MAHLE

Driven by performance

2011/2012

Aros de Pistón, Camisas, Conjuntos Armados y Subconjuntos
Piston Rings, Cylinder Liners, Engine Kits, Dressed Pistons
Anéis de Pistão, Camisas, Kits e Pistões com Anel

AFTERMARKET

PERFECT CIRCLE®

Sumario

ES

La perfección es la precisión en el detalle

Nuestro trabajo es el motor de combustión y su entorno inmediato. Por ejemplo en la Fórmula 1, donde los bólidos equipados con componentes MAHLE consiguen una victoria tras otra. Naturalmente estamos presentes también en los primeros equipos de la industria automovilística internacional. Y por ello también en el mercado de recambios: pues lo que se elige para los primeros equipos, se elige también para el recambio. Para mantener este nivel de innovación y de calidad y seguir desarrollándolo, en nuestros centros de investigación y desarrollo en Stuttgart, Northampton, Detroit (Farmington Hills y Novi), Jundiaí, Tokio (Kawagoe y Okegawa) y Shanghai, trabajan alrededor de 3.000 ingenieros de desarrollo.

En total más de 45.000 trabajadores producen en MAHLE sistemas de pistones, componentes de cilindro, sistemas de funcionamiento de válvulas, sistemas de distribución de aire y sistemas de distribución de líquidos para la industria automovilística internacional y – con la misma calidad incondicional – para el mercado de piezas de recambio, al que abastecemos con una gama de productos adecuada a las necesidades, una alta tasa de servicio y una gran gama de productos.

Las mejores referencias en todo el mundo

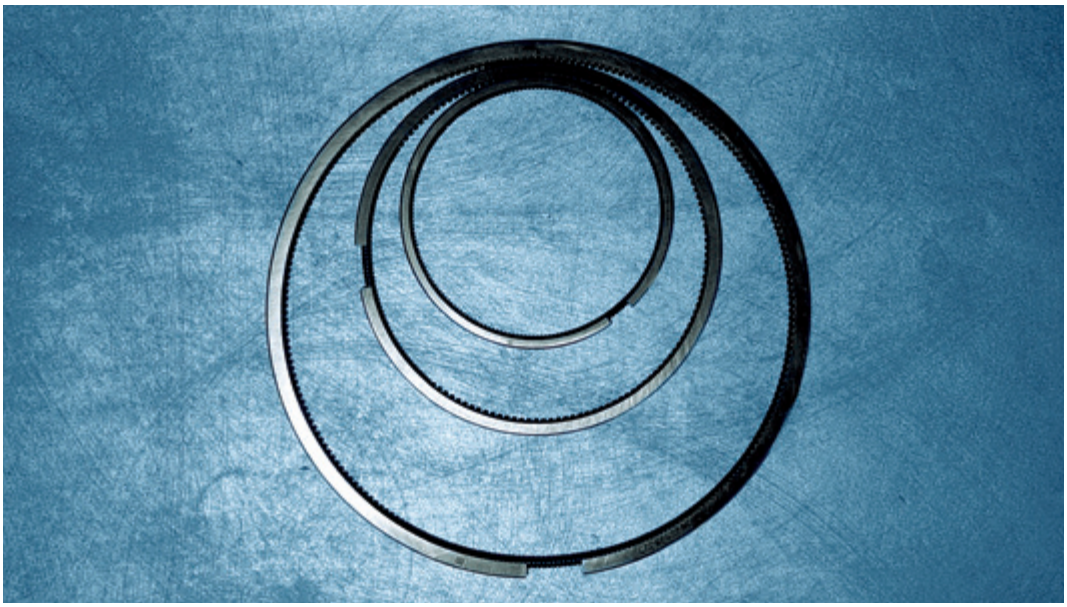
Estos son algunos de nuestros clientes de primer equipo, que confían en MAHLE por todo el mundo:

Alfa Romeo, Audi, BMW, Bedford, Case New Holland, Caterpillar, Citroën, Daewoo, DAF, Deutz, Fiat, Ford, Hatz, Honda, Hyundai, IHC, Isuzu, Iveco, Jaguar, John Deere, Lada, Lancia, Land Rover, Leyland, MAN, Mazda, Mercedes-Benz, MG, Mitsubishi, MWM, Nissan, Opel, Pegaso, Perkins, Peugeot, Porsche, Renault, Saab, Scania, Seat, Skoda, Steyr, Suzuki, Toyota, Triumph, Vauxhall, Volkswagen, Volvo, Zetor.

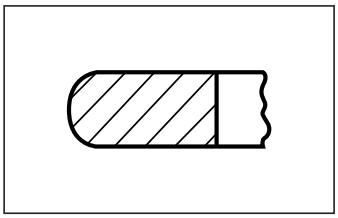
Tipos básicos

Los juegos de aros para pistones deben ser colocados con gran cuidado. Todo montaje o desmontaje innecesario con excesiva abertura ocasiona una deformación permanente y perjudica el buen funcionamiento.

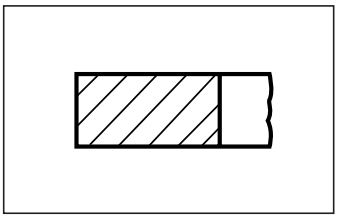
Los tipos más comunes de aros para pistones están ilustrados a seguir. Todos los aros de hierro fundido son torneados en máquinas especiales, capaces de permitir procesos más adecuados para darle a la pieza una correcta distribución de presiones, aliada al mejor formato. Continuamente actualiza los productos incorporándoles nuevas características que permiten atender las exigencias peculiares de cada fabricante de motores. La ya gran variedad de aros, y siempre acrecido de nuevos juegos para atender a los nuevos tipos de motores. Nuevos suplementos del catálogo son publicados cuando necesario, para dar detalles de estas nuevas aplicaciones.



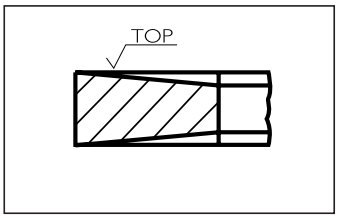
Aros de compresión



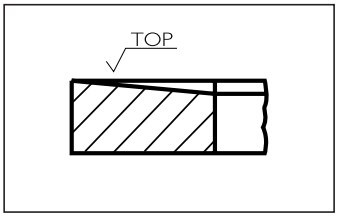
G Aro barrilado



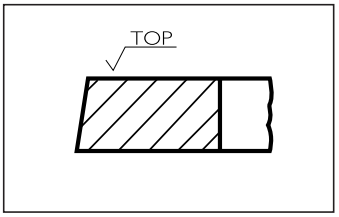
P Rectangular



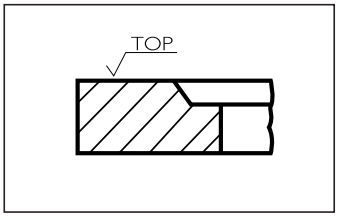
K Trapezoidal



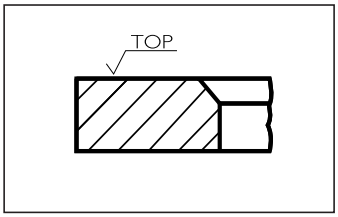
H Aro semi-trapezoidal



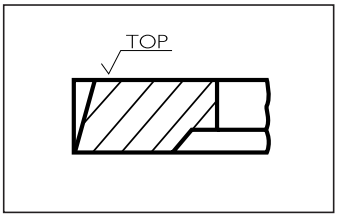
T Cara cónica



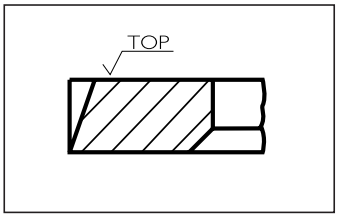
2 Bisel interno superior (torsión positiva)



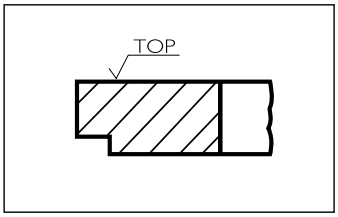
4 Bisel interno superior (torsión positiva)



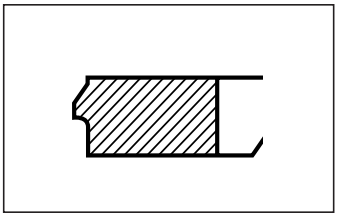
E2 Bisel interno inferior (torsión negativa)



E4 Bisel interno e inferior (torsión negativa)

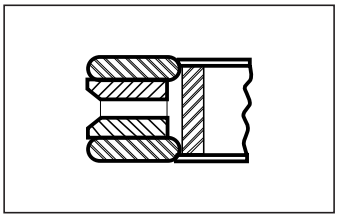


6 Aro rascador

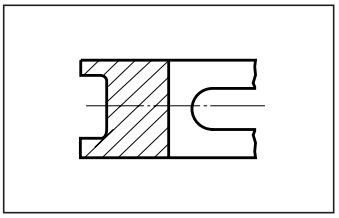


U Aro con perfil especial

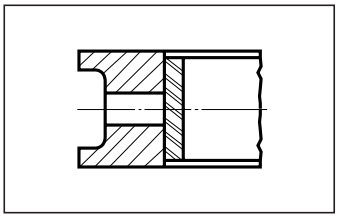
Aros de control de aceite



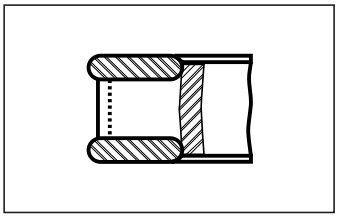
GX Aro ventilado con láminas y expansor



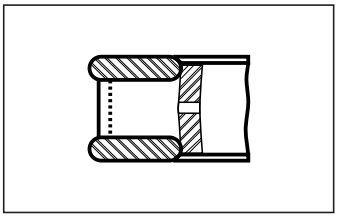
W Aro ventilado con perfil paralelo



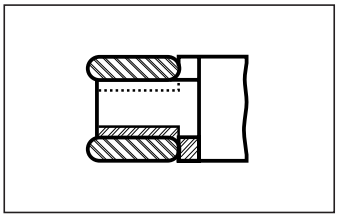
WX Aro ventilado con expansor



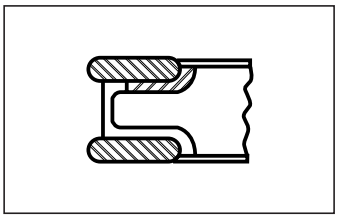
918 Aro con láminas con expansor



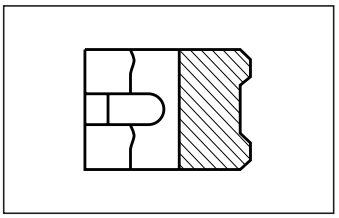
919 Aro con láminas expansor



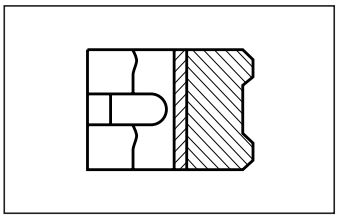
922 Aro con láminas con expansor



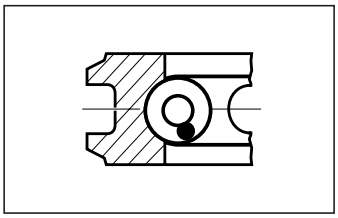
98 Aro con láminas con expansor



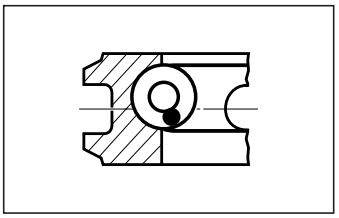
85 Aro de riel angosto ventilado sin expansor



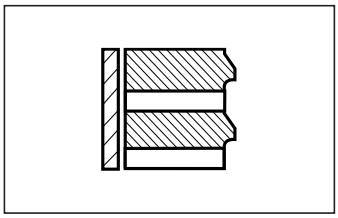
X85 Aro de riel angosto ventilado con expansor



86 Aro con resorte helicoidal



89 Aro con resorte helicoidal desplazado



XE Aro partido con expansor

Características

En motores modernos y para altas salidas continuas, los aros para pistones toman un cuidado confiable y exacto para el bienestar de sus portadores. Trabajamos constantemente para optimizar el desempeño y calidad de operación de nuestros aros para pistones. Fijamos estándares de calidad también en esta área con instalaciones de producción avanzadas. Con décadas de experiencia en desarrollo y producción, podemos asegurar la interacción óptima entre nuestros pistones y aros para pistones y podemos satisfacer las más altas demandas.

Los aros para pistones tienen tres funciones importantes en motores modernos:

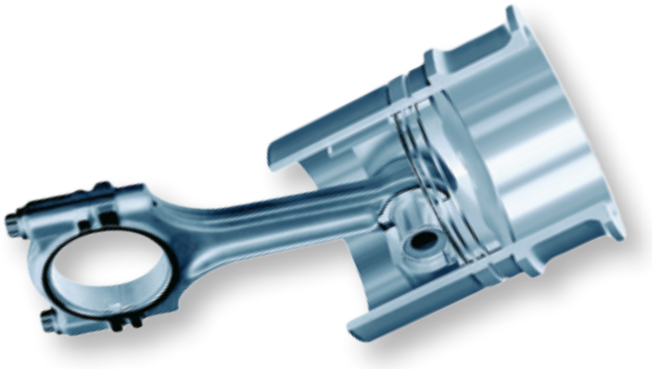
- Sellan la cámara de combustión del cárter del motor
- Limitan y regulan el consumo de aceite
- Disipan el calor que es compensado por los pistones durante la combustión a las superficies de trabajo enfriadas del cilindro.

Para satisfacer estas demandas, los aros para pistones deben caber firmemente en la pared del cilindro sobre su circunferencia entera, incluso si el cilindro se desvía levemente de su forma ideal. Debido a las altas fuerzas y presiones de inercia de la combustión, así como, las cargas producidas por el alto desgaste, los aros para pistones tienen que satisfacer altas demandas respecto al material del aro para pistones (estabilidad de resistencia/temperatura); así como, el acabado de la superficie y la forma.

Podremos ofrecer diversas versiones de juegos de aros para pistones, con originales equipos de calidad o especialmente para motores que ya han estado funcionando con la finalidad de reducir la baja compresión y para normalizar el consumo de aceite. Podemos suministrar juegos de aros para pistones para casi cualquier motor a gasolina y diesel para carros de pasajeros; Así como, para vehículos comerciales.

El juego de aros para pistones Premium le ofrece los aros para pistones que también están adaptados al equipo original.

El juego de aros para pistones Opcional fue desarrollado especialmente para uso en motores que ya estuvieron funcionando.

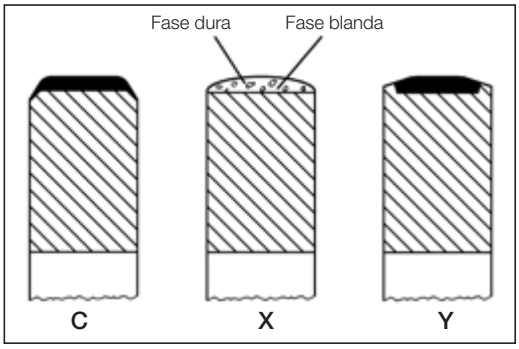


Materiales

D: Fundición Nodular
A: Aro de Acero

Revestimientos

Los revestimientos resistentes al desgaste como cromación, aplicaciones de molibdeno por llama o plasma son medios conocidos en la industria automovilística para aumentar la vida del producto o las condiciones de trabajo de los aros del pistón. La cromación dura es usada en aros para pistones principalmente debido a su alta resistencia al desgaste abrasivo. Como resultado del proceso común de manufactura, se obtiene una textura superficial lisa de este cromo, que en algunas circunstancias no es recomendada para uso durante el período inicial del funcionamiento del motor, principalmente para el aro de compresión.

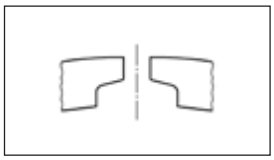


C: Cromado
X: Molibdeno por plasma
Y: Molibdeno por llama

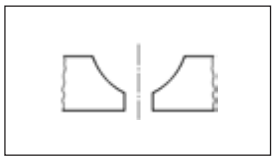
Métodos de embalaje

Los aros son cuidadosamente embalados en cajas a prueba de humedad, garantizando perfectas condiciones de entrega. Las instrucciones para una instalación apropiada están descriptas en el embalaje. Si se hace necesaria una información especial, será anexado un folleto extra. La mayoría de nuestros juegos de aros para pistones es embalado como juego completo para motores. La cantidad de cilindros en cada juego es presentada en la última columna de cada página en la sección alfabética.

Juntas especiales

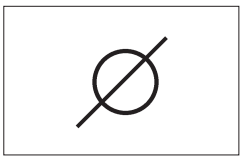


N Junta de entalle interno

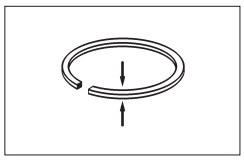


M Junta de entalle lateral

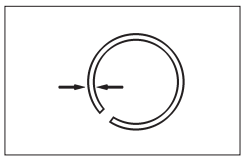
Símbolos usados



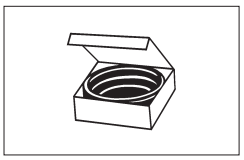
Diámetro nominal del cilindro



Anchura del aro



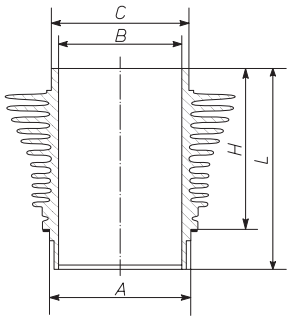
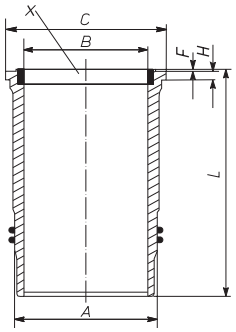
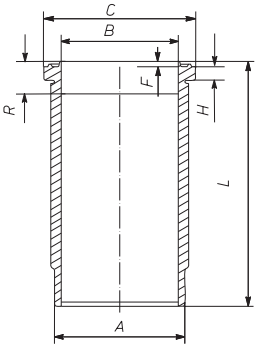
Espesura radial del aro



Número de cil. por caja

Nota: Para los aros multipiezas, la espesura radial indicada se refiere a la espesura radial máxima montada.

Tipos y conceptos técnicos

Cilindro de aletas	Camisa húmeda	Camisa seca
		
		

Dimensiones principales

A = Diámetro de acabado
máximo en camisas semiacabadas
C = Diámetro de centraje
G = Altura de la pestaña
K = Altura total
M = Diámetro de la pestaña

Los cilindros y camisas están diseñados para un óptimo deslizamiento de los juegos de aros y de los pistones.

Consejos de montaje

Los cilindros con aletas y camisas tienen de acuerdo con el modelo del fabricante de automóviles un diámetro interior acabado o semiacabado.

