



Pistons

Time to Pump Out Horsepower

Gasoline and air mix together in the combustion chamber above a piston. When an electrical spark ignites that mix, it creates a tiny explosion that drives the piston up and down. That movement turns a crankshaft, which is ultimately responsible for driving a transmission and the wheels. As you might expect, pistons are subjected to more heat, pressure and movement than nearly any other engine part. They have to be built for durability. We've got the right pistons for your application. Speedmaster™ offers both Hypereutectic pistons and forged pistons for high performance engines. Each one has distinct advantages in different applications.



Speedmaster™ Forged Pistons Won 2012 Sema Show Global Media Award.



The Speedmaster™ development team have been pushing the boundaries for years with a main objective “to improve the end user experience”; one of the many industry acknowledgments are the 5 in a row SEMA Show Global Media Awards for their research and development of their Pistons, Turnkey EFI system and Manifolds.

Hypereutectic



Hypereutectic pistons have a high silicon content alloy which contributes to excellent tensile and fatigue strength, improved thermal characteristics, greater hardness, and increased resistance to scuffing. These pistons offer a more quiet operation and cost less than forged pistons, plus they are an excellent choice for street performance, bracket racing and oval track.

They are strong, light-weight, thermally efficient, they can run tight piston-to-wall clearances (which improves ring seal and longevity), and they have exceptional wear resistance. These pistons are meant to provide performance at a reasonable price.

Forged



Made from 4032 aluminum for quieter operation and reduced piston to wall clearance. Up to 20% lighter than traditional forged pistons that eliminate harmful stress concentrations for superior strength. Specifically designed for naturally aspirated or moderate nitrous applications. Forged pistons have advantages when it comes to density, strength, and durability over other piston materials. The forging process eliminates porosity in the metal, improves ductility, and will allow the piston to run cooler than a comparable cast piston.

Forged pistons are right for street performance, endurance racing, drag racing, or all out street performance applications. If you plan to run a very high compression ratio (11:1 and over), high boost supercharger, nitrous oxide, or an engine that will be operating under extreme conditions approaching detonation, you will definitely benefit from a forged piston.

Ceramic Thermal Coating

CT-Coat (Ceramic Thermal Coating) is a thin film ceramic thermal barrier that insulate the piston against damaging heat transfer, keeping more of the heat generated by combustion, pushing down on the piston for greater power. By retaining minimal heat on the surface of the piston, less heat is transferred to the incoming fuel mixture, leading to a reduction in pre-ignition which leads to detonation. CT-Coat is available in some Speedmaster™ Hypereutectic pistons, look for the icon.



Look through our comprehensive collection of performance engine parts right away.