory to provide you with the best delivery in the industry.

1000 and Growing

We currently inventory over 500 off-the-shelf piston designs to accommodate the widest variety of applications.

Meeting Your Expectations

Consistent quality remains our number one goal and we pride ourselves on our extensive multi-level inspection process and quality control program.

Setting Us Apart from the Competition

- Unique proprietary forging design
- State-of-the-art CNC machinery
- Highest quality control standards
- Continuous research and development
- Most sophisticated computer design
- Focus on individual service

Leader of the Pack

Being in front is what racing is all about. CP Pistons can get you there by producing a set of high-performance pistons specifically designed for your racing application.



Why Choose CP Pistons

Why CP?

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

Research and Development

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

3D Modeling

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

Quality

CP 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 tolerances in the industry.

Customer Service

CP Pistons 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, all pistons are created equal!

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

Exposure

Along with a variety of trade shows CP 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 decals on their race vehicles. We will continue to promote our product in a positive way so that your business will thrive.



Standard Piston Features

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

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

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

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

Anti Detonation Grooves (Contact Reduction Grooves) are grooves that protect the top ring by disrupting detonation waves. Also known as contact reduction grooves, these grooves limit the piston/cylinder contact during high temperature and RPM.

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

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

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

Custom Pistons

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



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



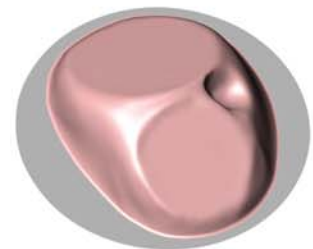
X-Forgings are designed to minimize friction and reduce weight without compromising strength. With the use of bracing and ribs, the forging is configured by adjusting the weight balance between high and low stress areas. This design enables the use of a shorter pin for added strength and weight savings.



3-D Dome Trace will scan a mirror image of your combustion chamber onto your piston which will maximize squish and compression.



Typical piston with
3D Dome Trace



Scanned surface

Custom Pistons

Custom Pistons

Everyone wants the optimum performance and durability from their engine. Custom pistons assure that you get all the unique performance advantages from your engine while being engineered to last. Despite carrying one of the most comprehensive inventories of off-the-shelf pistons in the industry, CP Pistons' foundation has been designing and manufacturing some of today's most sophisticated custom racing pistons. We maintain a custom piston department that can take specialized piston requirements from initial design and engineering complete through the manufacturing and finishing process. Using cutting edge technology & precise machining, we endeavor to provide our customers with the best forged pistons in the racing industry.

Our sales staff is versatile and knowledgeable, coming from all areas of motorsports to provide you with the best possible service. They apply this experience to your benefit when you place your order. By asking the right questions and understanding your needs, we make sure that the pistons you receive are customized to your combination and application. Our engineering and design staff utilize the best design software. Choosing from CP's extensive line of versatile forgings to optimize both weight and strength, we design a piston to suit your unique requirements.

Contact us today and we will design, develop and manufacture a set of custom pistons that will allow you to increase horsepower and performance from your specific application. With CP Pistons, you can be assured of receiving the best possible service and state-of-the-art products with every order.

Custom Piston Options

Lighten Up with MIL™?

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

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



Before MIL™



After MIL™



CP Pistons is proud to be associated with AHDRA as a contingency sponsor for the Top Fuel and Pro Fuel classes.



CP Pistons is proud to be associated with AMA as a contingency sponsor for all classes.

Terry Stewart

Terry has been a CP representative for many years and has led the way for CP to grow in different markets. Terry's professionalism, knowledge and attention to detail has enabled him to become one of CP's biggest and most important representatives on and off the track. His extensive knowledge of motorcycles and racing along with his ability to work with CP employees, has allowed to Terry give excellent customer service. CP is proud to have Terry represent our company and we will continue to support his efforts. Please feel free to contact him for any assistance or technical support.

To Contact Terry

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949.567.9000 • Fax 949.567.9010

Carrillo Rods

The leading name in high performance connecting rod production, Carrillo has been the pre-eminent symbol of connecting rod performance and prestige for over half a century. This rich background enables us to maintain an extensive library of rod history and specifications. We can copy a design, or innovate and improve on existing designs. We can alter the dimensions to suit your needs; whether you need a different length, a thicker beam, adjust the pin or require a different bearing; we can accommodate your needs. **"Carrillo - a legacy of craftsmanship striving to achieve that elusive goal of design perfection".**

Below is a sampling of Harley rods readily available. Additionally, we can customize any versions of our catalog part numbers to suit your requirements. Check with our knowledgeable sales staff for assistance.



