

# Wrist Pins 4130 CHROME MOLY



The advancement of piston pin development has been driven by the harsh environment of racing, deriving particularly from the short but extreme forces applied to drag race engines and long sustained forces encountered in NASCAR Cup racing



G-Series –Stocking, and readily available, these five popular pins (below) are made from premium 4130 chrome moly and include a DLC coating



## New Stocking 4130 Piston Pins

Diameter	Length	Wall	Part Number	Wt.(g)
0.927	2.500	0.185	G-9272500185CD	137
0.927	2.750	0.185	G-9272750185CD	151
0.927	2.950	0.185	G-9272950185CD	162
0.990	2.750	0.185	G-9902750185CD	164
0.990	2.930	0.185	G-9902930185CD	175

## 4130 G-Series Piston Pins

Diameter	Length	Wall	Part Number	Wt.(g)
0.787	2.250	0.155	G-7872250155*	88
0.827	2.500	0.155	G-8272500155	104
0.866	2.500	0.155	G-8662500155	111
0.875	2.500	0.155	G-8752500155*	112
0.905	2.500	0.155	G-9052500155	117
0.906	2.500	0.155	G-9062500155	118
0.905	2.750	0.155	G-9052750155	129
0.912	2.400	0.125	G-9122400125	93
0.912	2.500	0.155	G-9122500155	118
0.912	2.750	0.155	G-9122750155	128
0.912	2.950"	0.155"	G-9122950155	138
0.925	2.250	0.155	G-9252250155*	109
0.927	2.200	0.155	G-9272200155	106
0.927	2.250	0.155	G-9272250155*	109
0.927	2.400	0.125	G-9272400125*	97
0.927	2.400	0.155	G-9272400155*	115
0.927	2.500	0.125	G-9272500125	100
0.927	2.500	0.155	G-9272500155*	120
0.927	2.750	0.155	G-9272750155*	132
0.927	2.950	0.155	G-9272950155	141
0.940	2.750	0.155	G-9402750155	134
0.945	2.500	0.155	G-9452500155	122
0.945	2.750	0.155	G-9452750155	135

## 4130 G-Series Piston Pins (CONTINUED)

Diameter	Length	Wall	Part Number	Wt.(g)
0.787	2.250	0.155	G-7872250155*	88
0.827	2.500	0.155	G-8272500155	104
0.866	2.500	0.155	G-8662500155	111
0.875	2.500	0.155	G-8752500155*	112
0.905	2.500	0.155	G-9052500155	117
0.906	2.500	0.155	G-9062500155	118
0.905	2.750	0.155	G-9052750155	129
0.912	2.400	0.125	G-9122400125	93
0.912	2.500	0.155	G-9122500155	118
0.912	2.750	0.155	G-9122750155	128
0.912	2.950	0.155	G-9122950155	138
0.925	2.250	0.155	G-9252250155*	109
0.927	2.200	0.155	G-9272200155	106
0.927	2.250	0.155	G-9272250155*	109
0.927	2.400	0.125	G-9272400125*	97
0.927	2.400	0.155	G-9272400155*	115
0.927	2.500	0.125	G-9272500125	100
0.927	2.500	0.155	G-9272500155*	120
0.927	2.750	0.155	G-9272750155*	132
0.927	2.950	0.155	G-9272950155	141
0.940	2.750	0.155	G-9402750155	134
0.945	2.500	0.155	G-9452500155	122
0.945	2.750	0.155	G-9452750155	135
0.975	2.930	0.155	G-9752930155	155
0.980	2.750	0.155	G-9802750155	142
0.980	2.930	0.155	G-9802930155	151
0.984	2.750	0.155	G-9842750155	140
0.990	2.930	0.185	G-9902930155*	176
1.000	2.930	0.155	G-10002930155	155
1.031	2.930	0.155	G-10312930155	160
1.040	2.930	0.155	G-10402930155	162
1.094	2.930	0.155	G-10942930155	172

Trend's G-Series pin is produced from chrome molybdenum 4130 thick-wall tubing and is a popular choice with OEMs, piston manufacturers, and shelf-stock piston sellers. Superior to the common 1018 mild steel alternative, this alloy steel pin is ideally suited for use in naturally aspirated race engines. The four operations performed in its manufacture are as follows: Blanked to size, heat treated (60 Rockwell O.D./45 core), tumbled, and ground.