Camisas de diámetro interior semiacabado

La superficie de apoyo de la pestaña debe ser perpendicular al alojamiento y plana así como suficientemente achaflanada. Un apoyo irregular de la pestaña de la camisa puede conducir a su rotura.

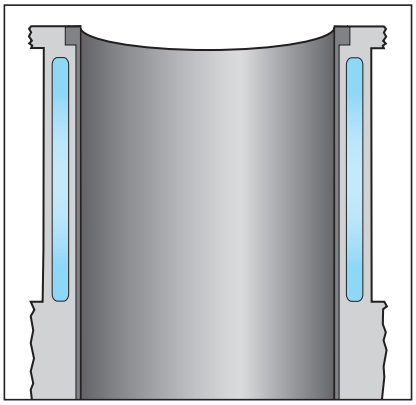
Antes del montaje definitivo, la camisa deberá introducirse sin las juntas de sellado. Deberá comprobarse si la camisa se introduce con facilidad y si el asiento de la pestaña es correcto (plano de la pestaña de la camisa que sobresale del plano del bloque motor según las especificaciones del fabricante del automóvil/motor).

Después del montaje de la camisa con su diámetro interior semiacabado, esta deberá terminarse mediante mandrinado y bruñido hasta el diámetro nominal. En caso de camisas con diámetro interior acabado de rectificadora sólo deberá realizarse el acabado por bruñido (tolerancia según la norma DIN/ISO H5).

Camisas de cilindro secas

Antes del montaje de la camisa, debe limpiarse cuidadosamente el alojamiento y comprobar sus dimensiones para determinar posibles deformaciones.

Alojamientos no cilíndricos deberán ser repasados para el montaje de camisas de sobremedida. Es importante conseguir un diámetro del alojamiento circular y cilíndrico, ya que éste determina la forma interior geométrica de las camisas de pared delgada que se introducen com apriete.



La cara frontal de la camisa deberá quedar plana con referencia a la superficie de estanqueidad del bloque de cilindro; en caso necesario rectificar la cara superior del bloque y la camisa.

Camisas acabadas

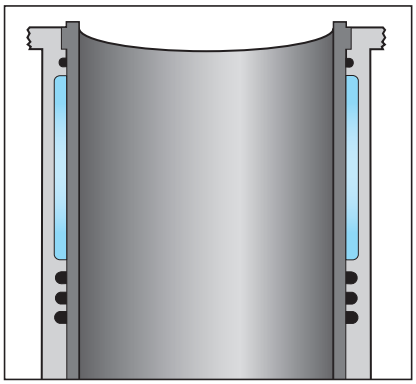
Estas camisas son de ajuste deslizante o de pequeño apriete en su asiento en el bloque del motor. El diámetro del alojamiento en el bloque del motor deberá ser medido con precisión antes del montaje de la camisa.

Al introducir a presión la camisa, no deberá utilizarse aceite o grasa ya que estos se solidifican y dificultan la evacuación térmica. Es preferible utilizar otros medios que facilitan el deslizamiento, como por ejemplo, bisulfuro de molibdeno.

Después del montaje a presión de la camisa, se deberá medir en cruz el diámetro en varios planos (como mínimo arriba y abajo). Faltas de redondez y deformaciones (debidas a alojamientos imprecisos) deberán compensarse mediante un bruñido posterior.

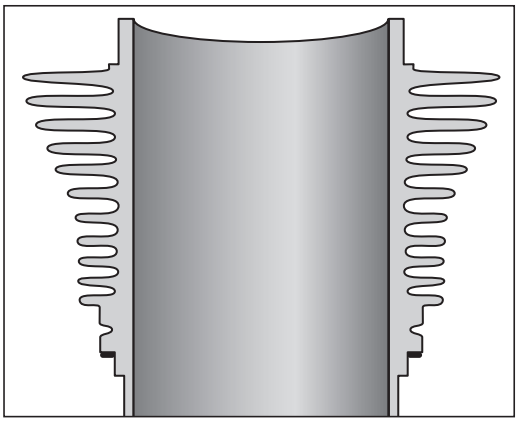
Camisas húmedas

Los orificios para su alojamiento y sobre todo las superficies de asiento en el bloque del motor deberán haberse limpiado cuidadosamente y no deberán estar dañadas. Superficies corroídas deberán ser repasadas (utilizar camisas de sobremedida respecto al diámetro de la valona y al diámetro exterior). Después del montaje de la camisa con las juntas de sellado correspondientes (utilizar medios deslizantes) deberá controlarse el diámetro interior del cilindro, sobre todo en la zona de las juntas de sellado, para evitar deformaciones por dichas juntas. Juntas de sellado erróneas (diámetro y material) pueden conducir a deformaciones del diámetro interior del cilindro y por lo tanto a daños en el motor.



Cilindros de aletas

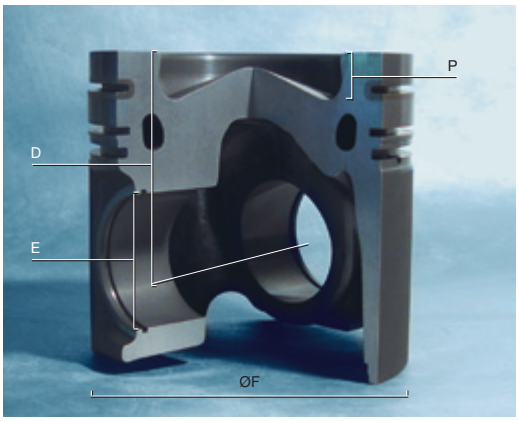
De conformidad con los modelos de los fabricantes de vehículos se emplean cilindros de fundiciones grises o de aleación ligera.



Conceptos técnicos

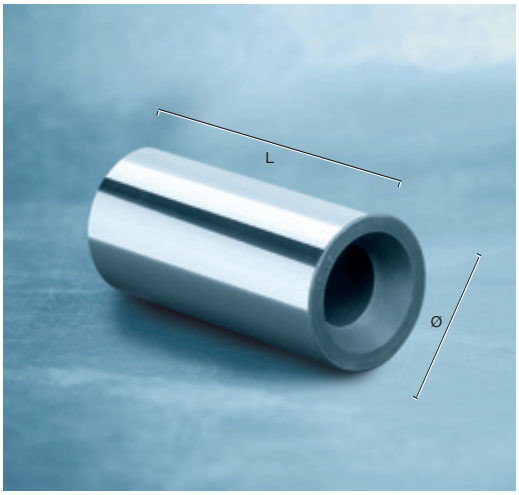
Pistones

D = Altura de compresión
E = Diámetro del agujero del perno
ØF = Diámetro principal del pistón
P = Profundidad cámara



Pernos de pistón

L = Longitud total del perno
Ø = Diámetro exterior del perno



Consejos de montaje

Los pistones para recambio se suministran listos para su instalación y con los juegos de aros listos para montaje.

El diámetro de los pistones, juego de montaje y, dado el caso, sentido del montaje, se indican en la base del pistón. El diámetro del pistón que se indica sumado al juego de montaje correspondiente da como resultado el diámetro del cilindro.

Montaje de pistones y bielas

Antes del montaje debe comprobarse el paralelismo de los ejes de las bielas (flexión o torsión) y realizar su sustitución en caso necesario.

Durante el montaje debe observarse que todos los componentes estén bien lubricados. En principio, los pistones y las bielas deben montarse conforme a las indicaciones prescritas.

Ajuste aprietado en caliente

El montaje de pistones y pernos con ajuste aprietado en caliente requiere gran cuidado. Es de especial importancia el movimiento libre entre los pistones y los pernos tras el montaje.

Pernos flotantes

En el caso de pistones con pernos flotantes, los juegos de aros de seguridad que los acompañan sirven para la fijación del pistón dentro de la perforación del perno del pistón. Los juegos de aros de seguridad deben montarse con las herramientas apropiadas. Al hacerlo, debe tenerse en cuenta que los juegos de aros de seguridad se ajusten perfectamente en la ranura prevista para ello.

No emplee juegos de aros de seguridad usados y evite una presión excesiva, ya que de lo contrario pueden ocasionarse deformaciones permanentes.

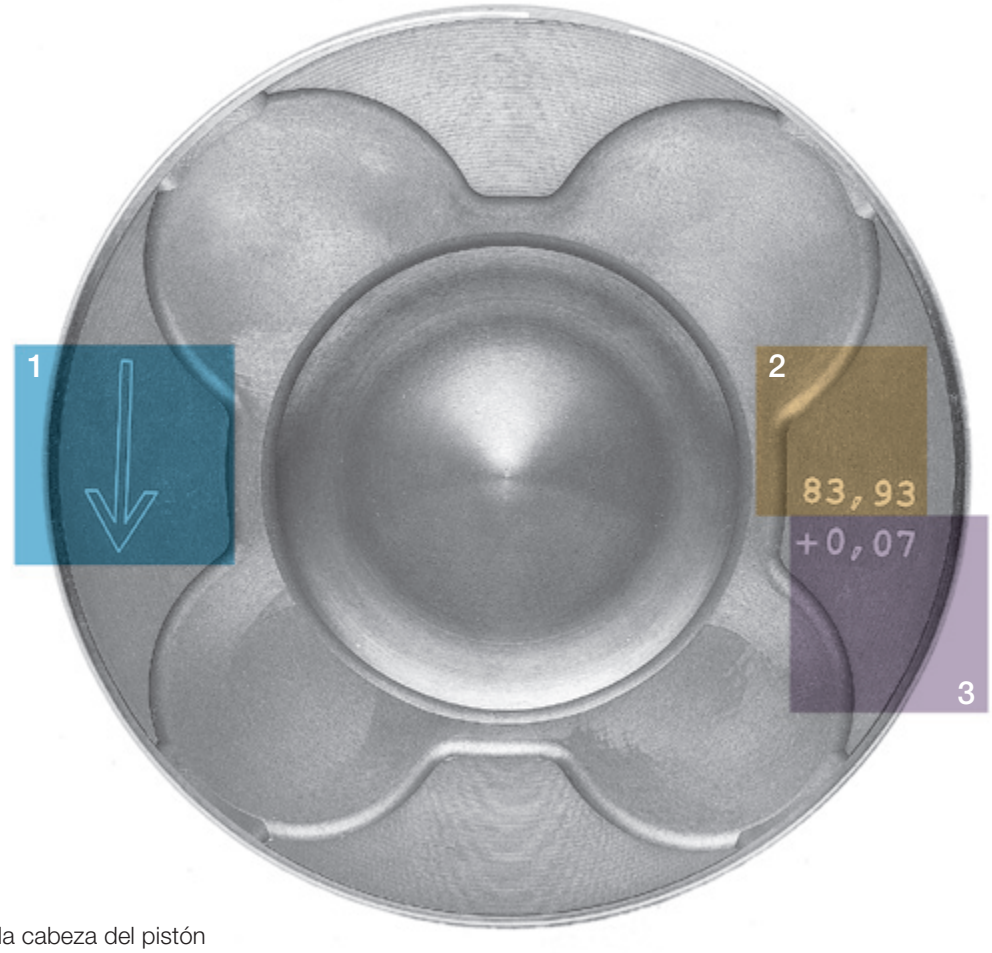
Montaje del pistón

Durante el montaje del pistón debe tenerse en cuenta el sentido del montaje. Los choques de cada uno de los juegos de aros de seguridad deben estar repartidos uniformemente por todo el espesor. La clavija de fijación del perno debe montarse de tal modo que el choque quede arriba o abajo. La perforación del cilindro o los pistones y los juegos de aros deben lubricarse. En el caso de pistones con base de anodización dura, no debe desenroscarse la base.

Debe prestarse atención a que únicamente se empleen las juntas para las cabezas de los cilindros y filtros para aire, combustible y aceite permitidos por el fabricante del motor.

Antes del montaje, los componentes del motor (bloque-cilindro, cigüeñal, biela y carter) deberán ser limpiados cuidadosamente de restos de mecanizado y sedimentos.

Marcación



En la cabeza del pistón están troquelados:

1 La orientación de montaje se indica en forma de un símbolo de cigüeñal-volante o de una flecha señalando hacia el sentido de la marcha del vehículo. También las indicaciones “vorn”, “Front” o “Abluft” o una seta de fundición indican la posición de montaje, que deberá ser respetada no sólo debido a la forma asimétrica de la cabeza sino también por ejemplo debido a razones de ruido que puedan ocasionar pistones con agujero de bulón desplazado.

En el caso de pistones para motores con medidas del cilindro en pulgadas se encuentran, adicionalmente del diámetro máximo del pistón, también las indicaciones «Std.» o para las sobremedidas, por ejemplo, «.020».

2 El juego de montaje en mm es igual a la diferencia entre el diámetro del alojamiento del cilindro y la falda del pistón, a una temperatura de 20ºC.

3 Lo que viene indicado es el mayor diámetro de pistón en mm. En pistones pequeños, normalmente, solo está indicado el grupo de medida y el diámetro nominal. Otras indicaciones de diámetros y el ejemplo de montaje pueden aparecer reflejadas en el empaquetado.

Consejos de montaje

Los equipos están listos para el montaje e incluyen pistones y sus accesorios y camisas/cilindros y las juntas necesarias.

Overview

EN

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Perfection is precision in the detail

Our competence is the internal combustion engine and its immediate environment. For example in formula 1, where racing stables equipped with MAHLE components win races again and again. Of course, this applies also to the original equipment market of the international automotive industry and consequently to the aftermarket – because what is preferred in the original equipment market, is also first choice for repair and retrofitting. About 3,000 R&D engineers in our R&D facilities in Stuttgart, Northampton, Detroit (Farmington Hills and Novi), Jundiaí, Tokyo (Kawagoe and Okegawa) and Shanghai work hard to maintain this high level of innovation and quality and keep improving it.

In total, MAHLE has more than 45,000 employees who make piston systems, cylinder components, valve train systems, air management and liquid management systems for the international automotive industry – and in the same uncompromising quality for the component trade, which is supported by us with a demand-oriented product range, high readiness to deliver and comprehensive service.

The best references – worldwide

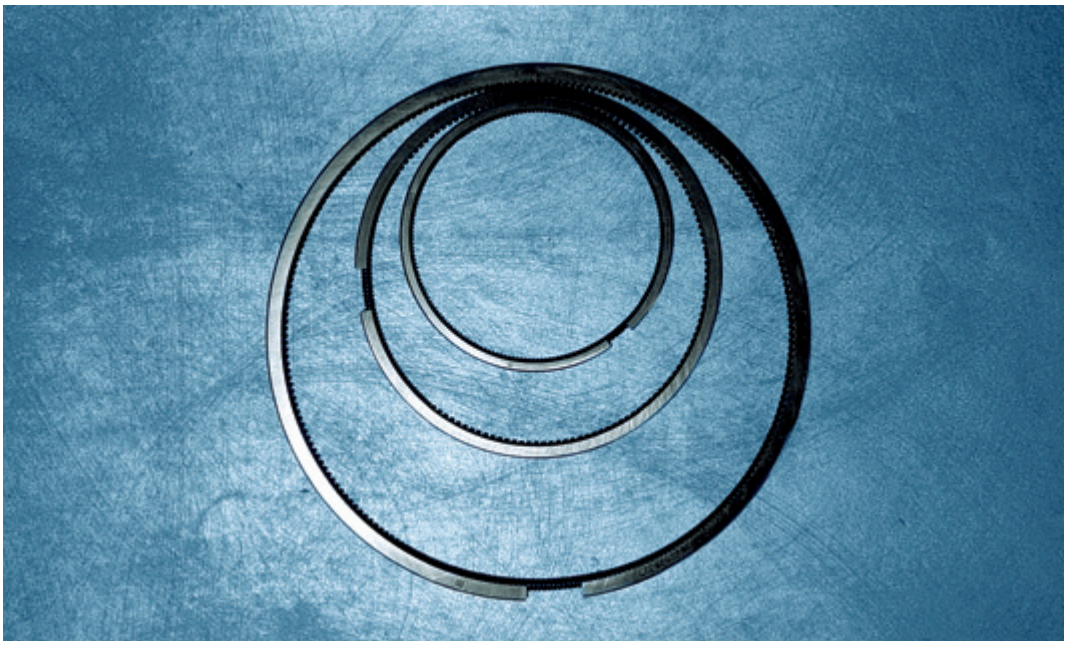
These original equipment customers trust in MAHLE throughout the world.

Alfa Romeo, Audi, BMW, Bedford, Case New Holland, Caterpillar, Citroën, Daewoo, DAF, Deutz, Fiat, Ford, Hatz, Honda, Hyundai, IHC, Isuzu, Iveco, Jaguar, John Deere, Lada, Lancia, Land Rover, Leyland, MAN, Mazda, Mercedes-Benz, MG, Mitsubishi, MWM, Nissan, Opel, Pegaso, Perkins, Peugeot, Porsche, Renault, Saab, Scania, Seat, Skoda, Steyr, Suzuki, Toyota, Triumph, Vauxhall, Volkswagen, Volvo, Zetor.

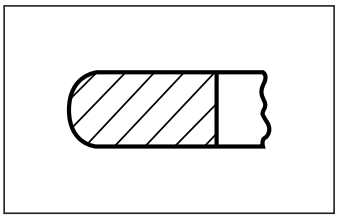
Standard types

The piston rings must be assembled with the greatest of care. Each time they are taken off unnecessarily and put back on again with excessive stretching, permanent deformation is caused and the operating performance is impaired.

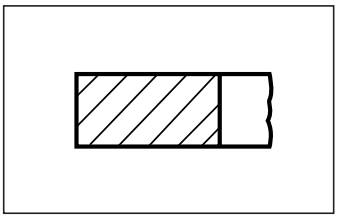
The most common types of piston rings are illustrated as follows. All casting rings are turned at special machines designed to give the part accurate shape and proper pressure distribution. Updates its products range by incorporating new features to meet particular requirements of each engine manufacturer. To the existing wide range of rings new sets are launched to supply new types of engines. Supplements to the catalogue are published whenever necessary to provide details on the new applications.



