



New Product

Wiseco Ford Coyote DOHC 5.0 V8 Piston Kits

Automotive

Ford Coyote Boss 5L Mustang Pistons!

These pistons were designed, from the ground up, to ensure that the forging was optimized for this new engine design.

Working with Ford specialists, Wiseco has come up with a tested design that will improve the performance of this engine!



Wiseco's new line of 2618 alloy forged pistons are in a class by themselves. Strutted forging technology is superior to full round and slab-sided types. The XX 1mm nitride steel top, 1.2mm Napier, and 2.8mm oil rings are included and are superior to all others. Maximized ring lands are the result. Offset pin bores and Wiseco's ArmorGlide® skirt coating provide a long life of quiet performance. The toughest, quietest, and best quality pistons in the industry.

Kit Part #	Cubic Inch	Repl. Piston	Bore Size	Stroke	Rod Lgth.	Comp. Ht.	Dome Volume	Comp. Ratio	Repl. Ring Part #
K0014M925		60014ML925 60014MR925	3.640"	3.652"	5.933"	1.176"	-8cc	9.5:1	9250XX
K0014M9275		60014ML9275 60014MR9275	3.651"	3.652"	5.933"	1.176"	-8cc	9.5:1	9275XX
K0015M925		60015ML925 60015MR925	3.640"	3.652"	5.933"	1.176"	+2 cc	11:1	9250XX
K0015M9275		60015ML9275 60015MR9275	3.651"	3.652"	5.933"	1.176"	+2 cc	11:1	9275XX

SPECIFICATIONS AND INSTALLATION INSTRUCTIONS FOR WISECO AUTOMOTIVE PISTONS

PISTON TO CYLINDER WALL CLEARANCE - Wiseco pistons are designed with a special cam and barrel design. When measuring for piston to wall clearance, measure at widest point of piston skirt 1.300" from bottom of oil ring groove, 90 degrees from wrist pin hole. Refer to piston kit specification sheet for recommended piston to wall clearances.

COATED PISTONS - Piston to wall clearance is calculated before the coating is applied to the piston skirts. Use the recommended bore diameter of the piston kit, and install the pistons to this bore size.

DOME CLEARANCE - Dome to cylinder head clearance must be checked prior to assembly.

VALVE TO PISTON CLEARANCE - Most Wiseco pistons are machined with valve pockets that are deeper and larger than stock. These pockets provide adequate valve clearance under most conditions. It is very important that valve to piston clearance be checked upon piston installation. This is necessary due to many variations in cams, how much a block has been decked, or if the heads have been cut or angle milled.

INSTALLATION OF SPIRO LOX - Separate spiro lox with fingers and place one end into spiro groove. Take a non-metallic object (i.e. wooden dowel pin) and slowly thread lox into groove moving in a circular counter-clockwise motion. To remove lox, insert thin bladed screwdriver into end of notch on spiro lox. Lift spiro lox end out of groove and remove lox by threading outward in a circular clockwise motion.

Note: Some applications may require 2 spiro loxs per side. Do not use spiro lox in piston if the pin is press fit.

CAUTION: USE ONLY WISECO SPIRO LOX IN A WISECO PISTON. SUBSTITUTION CAN RESULT IN SEVERE ENGINE DAMAGE. ALSO, WISECO RECOMMENDS THAT YOU DO NOT RE-USE SPIRO LOX.

WARRANTY DISCLAIMER*

Due to the nature of performance applications, the parts in this kit are sold without any express warranty or any implied warranty of merchantability or fitness for a particular purpose. Wiseco shall not, under any circumstances, be liable for any special, incidental or consequential damages, including, but not limited to damage, or 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 sale, installation or use of these parts.

Installation of these parts could adversely affect the vehicle manufacturer's warranty coverage.