\* These pins are also in stock and chamfered for round wire locks.





**NEW STOCKING H13 PISTON PINS**  
Trend's most popular pins are made from premium H13 Tool Steel and include a DLC coating.

**NEW STOCKING H13 Tool Steel High Impact Pins (H13 ) Finished OD Precision Honed, Premium Upgrade**

Diameter	Length	Wall	Part Number	Wt.(g)
0.927	2.750	0.155	H-9272750155CD	132
0.927	2.750	0.185	H-9272750185CD	151
0.927	2.950	0.185	H-9902750185CD	164
0.990	2.930	0.165	H-9902930165CD	160

**H13 Tool Steel High Impact Pins (H13 ) Finished OD Precision Honed, Premium Upgrade**

Diameter	Length	Wall	Part Number	Wt.(g)
0.748	2.250	0.155	H-7482250155	82
0.748	2.250	0.185	H-7482250185	94
0.787	2.000	0.155	H-7872000155	78
0.787	2.000	0.185	H-7872000185	88
0.787	2.250	0.155	H-7872250155	88
0.787	2.250	0.185	H-7872250185	100
0.827	2.500	0.155	H-8272500155	104
0.827	2.500	0.185	H-8272500185	118
0.866	2.500	0.155	H-8662500155	111
0.866	2.500	0.220	H-8662500220	143
0.912	2.750	0.145	H-9122750145	122
0.912	2.950	0.145	H-9122950145	130
0.927	2.200	0.145	H-9272200145	101
0.927	2.200	0.155	H-9272200155	106
0.927	2.200	0.165	H-9272200165	112
0.927	2.200	0.185	H-9272200185	122
0.927	2.250	0.145	H-9272250145*	103
0.927	2.250	0.165	H-9272250165*	114
0.927	2.500	0.125	H-9272500125	100
0.927	2.500	0.135	H-9272500135	106

## H-Series Piston Pins (CONTINUED)

Diameter	Length	Wall	Part Number	Wt.(g)
0.927	2.500	0.145	H-9272500145*	113
0.927	2.500	0.155	H-9272500155*	118
0.927	2.500	0.165	H-9272500165*	124
0.927	2.500	0.175	H-9272500175	130
0.927	2.500	0.185	H-9272500185	136
0.927	2.500	0.195	H-9272500195	142
0.927	2.500	0.205	H-9272500205	147
0.927	2.500	0.225	H-9272500225	156
0.927	2.750	0.125	H-9272750125	110
0.927	2.750	0.135	H-9272750135	117
0.927	2.750	0.145	H-9272750145	124
0.927	2.750	0.155	H-9272750155*	131
0.927	2.750	0.165	H-9272750165	138
0.927	2.750	0.175	H-9272750175	144
0.927	2.750	0.185	H-9272750185*	150
0.927	2.750	0.195	H-9272750195	156
0.927	2.750	0.205	H-9272750205	162
0.927	2.750	0.215	H-9272750215	168
0.927	2.750	0.225	H-9272750225	174
0.927	2.950	0.145	H-9272950145	133
0.927	2.950	0.155	H-9272950155*	139
0.927	2.950	0.165	H-9272950165	148
0.927	2.950	0.175	H-9272950175	155
0.927	2.950	0.185	H-9272950185*	161
0.927	2.950	0.205	H-9272950205	174
0.927	2.950	0.215	H-9272950215	180
0.927	2.950	0.225	H-9272950225	186
0.940	2.750	0.155	H-9402750155	135
0.984	2.750	0.155	H-9842750155	143
0.990	2.500	0.165	H-9902500165	135
0.990	2.500	0.175	H-9902500175	142
0.990	2.500	0.185	H-9902500185	148
0.990	2.500	0.195	H-9902500195*	154
0.990	2.500	0.205	H-9902500205	160
0.990	2.500	0.225	H-9902500215	166
0.990	2.750	0.135	H-9902750135	128
0.990	2.750	0.145	H-9902750145	136
0.990	2.750	0.155	H-9902750155*	143
0.990	2.750	0.165	H-9902750165	150
0.990	2.750	0.185	H-9902750185*	164
0.990	2.750	0.195	H-9902750195	170
0.990	2.750	0.205	H-9902750205	176
0.990	2.750	0.220	H-9902750220	186