CYL	TYPE	PART NUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		
BIG TWIN FX-FL													
N/A	PRO-H	HD-EVO-07437N	N/A	7.437		1.060		1.754		1.6250		0.791	1360 per pair
N/A	PRO-H	HD-BGTWN-07690N	N/A	7.690		1.060		1.754		1.6250		0.927	1430 per Pair
N/A	PRO-H	HD-BGTWN-08000N	N/A	8.000		1.060		1.754		1.6250		0.927	1455 per pair
N/A	PRO-H	HD-BGTWN-08375N	N/A	8.375		1.060		1.754		1.6250		0.927	1135 per pair
SPORTSTER XL (EARLY) NEW LIGHTER DESIGN													
N/A	PRO-H	HD-SPORT1-06938N	N/A	6.938		1.060		1.490		1.6250		0.791	1055 per pair
SPORTSTER XR2 (LATE) NEW LIGHTER DESIGN													
N/A	PRO-H	HD-SPORT2-06938N	N/A	6.938		0.940		1.530		1.6250		0.791	1060 per pair
V ROD													
2	PRO-H	HD-VROD<-65709S	3/8 CARR	5.709	145.00	0.819	20.80	0.901	22.89	2.0320	51.613	0.866	542 / 391 / 151
2	PRO-H	HD-VROD<-65709H	3/8 WMC	5.709	145.00	0.819	20.80	0.901	22.89	2.0320	51.613	0.866	537 / 386 / 151
2	PRO-H	HD-VROD-1<A-65709H	3/8 WMC	5.709	145.00	0.819	20.80	0.901	22.89	2.0320	51.613	0.866	507 / 377 / 130
TWIN CAM 1999-2006													
2	PRO-H	HD-TWNC>-07665N	N/A	7.665		1.060		1.800		2.1050		0.928	
TWIN CAM 2007 AND UP													
2	PRO-H	HD-TWNC07>-07660N	N/A	7.660		0.965		1.800		2.1050		0.928	

INDIAN

INDIAN SCOUT

N/A	PRO-H	IN-SCOUT-07400N	N/A	7.400		1.250		1.545		1.6860		0.750	925 per pair
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INDIAN CHIEF

N/A	PRO-H	IN-CHIEF-08148N	N/A	8.148		1.250		1.545		1.6860		0.750	935 per pair
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NOTES
H= H-11 tool steel bolts and S= CARR Multiphase bolts
< = Taper Blade
> = Straight Blade
**Weights and Dimensions are for reference only. Actual weight may vary.
All sets weight matched to +/- 1 gram per end.
These listings are not necessarily current and complete.
Carrillo reserves the right to add or delete part numbers per demand.



Twin Cam Pistons

Twin cam pistons are available for standard bore and oversize kits. These pistons are compatible with oversize valves and higher lift cams plus are offered in a variety of compression ratios. Pistons can be ordered with or without skirt coating. Gaskets sold separately.

Twin Cams

88 CUBIC INCHES

STOCK BORE: 3.750

STOCK STROKE: 4.000

COMPRESSION RATIO: 9.75:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5011	3.750	4.000	1.270	9.75	9.9	RS1110-3750-0	927-2500-15CP1C	927X073SWL
M5012	3.760	4.000	1.270	9.75	9.3	RS1110-3760-0	927-2500-15CP1C	927X073SWL
M5013	3.780	4.000	1.270	9.75	8.6	RS1110-3780-0	927-2500-15CP1C	927X073SWL

COMPRESSION RATIO: 10.75:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5014	3.750	4.000	1.270	10.75	18.9	RS1110-3750-0	927-2500-15CP1C	927X073SWL
M5015	3.760	4.000	1.270	10.75	18.3	RS1110-3760-0	927-2500-15CP1C	927X073SWL
M5016	3.780	4.000	1.270	10.75	17.8	RS1110-3780-0	927-2500-15CP1C	927X073SWL

Twin Cams

95 CUBIC INCHES

STOCK BORE 3.875

STOCK STROKE 4.000

COMPRESSION RATIO 9.25:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5070	3.875	4.000	1.270	9.25	FT. -1.6	RS111A-3875-0	927-2500-15CP1C	927X073SWL

COMPRESSION RATIO 9.75:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5017	3.875	4.000	1.270	9.75	4.6	RS111A-3875-0	927-2500-15CP1C	927X073SWL
M5018	3.880	4.000	1.270	9.75	4.6	RS111A-3880-0	927-2500-15CP1C	927X073SWL
M5019	3.885	4.000	1.270	9.75	4.6	RS111A-3885-0	927-2500-15CP1C	927X073SWL