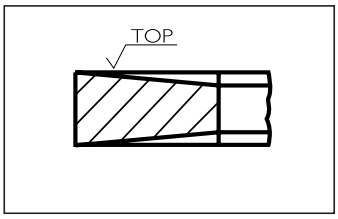
Compression rings



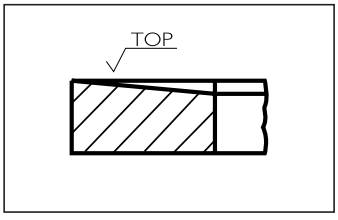
G Barrel faced ring



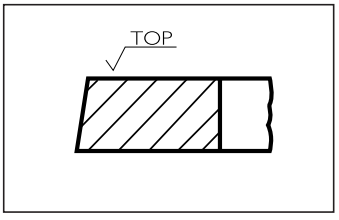
P Rectangular ring



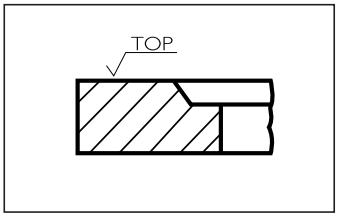
K Keystone ring



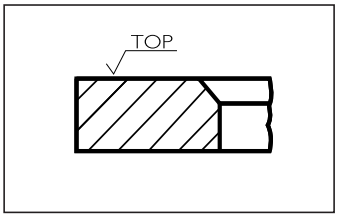
H Half keystone ring



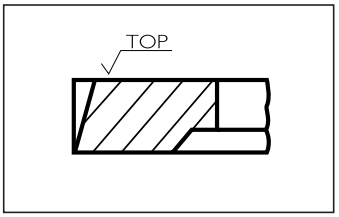
T Taper faced



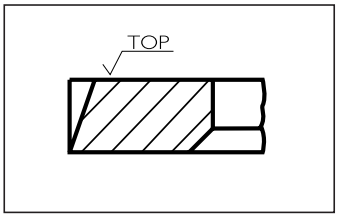
2 Internal top bevelled ring



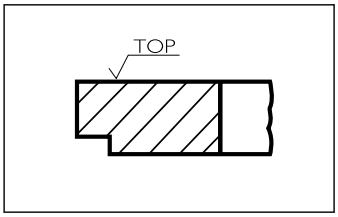
4 Internal top bevelled ring



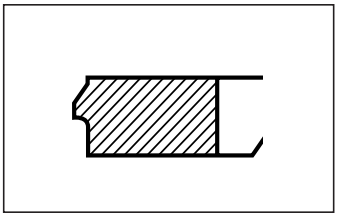
E2 Internal botton bevelled ring



E4 Internal botton bevelled ring

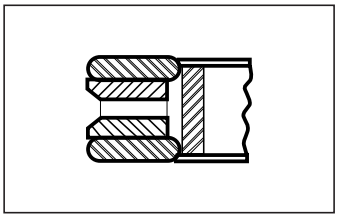


6 Napier ring

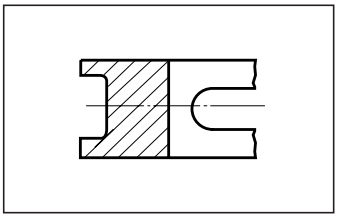


U Special profile ring

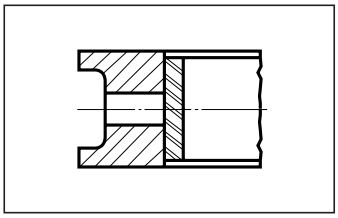
Oil control rings



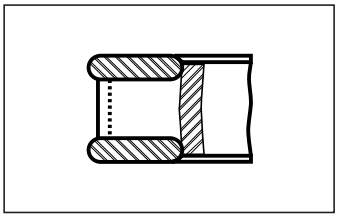
GX Four piece ring



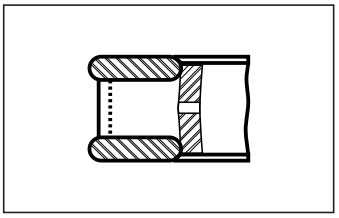
W Slotted ring



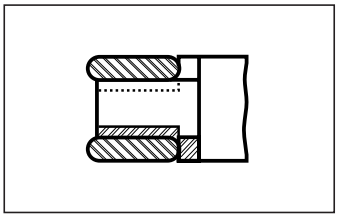
WX Slotted ring with expander



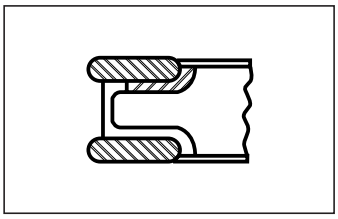
918 Expander/Segment ring



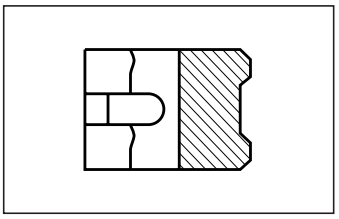
919 Expander/Segment ring



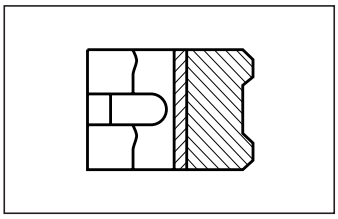
922 Expander/Segment ring (flex-vent)



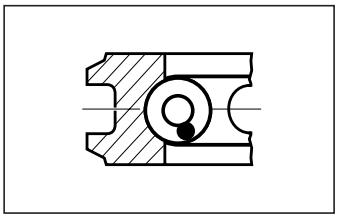
98 Expander/Segment ring



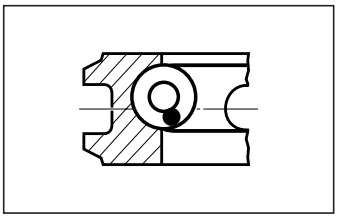
85 Bevelled – edge ring



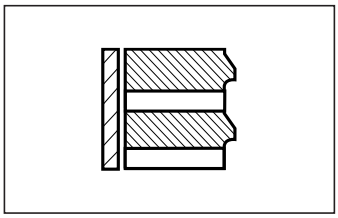
X85 Bevelled – edge ring with expander



86 Coil spring ring



89 Displaced coil spring ring



XE Twin slotted ring with expander

Characteristics

In modern engines, and for high continuous outputs, piston rings take reliable and precise care of the welfare of their carriers.

Piston rings have three important functions in modern engines:

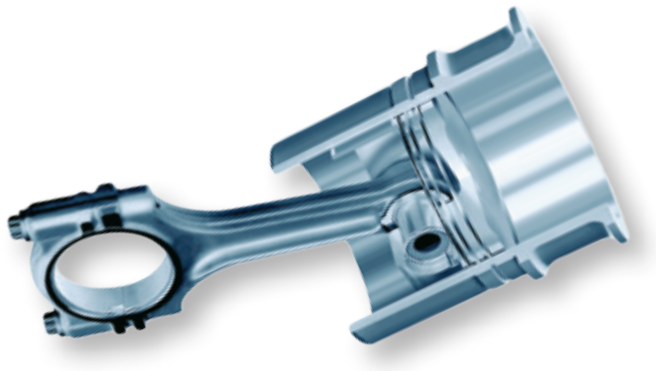
- They seal the combustion chamber from the crankcase
- They limit and regulate the oil consumption
- They dissipate the heat that is taken up by the pistons during combustion to the cooled cylinder working surfaces.

In order to satisfy these demands, the piston rings must fit tightly to the cylinder wall over their entire circumference, even if the cylinder deviates slightly from its ideal form. Due to the high inertial forces and combustion pressures as well as the high wear producing loads, the piston rings have to satisfy high demands in respect of piston ring material (strength/temperature stability) as well as surface finish and shape.

We can offer you different versions of piston ring sets – in original equipment quality or especially for engines that have already been running with the aim to reduce their compression losses and to normalize oil consumption. We can supply piston ring sets for almost any gasoline and diesel engine for passenger cars as well as for commercial vehicles.

The Premium piston ring set offers you piston rings that are also fitted as original equipment.

The Opcional piston ring set has been developed especially for use in engines that have already been running.

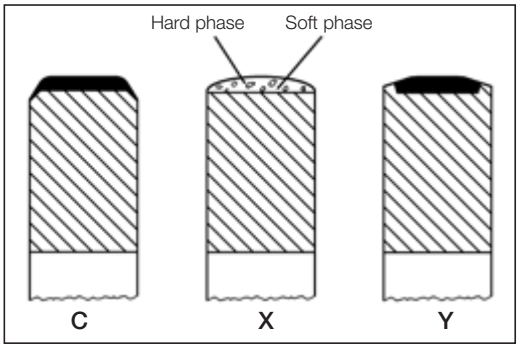


Materials

D: Nodular Casting
A: Steel Ring

Coatings

Wear resistant coatings such as Chrome plating and molybdenum applications by flame or plasma are common practices in the automotive industry to increase the life or the working conditions of the piston rings. Hard chromium plating is used on piston rings for its high resistance to abrasive wear. However, this process produces a smooth surface texture that in some circumstances is not recommended for the engine initial functioning period, mainly for compression rings.

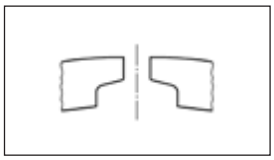


C: Crome plated rings
X: Molyplasma
Y: Molybdenum coated rings

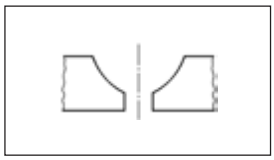
Packing

Rings are carefully packed in waterproof packages ensuring good delivery conditions. Instructions for correct installation are in the each package. If any further information is necessary they will be described in a supplementary leaflet. Most of our piston ring sets are packed as a complete set for engines. The cylinder quantity at each set is in the last column of each page in the alphabetical section.

Special joints

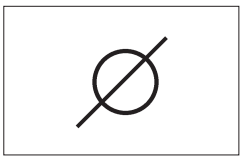


N Joint with internal notch

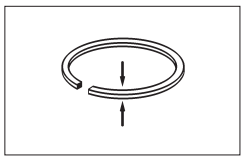


M Joint with side notch

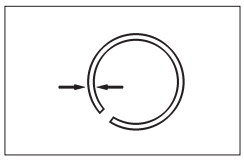
Symbols used



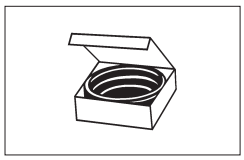
Nominal diameter of cylinder



Ring width



Ring radial thickness



Number of cyl. per box

Note: For the multi-piece rings the indicated radial thickness refers to the maximum assembled radial thickness.

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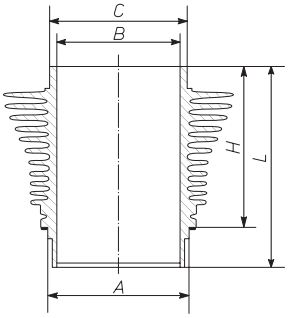
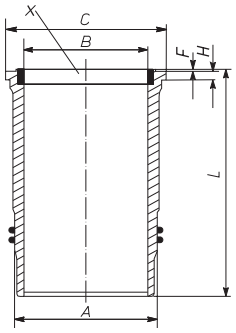
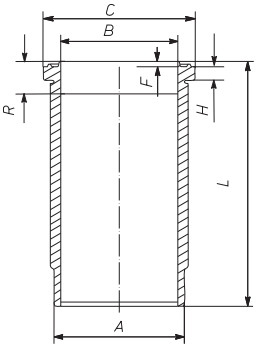
Types and technical terms

Finned cylinder	Finished liner	Semi-finished liner
		
		

Main dimensions

A = Maximum finished diameter for pre-machined liners
C = Fitting diameter
G = Flange height
K = Total length
M = Flange diameter

Cylinders and liners are perfectly matched tribologically to the sliding partner components, the pistons and piston rings.

Fitting recommendations

Finned cylinders and cylinder liners have, in accordance with the requirements of the engine manufacturer, a finished (honed) or semi-finished cylinder bore.

Semi-finished cylinder liners

The surface which supports the flange must be vertical to the location bore and it must be sufficiently and evenly bevelled. If the liner flange is unevenly supported it can tear off.

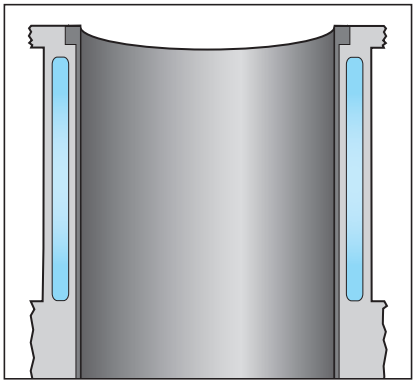
After the installation of the liner, which is only semi-finished in its inside diameter, this cylinder boring is finely bored and then finished by honing until it has the specified dimensions or, in the case of a finely bored liner, it is only finished by honing (tolerance according to DIN/ISO H5).

The surface of the liner must be flush to the sealing surface of the cylinder block; if necessary, the block surface and the liner must be finished by surface grinding.

Finished cylinder liners

Before the liner is installed, the locating bore in the cylinder block must be cleaned carefully, and must be checked to ensure the accuracy of the dimensions and to determine whether any distortion has occurred.

Out-of-centre or damaged bores can be reworked for the installation of oversize liners. It is important for this that the locating bore is cylindrical, as this is what determines the geometrical shape of the inside of the pressed-in, thin-walled liner.



Finished and honed cylinder liners

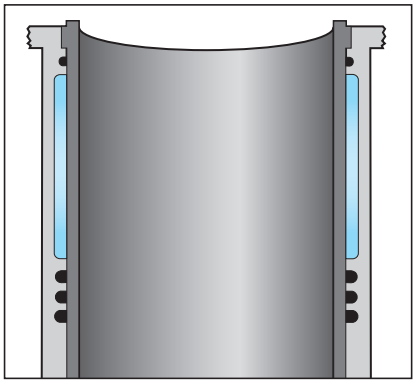
These cylinder liners either fit exactly into the bore of the cylinder block, or they have a slight overlap. The location bore in the block is to be measured exactly before the liner is installed.

It is a basic principle that no oil or grease is to be used for pressing in the liners, since this becomes coked and hinders the flow of heat. Special slip agents, such as molybdenum disulphide, are better.

After the liner has been pressed in, the cylinder diameter is to be measured with a cross head at several levels (at the very least at the top and the bottom).

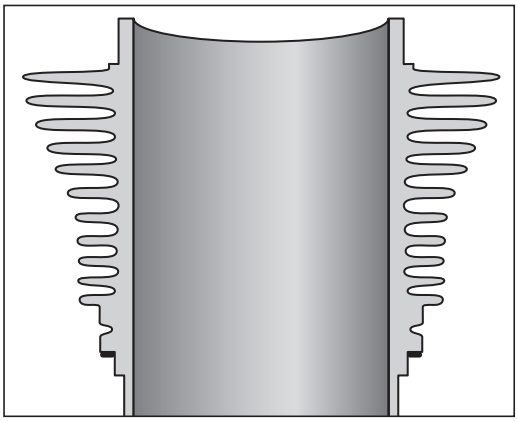
Wet cylinder liners

The location bores and particularly the running surfaces in the cylinder block must be cleaned carefully, and they must be undamaged. Corroded surfaces must be reworked (use flange liners and outer diameter oversize liners). As this is done, make sure that the liners move in easily and that they take up the correct position (the projecting length of the liner must be in accordance with the regulations of the engine manufacturer). After the liner has been installed with the seal rings that belong to it (use slip agent), the cylinder diameter is to be checked — particularly in the region of the seal rings — so as to determine whether any deformation has been caused by pinched sealing rings. Using the wrong sealing rings (wrong diameter/wrong material) can cause a narrowing of the cylinder, which can lead to engine damage.



Finned cylinders

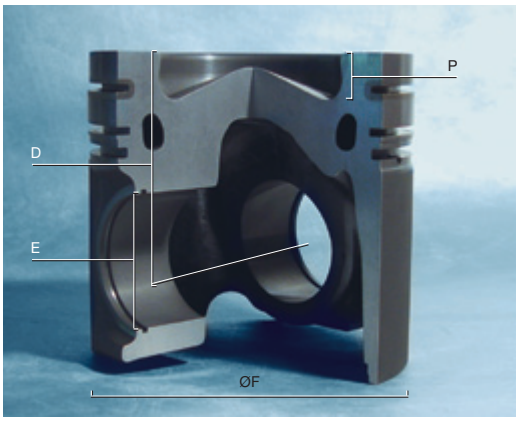
In accordance with the instructions from the engine manufacturer, cast iron cylinders or light alloy cylinders are used.



Technical terms

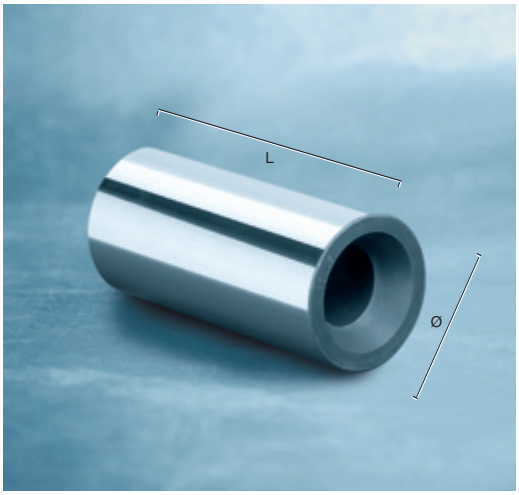
Pistons

D = Compression height
E = Diameter of the hole for pin
ØF = Principal diameter of the piston
P = Combustion chamber depth



Piston pins

L = Total length
Ø = Outer diameter of pin



Fitting recommendations

The repair pistons are ready for installation with piston rings.

Piston diameter, installation clearance and, if applicable, direction of installation are marked on the piston crown. The stated piston diameter added to the corresponding clearance gives the cylinder diameter.

Assembly of piston and con rod

Prior to assembly, the con rods have been checked to see that their bores are on parallel axes (to ensure that there has been no bending or twisting) and, if necessary, they have been replaced.

On assembly it must be ensured that the components are lubricated sufficiently. The pistons and con rods must always be assembled in the prescribed installation direction.

Press fit

Assembling pistons and pins with press fit in the con rod requires the greatest of care. It is particularly important that there is freedom of movement between piston and pin after assembly.

Floating pin

For pistons with floating pins, the enclosed circlips serve to fix the piston in the piston pin bore. The circlips must be mounted with a suitable tool. When this is done it should be ensured that the circlips fit completely into the slot for which they are intended.

Never use old circlips and avoid pressing them together too much, otherwise permanent deformations can result.

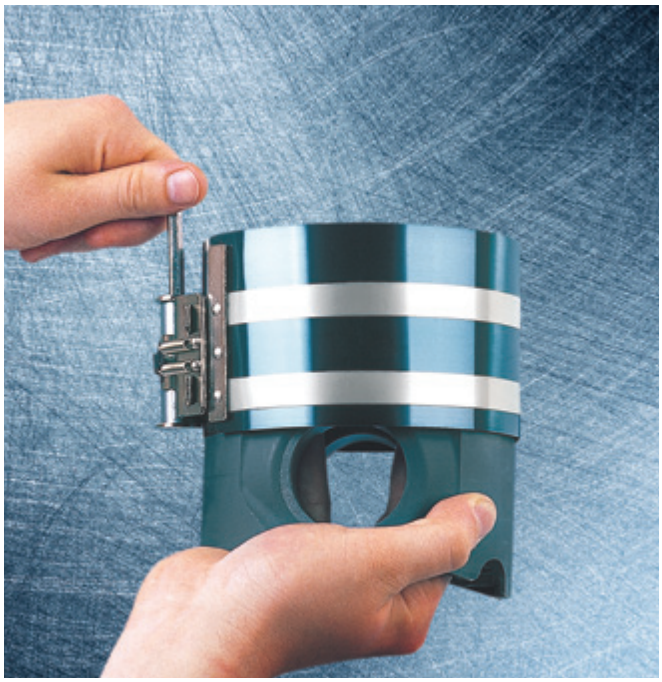
Installation of the piston

When the piston is installed, the installation direction must be observed. The impacts on the individual piston rings are to be distributed evenly across their circumference. The cylinder bore or the pistons and the rings must be oiled.