## H-SEIRES Piston Pins (CONTINUED)

Diameter	Length	Wall	Part Number	Wt.(g)
0.990	2.765	0.160	H-9902765160	148
0.990	2.930	0.125	H-9902930125	126
0.990	2.930	0.135	H-9902930135	136
0.990	2.930	0.145	H-9902930145	144
0.990	2.930	0.155	H-9902930155	152
0.990	2.930	0.165	H-9902930165*	160
0.990	2.930	0.175	H-9902930175*	168
0.990	2.930	0.185	H-9902930185	176
0.990	2.930	0.195	H-9902930195	183
0.990	2.930	0.200	H-9902930200	187
0.990	2.930	0.205	H-9902930205	190
0.990	2.930	0.215	H-9902930215	197
0.990	2.930	0.220	H-9902930220	200
0.990	2.930	0.225	H-9902930225	203
1.031	2.740	0.185	H-10312740185	172
1.031	2.750	0.165	H-10312750165	157
1.031	2.750	0.170	H-10312750170	162
1.031	2.750	0.200	H-10312750200	184
1.031	2.925	0.200	H-10312925200	196
1.031	2.925	0.220	H-10312925220	210
1.031	2.930	0.155	H-10312930155	160
1.031	2.930	0.170	H-10312930170	172
1.031	2.930	0.180	H-10312930180	180
1.031	2.930	0.185	H-10312930185	185
1.031	2.930	0.200	H-10312930200	195
1.031	2.930	0.215	H-10312930215	207
1.031	2.930	0.220	H-10312930220	210
1.094	2.925	0.220	H-10942925220	226
1.094	2.930	0.145	H-10942930145	163
1.094	2.930	0.185	H-10942930185	197
1.094	2.930	0.200	H-10942930200	210
1.094	2.930	0.220	H-10942930220	226
1.094	3.100	0.300	H-10943100300	298
1.094	3.400	0.250	H-10943400250	289
1.094	3.400	0.275	H-10943400275	309

H13 is a tool steel that Trend uses to good effect for the production of **premium piston pins**. It is probably the best all-round material for most applications, especially in power-adder engines; it is also a **popular choice in Pro Stock drag racing engines**. The H13 piston pin has a Rockwell hardness value around Rc54 and easily accepts a DLC (Diamond-Like Carbon) coating. It tempers in the neighborhood of 1000 degrees, however the temperature for applying the DLC is around 400 degrees, so the application of DLC changes the structure of the alloy steel.

All items in red are non-stocking parts, made-to-order as necessary. \* These pins are also in stock and chamfered for round wire locks.

# Wrist Pins *M-Series & TP-1-Series*



## The M-Series The Ultimate Tool Steel Pin, Coated or Uncoated

The M-Series is one of the best pins available—the ultimate pin in both strength and wear. Whether this pin is used coated or un-coated it boasts a superior surface finish and increased reliability.

### Ultimate Tool Steel Pin / Coated or Uncoated (M-SERIES) SUPER FINISHED OD PRECISION HONED, PREMIUM UPGRADE

Diameter	Length	Wall	Part Number	Wt.(g)
0.687	1.800	0.215	M-6871800215	75
0.687	2.000	0.180	M-6872000180	75
0.708	1.800	0.200	M-7081800200	75
0.708	2.000	0.170	M-7082000170	75
0.787	1.800	0.160	M-7871800160	74
0.787	2.000	0.160	M-7872000160	82
0.787	2.000	0.180	M-7872000180	90
0.787	2.000	0.200	M-7872000200	97
0.866	2.000	0.160	M-8662000160	93
0.866	2.000	0.180	M-8662000180	101
0.866	2.250	0.160	M-8662250160	104
0.866	2.250	0.180	M-8662250180	114
0.927	2.000	0.110	M-9272000110	74
0.927	2.250	0.110	M-9272250110	84
0.927	2.250	0.160	M-9272250160	113
0.927	2.250	0.180	M-9272250180	124
0.927	2.250	0.200	M-9272250200	134
0.927	2.250	0.220	M-9272250220	144
0.927	2.500	0.090	M-927250009	78
0.927	2.500	0.180	M-9272500180	138
0.990	2.250	0.185	M-9902250185	137
0.990	2.250	0.200	M-9902250200	146
0.990	2.500	0.160	M-9902500160	136
0.990	2.500	0.180	M-9902500180	150
0.990	2.500	0.200	M-9902500200	162

M2, like H13 is a tool steel. An exceedingly tough material—tougher and more expensive than H13—its chief advantage over C-350 maraging steel is its lower coefficient of friction when uncoated. The M2 piston pins are usually prepared to a Rockwell hardness value of around Rc60. M2 pins are used in the demanding environments of Top Fuel and Funny Car drag racing and also by some Pro Stock teams.