COMPRESSION RATIO: 10.25:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5061	3.875	4.000	1.270	10.25	9.7	RS111A-3875-0	927-2500-15CP1C	927X073SWL
M5062	3.880	4.000	1.270	10.25	9.4	RS111A-3880-0	927-2500-15CP1C	927X073SWL
M5063	3.885	4.000	1.270	10.25	9	RS111A-3885-0	927-2500-15CP1C	927X073SWL

COMPRESSION RATIO: 11:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5020	3.875	4.000	1.270	11	14.5	RS111A-3875-0	927-2500-15CP1C	927X073SWL
M5021	3.880	4.000	1.270	11	14.5	RS111A-3880-0	927-2500-15CP1C	927X073SWL
M5022	3.885	4.000	1.270	11	14.5	RS111A-3885-0	927-2500-15CP1C	927X073SWL

Standard features include:

- Double forced pin oilers
- Accumulator groove
- Anti-detonation grooves
- Fully CNC machined
- Pick-lock grooves
- Pins, rings and locks included
- Custom pistons are available for all applications.
Balanced to + or - 1 gram.



Twin Cams

98 CUBIC INCHES

BORE 3.937

STOCK STROKE 4.000

COMPRESSION RATIO 9.5:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
98-FT	3.937	4.000	1.265	9.5	F.T. -1.6	RS1660-3937-0	927-2500-15CP1C	927X073SWL

COMPRESSION RATIO 10:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
98-3	3.937	4.000	1.265	10	3	RS1660-3937-0	927-2500-15CP1C	927X073SWL

COMPRESSION RATIO 10.75:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
98-10	3.937	4.000	1.265	10.75	10	RS1660-3937-0	927-2500-15CP1C	927X073SWL

Twin Cams

2007+ 96 INCHES

STOCK BORE: 3.750

STOCK STROKE: 4.375

COMPRESSION RATIO 10:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5086	3.760	4.375	1.083	10	4.6	RS1110-3760-0	927-2500-15CP1C	927X073SWL

Twin Cams

103 CUBIC INCHES

BORE 3.875

STOCK STROKE 4.375

COMPRESSION RATIO 10:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5064	3.875	4.375	1.092	10	F.T. -1.6	RS111A-3875-0	927-2500-15CP1C	927X073SWL

COMPRESSION RATIO 10.25:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5023	3.875	4.375	1.092	10.25	1.4	RS111A-3875-0	927-2500-15CP1C	927X073SWL
M5024	3.880	4.375	1.092	10.25	1.4	RS111A-3880-0	927-2500-15CP1C	927X073SWL
M5025	3.885	4.375	1.092	10.25	1.4	RS111A-3885-0	927-2500-15CP1C	927X073SWL

Twin Cam Pistons

Twin cam pistons are available for standard bore and oversize kits. These pistons are compatible with oversize valves and higher lift cams plus are offered in a variety of compression ratios. Pistons can be ordered with or without skirt coating. Gaskets sold separately.

Standard features include:

- Double forced pin oilers
- Accumulator groove
- Anti-detonation grooves
- Fully CNC machined
- Pick-lock grooves
- Pins, rings and locks included
- Custom pistons are available for all applications. Balanced to + or - 1 gram.

Twin Cams

2007+ 103 INCHES

STOCK BORE: 3.875

STOCK STROKE: 4.375

COMPRESSION RATIO 10:1								
Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5065	3.875	4.375	1.083	10	FT -1.6	RS111A-3875-0	927-2500-15CP1C	927X073SWL
COMPRESSION RATIO 10.75:1								
Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5080	3.875	4.375	1.083	10.75	5.5	RS111A-3875-0	927-2500-15CP1C	927X073SWL
COMPRESSION RATIO 11:1								
Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5082	3.885	4.375	1.083	11	5.5	RS111A-3885-0	927-2500-15CP1C	927X073SWL
COMPRESSION RATIO 11.25:1								
Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5083	3.875	4.375	1.083	11.25	10.5	RS111A-3875-0	927-2500-15CP1C	927X073SWL
M5085	3.885	4.375	1.083	11.25	10.5	RS111A-3885-0	927-2500-15CP1C	927X073SWL

Twin Cams

2007+ 107 CUBIC INCHES BORE 3.937

STOCK STROKE 4.375

COMPRESSION RATIO 10.25:1								
Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
107FT	3.937	4.375	1.080	10.25	FT -1.5	RS1660-3937-0	927-2500-15CP1C	927X073SWL
COMPRESSION RATIO 10.75:1								
Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
107-3	3.937	4.375	1.080	10.75	3	RS1660-3937-0	927-2500-15CP1C	927X073SWL

Sportster Pistons

Sportster performance pistons are offered in 9.0:1 flat tops or a 10.5:1 dome configuration with a variety of oversizes. These pistons are designed for oversize valves, higher lift cams and have a full radius dome which improves squish for extra power. Pistons can be ordered with or without skirt coating. Gaskets sold separately.