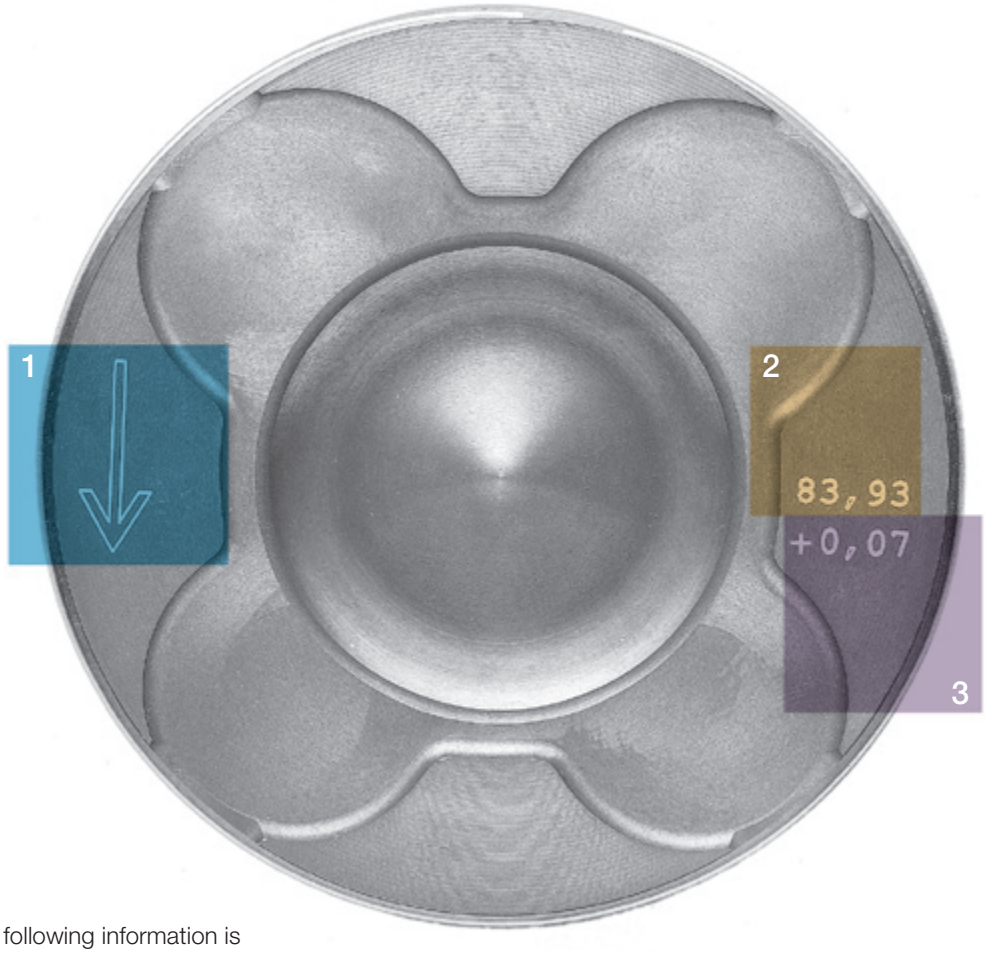
In order to avoid damage when the piston is being fitted in the cylinder bore, a suitable tool is to be used for assembly (e. g. ring sleeve, ...).

It should be ensured that only cylinder head gaskets and filters for air, fuel and oil that are approved by the engine manufacturers are used.

The parts of the engine (cylinder block, crankshaft, con rod and oil pan) must be cleaned carefully before assembly to remove machining residues and deposits.



Markings



The following information is given on the piston crown:

1 In line with the instructions from the engine manufacturer in question, the installation direction is marked on the piston crown. This direction is to be observed upon installation. Other markings that are used include a crankshaft symbol, a cast notch or expressions such as “vorn”, “Front” or “Abluft”. It can be necessary to install the piston in a certain direction because a piston crown is asymmetrical or because the axle of a piston pin bore has been disengaged to change the noise level.

In the case of pistons for engines with cylinder dimensions in inches, there is an “Std” indication, or for oversize dimensions a “.020” indication – for example – in addition to the greatest piston diameter.

2 The installation clearance in mm corresponds to the necessary difference in diameter between the cylinder bore and the piston skirt.

3 The largest piston diameter is given in mm. For small pistons, often only the group and the rated diameter are given in the markings. Additional diameter specifications and the fitting clearances may be given on the packing.

Fitting recommendations

Kit set is ready for installation without any reworking and consists of pistons, piston rings, piston pins, circlips, cylinders and the necessary seals.

Índice

P

português

A perfeição é a precisão nos detalhes

Nossa especialidade está no motor de combustão interna e nos periféricos. Por exemplo, na Fórmula 1, os kits equipados com componentes MAHLE ganham corridas uma seguida da outra. Obviamente, isto também se aplica ao mercado de equipamento original da indústria automotiva internacional e, conseqüentemente, ao mercado de reposição – porque o que é preferido no mercado de equipamento original, também é a primeira opção para reparos e recondicionamentos. Aproximadamente 3.000 engenheiros de pesquisa e desenvolvimento, em nossos centros P&D de Stuttgart, Northampton, Detroit (Farmington Hills e Novi), Jundiaí, Tóquio (Kawagoe e Okegawa) e Shangai, trabalham duro para manter este alto nível de inovação e qualidade, e sua melhoria contínua.

A MAHLE conta com mais de 45.000 empregados, que produzem sistemas de pistão, componentes de cilindro, trens de válvula e sistemas de gerenciamento do ar e dos líquidos para a indústria automotiva internacional – e na mesma inegável qualidade, para o mercado de componentes, atividades apoiadas pela empresa através de uma gama de produtos orientados pela demanda do mercado, além de uma grande disponibilidade de entrega e serviços completos.

As melhores referências — no mundo inteiro

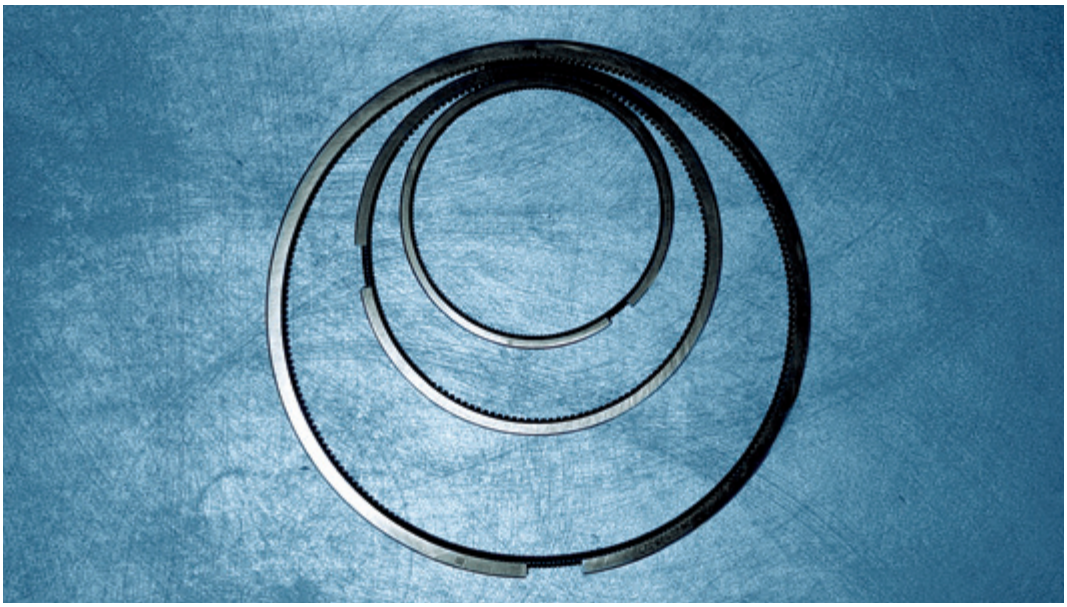
Estes clientes de equipamento original confiam na MAHLE em todo o mundo:

Alfa Romeo, Audi, BMW, Bedford, Case New Holland, Caterpillar, Citroën, Daewoo, DAF, Deutz, Fiat, Ford, Hatz, Honda, Hyundai, IHC, Isuzu, Iveco, Jaguar, John Deere, Lada, Lancia, Land Rover, Leyland, MAN, Mazda, Mercedes-Benz, MG, Mitsubishi, MWM, Nissan, Opel, Pegaso, Perkins, Peugeot, Porsche, Renault, Saab, Scania, Seat, Skoda, Steyr, Suzuki, Toyota, Triumph, Vauxhall, Volkswagen, Volvo, Zetor.

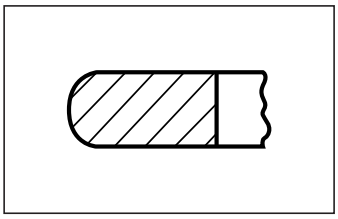
Tipos básicos

Os anéis de pistão devem ser montados com o maior cuidado. Cada vez que são retirados desnecessariamente e recolocados com alongamento excessivo, são causadas deformações permanentes e a performance operacional fica prejudicada.

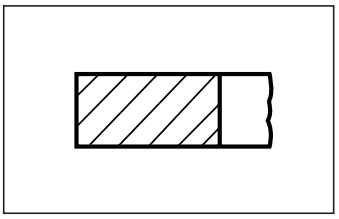
Os tipos mais comuns de anéis para pistões estão ilustrados a seguir. Todos os anéis de ferro fundido são torneados em máquinas especiais, capazes de dar à peça um formato preciso, além de uma correta distribuição das pressões. A atualização contínua dos produtos, incorporando-lhes novas características que permitam atender às exigências peculiares de cada fabricante de motores. À ampla linha de anéis já existente, novos jogos são constantemente lançados para atender aos novos tipos de motores. Suplementos a este catálogo serão publicados quando necessário, para detalhar essas novas aplicações.



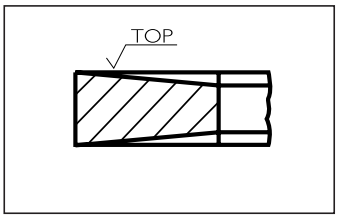
Anéis de compressão



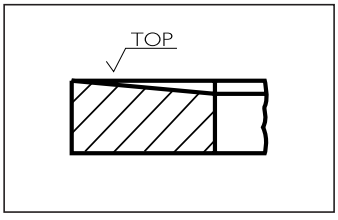
G Anel com perfil abaulado



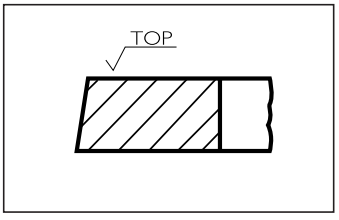
P Anel retangular



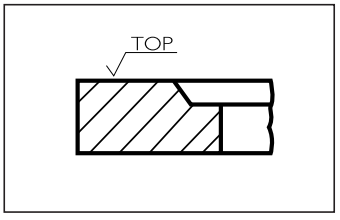
K Anel trapezoidal



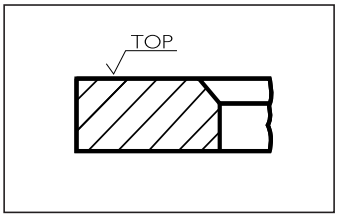
H Anel semi/trapezoidal



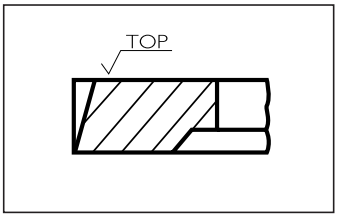
T Face cônica



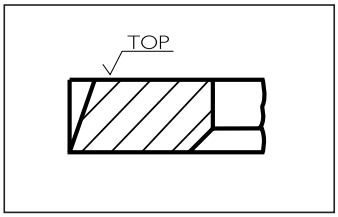
2 Anel com rebaixo diâmetro interno



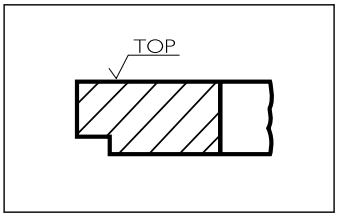
4 Anel com chanfro diâmetro interno



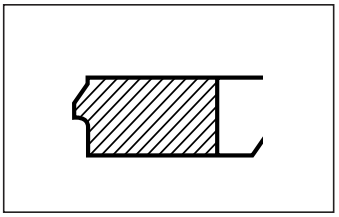
E2 Anel torcional inverso



E4 Anel torcional inverso

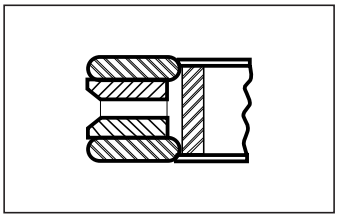


6 Anel com rebaixo diâmetro externo

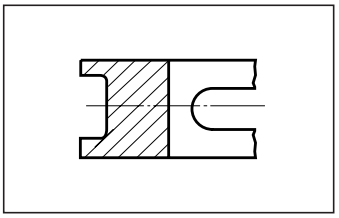


U Anel com perfil especial

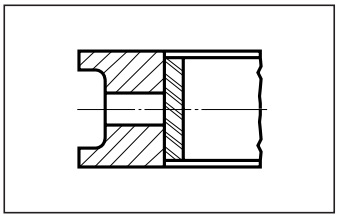
Anéis de óleo



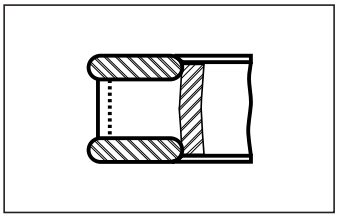
GX Anel com múltiplas peças e com mola expansora



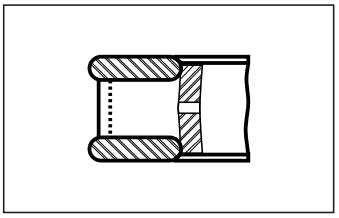
W Anel com fendas – perfil paralelo



WX Anel com fendas – perfil paralelo e com mola expansora



918 Anel de 3 peças com segmentos de aço



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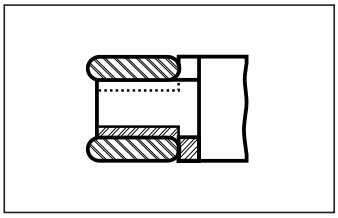
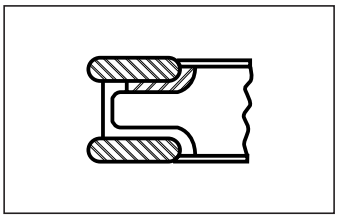
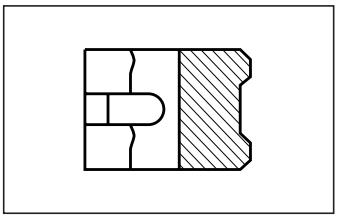


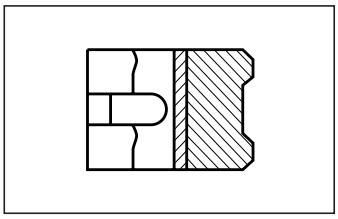
922 Anel de 3 peças com segmentos de aço-miniflex



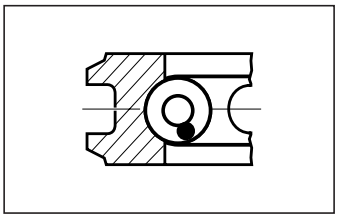
98 Anel de 3 peças com segmentos de aço



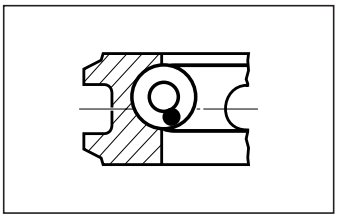
85 Anel com filetes paralelos



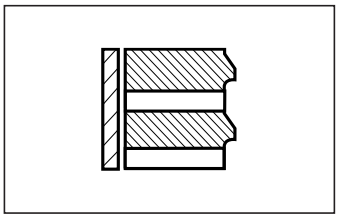
X85 Anel com filetes paralelos e com mola expansora



86 Anel com mola helicoidal



89 Anel com canaleta interna descentrada e com mola helicoidal



XE Anel partido com mola expansora

Características

Nos motores modernos, tanto quanto nos motores de potência elevada, os anéis de pistão se encarregam, de forma correta e precisa, do bem-estar de seus portadores.

Os anéis de pistão têm três funções importantes nos motores modernos:

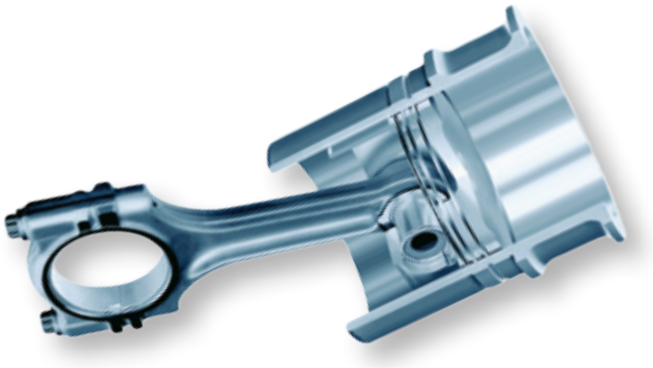
- vedar a câmara de combustão do cárter
- limitar e controlar o consumo de óleo
- dissipar o calor absorvido pelos pistões durante a combustão, conduzindo-o para as faces refrigeradas de trabalho do cilindro.

Para satisfazer a estas solicitações, os anéis de pistão precisam manter contato contínuo com a parede do cilindro em toda a sua circunferência, mesmo se estes cilindros apresentarem leves desvios em sua forma original. Devido às elevadas forças inerciais e à pressão da combustão, assim como às altas cargas causadoras de desgaste, os anéis de pistão precisam satisfazer as elevadas demandas de seus materiais (estabilidade de resistência/temperatura), como também de acabamento da superfície e da forma.

Podemos oferecer-lhe diferentes versões de jogos de anéis, na qualidade de equipamento original ou especialmente para motores já rodados, nestes casos, procurando reduzir as perdas de compressão e normalizar o consumo de óleo. Ela pode fornecer jogos de anéis de pistão para qualquer motor a gasolina ou a diesel, carros de passeio, assim como para veículos comerciais.

Os jogos de anéis de pistão da versão Premium lhe oferecem anéis iguais aos usados em equipamento original.

Os jogos de anéis de pistão da versão Opcional foram desenvolvidos especialmente para uso em motores já rodados.

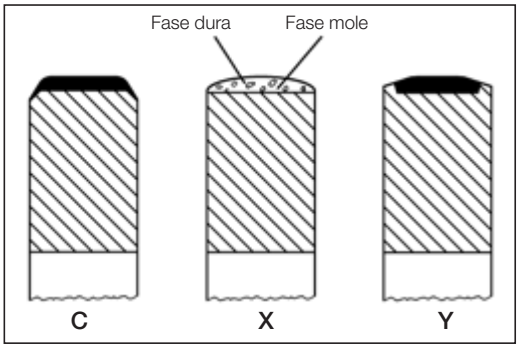


Materiais

D: Ferro Fundido Nodular
A: Aço

Revestimentos

Os revestimentos resistentes ao desgaste, como cromação e aplicações de molibdênio por chama ou plasma, são meios conhecidos na indústria automobilística para aumentar a vida do produto ou as condições de trabalho dos anéis do pistão. A cromação dura é usada em anéis para pistões, principalmente devido à sua alta resistência ao desgaste abrasivo. Entretanto, este processo produz uma textura superficial lisa deste cromo, que, em algumas circunstâncias, não é recomendada durante o início do funcionamento do motor, principalmente para anéis de compressão.