## TP1 - Piston Pins

Trend Performance has unveiled its hardest and toughest piston pin to date.

This new piston pin is not only exceedingly hard and extremely tough but also it is coated and less expensive than its rival: C300 (maraging steel). Initially available for **Top Fuel, Funny Cars, and Pro Stock** engines, these new pins are currently offered in the dimensions listed below but are also available in custom sizes.

The two top echelons in drag racing usually run their piston pins until they bend, but often they bend almost immediately. For that reason Top Fuel and Funny Car teams have no desire to coat them—why add further expense? But by not coating them they suffer from galling and other troubles.

Trend believes their new coated TP-1 pin possesses longevity beyond any comparable product currently in use. Heat treated to a through-hardness of Rc60 (hardened from its outer case to its inner core), Trend's new pin has the toughness of the maraging steels and the hardness, the compressive strength, and the surface qualities of M2, the superior high speed tool steel.

### TP1 PISTON PINS STOCKING POPULAR PRO STOCK

Diameter	Length	Wall	Part Number	Wt.(g)
0.827	2.125	0.310	CA8272125310CD	136
0.866	2.125	0.270	CA8662125270CD	136
0.867	2.125	0.270	CA8672125270CD	136
0.868	2.125	0.270	CA8682125270CD	137
0.869	2.125	0.270	CA8692125270CD	137
0.870	2.125	0.270	CA8702125270CD	138
0.871	2.125	0.270	CA8712125270CD	138



### TP1 PISTON PINS STOCKING TOP FUEL & NOSTALGIA TOP FUEL SIZES

Diameter	Length	Wall	Part Number	Wt.(g)
1.156	3.300	0.330	CA11563300330TD	322
1.156	3.400	0.330	CA11563400330TD	322

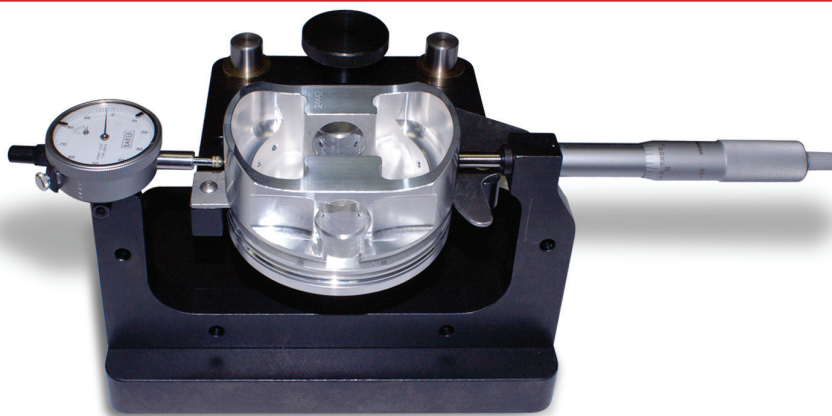
All items in red are non-stocking parts, made-to-order as necessary.  
Custom pins available, contact Diamond for assistance.



## Piston Checking Fixture

Item # 03-1000 \$750.00

Manufactured and used at the Diamond facilities. If you're interested in checking your pistons as accurately as Diamond is, this is the right tool for you.



## Chamber Mold Kit

Item # 03-2000 \$42.00

Accurately reproduce your combustion chamber of your existing cylinder head with our special mold kit. Greatly aids in manufacturing custom pistons without the need for your actual cylinder head. Fast and easy setup, only takes minutes, comes complete with everything you need including our two part epoxy, mixing sticks, rubber gloves, and a spark plug hole plug and complete instructions. Pour the chamber mold, and send it in to us with shipping label included at a special price.