Standard features include:

- Double forced pin oilers
- Accumulator groove
- Anti-detonation grooves
- Fully CNC machined
- Pick-lock grooves
- Pins, rings and locks included
- Custom pistons are available for all applications. Balanced to + or - 1 gram.



Sportster XL (1988-2003)

1200 CC

STOCK BORE: 3.498

STOCK STROKE: 3.812

COMPRESSION RATIO 9:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5026	3.498	3.812	1.207	9	F.T. -1.4	RS1227-3498-0	791-2500-14CP1C	787X050SWL
M5027	3.503	3.812	1.207	9	F.T. -1.4	RS1227-3505-0	791-2500-14CP1C	787X050SWL
M5028	3.508	3.812	1.207	9	F.T. -1.4	RS1227-3510-0	791-2500-14CP1C	787X050SWL
M5029	3.518	3.812	1.207	9	F.T. -1.4	RS1227-3515-0	791-2500-14CP1C	787X050SWL
M5030	3.528	3.812	1.207	9	F.T. -1.4	RS1227-3525-0	791-2500-14CP1C	787X050SWL

COMPRESSION RATIO 10.5:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5031	3.498	3.812	1.207	10.5	12.6	RS1227-3498-0	791-2500-14CP1C	787X050SWL
M5032	3.503	3.812	1.207	10.5	12.6	RS1227-3505-0	791-2500-14CP1C	787X050SWL
M5033	3.508	3.812	1.207	10.5	12.6	RS1227-3510-0	791-2500-14CP1C	787X050SWL
M5034	3.518	3.812	1.207	10.5	12.6	RS1227-3515-0	791-2500-14CP1C	787X050SWL
M5035	3.528	3.812	1.207	10.5	12.6	RS1227-3525-0	791-2500-14CP1C	787X050SWL

Sportster Conversion

883-1200CC

STOCK BORE 3.498

STOCK STROKE 3.812

COMPRESSION RATIO 10:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5036	3.498	3.812	1.207	10	-9.4	RS1227-3498-0	791-2500-14CP1C	787X050SWL
M5037	3.505	3.812	1.207	10	-9.4	RS1227-3505-0	791-2500-14CP1C	787X050SWL
M5038	3.510	3.812	1.207	10	-9	RS1227-3510-0	791-2500-14CP1C	787X050SWL

CP is a proud sponsor of





Shovelhead

74 CUBIC INCHES

STOCK BORE 3.437

STOCK STROKE 3.968

COMPRESSION RATIO 8.5:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5039	3.437	3.968	1.44	8.5	44.8	RS1223-3437-0	791-2500-14CP1C	787X050SWL
M5040	3.457	3.968	1.44	8.5	43.6	RS1223-3457-0	791-2500-14CP1C	787X050SWL
M5041	3.467	3.968	1.44	8.5	42.8	RS1223-3467-0	791-2500-14CP1C	787X050SWL

Shovelhead

80 CUBIC INCHES

STOCK BORE 3.437

STROKE 4.250

COMPRESSION RATIO 8.5:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5042	3.498	4.250	1.3	8.5	38	RS1227-3498-0	791-2500-14CP1C	787X050SWL
M5043	3.503	4.250	1.3	8.5	38	RS1227-3505-0	791-2500-14CP1C	787X050SWL
M5044	3.508	4.250	1.3	8.5	38	RS1227-3510-0	791-2500-14CP1C	787X050SWL
M5045	3.518	4.250	1.3	8.5	38	RS1227-3515-0	791-2500-14CP1C	787X050SWL
M5046	3.528	4.250	1.3	8.5	38	RS1227-3525-0	791-2500-14CP1C	787X050SWL

