



# New Product

## 2ZZ Pontiac Vibe GT, Celica & Lotus Elise 1.8L 16V

Automotive

*This part has been updated to fit these common engines:*

**GM:** Pontiac Vibe GT  
1.8L 16V

**Toyota:** 2ZZ Celica  
1.8L 16V

**Lotus:** Elise  
1.8L 16V



### Features

### Benefits

- Dedicated forging . . . . . • Light weight, superior strength
- Generous valve reliefs . . . . • Allows more cam and valve options
- Pressure Seal Groove . . . . • Maximum ring seal
- Dedicated rings . . . . . • Maximum compression and oil control
- Brush de-burring . . . . . • Domes and valve reliefs have sharp edges removed to help prevent detonation
- Experience . . . . . • Over 70 years as the industry leader in forged piston technology
- ArmorGlide™ . . . . . • Pistons have wear and friction reducing skirt coating

All Wiseco Sport Compact kits come with 1mm x 1.2mm x 2.8mm XX ring sets. These rings have a stainless steel gas nitride top ring, cast iron Napier hook 2nd ring, and flex-vent oil ring with gas nitride scraper rails. The piston pins and corresponding clips are also included. All pistons have ArmorGlide™ skirt coating for improved wear and friction reduction.

| GM  |                   |               |             |                |               |              |              |                   |                  |                 |             |              |        |      |               |  |
|---|-------------------|---------------|-------------|----------------|---------------|--------------|--------------|-------------------|------------------|-----------------|-------------|--------------|--------|------|---------------|--|
| Kit Part #  | Bore<br>MM / Inch | Over<br>Sizes | Stroke      | Rod<br>Lgth.   | Comp.<br>Ht.  | Head<br>cc's | Dome<br>Dish | Gasket<br>Thkness | Deck<br>Clearnce | Block Ht.       | Comp. Ratio | Pin Dia.     | Ring # | Gram | Foot<br>Notes |  |
| <b>2ZZ Pontiac Vibe GT 1.8L 16V (also, Celica &amp; Lotus Elise - Sleeve bore for best results)</b> |                   |               |             |                |               |              |              |                   |                  |                 |             |              |        |      |               |  |
| K565M82   | 82.00 / 3.228     | Std.          | 3.346<br>85 | 5.429<br>137.9 | 1.228<br>31.2 | 38           | -16cc        | .020<br>0.5       | .006-<br>0.15-   | 8.336<br>211.75 | 8.8-9.0:1   | .787<br>20mm | 8200XX | 284  | 1             |  |
| K569M82   | 82.00 / 3.228     | Std.          | 3.346<br>85 | 5.429<br>137.9 | 1.228<br>31.2 | 38           | -0.2cc       | .020<br>0.5       | .006-<br>0.15-   | 8.336<br>211.75 | 11.25:1     | .787<br>20mm | 8200XX | 319  |               |  |

Pins must be offset, same as OEM, for quietest operation.

## **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.