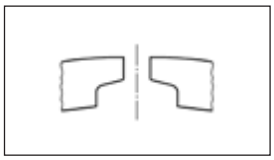


C: Cromação regular
X: Molibdênio aplicado por plasma
Y: Molibdênio aplicado por chama

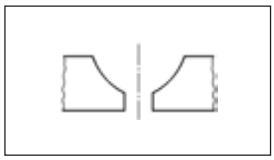
Métodos de embalagem

Os anéis são cuidadosamente embalados em caixas à prova de umidade, garantindo perfeitas condições de entrega. As instruções para a instalação correta estão descritas na embalagem. Caso haja qualquer informação adicional necessária, esta será incluída em folheto extra. A maioria dos nossos jogos de anéis para pistão é embalada como um jogo completo para motores. A quantidade de cilindros em cada jogo é apresentada na última coluna de cada página, na seção alfabética.

Juntas especiais

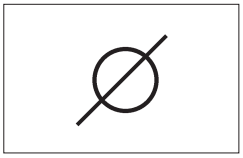


N Junta de entalhe interno

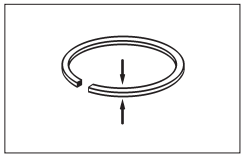


M Junta de entalhe lateral

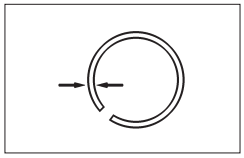
Símbolos usados



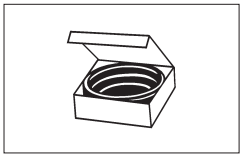
Diâmetro nominal do cilindro



Largura do anel



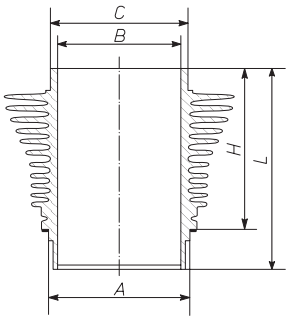
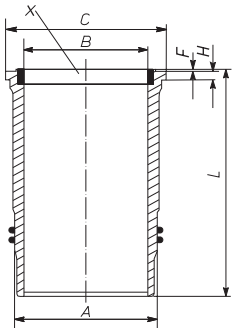
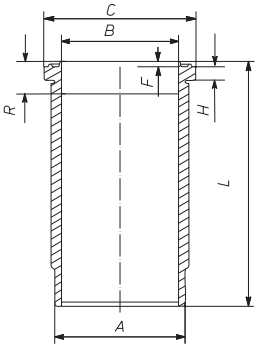
Espessura radial do anel



Número de cil. por caixa

Nota: para os anéis multipeças, a espessura radial indicada se refere à espessura radial máxima montada.

Tipos e termos técnicos

Cilindro aletado	Camisa de cilindro acabado	Camisa de cilindro semi-acabado
		
		

Dimensões

A = Diâmetro máximo acabado de camisas semi-acabadas
C = Diâmetro de montagem
G = Altura do flange
K = Comprimento total
M = Diâmetro do flange

Os cilindros e as camisas estão perfeitamente ajustados do ponto de vista tribológico aos componentes móveis, como os pistões e os anéis de pistão.

Recomendações de montagem

Os cilindros aletados e as camisas de cilindro têm, conforme as especificações do fabricante do motor, um cilindro acabado (brunido) ou semi-acabado.

Camisas de cilindro semi-acabadas

A superfície que suporta o flange deve ser vertical em relação ao furo e ser suficientemente e suavemente cônica. Se o flange apresentar um assento irregular, ele poderá partir-se.

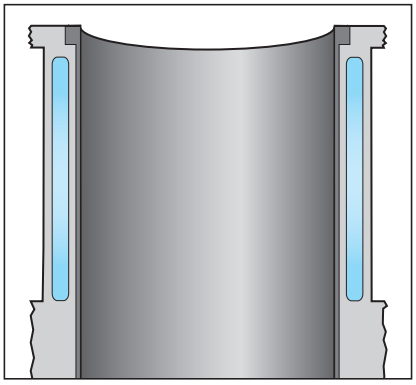
Depois da colocação da camisa de cilindro, que é apenas semi-acabado em seu diâmetro interior, ele recebe uma usinagem fina neste interior e depois é brunido até ter as dimensões especificadas ou, no caso de camisas com acabamento fino, recebe apenas um brunimento (tolerância de acordo com DIN/ISSO H5).

A superfície da camisa de cilindro deve ajustar-se com a superfície do cilindro do bloco; se necessário, as superfícies do bloco e da camisa devem receber um acabamento de fresamento.

Camisas de cilindro acabadas

Antes da instalação da camisa, o interior dos cilindros do bloco deve ser limpo cuidadosamente, ser verificada a exatidão das dimensões e determinado se não houve qualquer distorção.

Furos descentrados ou danificados podem ser retrabalhados para a colocação de uma camisa com sobremedida. Para isto, é importante que o furo esteja cilíndrico, pois ele determinará a forma geométrica do interior da camisa de paredes finas, colocada no lugar sob pressão.



Camisas de cilindro acabadas e brunidas

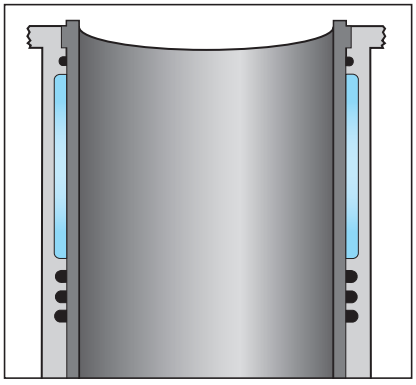
Estas camisas de cilindro se encaixam exatamente no cilindro do bloco, ou ficam salientes conforme especificação do fabricante do motor. O bloco deve ser medido cuidadosamente antes da instalação da camisa.

É de praxe não usar óleo ou graxa na montagem destas camisas, porque poderá causar uma carbonetação, que prejudica o fluxo do calor. Será melhor utilizar agentes deslizantes especiais, como bi-sulfito de molibdênio.

Depois da camisa ser colocada sob pressão, o diâmetro do cilindro deve ser adequadamente medido em diversas alturas (no mínimo, no topo e no fundo).

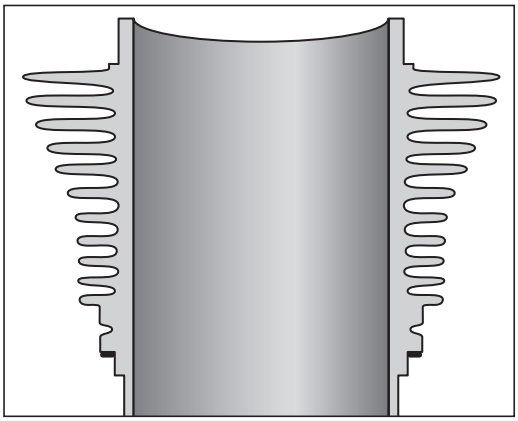
Camisas de cilindro molhadas

O interior dos cilindros e, em especial, suas superfícies de trabalho dentro do bloco devem ser limpos cuidadosamente e estar sem danos. Superfícies corroídas devem ser retrabalhadas (use camisas com flange e camisas com sobremedida no diâmetro externo). Ao fazer isto, garanta que as camisas se insiram facilmente e que tomem a posição correta (o comprimento projetado da camisa deve estar de acordo com as especificações do fabricante do motor). Depois da camisa instalada com os anéis de vedação que dela fazem parte (use um produto deslizante), o diâmetro do cilindro deve ser verificado - principalmente na região do anel de vedação - para verificar se houve alguma deformação em decorrência de anéis de vedação mal-ajustados. O uso de anéis de vedação incorretos (diâmetro e material) pode causar deformações do cilindro, o que pode levar a danos no motor.



Cilindros aletados

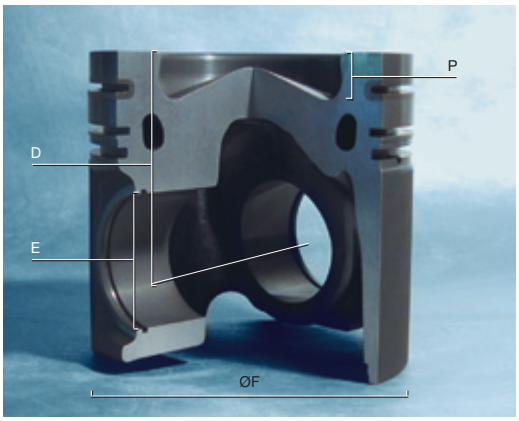
Seguindo as instruções dos fabricantes de motores, usa-se cilindros de ferro fundido ou de liga leve.



Termos técnicos

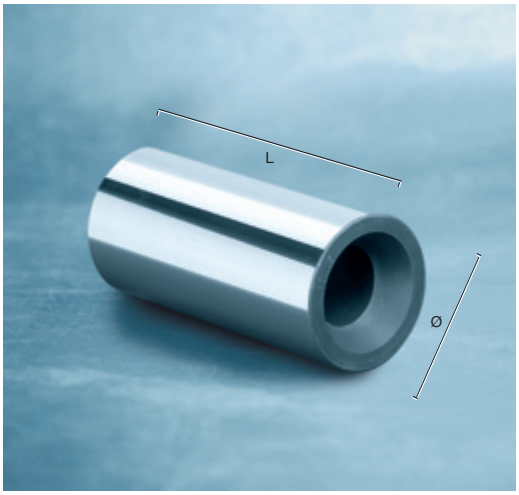
Pistões

D = Altura de compressão
E = Diâmetro do furo para pino
ØF = Diâmetro principal do pistão
P = Profundidade da câmara



Pinos de pistão

L = Comprimento total do pino
Ø = Diâmetro externo do pino



Recomendações de montagem

Os pistões para recondicionamento são fornecidos com anéis, prontos para serem instalados.

O diâmetro do pistão, a folga e a direção de montagem estão marcados no topo do pistão. Com o diâmetro do pistão indicado, soma-se a respectiva folga e indicará o diâmetro do cilindro.

Montagem do pistão e da biela

Antes da montagem, as bielas são verificadas para garantir que os seus furos estejam com os eixos paralelos (para ter certeza de que não houve dobra ou torção) e, se necessário, são substituídas.

Na montagem, deve-se garantir uma boa lubrificação dos componentes. Os pistões e as bielas sempre devem ser montados de acordo com a direção de instalação prescrita.

Montagem por interferência

A montagem por interferência dos pistões e pinos nas bielas requer o máximo cuidado. É particularmente importante que haja liberdade de movimento entre o pistão e o pino depois da montagem.

Pino flutuante

Nos pistões com pinos flutuantes, os anéis-trava servem de fixação do pino no furo e devem ser montados com ferramenta adequada. Neste momento, deve-se assegurar que o anel-trava esteja completamente inserido na ranhura.

Nunca monte anéis-trava usados, nem feche-os em excesso durante a montagem, porque isto poderá resultar em deformações permanentes.

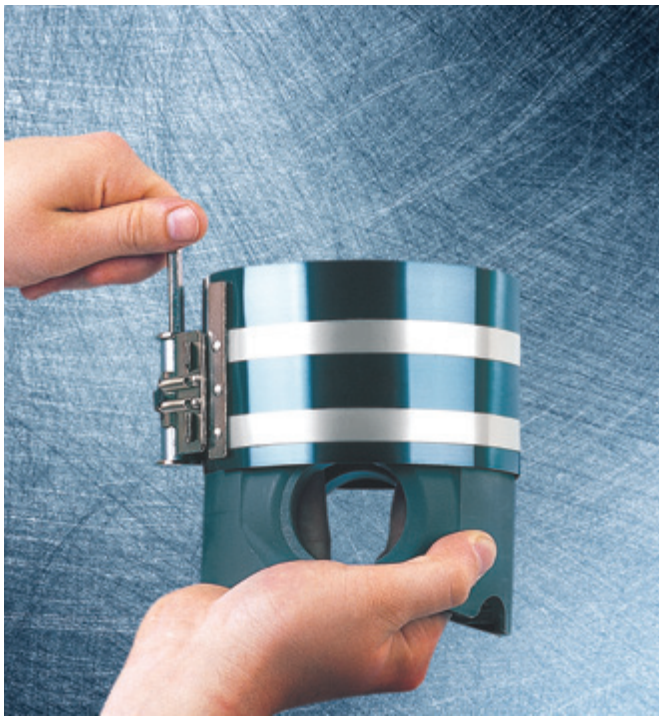
Montagem do pistão

Quando o pistão for montado, as instruções de instalação deverão ser seguidas à risca. A carga sobre cada anel deve ser distribuída uniformemente em toda a sua circunferência. O cilindro, os pistões e os anéis devem ser lubrificados.

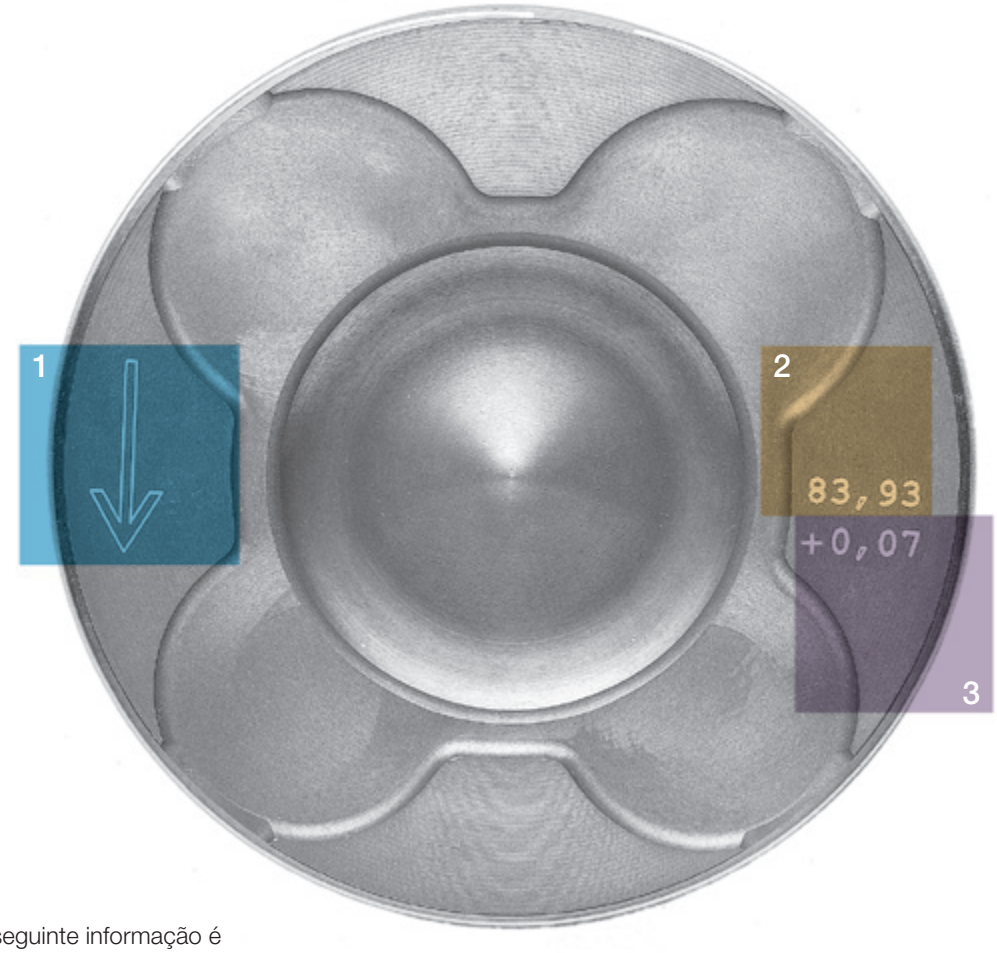
A fim de evitar danos ao introduzir o pistão no cilindro, deve-se usar uma ferramenta adequada a esta operação, como, por exemplo, uma cinta para anéis.

Deve-se cuidar para que somente juntas de cabeçote e filtros do ar, combustível e óleo recomendados pelo fabricante do motor sejam montados.

As partes do motor (bloco de cilindros, eixo de manivela, biela e cárter) devem ser limpos cuidadosamente antes da montagem, a fim de remover resíduos de usinagem e outros depósitos.



Marcações



A seguinte informação é dada no topo do pistão:

1 Seguindo as instruções do respectivo fabricante do motor, a direção de montagem está marcada no topo do pistão. Esta direção deve ser corretamente observada durante a montagem. Outras marcações usadas incluem um símbolo de eixo de manivela, um entalhe fundido ou expressões como “vorn” (à frente), “Front” (frente) ou “Abluft” (descarga). Pode ser necessária a instalação do pistão numa certa direção, porque a sua cabeça é assimétrica ou o eixo do pino de pistão foi deslocado para reduzir o nível de ruídos.

No caso de pistões para motores com dimensões de cilindros dadas em polegadas, existe uma indicação “Std”, ou para sobremedidas – por exemplo – “.020”, em acréscimo ao maior diâmetro do pistão.

2 A folga de montagem em milímetros corresponde à necessária diferença de diâmetros entre o cilindro e a saia do pistão.

3 O maior diâmetro do pistão é dado em milímetros. Muitas vezes, em pistões pequenos, somente são marcados o grupo e o diâmetro nominal. Especificações adicionais de diâmetros e folgas de montagem poderão ser indicadas na embalagem.

Recomendações de montagem

O kit é fornecido pronto para instalação sem qualquer retrabalho e consiste de: pistões, anéis de pistão, pinos de pistão, anéis-trava, cilindros e as necessárias vedações.