COMPRESSION RATIO 9.5:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5047	3.498	4.250	1.3	9.5	48.5	RS1227-3498-0	791-2500-14CP1C	787X050SWL
M5048	3.503	4.250	1.3	9.5	46.0	RS1227-3505-0	791-2500-14CP1C	787X050SWL
M5049	3.508	4.250	1.3	9.5	48.5	RS1227-3510-0	791-2500-14CP1C	787X050SWL
M5050	3.518	4.250	1.3	9.5	48.5	RS1227-3515-0	791-2500-14CP1C	787X050SWL
M5051	3.528	4.250	1.3	9.5	48.5	RS1227-3525-0	791-2500-14CP1C	787X050SWL

Shovelhead Pistons

The Harley Shovelhead kits are offered in a variety of bore sizes and are available in compression ratios of 8.5 and 9.5:1. These pistons are designed for oversized valves and higher lift cams. A full round dome design mirrors the combustion chamber for maximum squish and power. Pistons can be ordered with or without skirt coating. Gaskets sold separately.

Standard features include:

- Double forced pin oilers
- Accumulator groove
- Anti-detonation grooves
- Fully CNC machined
- Pick-lock grooves
- Pins, rings and locks included
- Custom pistons are available for all applications.
Balanced to + or - 1 gram.



Shovelhead

86 CUBIC INCHES

STOCK BORE: 3.437

STOCK STROKE: 4.500

COMPRESSION RATIO 9.5:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5052	3.498	4.500	1.175	9.5	44	RS1227-3498-0	791-2500-14CP1C	787X050SWL
M5053	3.503	4.500	1.175	9.5	44	RS1227-3505-0	791-2500-14CP1C	787X050SWL
M5054	3.508	4.500	1.175	9.5	44	RS1227-3510-0	791-2500-14CP1C	787X050SWL
M5055	3.518	4.500	1.175	9.5	44	RS1227-3515-0	791-2500-14CP1C	787X050SWL





V-Rod

1130CC

STOCK BORE 3.937

STOCK STROKE 2.835

COMPRESSION RATIO 8.5:

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5056	3.937	2.835	1.195	8.5	-30.5	CPN2-3937	866-2250-15CP1C	866X063SWL

COMPRESSION RATIO 9.5:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5074	3.937	2.835	1.195	9.5	-22	CPN2-3937	866-2250-15CP1C	866X063SWL

COMPRESSION RATIO 12:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5057	3.937	2.835	1.195	12	-6.9	RS1618XHH-3937-0	866-2250-15CP1C	866X063SWL

COMPRESSION RATIO 14:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5058	3.937	2.835	1.195	14	1	CPN2-3937	866-2250-15CP1C	866X063SWL

V-Rod Stroker Crank

1178CC

STOCK BORE 3.937

DESTROYER STROKE 2.953

COMPRESSION RATIO 12:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5075	3.937	2.953	1.145	12	-14	CPN2-3937	866-2250-15CP1C	866X063SWL

V-Rod Stroker Crank

1247CC

BORE 4.134

STOCK STROKE 2.835

COMPRESSION RATIO 9.5:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5090	4.134	2.835	1.195	9.5:1	-30	RS1668-4132-0THG	866-2250-15CP1C	866X063SWL

V-Rod Stroker Crank

1300CC

DESTROYER BORE 4.134

DESTROYER STROKE 2.953

COMPRESSION RATIO 12:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5077	4.134	2.953	1.145	12	-17.8	RS1018-4130-5	866-2250-15CP1C	866X063SWL

V-Rod Pistons

V-Rod kits are offered in a variety of configurations for different applications. Standard bore pistons range from turbo to high compression kits while big bore kits feature high compression dish pistons. On each kit, the 14.0:1 pistons feature gas ports and all the kits have high-performance rings. Pistons can be ordered with or without skirt coating. Gaskets sold separately.

Standard features include:

- Double forced pin oilers
- Accumulator groove
- Anti-detonation grooves
- Fully CNC machined
- Pick-lock grooves
- Pins, rings and locks included
- Custom pistons are available for all applications.
Balanced to + or - 1 gram.



V-Rod

1318 CC

BORE: 4.250

STOCK STROKE: 2.835

COMPRESSION RATIO 12:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5059	4.250	2.835	1.195	12	-9.1	RS1000-4250-5	866-2250-15CP1C	866X063SWL

COMPRESSION RATIO 14:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5060	4.250	2.835	1.195	14	-4.1	RS1000-4250-5	866-2250-15CP1C	866X063SWL

V-Rod Stroker Crank

1357CC

DESTROYER BORE 4.134

STROKE 3.085

COMPRESSION RATIO: 12:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5078	4.134	3.085	1.080	12	-20.4	RS1018-4130-5	866-2250-15CP1C	866X063SWL