## Tapered Ring Compressors



Part#	Bore Size	Part#	Bore Size
01-8900-776	3.776	01-8901-170	4.170
01-8900-830	3.830	01-8901-175	4.175
01-8900-875	3.875	01-8901-180	4.180
01-8900-905	3.905	01-8901-185	4.185
01-8901-000	4.000	01-8901-190	4.190
01-8901-005	4.005	01-8901-250	4.250
01-8901-020	4.020	01-8901-280	4.280
01-8901-030	4.030	01-8901-310	4.310
01-8901-040	4.040	01-8901-320	4.320
01-8901-060	4.060	01-8901-350	4.350
01-8901-070	4.070	01-8901-375	4.375
01-8901-080	4.080	01-8901-380	4.380
01-8901-100	4.100	01-8901-400	4.400
01-8901-125	4.125	01-8901-440	4.440
01-8901-130	4.130	01-8901-470	4.470
01-8901-135	4.135	01-8901-500	4.500
01-8901-140	4.140	01-8901-530	4.530
01-8901-145	4.145	01-8901-560	4.560
01-8901-150	4.150	01-8901-600	4.600
01-8901-155	4.155	01-8901-625	4.625
01-8901-160	4.160	01-8901-670	4.670
01-8901-165	4.165	01-8901-750	4.750

# Pro-Select Ring Sets

- Drop-in Gapless Top Ring Sets = "G" suffix (0903 +20, 30, 40, 60 Only)
- Drop-in (Non-File-to-fit) ring sets = "NF suffix"
- 10 cylinder (File-to-fit) ring sets = "V10F suffix" (4.000"-4.030" Only)
- 10 cylinder (Non-File-to-fit) ring sets = "V10 suffix" (4.000"-4.030" Only)

PREFIX	RING SET SIZES	TOP RING	2ND RING	OIL RING
0902	1/16 X 1/16 X 3/16	PMD	RBT	STD.
0903	1/16 X 1/16 X 3/16	PMD	RBT	LOW.
0904	5/64 X 5/64 X 3/16	PMD	RBT	STD.
0905	1.5MM X 1.5MM X 3.0MMAP	STEEL	RBT	STD.
0906	1.5MM X 1.5MM X 3.0MM	PMD	RBT	STD.
0908	.043 X .043 X 3.0MM	PMD	RBT	LOW.
0909	.043 X .043 X 3/16	PMD	RBT	STD.
0911	1/16 X 1/16 X 3/16	TNT	RBT	STD.
0912	.043 X 1/16 X 3/16	TNT	RBT	STD.
0914	1.2MM X 1.5MM X 3.0MM	STEEL	RBT	STD.
0918	.043 X 1.5MM X 3.0MM	PMD	NAPIER	STD.
0919	1/16 X 1/16 X 3/16	AP STEEL	RBT	STD.
0920	.043 X .043 X 3.0MM	AP STEEL	RBT	STD.
0922	.043 X .043 X 3.0MM	PMD	NAPIER	STD.
0923	.043 X 1/16 X 3/16	AP STEEL	NAPIER	STD.
0924	.043 X .043 X 3/16	AP STEEL	NAPIER	STD.
0925	1.0MM x 1.2MM x 2.8MMAP	STEEL	RBT	STD.
0926	.043 X 1/16 X 3/16	AP GAPLESS	NAPIER	STD.





## Small-Block Chevy Rod Bushings

Inner Diameter	Outer Diameter	Length	Recommended Bore Size	Application	Part #
0.890	• 0.975	• 1.055	0.972 - 0.973	Carrillo - Chevy SB bushing	02-5000
0.926	• 0.975	• 1.055	0.972 - 0.973	Carrillo - Chevy SB bushing	02-5001
0.926	• 0.975	• 1.125	0.972 - 0.973	Carrillo - Chevy SB bushing	02-5003
0.890	• 0.980	• 1.055	0.977 - 0.978	Carrillo or Oliver- Chevy SB bushing	02-5005
0.926	• 0.980	• 1.055	0.977 - 0.978	Carrillo or Oliver- Chevy SB bushing	02-5006
0.925	• 0.982	• 0.965	0.979 - 0.980	Oliver UL - Chevy SB bushing	02-5007
0.890	• 1.000	• 1.120	0.997 - 0.998	Crower - Chevy SB bushing	02-5020
0.926	• 1.000	• 1.120	0.988 - 0.989	Crower - Chevy SB bushing	02-5021
0.890	• 0.991	• 1.015	0.988 - 0.989	Lentz - Chevy SB bushing	02-5022
0.926	• 0.991	• 1.005	0.988 - 0.989	LA Ent. - Chevy SB bushing	02-5024
0.926	• 0.984	• 1.200	0.981 - 0.982	GM Olds rod to Chevy bushing	02-5029
0.874	• 0.935	• 1.000	0.932 - 0.933	Chevy SB bushing to .875 pin	02-5034