Indice por aplicación

Configuración de las páginas y claves de los números de artículos

AGRALE (1) MAHLE

(2) MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	(3) ∅	PC – JUEGO / SET / JOGO (4) PREMIUM	(5) COMP.	(6) CUSTOM MADE	(7) COMP.	(8)	(9)	(10)
M - 73, Mini tractor T440 Estacionario E573, 67 (80 »)	73.00	**46004**	C4 T4 W			2.00 2.00 4.00	3.00 3.00 3.00	1
M - 80, Microtractor T415 Estacionario E80G, FG, FL (68 »)	80.00	**46000**	CP T W			2.50 2.50 4.00	3.58 3.58 3.58	1
M - 85 2º serie (75 ») Microtractor T216 Estacionario	85.00	**46003**	CP T W			3.00 3.00 5.00	3.82 3.82 3.82	1
M - 90 2º serie (75 ») 4100 Paico, Tractor 4100 18 HSE/RD/24SEI/HSE, T416/720, Estacionario T9	90.00	**46001**	CP T W			3.00 3.00 5.00	4.02 4.02 4.02	1
M - 790/M - 93 ID Camión: TX 1600 Tractor: T440, 4200, 24 HSE/SEI, 28 HSE, 4300 HSE/SEI/RS/RDT	90.00	**46002**	C4 T W			2.50 2.50 5.00	4.02 4.02 4.02	1
TX-1200/GM151 87/...	4" 101.60	**41300**	C4 T4 919	**51300**	T4 T4 919	5/64" 5/64" 3/16"	4.75 4.75 4.62	4
TX-1800/1800D, 4500D/DRS 5000RD/RS, 7000D MWM D-229-3/4 cil. 83/...	102.00	**46024**	KCP-D T C86			3.00 2.50 4.00	4.42 4.42 4.28	1

(1) Fabricante
(2) Motor
Datos del motor
Vehículos
(3) Diámetro nominal del cilindro
(4) Identificación de los códigos de juegos
(5) Perfil del aro
(6) Identificación de los códigos de juegos
(7) Perfil del aro
(8) Ancho del aro
(9) Espero radial del aro
(10) Número del cil. por caja

Application index

Page structure and decoding of part numbers

AGRALE ❶ MAHLE

❷ MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	❸ ∅	PC – JUEGO / SET / JOGO						
		❹ PREMIUM	❺ COMP.	❻ CUSTOM MADE	❼ COMP.	❽	❾	❿
M - 73, Mini tractor T440 Estacionario E573, 67 (80 »)	73.00	**46004**	C4 T4 W			2.00 2.00 4.00	3.00 3.00 3.00	1
M - 80, Microtractor T415 Estacionario E80G, FG, FL (68 »)	80.00	**46000**	CP T W			2.50 2.50 4.00	3.58 3.58 3.58	1
M - 85 2º serie (75 ») Microtractor T216 Estacionario	85.00	**46003**	CP T W			3.00 3.00 5.00	3.82 3.82 3.82	1
M - 90 2º serie (75 ») 4100 Paico, Tractor 4100 18 HSE/RD/24SEI/HSE, T416/720, Estacionario T9	90.00	**46001**	CP T W			3.00 3.00 5.00	4.02 4.02 4.02	1
M - 790/M - 93 ID Camión: TX 1600 Tractor: T440, 4200, 24 HSE/SEI, 28 HSE, 4300 HSE/SEI/RS/RDT	90.00	**46002**	C4 T W			2.50 2.50 5.00	4.02 4.02 4.02	1
TX-1200/GM151 87/...	4" 101.60	**41300**	C4 T4 919	**51300**	T4 T4 919	5/64" 5/64" 3/16"	4.75 4.75 4.62	4
TX-1800/1800D, 4500D/DRS 5000RD/RS, 7000D MWM D-229-3/4 cil. 83/...	102.00	**46024**	KCP-D T C86			3.00 2.50 4.00	4.42 4.42 4.28	1

❶ Manufacture
❷ Engine name
Engine data
Vehicles
❸ Nominal diameter of cylinder
❹ Set identification codes
❺ Ring type
❻ Set identification codes
❼ Ring type
❽ Ring width
❾ Ring radial tickness
❿ Number of cyl. per box

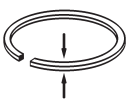
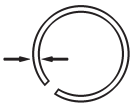
Índice por aplicação

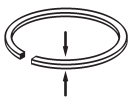
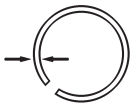
Estrutura da página e decodificação dos códigos das peças

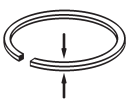
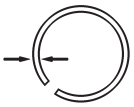
AGRALE (1) MAHLE

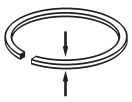
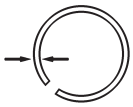
(2) MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	(3) ∅	PC – JUEGO / SET / JOGO (4) PREMIUM	(5) COMP.	(6) CUSTOM MADE	(7) COMP.	(8)	(9)	(10)
M - 73, Mini tractor T440 Estacionario E573, 67 (80 »)	73.00	**46004**	C4 T4 W			2.00 2.00 4.00	3.00 3.00 3.00	1
M - 80, Microtractor T415 Estacionario E80G, FG, FL (68 »)	80.00	**46000**	CP T W			2.50 2.50 4.00	3.58 3.58 3.58	1
M - 85 2º serie (75 ») Microtractor T216 Estacionario	85.00	**46003**	CP T W			3.00 3.00 5.00	3.82 3.82 3.82	1
M - 90 2º serie (75 ») 4100 Paico, Tractor 4100 18 HSE/RD/24SEI/HSE, T416/720, Estacionario T9	90.00	**46001**	CP T W			3.00 3.00 5.00	4.02 4.02 4.02	1
M - 790/M - 93 ID Camión: TX 1600 Tractor: T440, 4200, 24 HSE/SEI, 28 HSE, 4300 HSE/SEI/RS/RDT	90.00	**46002**	C4 T W			2.50 2.50 5.00	4.02 4.02 4.02	1
TX-1200/GM151 87/...	4" 101.60	**41300**	C4 T4 919	**51300**	T4 T4 919	5/64" 5/64" 3/16"	4.75 4.75 4.62	4
TX-1800/1800D, 4500D/DRS 5000RD/RS, 7000D MWM D-229-3/4 cil. 83/...	102.00	**46024**	KCP-D T C86			3.00 2.50 4.00	4.42 4.42 4.28	1

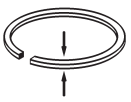
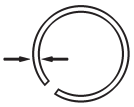
(1) Fabricante
(2) Motor
Dados do motor
Veículos
(3) Diâmetro nominal do cilindro
(4) Código de identificação dos jogos
(5) Perfil do anel
(6) Código de identificação dos jogos
(7) Perfil do anel
(8) Largura do anel
(9) Espessura radial do anel
(10) Número de cil. por caixa

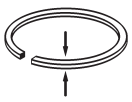
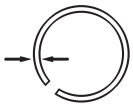
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
TX-1800/1800D, 4500D/DRS 5000RD/RS, 7000D MWM D-229-3/4 cil. 83/.../Diesel	102.00	**46024**	KCP-D T C86			3.00 2.50 4.00	4.42 4.42 4.33	1

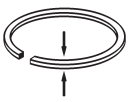
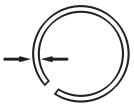
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
156 1.9 JTD/ 145 -146 -147 -156/SW 1.9L JTD AR32302-AR37101 - Diesel	82.00	**48441**	KXP-D E4 C86			3.00 2.00 3.00	3.55 3.50 3.78	4
145-146/ 145 -146 -155 AR33601-AR67501- Diesel	82.60	**48411**	KXP-D ET4 C86			3.00 2.00 3.00	3.55 3.50 3.78	4

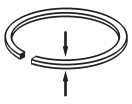
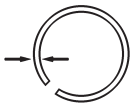
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Audi 4/6 cil / VOLKSWAGEN Senda - Saveiro 1.6L Diesel (Aro ventilado 3mm)	76.50	**43065**	CP-D 6 C86	**83065**	4 6 86	1.75 2.00 3.00	3.30 3.30 3.65	2
Audi 80, 100 1588 c.c. VW Passat 1.6L Mot. MD270 (Normal y Torque) (82»85) - Gacel Mot. 827 (1588cc) - Nafta	79.50	**41167**	C4-D 6 C86	**51167**	4 6 919	1.75 2.00 4.00	3.40 3.40 3.98	4

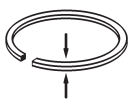
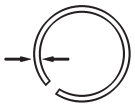
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
C-50, C60, C70	3.7/8"	**42318**	CP	**52318**	4	3/32"	4.20	2
200, Diesel - 4 cil.	98.42		2		2	3/32"	4.20	
3285 c.c.			2		2	3/32"	4.20	
300, Diesel - 6 cil.			C86		C86	3/16"	4.25	
4927 c.c.			W		W	3/16"	4.20	
350 D	4. 3/16"	**40851**	CP-D	**70851**	T4	3/32"	4.50	6
C-50, 60, 70	106.36		2		2	3/32"	4.50	
614, 714, 814			2		2	3/32"	4.50	
5755 c.c. - Diesel			C86		W	3/16"	4.88	
			W		W	3/16"	4.50	

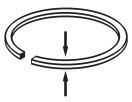
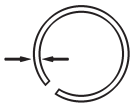
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
200 6V - 330 360 Turbo Motores: IAMZ 236 / 238 - Pistón de 4 ranuras - Diesel	130.00	**48387**	HKCP-D HKT HK6 C86			3.50 3.50 3.50 6.50	5.52 5.52 5.52 5.47	2

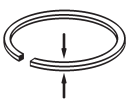
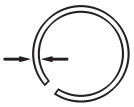
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
VM HR 492 HT (100 HP), HR 492 HI (112 HP) - Diesel	92.00	**48211**	KGXP H6 C86			2.50 2.00 4.00	4.00 4.00 3.98	4

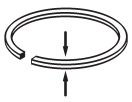
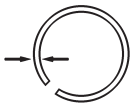
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
D-3304, D-3304T D-3306, D-3306T D-330, D-333, D-334 - 4/6 cil. - Diesel	4. 3/4" 120.65	**40963**	CP-D TC4 C-86			1/8" 3/32" 7/32"	4.80 4.73 4.80	2
D-330C, 3304 - 4 cil. D-333C, 1673C, 3306 - 6 cil. - Diesel	4. 3/4" 120.65	**41394**	KCP-D KTC2-D C86-D			1/8" 1/8" 1/8"	4.98 4.98 5.16	2

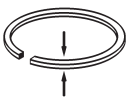
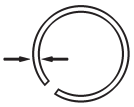
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
105 - Nafta	79.50	**41167**	C4-D 6 C86	**51167**	4 6 919	1.75 2.00 4.00	3.40 3.40 3.98	4
91.4 - 1.5L 110 - 1.8 L Dodge 1500 (1498 cc.) - GT 100 (1798 cc.) OHV Nafta	3.391" 86.12	**41103**	CP-D 6 919	**51103**	4 6 919	5/64" 5/64" 5/32"	3.91 4.29 4.13	4
Valiant I-II-III-IV Motores 170/226 - Nafta	3.400" 86.36	**40276**	TC4 T4 919	**50276**	T4 T4 919	5/64" 5/64" 3/16"	4.29 4.29 4.61	6
Cherokee - Grand Cherokee 2.5 Turbo Diesel Mot.VM	92.00	**48211**	KGXP H6 C86			2.50 2,00 4.00	4.00 4.00 3,98	4
Grand Cherokee V8 5.2L / Dodge 5.2L (92»96) Mot. 318ci. Nafta	3.7/8" 99.31	**41709**	XP-D T4 922			5/64" 5/64" 4.00	4.65 4.65 3.48	8
301, 318 Coupé GTX / Jeep Grand Cherokee 5.2L motor 318 (93»98) V8 Nafta	3.910" 99.31	**40069**	4 T3 919			5/64" 5/64" 3/16"	4.65 4.65 4.62	8

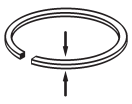
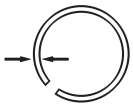
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
C2/C3 1.4 TD. Motor DV4.- Diesel	73.70	**48520**	KLC T3 C86			2.50 1.98 2.50	3.20 3.20 3.35	4
3 CV, AMI8, Mehari, Dyane 6, IES 602 c.c. - Nafta	74.00	**41193**	CP-D 6 919	**51193**	4 6 919	1.50 2.00 4.00	3.30 3.28 3.85	2
AX 1360 c.c. /Xsara 1.4L - Saxo - Berlingo Mot. TU3JP - AX 14 TRS/ TZS/Sport/GT - BX 14 - ZX (1360cc) Mot. K1A - M4A - TU32K Nafta	75.00	**C83299**	CP-D 6 86	**83299**	4 6 86	1.75 2.00 3.00	3.25 3.25 3.33	4
Visa Club (2 cil.) 652 c.c. GS (4 cil.) 1200 c.c. - Nafta	77.00			**53072**	4 6 919	1.75 2.00 4.00	3.48 3.48 4.13	2
Saxo 1600-C3/ Xsara - Picasso Motor TU5-JP 1587 c.c. Nafta	78.50	**43535**	CP-D TH6 922			1.50 1.50 3.00	3.40 3.45 3.28	4
BX Diesel - Motor XUD7TE (1769cc)	80.00	**43382**	KXP-D 6 C86			3.00 2.00 3.00	3.45 3.45 3.75	4
Berlingo Diesel 1868 c.c. / Mot. DW8/B/L4 WJX, WJY, WJZ - Diesel	82.20	**48439**	XP-D ET4 C86			2.00 2.00 3.00	3.60 3.60 3.75	4
XU5S, XU9, VX16 - Nafta	83.00	**43188**	CP-D TH6 919			1.75 1.75 4.00	3.50 3.55 4.18	4
Berlingo, Xsara, ZX, Motor XU7 (1761cc. Nafta)	83.00	**43300**	XP-D TH6 C86	**83300**	4 TH6 86	1.50 1.50 3.00	3.50 3.55 3.48	4
ZX - BX motores XU5/XU9 (1905 c.c.) Nafta	83.00	**43254**	XP-D TH6 C86			1.50 1.50 4.00	3.50 3.50 4.08	4
ZX - Xantia, Evasión Diesel, Xsara Mot. XUD9TE/TF Turbo Diesel (1905 cc)	83.00	**43546**	KXP-D C4 C86			3.50 2.00 3.00	3.60 3.72 3.33	4
ZX - Xantia X16A, Berlingo- Xsara Diesel Mot. XUD9 (1905 cc)	83.00	**43186**	CP-D T C86			2.00 2.00 3.00	3.60 3.60 3.78	4
Xsara - Picasso - Xantia - Berlingo - C5 - Jumper (versiones HDI) Mot. DW10TD/ATED /Diesel	85.00	**48440**	KXP-D T4 C86			3.50 2.00 3.00	3.70 3.70 3.65	4
Xantia, Xsara 2000 nafta, Motor XU10 (1998 cc Nafta)	86.00	**Y88394**	XP-D 6 86	**88394**	4 6 86	1.50 1.75 3.00	3.60 3.60 3.65	4
CX Athena, Reflex 1966 c.c. Nafta	88.00			**53062**	4 T 919	1.75 2.00 4.00	3.90 3.92 4.20	4
		Y88086	YP-D T 86		4 6 86	1.75 2.00 4.00	3.90 3.92 4.20	
Jumper Mot. 8140.43S 2.8L (Espesor 1°R: 2.5mm, Espesor 2°R: 2.0mm, Espesor 3°R: 2.5mm) Diesel	94.40	**48483**	KGCP T C86			2.50 2.00 2.50	4.05 4.00 3.50	4
Jumper 2.8L S9W.702 - F28.DT Diesel	94.40	**48431**	KXP-D ET4 C86			3.00 2.00 3.00	3.95 4.05 3.80	4

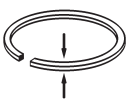
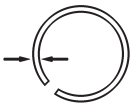
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Renault -Jeep - 4 cil. 2470 c.c. Rambler - 6 cil. 3705 c.c. Continental/ Nafta	3.5/16" 84.14	**41336**	TC4 4 919 W	**51336**	4 4 919 W	3/32" 3/32" 5/32" 5/32"	3.80 3.80 4.61 3.80	2

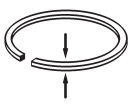
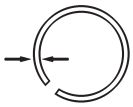
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Motor 6B - 5,9 L Diesel	102.00	**41517**	CP-D T4 C86			2.28 2.35 4.00	4.20 4.32 4.33	1
Motor 6BT - 6BTA - 6BTAA 1er. aro, Keystone/ Diesel	102.00	**41518**	KCP-D T4 C86			3.00 2.35 4.00	4.40 4.32 4.33	1
6CTA / CT / 6CT - 8,3 L Serie C 91 (Feb.91 ») 1er. y 2do. aro Keystone - Diesel	114.00	**41677**	KC2-D KET2 C86			3.50 3.00 4.00	4.80 4.80 4.48	1
6C 8,3 / 6CT 8,3 6 CTA 8,3 L Serie C91 (Feb.91 ») - 1er aro Keystone / Diesel	114.00	**46009**	KCP-D T4-D C86			3.50 3.00 4.00	4.72 4.80 4.48	1

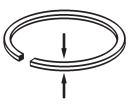
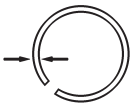
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Motor (1400 c.c.) Nafta	76.00			**52260**	4 T 919	2.00 2.00 4.00	3.30 3.38 3.75	4

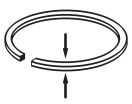
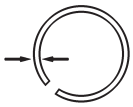
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Cielo Mot. SOHC 16v. Diesel	76.50	**43664**	GCP T 86	**83664**	G TH6 86	1.50 1.50 3.00	3.10 3.38 3.75	4

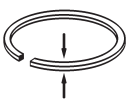
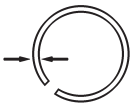
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Cab Van, Wide Cab, Cuore 547 c.c. - Nafta	71.60			**58088**	4 4 922	1.50 1.50 2.80	3.05 3.05 3.08	2
Charade - 933 c.c. - Nafta	76.00			**58117**	4 4 922	1.50 1.50 2.80	3.30 3.40 3.08	3

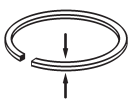
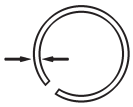
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	Ø	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
FL 912, BFL 912 2, 3, 4, 6 cil. Diesel	100.00	**42892**	KCP-D T 6 C86			3.00 2.50 2.50 5.00	4.42 4.35 4.42 4.70	1
FL 913 3/4/5/6 cil. 1021 c.c./cil. Estacionario Vehicular, Industrial / Diesel	102.00	**48135**	KXP-D CT T C86			3.00 2.50 2.50 5.00	4.40 4.40 4.40 4.68	1
BFL 913 - Turbo 6 cil. 6128 c.c. Vehicular, Industrial / Diesel	102.00	**48181**	KXP-D KCT T C86			3.00 3.00 2.50 5.00	4.40 4.15 4.40 4.68	1
BFL 913 (C86)/Diesel	102.00	**48395**	KX4-D KCT C86			2.94 3.00 3.50	4.40 4.15 4.18	1
FL 913 - 3 ranuras / Diesel	102.00	**48396**	KX4-D CT C86			2.94 2.55 5.00	4.40 4.40 4.38	1
FL 514, FL 614, 1/2/3/4/6 cil. DM-40, DM-55, DM-75 / Diesel	110.00	**40718**	CP T T C86 W3			3.00 3.00 3.00 6.00 6.00	4.82 4.72 4.72 4.50 4.72	1
FL 1014, FL 1114 1/2/3/4/6 cil. DM-40, DM-50, DM-75 (C89) Diesel	115.00	**48022**	CP-D T H6 C86			3.00 3.00 3.00 6.00	4.80 4.92 4.92 4.73	1
		48074	CP-D T H6 C89					
FL 714 -V6 FL 413 V8 FL 2114 1/2/3/4/6 cil. 1583 c.c./cil. 5 ranuras 5 segmentos (c86) Diesel	120.00	**48404**	CP-D T TH6 C89 W3			3.00 3.00 3.00 6.00 6.00	4.90 5.12 5.12 4.68 4.72	1
		40602	CP-D RT TH6 C86 W3					
FL 714 - V6 FL 413 - V8 FL 2114 - 1/2/3/4/6 cil. 1583 c.c./cil. (C86) - 4 ran. 4 segmentos Diesel	120.00	**48011**	CP-D T TH6 C86			3.00 3.00 3.00 6.00	4.82 5.12 5.10 4.68	1
		48075	CP-D T TH6 C89					
BFL913 Ecológico aspirado Diesel	120.00	**48459**	KGC4 ET4 C86			2.94 2.00 3.00	4.40 4.40 4.03	1
BFL913 Eco Turbo Diesel	120.00	**48460**	XK4L CT C86			2.94 3.00 3.00	2.94 4.40 4.03	1
FL 413 - 6/8/10/12 cil./ Diesel	125.00	**43060**	KXP-D T C86			3.00 2.50 4.00	4.77 5.30 4.38	1