V-Rod Stroker Crank

1427CC

BORE 4.250

STROKE 3.070

COMPRESSION RATIO 13.5:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5072	4.250	3.070	0.953	13.5	-14.4	RS1000-4250-5	866-2250-15CP1C	866X063SWL

V-Rod Stroker Crank

1434CC

BORE 4.250

STROKE 3.085

COMPRESSION RATIO: 12:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5079	4.250	3.085	1.080	12	-23.6	RS1000-4250-5	866-2250-15CP1C	866X063SWL

Evolution Pistons

CP offers performance rebuild kits for the Evolution with a variety of oversize options and compression ratios. These pistons are designed for bigger valves, higher lift cams and machined with a full radius dome to eliminate hot spots and promote flame travel. Pistons can be ordered with or without skirt coating. Gaskets sold separately.

Standard features include:

- Double forced pin oilers
- Accumulator groove
- Anti-detonation grooves
- Fully CNC machined
- Pick-lock grooves
- Pins, rings and locks included
- Custom pistons are available for all applications.
Balanced to + or - 1 gram.



Harley Evolution

1340CC (80CID) STOCK BORE 3.498

STOCK STROKE 4.250

COMPRESSION RATIO 9.75:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5000	3.498	4.250	1.375	9.75	12.1	RS1227-3498-0	792-2500-14CP1C	787X050SWL
M5001	3.500	4.250	1.375	9.75	12.1	RS1227-3500-0	792-2500-14CP1C	787X050SWL
M5002	3.503	4.250	1.375	9.75	12.1	RS1227-3505-0	792-2500-14CP1C	787X050SWL
M5003	3.505	4.250	1.375	9.75	12.1	RS1227-3505-0	792-2500-14CP1C	787X050SWL
M5004	3.508	4.250	1.375	9.75	12.1	RS1227-3510-0	792-2500-14CP1C	787X050SWL
M5005	3.510	4.250	1.375	9.75	12.1	RS1227-3510-0	792-2500-14CP1C	787X050SWL
M5006	3.518	4.250	1.375	9.75	12.1	RS1227-3515-0	792-2500-14CP1C	787X050SWL

COMPRESSION RATIO 10.5:1

Part #	Bore	Stroke	C/H	Comp Ratio	Dome CC's	Rings	Pins	Locks
M5007	3.498	4.250	1.375	10.5	16.6	RS1227-3498-0	792-2500-14CP1C	787X050SWL
M5008	3.503	4.250	1.375	10.5	16.6	RS1227-3505-0	792-2500-14CP1C	787X050SWL
M5009	3.508	4.250	1.375	10.5	16.6	RS1227-3510-0	792-2500-14CP1C	787X050SWL
M5010	3.518	4.250	1.375	10.5	16.6	RS1227-3515-0	792-2500-14CP1C	787X050SWL

Top Fuel Pistons

CP Harley-Davidson® Top Fuel pistons are now available as a catalog item. No longer will your Top Fuel pistons have to be on automotive forgings, these pistons have their own dedicated forging for maximum strength, durability and performance. Each piston is fully anodized and skirt notched for clearance. Pins, rings and pin buttons sold separately.

Standard features include:

- Double forced pin oilers
- Accumulator groove
- Fully CNC machined
- Custom pistons are available for all applications. Balanced to + or - 1 gram.

* If your application is not listed, CP can make any combination bore/stroke for Top Fuel and Pro Fuel motors.



Harley-Davidson® Top Fuel

Part Number	Description	Bore	C/H	Weight	Gas Ports
HDTF 4600	HARLEY TOP FUEL 175IN 4.600 STD	4.600	1.300	681	NO
HDTF 4605	HARLEY TOP FUEL 175IN 4.605 +.005	4.605	1.300	687	NO
HDTF 4625	HARLEY TOP FUEL 175IN 4.625 +.025	4.625	1.300	691	NO
HDTF 4750	HARLEY TOP FUEL 186IN 4.750 STD	4.750	1.300	741	NO
HDTF 4750-16	HARLEY TOP FUEL 186IN 4.750 STD 1/16 TOP RING	4.750	1.300	738	NO
HDTF 4800	HARLEY TOP FUEL 190IN 4.800 STD	4.800	1.300	759	NO
HDTF 5000	HARLEY TOP FUEL 196IN 5.000	5.000	TBD	TBD	TBD