## Big-Block Chevy Rod Bushings

Inner Diameter	Outer Diameter	Length	Recommended Bore Size	Application	Part #
0.950	• 1.035	• 1.060	1.032 - 1.033	Chevy BB bushing	02-5010
0.988	• 1.035	• 1.060	1.032 - 1.033	Chevy BB bushing	02-5011
0.950	• 1.040	• 1.060	1.037 - 1.038	Chevy BB bushing	02-5012
0.988	• 1.040	• 1.060	1.037 - 1.038	Chevy BB bushing	02-5013
0.950	• 1.038	• 1.125	1.035 - 1.036	Chevy BB bushing	02-5014
0.988	• 1.038	• 1.125	1.035 - 1.036	Chevy BB bushing	02-5015
0.988	• 1.042	• 1.125	1.039 - 1.040	Carrillo - Chevy BB bushing	02-5016
0.988	• 1.052	• 1.120	1.049 - 1.050	LA Ent. - Chevy BB bushing	02-5037

All Diamond Rod Bushings are made from DRP 6000 aluminum/bronze material with high load-carrying and lubricity characteristics.  
NOTE: Recommended press for rod bushings is .002/.004.

## Mopar Small-Block Rod Bushings

New part numbers in bold

Inner Diameter		Outer Diameter		Length	Recommended Bore Size	Application	Part #
0.890	•	0.975	•	1.055	0.972 - 0.973	340 Mopar bushing (press fit rod)	02-5025
0.984	•	1.030	•	0.930	1.027 - 1.028	340 Mopar bushing (press fit rod)	02-5031
0.984	•	1.040	•	0.930	1.037 - 1.038	340 Mopar bushing (OE bushed rod)	02-5032
0.984	•	1.030	•	1.200	1.027 - 1.028	340 Mopar bushing (press fit rod)	02-5033
0.927	•	1.010	•	1.110	1.007 - 1.008	Mopar to SB Chevy bushing-AMC KB Pistons bushing	02-5038

## Mopar Big-Block Rod Bushings

Inner Diameter		Outer Diameter		Length	Recommended Bore Size	Application	Part #
0.926	•	1.097	•	1.100	1.094 - 1.095	Hemi to Chevy SB bushing (.927 pin)	02-5026
1.029	•	1.088	•	1.250	1.085 - 1.086	426 Hemi bushing (1.031 pin)	02-5027
1.029	•	1.096	•	1.075	1.093 - 1.094	440 Mopar bushing	02-5028
0.988	•	1.097	•	1.100	1.094 - 1.095	440 Mopar bushing to .990 pin	02-5030
0.988	•	1.045	•	1.250	1.042 - 1.043	Mopar to BB Chevy bushing	02-5039

## Universal Rod Bushings

Inner Diameter		Outer Diameter		Length	Recommended Bore Size	Application	Part #
0.825	•	0.935	•	1.720	0.932 - 0.933	Universal bushing	02-4980
0.865	•	0.972	•	1.050	0.969 - 0.970	Universal bushing	02-4985
0.875	•	0.990	•	1.000	0.987 - 0.988	Universal bushing	02-4998
0.890	•	1.125	•	1.250	1.122 - 1.123	Universal bushing	02-5008
0.890	•	1.200	•	1.250	1.197 - 1.198	Universal bushing	02-5009
0.864	•	0.975	•	1.060	0.972 - 0.973	Universal bushing (.866/.875 pin)	02-5035
0.926	•	1.040	•	1.200	0.923 - 0.924	Universal bushing (.927 pin)	02-5041
0.988	•	1.052	•	1.120	1.049 - 1.050	Universal bushing (.990 pin)	02-5042
0.920	•	1.019	•	0.995	1.016 - 1.017	Universal bushing	02-5043
0.926	•	1.000	•	1.060	0.997 - 0.998	Universal bushing	02-5044
0.925	•	0.972	•	0.970	0.969 - 0.970	Universal bushing	02-5080
0.988	•	1.048	•	0.107	1.045 - 1.046	Universal bushing	02-5090

All Diamond Rod Bushings are made from DRP 6000 aluminum/bronze material with high load-carrying and lubricity characteristics.  
NOTE: Recommended press for rod bushings is .002/.004.



