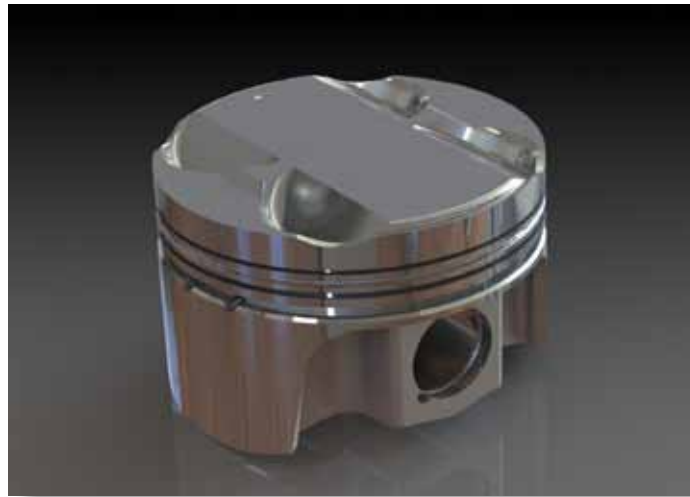


# New Product

1988-1992 E85 1400 HD Mitsubishi 4G63 Turbo 1cc Dome

Automotive



## Features

- Dedicated forging . . . . .
- Generous valve reliefs . . . . .
- Experience . . . . .
- ArmorGlide™ . . . . .

## Benefits

- New Strutted forging, Light-weight, superior strength
- Allows more cam and valve options
- Over 70 years as the industry leader in forged piston technology
- Pistons have wear and friction reducing skirt coating

All Wiseco Automotive kits come with pins and clips.

All pistons have ArmorGlide™ skirt coating for improved wear and friction reduction.

## Mitsubishi DSM

Kit Part #	Bore MM / Inch	Over Sizes	Stroke	Rod Lgth.	Comp. Ht.	Head cc's	Dome Dish	Gasket Thkness	Deck Clearnce	Block Ht.	Comp. Ratio	Pin Dia.	Ring # (included)	Gram	Foot Notes
<b>1st Generation 1988-92 • 6-Bolt</b>															
<b>4G63 Gen. 1 w/ 100mm 4G64 Stroker Crank = 2.3L (200" thick wall pins included)</b>															
<b>10.5:1 CR version E85 Series • 1400H.D. with .225" wall tool steel pins</b>															
K662M85AP	85.00 / 3.346	Std.											8500XX		
K662M8525AP	85.25 / 3.356	.010	3.465	5.906	1.378			.042	0	9.015		.827	8525XX		
K662M855AP	85.50 / 3.366	.020	88	150	35	47	-4.5cc	1.1	0	229	10.5:1	21mm	8550XX		1
K662M86AP	86.00 / 3.386	.040											8600XX		

## **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.