S&S Pro Stock

Part Number	Description	Bore	C/H	Weight	Gas Ports
SSPS 4625	HARLEY PRO STOCK 120IN 4.625 STD	4.625	1.200	577	YES
SSPS 4800	HARLEY PRO STOCK 160IN 4.800 STD	4.800	1.200	626	YES
SSPS 4805	HARLEY PRO STOCK 160IN 4.805 +.005	4.805	1.200	640	YES



Pins

5100 SERIES CHAMFERED CHROMOLY BAR STOCK

791-2250-14CP1C	792-2795-14CP1C	866-2250-15CP1C	927-2250-15CP1C
791-2500-14CP1C	866-2000-12CP1C	866-2500-12CP1C	927-2500-12CP1C
792-2250-14CP1C	866-2000-15CP1C	866-2500-15CP1C	927-2500-15CP1C
792-2500-14CP1C	866-2250-12CP1C	927-2000-12CP1C	927-2750-15CP1C

5100 SERIES NON- CHAMFERED CHROMOLY BAR STOCK

791-2795-14CP1S	927-2250-15CP1S	927-2950-15CP1S	990-2930-18CP1S
866-2500-12CP1S	927-2500-12CP1S	927-2950-17CP1S	1094-3250-30CP1S
866-2500-15CP1S	927-2500-15CP1S	990-2750-15CP1S	
927-2000-12CP1S	927-2750-15CP1S	990-2930-15CP1S	

9310 SERIES CHAMFERED STEEL

866-2000-09CP3C	866-2500-12CP3C	927-2250-15CP3C	927-2750-17CP3C
866-2000-12CP3C	866-2500-15CP3C	927-2500-11CP3C	927-2850-15CP3C
866-2000-15CP3C	866-2500-18CP3C	927-2500-13CP3C	927-2950-15CP3C
866-2250-12CP3C	866-2500-20CP3C	927-2500-15CP3C	927-2950-17CP3C
866-2250-15CP3C	866-2750-15CP3C	927-2625-13CP3C	990-2750-15CP3C
866-2250-17CP3C	927-2000-11CP3C	927-2625-15CP3C	990-2930-15CP3C
866-2250-18CP3C	927-2000-15CP3C	927-2750-13CP3C	990-2930-18CP3C
866-2250-20CP3C	927-2250-13CP3C	927-2750-15CP3C	990-2930-20CP3C

9310 SERIES NON- CHAMFERED STEEL

791-2795-14CP3S	927-2500-09CP3S	927-2750-17CP3S	990-2750-13CP3S
792-2795-14CP3S	927-2500-11CP3S	927-2750-20CP3S	990-2750-15CP3S
866-2250-12CP3S	927-2500-13CP3S	927-2950-13CP3S	990-2750-18CP3S
866-2500-12CP3S	927-2500-15CP3S	927-2950-15CP3S	990-2930-15CP3S
866-2500-15CP3S	927-2500-17CP3S	927-2950-17CP3S	990-2930-18CP3S
927-2000-11CP3S	927-2750-13CP3S	990-2500-10CP3S	990-2930-20CP3S
927-2250-15CP3S	927-2750-15CP3S	990-2500-13CP3S	

DLC COATED 9310 SERIES CHAMFERED

Z866-2000-09CP3C	Z866-2500-12CP3C	Z927-2500-11CP3C	Z927-2750-17CP3C
Z866-2000-15CP3C	Z866-2500-15CP3C	Z927-2500-13CP3C	Z927-2950-15CP3C
Z866-2250-12CP3C	Z866-2500-18CP3C	Z927-2500-15CP3C	Z927-2950-17CP3C
Z866-2250-15CP3C	Z927-2000-11CP3C	Z927-2750-13CP3C	Z990-2750-15CP3C
Z866-2250-18CP3C	Z927-2250-15CP3C	Z927-2750-15CP3C	Z990-2750-18CP3C

DLC COATED 9310 SERIES NON- CHAMFERED

Z866-2500-15CP3S	Z927-2500-15CP3S	Z990-2750-15CP3S	H13 SERIES NON-CHAMFERED
Z927-2000-11CP3S	Z927-2750-15CP3S	Z990-2750-18CP3S	1094-3250-30CP13S
Z927-2500-11CP3S	Z927-2750-17CP3S	Z990-2930-15CP3S	(TOP FUEL PIN)
	Z927-2950-15CP3S	Z990-2930-20CP3S	

CP Replacement Rings

Purchased in bulk from the finest manufacturers in the world and packaged individually or in combinations for your application. Our rings deliver reliable and dependable performance and are available in a variety of sizes. CP Pistons can custom design almost any combination of Top, Second, and Oil Rings, to be made into a custom ring set.