# Lifter Bore Bushings

## Buick Lifter Bore Bushings

*New part numbers in bold*

Inner Diameter		Outer Diameter		Length	Type	Step Height	Recommended Bore Size	Application	Part #
0.825	•	0.935	•	1.720	STEP	.120	0.933	Buick V6	02-5060
0.760	•	0.960	•	1.720	STEP	.120	0.958	Buick V6 (offset bores)	02-5061

## Chevy Lifter Bore Bushings

Inner Diameter		Outer Diameter		Length	Type	Step Height	Recommended Bore Size	Application	Part #
0.810	•	0.935	•	1.700	STEP	.120	0.933	Chevy LS1 V8	02-5049
0.810	•	0.935	•	1.500	STEP	.120	0.933	Chevy 90° V6/V8	02-5050
0.770	•	0.960	•	1.500	STEP	.120	0.958	Chevy 90° V6/V8 (offset bores)	02-5051
0.840	•	0.965	•	1.500	STEP	.120	0.963	Chevy 90° V6/V8 (.875 diameter. lifter)	02-5052
0.770	•	0.960	•	1.400	STEP	.120	0.958	Alum. Chevy 90° V6/V8 (offset bores)	02-5053
0.841	•	1.002	•	1.500	STR.	N/A	1.000	Chevy bushing for BHJ fixture	02-5056
0.841	•	1.002	•	1.600	STR.	N/A	1.000	Chevy bushing for BHJ fixture	02-5057
0.820	•	1.002	•	1.500	STR.	N/A	1.000	Chevy bushing for BHJ fixture (undersize i.d.)	02-5058

## Ford Lifter Bore Bushings

Inner Diameter		Outer Diameter		Length	Type	Step Height	Recommended Bore Size	Application	Part #
0.840	•	0.965	•	1.670	STEP	.120	0.963	Ford 351 Cleveland	02-5062
0.825	•	0.935	•	1.940	STEP	.340	0.933	Ford SVO V6	02-5064
0.770	•	0.960	•	1.425	STEP	.120	0.958	Ford SVO V6	02-5065
0.780	•	0.960	•	1.720	STEP	.120	0.958	Ford SVO V6	02-5066
0.780	•	1.010	•	1.420	STEP	.120	1.008	Ford SVO V6	02-5068
0.780	•	0.936	•	1.525	STEP	.120	0.934	Ford SVO V6	02-5069

## Mopar Lifter Bore Bushings

Inner Diameter		Outer Diameter		Length	Type	Step Height	Recommended Bore Size	Application	Part #
0.875	•	0.995	•	1.380	STEP	.120	0.993	Mopar 340 type	02-5054
0.875	•	0.996	•	1.380	STEP	.120	0.994	Mopar oversize	02-5070
0.903	•	1.002	•	1.700	STR.	N/A	1.000	BB Mopar wedge	02-5071
0.875	•	0.995	•	1.700	STEP	.120	0.993	Universal bushing	02-5075

## Universal Lifter Bore Bushings

Inner Diameter		Outer Diameter		Length	Type	Step Height	Recommended Bore Size	Application	Part #
<b>0.903</b>	•	<b>1.002</b>	•	<b>1.500</b>	<b>STEP</b>	<b>.120</b>	<b>1.000</b>	<b>Universal bushing</b>	<b>02-5072</b>
<b>0.903</b>	•	<b>1.002</b>	•	<b>1.600</b>	<b>STR.</b>	<b>N/A</b>	<b>1.000</b>	<b>Universal bushing</b>	<b>02-5073</b>
<b>0.810</b>	•	<b>0.935</b>	•	<b>1.770</b>	<b>STEP</b>	<b>.120</b>	<b>0.933</b>	<b>Universal bushing</b>	<b>02-5085</b>
<b>0.825</b>	•	<b>0.935</b>	•	<b>1.770</b>	<b>STEP</b>	<b>.120</b>	<b>0.933</b>	<b>Universal bushing (0.995" O.D. step)</b>	<b>02-5091</b>
<b>0.900</b>	•	<b>1.025</b>	•	<b>1.750</b>	<b>STEP</b>	<b>.120</b>	<b>1.023</b>	<b>Universal bushing (1.055" O.D. step)</b>	<b>02-5092</b>

NOTE: Lifter bore bushings must be bored or honed after installation. Minimum press: .001"; Maximum press: .002" Recommended #609 Loctite.