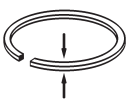
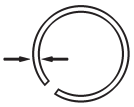
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
600 D - E - 770/800 Coupe (767/797 c.c.), Spider / Nafta	62.00	**40511**	C4 4 919	**50511**	4 4 919	2.00 2.00 5/32"	2.90 2.88 3.75	4
600 S - 843 c.c. 133 - 903 c.c. Nafta	65.00	**42118**	C4-D T6 919	**52118**	4 T6 919	1.75 2.00 5/32"	2.98 2.98 4.13	4
Uno, Y10 Fire 1098 c.c. Nafta	70.00			**83294**	4 4 86	1.50 1.50 3.00	3.10 3.05 3.53	4
Palio - Siena Mot. Fire 1.3L 8v - 16v Nafta	70.80	**C83662**	SL4 T3 86			1.20 1.20 2.50	3.05 3.05 2.98	4
1000/1050/1300/ 1500 alc/gas 147, Uno, Mille, Elba, Europa, Pick up, Furgón Spazio, Panorama, Palio Fiorino, Oggi, Mirafiori Nafta	76.00	**43003**	CP-D 6 919	**53003**	4 6 919	1.50 2.00 5/32"	3.30 3.30 3.73	4
		46131	CP-D ET2 919					
E 201, 1500, Fiorino (88 »), Uno, Elba, Duna 1,3L Premio (90 »), Furgón Pick-up / Nafta	76.00	**46084**	C4-D ET2 919			1.50 1.50 3.00	3.30 3.30 3.48	4
147 TRD Duna SD, Fiorino, 1300 c.c. Diesel	76.00	**48193**	KXP-D T C86	**Y58193**	KP 6 86	2.50 2.00 3.00	3.38 3.20 3.75	4
				88193		2.50 2.00 3.00	3.38 2.80 3.78	4
1500/C - 1100T Berlina, Familiar, Coupe, Multicarga 1481c.c / Diesel	77.00	**40489**	C4-D 4 919			2.00 2.00 5/32"	3.48 3.30 4.20	4
1600/1500, Berlina Familiar, Multicarga 1625 c.c. / Nafta	78.00	**48001**	C4-D 4 919			2.00 2.00 5/32"	3.48 3.48 3.85	4
1200/1400/1600 c.c., 128 Berlina, CL5, Spazio, Brio/ 147 - 1116 c.c., 125 1608 c.c. - Nafta	80.00	**42341**	CP-D 6 919	**52341**	4 6 919	1.50 2.00 5/32"	3.48 3.48 4.13	4
Duna, Uno,147 Spazio - Vivace Motor tipo 1.4 1372 c.c. Nafta	80.50	**C88316**	CP-D T6 86	**88316**	4 6 86	1.50 1.75 3.00	3.45 3.45 3.78	4
156 1.9 JTD Marea Diesel	82.00	**48441**	KXP-D ET4 C86			3.00 2.00 3.00	3.55 3.55 3.78	4
Duna SDL, SDR,Fiorino Weekend SDL, Uno,Punto,146B2, 176B3 1700 c.c. - Diesel	82.60	**43260**	KXP-D ET4 C86			2.50 2.00 3.00	3.55 3.55 3.78	4
Duna SDL, SDR, Fiorino, Regatta Weekend SDL, Uno, Punto, Brava, Ducato,Tempra 1700 c.c. - Diesel	82.60	**48416**	KXP-D ET4 C86			2.50 2.00 4.00	3.55 3.55 4.18	4
Palio, Siena 1.7 Diesel Turbo	82.60	**48411**	KXP-D ET4 C86			3.00 2.00 3.00	3.55 3.50 3.78	4
Regatta 100 S/SC Weekend, Tempra 1585 c.c./2000 c.c./ Nafta	84.00	**42885**	XP-D T6 86	**52885**	4 T6 919	1.50 2.00 5/32"	3.82 3.82 4.15	4

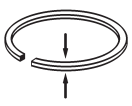
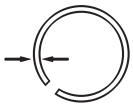
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	Ø	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Tipo 2.0, Tempra 8V, 16V, Turbo (95 »)/ Nafta	84.00	**46089**	XP-D TH6 U86			1.50 1.50 3.00	3.80 3.80 3.78	4
Tractores U25/122R - 411R/431R 4 cil. 2270 c.c. Diesel	85.00	**40573**	CP 4 4 C86			3.00 3.00 3.00 5.50	3.82 3.82 3.82 4.55	2
U25/211R - 411R/431R 4 cil. 2270 c.c.Aro vent. 4.0 mm Diesel	85.00	**40819**	CP 4 4 GX			3.00 3.00 3.00 5/32"	3.82 3.82 3.82 3.52	2
128, 1300 Sedan, Coupe, Special IAVA, Familiar 1300 TV - 1290 c.c./ Nafta	86.00	**42822**	CP-D 6 919	**52822**	4 6 919	1.50 2.00 5/32"	3.82 3.82 3.56	4
1300/1500, Uno, Premio, Elba, 128 CL/CLF, IAVA, Europa, Super Europa, 147 TR -1301 c.c., Regatta 85 - 1498 c.c. (Nafta)	86.40	**43088**	CP-D 6 919	**53088**	4 6 919	1.50 2.00 5/32"	3.62 3.82 3.23	4
1600 Sevel, Premio. Elba S, Elba CSL, Uno 1.6 R, Pick up ELX (92 ») Palio, Siena 16 V, HL 1580 c.c. Nafta	86.40	**C86083**	CP-D ET2 86			1.50 1.50 3.00	3.55 3.70 3.68	4
Tipo 1.6/ACT 1.6 Duna CL/SCL/SCR, Uno SCL/SCR, Elba, Regatta S/SC, Fiorino, Premio 1580 c.c. Nafta	86.40	**C88317**	CP-D ET2 86	**88317**	4 ET2 86	1.50 1.75 3.00	3.55 3.70 3.68	4
Ducato 2.5, Daily/ 8144.21, 8140/.47RTD ECO/.47TD/.67(95»)/.67DS, 8144.97/Y -US25/661, B25/637 Diesel	93.00	**43303**	KCP-D C4 C86			3.00 2.00 3.00	4.00 3.95 3.78	4
		48445	CP-D ET4 C86			3.00 2.00 3.00	4.00 3.95 3.78	4
Ducato - 2800 c.c.-Boxer 2.8 F28.DT - F28TDCR - (2800cc) 1er. aro Keystone Diesel	94.40	**48431**	KXP-D ET4 C86			3.00 2.00 3.00	3.95 4.05 3.80	4
Ducato - Daily Mot. 8140.43S 2.8L (Espesor 1°R: 2.5mm, Espesor 2°R: 2.0mm, Espesor 3°R: 2.5mm) Diesel	94.40	**48483**	KGCP T C86			2.50 2.00 2.50	4.05 4.00 3.50	4
Tractor 450 / Someca 35 - 40R Diesel	100.00	**40820**	CP 4 4 4 CX85 W			2.50 2.50 2.50 2.50 5.00 5.00	3.80 3.80 3.80 3.80 4.58 4.30	4
Fiat 616N3 (3 cil.) 616N4, 625N3 (4 cil.) 645N3, 650N3 (6 cil)/ Diesel	100.00	**42789**	CP-D 6 C86			2.50 2.50 5.50	4.17 4.42 4.75	1
MWM D227 - D229 EC - TD229 EC Turbo (desde '80) Diesel	102.00	**46024**	KCP-D T C86			3.00 2.50 4.00	4.42 4.42 4.33	1

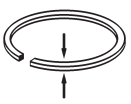
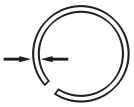
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Fiat 50.8, 55.8, 65PC (4 cil.) 79.13, 80.13, 90.13, 100.13 315, 316 (6 cil.) - Diesel	103.00	**43043**	CP-D 6 C86			2.50 2.50 4.00	4.27 4.42 4.38	1
Iveco 170E21 Mot. 6.10T (92 ») Turbo Diesel	103.00	**46059**	KC2-D ET4 C86			3.00 2.50 4.00	4.40 4.40 3.98	2
8065.25, 8065.05, 8065.25 (6 cil.) 8045.25 4 cil. 4908 c.c. Iveco Motor 150 T Turbo 5861 c.c./ Diesel	104.00	**43237**	KXP-D ET2 C86			3.00 2.50 4.00	4.40 4.40 4.38	1
8045.05, 8065.05 ENGS. Iveco Motor 130 AU - Diesel	104.00	**43265**	XP-D TH6 C86			2.50 2.50 4.00	4.40 4.40 4.38	1
IVECO EUROCARGO 8060/TCA45/ TCA45X/25TC/25LTC/25R/45B/45EI/ 45K45R/45S - Diesel	104.00	**43524**	KXP-D ET2 C86			3.50 2.50 4.00	4.40 4.40 4.35	2
Someca M 45 - M 50 Superson 55 - 4165 c.c. Diesel	105.00	**40857**	CP 4 4 4 C86 W			2.50 2.50 2.50 2.50 5.00 5.00	4.55 4.55 4.55 4.55 4.30 4.50	4
Tractores 650 - 700S -U 4397 c.c. Diesel	108.00	**40348**	CP P P 6 C86 W			2.50 2.50 2.50 2.50 5.00 5.00	4.40 4.40 4.40 4.40 4.63 4.40	4
CN3 - CN4 3421 c.c. Tractores 400E - V - U - 600E Pistón de 5 ranuras - Diesel	110.00	**42442**	CP P 6 C86 W			2.50 2.50 2.50 5.00 5.00	4.42 4.42 4.42 4.53 4.50	3
CN3/D - 3 cil. 3705 c.c. 500 Super C3/CP3 - 6 cil. 7412 c.c. 900 E, 1100 E, 673N-T, Fiat 70 - 130 - Diesel	110.00	**48021**	CP P 6 C86			2.50 2.50 2.50 5.00	4.42 4.42 4.42 4.53	3
Tractores 700E - 800E - CO3 - 8365, AD7/S-90/FG-75/ FG-85/FG-95- Pistón de 3 ranuras Diesel	115.00	**48018**	CP T C86			2.50 2.50 5.00	4.92 4.92 4.68	4
Tractor 700E, 800E CO3 - Pistón de 4 ranuras - Diesel	115.00	**48405**	CP T C86 W			2.50 2.50 5.00 5.00	4.92 4.92 4.68 4.62	4
Tractores 55R, 60R - 6546 c.c. Diesel	122.00	**40858**	CP 4 4 4 C86 W			3.00 3.00 3.00 3.00 5.50 5.50	5.10 5.00 5.00 5.00 4.95 5.00	4

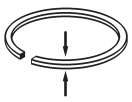
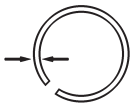
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Allis AD/BD7 Tractor 70C/R80 C/R Tractor 780/780 R Pistón de 6 ranuras Diesel	125.00	**41307**	CP 4 4 4 C86 W			3.50 3.00 3.00 3.00 5.50 5.50	4.82 4.80 4.80 4.80 5.18 5.10	4
221A - 13798 c.c. Camión 619 NT/TI, 697 N/T/B, 683N, 690, 693, 694 Bus 319N 190 Camión Aspirado Turbo Serie 100 / 200 / 300 / 370 - Diesel	137.00	**42701**	KCP-D T T6 C86			4.00 3.00 3.00 5.50	5.60 5.32 5.30 5.48	6
Iveco Eurotech 8210.42/K/L/TCA Serie 180/340 - Diesel	137.00	**43495**	KCP-D CT C86			4.00 3.00 5.50	5.62 5.55 5.48	6

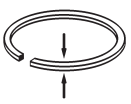
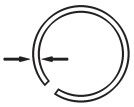
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Ford 1.0 (Fiesta - Ka) 8v ROCAM Nafta	68.68	**46160**	NP-S TH6 922			1.20 1.50 2.00	2.85 3.00 3.38	4
Ford 1.0 (Fiesta - Ka),G6A, GUE/ HCS 2 - Nafta	68.68	**Y73438**	XP-D T6 W			1.50 1.75 3.00	2.80 2.90 2.95	4
1.3 L Escort Corcel - Nafta	73.00	**42612**	CP-D T 919	**52612**	4 T 919	1.75 2.00 4.00	3.28 3.28 3.73	4
Fiesta 1.4 TD. Motor F6JA - Diesel	73.70	**48520**	KLC T3 C86			2.50 1.98 2.50	3.20 3.20 3.35	4
Fiesta 1.3 L - Origen España - Nafta	73.94	**43136**	XP-D 6 86			1.60 2.00 4.00	2.95 3.28 3.45	4
Fiesta CLX 1.3 (1297 c.c.) - Ka Nafta	73.94	**43359**	XP-D T6 922	**73359**	XP-D T6 W	1.50 1.75 3.00	3.00 3.10 2.94	4
Escort - Fiesta - Focus - Mondeo - Orion Mot. Zetec 1.6L L1E/L1F/L1G/ EFI Nafta	76.00	**43617**	GCP TH6 922			1.50 1.60 2.50	3.30 3.30 2.28	4
1.6 CHT: alc/gas Corcel, Berlina II, Pampa, Escort, Del Rey (79 » 86) - Nafta	77.00	**42506**	CP-D 6 919	**52506**	4 6 919	1.75 2.00 4.00	3.30 3.30 3.23	4
1.6 E-Max: alc/gas Corcel, Berlina II, Pampa, Escort, Del Rey (86 ») AE 1600 Escort, Verona (89 » Nov 91) - Nafta	77.00	**46014**	CP-D T6 919	**56014**	4 T6 919	1.50 1.50 3.00	3.40 3.40 2.90	4
AE-600, Escort, Pampa, Verona (Nov 91 ») - Nafta	77.00	**46062**	CP-D ET4 922			1.50 1.50 2.00	3.40 3.40 2.60	4
Mondeo CLX 1.8 1796 c.c. Escort, Fiesta, Motor Zetec 1796 c.c. 16v - Nafta	80.60	**48398**	CP-D TH6 922			1.50 1.60 2.50	3.45 3.45 3.20	4
Mondeo CLX 1.8 1796 c.c. Escort, Fiesta, Motor Zetec 1er. aro 12 mm - Diesel	80.60	**48435**	C4-D TH6 922			1.20 1.60 2.50	3.58 3.45 2.43	4
AP 600, AP 800, 1.6L, 1.8L. - Escort LX/SX, Del Rey, Berlina, Pampa, Verona, Royale, Versailles, Orion GLX - Nafta	81.00	**41352**	C2-D 6 919	**51352**	T2 6 919	1.50 1.75 3.00	3.55 3.55 2.90	4
G 1.6 Sierra L/GL/Ghia “E" - 1593 c.c. - Nafta	81.30	**48162**	XP-D T 919	**58162**	4 6 919	1.60 2.00 4.00	3.40 3.40 3.56	4
Ford Ka - Fiesta - Escort - EcoSport - Focus Mot. Rocam 1.6L (Espesor 1°R: 1.20mm, Espesor 2°R: 1.50mm, Espesor 3°R: 2.00mm) - Nafta	82.07	**48505**	GCP TH6 922			1.20 1.50 2.00	3.25 3.55 2.44	4
AP 2000: todos Versailles, Verona, Royale, Escort, Galaxy - Nafta	82.50	**46040**	C2-D TH6 922	**56040**	4 TH6 922	1.50 1.50 2.00	3.55 3.55 3.08	4
Fiesta/ Escort Mondeo Diesel 1.8 D - CLX	82.50	**43434**	CP-D T4 C86			2.00 2.00 3.00	3.55 3.55 3.68	4
Focus - Escort - Mondeo Turbo Diesel (Primer Aro Semi Keystone)	82.50	**48484**	CLC T4 C86			2.50 2.00 3.00	3.55 3.40 3.70	4

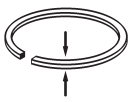
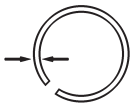
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Focus Turbo Diesel 1753 c.c.	82.50	**43480**	KXP-D T4 C86			2.50 2.00 3.00	3.50 3.40 3.70	4
Mondeo 2.0L - Focus 2.0i 16v - Nafta	84.80	**48413**	CP-D T4 922			1.50 1.75 3.00	3.50 3.90 3.03	4
Taunus L, GXL 1900 c.c. - Nafta	89.32	**48043**	C4 T6 919	**58043**	4 T6 919	5/64" 5/64" 3/16"	4.19 4.19 4.61	4
Ranger (Maxion) - Diesel	3.9/16" 90.74	**46151**	KXP-D TH6 C86			3.00 2.50 3.00	3.90 3.90 3.78	2
188 - 3081 c.c. Falcon Std, Futura, De Luxe, Rural. 221 3622 c.c. Sprint, Ghia,Fairlane, LT500, Pick-up F100 - Nafta	3.680" 93.47	**40565**	C2 6 919	**50565**	T4 T4 919	5/64" 5/64" 3/16"	4.40 4.50 4.61	6
Max - Econo - Motor 221 - Nafta	3.680" 93.47	**48379**	C4-D ET4 919	**58379**	T4 ET4 919	5/64" 5/64" 4.00	4.40 4.40 4.23	6
Transit 2496 c.c. - Diesel	3.11/16" 93.66	**48436**	CP-D ET4 C86			2.00 2.00 4.00	4.00 4.39 4.25	4
Transit 1er. aro Semikeystone - Diesel	3.11/16" 93.66	**48444**	HKCP-D ET4 C86			3/32" 2.00 4.00	4.00 4.39 4.25	4
Transit 2496 c.c. -1er. aro Keystone - Diesel	3.11/16" 93.66	**48437**	KXP-D ET4 C86			2.50 2.00 4.00	3.90 3.95 4.18	4
292 - V8 4785 c.c./Fairlane LTD de luxe, 500, Landau, F100/ 250/350/400/500/600 - Nafta	3.3/4" 95.25	**40942**	C2 6 919	**50942**	T4 6 919	5/64" 5/64" 3/16"	4.10 4.10 4.18	8
2.3 L - OHC Georgia, Maverik 4 cil. Jeep (74 »), Taunus GXL/ GT/Ghia. Sierra Ghia, Coupe, XR4, Rural, Falcon - Nafta	96.00	**41097**	C4 6 919	**51097**	T4 6 919	5/64" 5/64" 3/16"	4.50 4.50 4.62	4
Ford 240, 300-F100 - F150 - Econoline - Ranger - Bronco 4.9L (81»95) - Nafta	4" 101.60	**40664**	C4 T4 919	**50664**	T4 T4 919	5/64" 5/64" 3/16"	4.70 4.70 4.61	6
Cargo - C 1416 - 4x2 C 1716 - 4x2 c/motor Cummins 6BTAA Turbo-Interc./ Diesel	102.00	**41518**	KCP-D T4 C86			3.00 2.35 4.00	4.40 4.32 4.33	1
Cargo C1722/1730 4x2 Cargo C2425/2625 6x4 c/motor Cummins 6CTAA Turbo - Intercooler / Diesel	114.00	**41677**	KC2-D KET2 C86			3.50 3.00 4.00	4.80 4.80 4.48	1