We offer rings for almost any application:

- Type of Use (Racing, Street, Performance)
- Type of Fuel
- RPM/ Horsepower Range
- Expected Life

We carry a wide variety of:

- Ring Material
- Ring Thickness
- Ring Sealing Surface
- Ring Tension



Call CP Pistons to discuss your performance piston ring needs.

Rings

REPLACEMENT RINGS

CPN2-3937	RS111A-3875-0	RS1227-3498-0	RS1410-4250-5
RS1000-4250-5	RS111A-3880-0	RS1227-3500-0	RS1616-3937-0
RS1018-4130-0	RS111A-3885-0	RS1227-3505-0	RS1618XHH-3937-0
RS1110-3760-0	RS1223-3437-0	RS1227-3510-0	RS1658-3937-0
RS1117-3560-0	RS1223-3457-0	RS1227-3515-0	RS2221-4000-5
RS111A-3750-0	RS1223-3467-0	RS1227-3525-0	
RS111A-3760-0	RS1223-3817-0	RS1227-3625-0	
RS111A-3780-0	RS1223-3822-0	RS1227-3630-0	

Clips

SPIRAL LOCKS

750X042 CSL	927X073 CSL	1094X050 CSL
927X042 CSL	990X042 CSL	

WIRE LOCKS

787X050 SWL	927X073 SWL	1094X073 SWL
866X063 SWL	990X073 SWL	



Cometic Gaskets



EST (Extreme Sealing Technology) kits are available for four-stroke applications, complete with all the components required for a total top end rebuild or total engine rebuild, depending on the application. All EST kits come with Cometic MLS (Multi-layered Steel) head gaskets. The Cometic MLS gasket is comprised of three layers of stainless steel for increased strength, its ability to rebound and corrosion resistance. The outer layers of the gasket are embossed and coated on both sides with a fluoroelastomer rubber based material (Viton®) designed to meet the demands of a variety of harsh sealing environments, load conditions and surface finishes. The Viton® coating is heat resistant to 250° C or 482° F.

V-Rod

Head Gaskets	Top End Gasket Kit
C9203	CALL FOR AVAILABILITY
C9898	CALL FOR AVAILABILITY

Evo

Head Gaskets	Top End Gasket Kit
C9689	84-91 C9747
C9689	92-99 C9635

Twin Cam

Head Gaskets	Top End Gasket Kit
88" C9745	88" C9779
95-103" C9722	95-103" C9780
07+ 95-103" C9722	07+ 95-103" C9147

Shovel/Pan Head

Head Gaskets	Top End Gasket Kit
SHOV C9984	SHOV C9967
PAN C9137	PAN C9968

Sportster

Head Gaskets	Top End Gasket Kit
C9689	91-03 C9763
C9689	04-06 C9970
C9689	07+ C9177

Apparel

Two in One Backpack
Cooler with Dry Storage Area
10 Can Capacity

Mens Black or White
Short Sleeved CP T-Shirt
(S - 3XL)

CP Flex-Fit Hat

CP Race Gear Patch

Womens Black CP Tank Top
(XS - XL)

Womens Black Short Sleeved CP T-Shirt
(XS - XL)



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Call us today to order your CP Custom Pistons!

CUSTOM PISTON ORDER

Quantity of Pistons:	Usage:	Motor Type:
Displacement:	Horsepower:	Carb.:
Fuel Inj.:	Blown/Turbo:	NOS:
RPM:	Pin Part #:	Bore:
Stroke:	Rod S/A:	Compression Ratio:
Locks:	Pin Diameter :	Pin Length:
Compression Distance:	Pin Fit:	Head Type:
Head CC's:	Ring Set:	Flat/Angle Mill:
Block Height:	Gasket	Gas Ports:
Deck Clearance	Intake Valve Diameter	Exhaust Valve Diameter:
Internal Milling:	Lift/Lift at Overlap:	Intake:
Spacer Rails:	Exhaust:	Lobe Separation:
Installed @:	Top Ring :	Second Ring:
Oil Ring:	Miscellaneous:	Apparel:

BILLING INFORMATION

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

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

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Due to the nature of high performance applications, CP Pistons/Pankl products are sold without any warranty of merchantability or fitness or purpose, express or implied. It is expressly understood and agreed between CP Pistons/Pankl and purchasers that as part of the bargain between CP Pistons/Pankl and purchasers, and in consideration of doing business with each other, all purchasers take, select, and purchase said products and services from CP Pistons/Pankl 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 replacement goods, or claims of customers of the purchaser which may arise and/or result from the sales, installation or use of these parts.

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