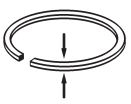
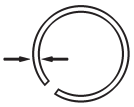
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Corsa 1.0 L Wind - Nafta	71.08	**46106**	CP-D T 919			1.50 1.50 3.00	3.05 3.05 3.48	4
Corsa 1.4 L - GL - Nafta	77.58	**46119**	CP-D T 919			1.50 1.50 3.00	3.30 3.30 3.48	4
Corsa, Astra, Combo TD (1700cc) - Diesel	79.00	**43517**	CP-D T6 C86			2.00 1.50 3.00	3.10 3.40 3.45	4
Corsa 1.6 - 8v. - Nafta	79.00	**48420**	CP-D T6 922			1.20 1.50 3.00	3.20 3.40 3.75	4
Corsa 1.6 - 16v. - Nafta	79.00	**48421**	CP-D T6 922			1.20 1.50 2.50	3.05 3.40 3.45	4
GM 1.6 S alc/gas Chevette, Marajo Chevy 500 (88 » 95) - Nafta	81.98	**46048**	C4-D 6 919			1.50 1.50 3.00	3.55 3.55 3.48	4
GM 1400, 1600 alc/gas Chevette, Marajo (73 » 82) - Nafta	82.00	**41141**	C4 T4 919			2.00 2.00 4.00	3.62 3.62 4.11	4
Corsa Diesel	82.50	**43434**	CP-D T4 C-86			2.00 2.00 3.00	3.55 3.55 3.68	4
GM 1.8 alc/gas Monza, Kadett, Ipanema (86 ») - Nafta	84.78	**46008**	CP-D T6 922	**56008**	4 T6 919	1.50 1.50 3.00	3.65 3.65 3.48	4
GM 2.0 y 2.2lts. Monza, Vectra, Omega, S10 (86 ») - Nafta	85.98	**41470**	CP-D T6 919	**51470**	4 T6 919	1.50 1.50 3.00	3.70 3.70 3.48	4
Luv 2300 nafta Mot. Isuzu 4ZD1 - (2254cc.) / Nafta	89.30	**41591**	CP-D TC4 922	**51591**	4 T 922	1.50 1.50 4.00	3.50 4.0 3.29	4
Motor 2.5L Blazer - S10 Diesel	3.9/16" 90.74	**46151**	XK-D T6 C86			3.00 2.50 3.00	3.90 3.90 3.78	2
Blazer - S-10 Mot. MWM Sprint - 4,07 T/TCA 2.8 L / Diesel	93.00	**46128**	KX2-D ET4 C86			2.50 2.00 3.00	4.00 4.05 3.70	2
Luv 2500, 2800 Mot. Isuzu Diesel 4JAI-4JBI 2.4L/2.8L - Diesel	93.00	**48389**		**88389**	4 4 86	2.00 2.00 4.00	4.10 4.10 4.08	4
V8 265 (4343 cc.) - Nafta	3. 3/4" 95.25	**40942**	C2 6 919	**50942**	T4 6 919	5/64" 5/64" 3/16"	4.10 4.10 4.30	8
Motor 250 6 cil., Biela longa, Opala, A/C20, Bonanza, Veraneio Caravan (90 ») Nafta	3. 7/8" 98.42	**46056**	C4-D E4 919			1.50 1.50 3.00	4.25 4.25 3.48	6
GM 230, 250 - 6 cil., Opala, Caravan, Veraneio, A/C-10, A/C-20, Chevrolet Super Sport, Malibu, Custom, Silverado / Nafta	3. 7/8" 98.42	**40514**	CP ET4 919	**50514**	T4 T4 919	5/64" 5/64" 3/16"	4.93 4.93 4.60	6
Pick up D20, D40, Doble cabina. Camión 6000T Turbo, Camión 6000M Maxion S4T/S4, Aspirado 4 cil. Diesel	100.00	**46076**	KXP-D ET4 C86			3.00 2.50 4.00	4.20 4.20 3.97	2

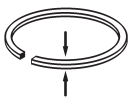
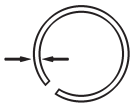
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Motores D 28/28 C - 2800 c.c. Tractores R35, R40, R57 Camión HA6200 Diesel	90.00	**40763**	CT T T C86 W			3.00 3.00 3.00 5.50 5.50	3.95 4.00 4.00 4.28 3.95	4
Motor D57 - 5200 c.c. Tractores R55, R60, R75 Diesel	110.00	**48020**	HKCP P 6 C86 W3			4.00 4.00 4.00 6.00 6.00	4.50 4.50 4.50 4.38 4.60	4

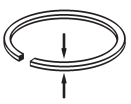
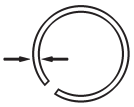
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Accord, Prelude Motor EK1 / Nafta	77.00			**51265**	4 4 919	1.50 1.50 4.00	3.40 3.30 3.67	4

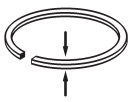
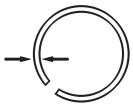
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
H-1 Mini-Bus - Truck 1,25 Tn GL Diesel	91.10	**43573**	LC CT 88LR			2.00 2.00 3.00	3.35 3.80 3.35	4

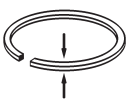
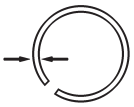
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
XD - 4.88 / Diesel	88.00	**42028**	CP-D P 6 C86	**52028**	4 P 6 GX	2.00 2.00 2.00 4.50	4.02 3.80 3.80 4.18	4
XDP - 6.90 - 3198 c.c./ Diesel	90.00	**48048**	CP-D P 6 C86			2.00 2.00 2.00 4.50	4.02 4.02 4.02 4.28	6
XD2 / XD3/ Diesel	94.00	**43030**	C4-D ET4 C86	**58079**	C4-D 6 GX	2.00 2.00 4.00	4.20 4.20 4.28	4
Turbo XD3T - 4.94 - 2498 c.c. - Diesel	94.00	**43125**	KXP-D X2 C86			3.00 2.00 4.00	4.00 4.05 4.25	4

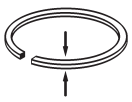
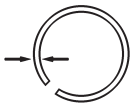
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
G 161 - 1584 c.c. Pick up - KB 1600 Nafta	82.00	**41141**	C4 T4 919	**51141**	T4 T4 919	2.00 2.00 4.00	3.62 3.62 4.11	4
C223 - 2254 c.c. / Diesel	88.00			**88308**	T 6 86	2.00 2.00 4.00	3.65 3.65 4.13	4
4ZD1 - 2254 c.c. / Nafta	89.30	**41591**	CP-D TC4 922	**51591**	4 T 922	1.50 1.50 4.00	3.50 4.00 3.29	4
Isuzu 4JAI-JBI-LUV KB2500 - KB2800 Mot. Diesel 2,5L/2,8L	93.00			**88389**	4 4 86	2.00 2.00 4.00	4.10 4.10 4.08	4
4BB1, 4BC1 - 4 cil. 6BD1, 6BB1 - 6 cil. Diesel	102.00			**88292**	T 6 86	3.00 2.50 5.00	4.52 4.52 4.98	2

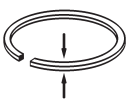
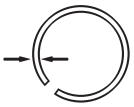
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
152 Diesel - 3 cil. 202 Diesel - 4 cil. 303 Diesel - 6 cil.	98.01	**40726**	X4 ET4 C86			3/32" 3/32" 5.00	4.25 4.25 4.28	1
164-1520, 1530 c.c. 3 cil. Diesel 219-2030, 2440, 2520 4 cil. Diesel, 329 4030, JD239 6 cil. Diesel/Nafta	102.00	**41071**	KX4-D ET4 C86			3.15 2.40 5.00	4.35 4.35 4.83	1
Tractor: 3140 - 3040 - 3640 -4040 - 960 - 975- 2940 - 3050 Diesel	106.50	**43457**	XKLC T3 C86			3.155 0.0935 0.136	4.50 4.75 4.33	1
730 - 6156 c.c. / Diesel	6.1/8" 155.57	**48012**	KC2-D T T W3 C86 W3			5/32" 1/8" 1/8" 1/8" 1/4" 1/4"	6.00 6.35 6.35 6.04 5.68 6.75	2

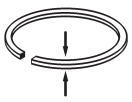
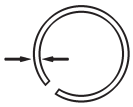
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Motor 2.2 Besta - Nafta	86.00	**46150**	EHKC4-D T4 C86			2.00 2.00 4.00	3.60 3.85 3.98	1
Besta (Tercer ranura de 3 mm.) Nafta	86.00	**48495**	CH3L T C86			2.00 2.00 3.00	3.60 3.60 3.65	4

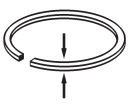
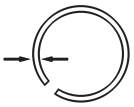
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
1.5/1.3 Laika, Laika Station, Samara Nafta	76.00	**43003**	CP-D 6 919	**53003**	4 6 919	1.50 2.00 5/32"	3.30 3.30 3.73	4
1.6 Niva, Laika, Laika Station Nafta	79.00	**43059**	CP-D 6 919	**53059**	4 6 919	1.50 2.00 5/32"	3.30 3.20 4.16	4

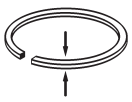
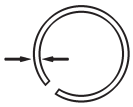
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Rover 2.5L Inyec. Electrónica 4 cil./Diesel	3.9/16" 90.48	**46129**	KXP-D TH6 86			3.00 2.50 3.00	3.90 3.90 3.78	2
Motor 2.5 L/ HS (Ranger - F100 HSD - Blazer - S10) - Diesel	90.74	**46151**	KXP-D TH6 86			3.00 2.50 3.00	3.90 3.90 3.78	2
S-4T Turbo S4 Aspirado Diesel	100.00	**46076**	KXP-D ET4 C86			3.00 2.50 4.00	4.20 4.20 3.90	2
S-4T Turbo S4 Agrícola, P-4000 Diesel	101.06	**46142**	KXP-D ET4 C86			3.00 2.50 4.00	4.20 4.20 4.45	2

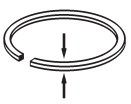
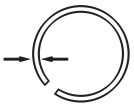
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
R2 N.A. Turbo B2000 Diesel	86.00	**41469**	XP-D T C86			2.00 2.00 4.00	3.70 3.82 3.95	4

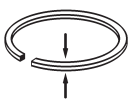
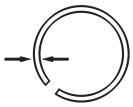
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	Ø	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
OM601, D23-602 OM603 Turbo OM604 / Diesel	89.00	**43541**	C4-D 6 C86			2.50 2.00 3.00	3.80 3.60 3.75	1
OM 312 - 4580 c.c. L325, L3500, L4500 (4580 cc.) Diesel	90.00	**40721**	CT T T T C86 W			3.00 3.00 3.00 3.00 5.50 5.50	4.00 4.00 4.00 4.00 4.28 4.00	6
Sprinter Motor Maxion 2.5 L./ Diesel	3.9/16" 90.48	**46129**	KXP-D TH6 C86			3.00 2.50 3.00	3.90 3.90 3.78	2
OM 616 - 180D/Diesel	90.90	**43131**	X4-D H6 C86			3.00 2.00 4.00	3.90 3.90 4.33	4
OM 321 - 5100 c.c. (58 » 71) L312, OP312, L911, L, LS, LD, LA Diesel	95.00	**40207**	CP T T T C86 W3			3.00 3.00 3.00 3.00 5.50 5.50	4.22 4.22 4.22 4.22 4.45 4.22	6
OM 314/A - 4 cil Camión: 608 D, LO 608 OM 322/344/ 352A Turbo 6 cil. L-2013, LK/L/LB	97.00	**48034**	KCP-D T T CX85 W3			3.00 3.00 3.00 5.50 5.50	3.85 4.20 4.20 3.85 4.22	2
2213 O-352, O-362, O-364, 11R, 12R, L-1114, LO/ LK-1513 OF/L/LK/LS LP/LO1113 Diesel		**42276**	KCP-D T T X86 W3	**C52276**	KCP-D T 6 GX W	3.00 3.00 3.00 5.50 5.50	3.85 4.20 4.20 4.43 4.22	
OM 352A/OM 314A Turbo, 5675 c.c. O364 LS1313, LA/LAK 2326, OH1316 1517, 1518/LO/LS/LK Diesel	97.00	**42924**	KXP-D ETC2 C86			2.50 2.50 4.00	3.80 4.20 3.98	2
		48410	KXP-D TH6 C86					
OM 314/A - 4 cil Camión: 608D, LO 608 OM 322/344/352A Turbo 6 cil. L 2013, LK/L/LB, 2213, O-352/362, OF/OH O-364, 11R/12R, L/LK/LS/ LA/LAK, 1313 L/LK/LO 1513, L/LK/LO/LP LS-1113, L-114, L-2013 (70 ») Diesel	97.00	**42968**	KCP-D T T4 C86			3.00 3.00 3.00 5.50	3.85 4.20 4.20 4.35	2
		48407	KCP-D T T4 CX85					
OM 364A Turbo OM 366 Turbo-Diesel	97.50	**46022**	KXP-D ETC2 C86			2.50 2.50 4.00	3.80 4.11 3.98	2
OM 364A Asp. normal OM 366 Asp. normal Diesel	97.50	**46067**	KXP-D ET2 C86			2.50 2.50 4.00	3.80 4.15 3.95	2

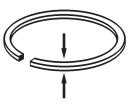
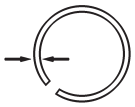
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
OM 366 G: gas M 314-O, M 352-O: alc. Bus O-370ST - Diesel	97.50	**48348**	XP-D ET2 C86			2.50 2.50 4.00	3.82 4.15 3.95	6
OM 447/449-5 cil.y 6 cil. A/LA 5 cil. LS-1941/1945/ 2635/2625/ 1630, L-1625/2325/Diesel	128.00	**46087**	KXP-D ETC2 C86			3.00 3.00 4.00	4.90 5.50 4.65	1
OM 346, OM 355/5A/6/6A L/LK/LG/LS-1519, LB/L/LK-2219, LG-1819, OH-1517, OH-1419, O-364, LS-1524/Diesel	128.00	**48408**	KXP-D X4 X6 C86	**46140**	CK-D T T C86	3.50 3.50 3.50 6.50	4.70 5.32 5.32 5.25	1
OM 457 Electrónico Diesel	128.00	**48490**	CKR T6 C86			3.00 3.00 4.00	4.80 5.30 4.65	1

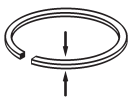
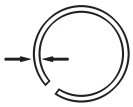
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
L100 Motor 4G-33, 2 G-23 546 c.c./Diesel	70.00			**58099**	4 4 922	1.50 1.50 2.50	3.18 3.18 3.18	2
Motor 4n55 2346 c.c./Diesel	91.10	**48368**	CP-D 4 C86			2.50 2.00 4.00	3.80 3.90 4.33	4

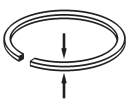
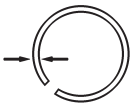
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Sprint 4.07 T/TCA 6.07 T/TCA / Diesel	93.00	**46128**	KX2-D ET4 C86			2.50 2.00 3.00	4.00 4.05 3.70	2
D-227, D-229 EC Vehicular, Agrícola, Industrial (77 ») TD-229, EC Turbo (80 ») Vehicular 4/6 cil. Diesel	102.00	**46024**	KCP-D T C86			3.00 2.50 4.00	4.42 4.42 4.33	1
Motor 4.10/6.10 - Aspirado 4.10T/6.10T (92 ») Turbo Diesel	103.00	**46059**	KC2-D ET4 C86			3.00 2.50 4.00	4.40 4.40 3.98	2

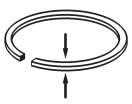
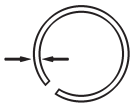
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
SD20 - 1991 c.c. SD22 - 2164 c.c.	83.00	**42887**	C4 4 4 C86 W			2.50 2.00 2.00 4.50 4.50	3.40 3.40 3.40 3.88 3.40	4
SD 25/ 2499cc / Diesel	89.00	**48255**	CP-D TC2-D C86			2.50 2.00 4.50	3.80 3.80 4.28	4

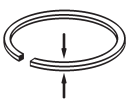
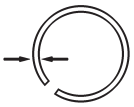
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
3.152 - 3 cil. - 2490 c.c. 4.203 - 4 cil. - 3327 c.c. 6.305 - 6 cil. - 4999 c.c. Diesel	3.602" 91.49	**40593**	CP P 6 C86 W3	**50593**	P P 6 GX W3	3/32" 3/32" 1/8" 1/4" 1/4"	3.60 3.70 3.70 3.90 3.28	1
		48067	CP P 6 C89 W3			3/32" 3/32" 1/8" 1/4" 1/4"	3.60 3.38 3.38 3.68 3.28	
		48324	CP P 6 C86			3/32" 3/32" 1/8" 1/4"	3.60 3.38 3.38 3.68	1
4PA - 203 - Pistón de 3 ranuras Diesel	3.602" 91.49	**48325**	CP T C86			3/32" 3/32" 3/16"	3.70 3.70 4.22	1
T 4-33 Turbo-Diesel	3.602" 91.49	**48417**	KX4-D ETC4 C86			3.00 3/32" 3.50	4.00 3.70 4.45	4
4.236 - 4 cil. 6.354-2 - 6 cil. Diesel	3.877" 98.47	**43126**	CP-D 2 2 C86 W3			3/32" 3/32" 3/32" 1/4" 1/4"	3.96 3.80 3.80 3.49 3.68	2
TQ-20B, 4-236 TQ-20B, 6-354 4/6 cil. - Diesel	3.877" 98.47	**48081**	KXP-D T C86			1/8" 3/32" 3/16"	4.25 4.25 4.25	6
6.354-2/T6. 354-2 Industrial, Vehicular 5801 c.c. Diesel	3.877" 98.47	**48036**	CP C2-D C2-D C86 W3			1/8" 3/32" 3/32" 1/4" 1/4"	3.96 3.96 3.96 3.93 3.68	6
		48046	CP 2 2 C86 W3			1/8" 3/32" 3/32" 1/4" 1/4"	3.60 3.80 3.80 3.93 3.68	
		48063	CP 2 2 C89 W3			1/8" 3/32" 3/32" 1/4" 1/4"	3.60 3.80 3.80 3.93 3.68	
6.354 - 5801 c.c. 6 cil. Industrial, Agrícola, Vehicular, Marítimo Diesel	3.877" 98.47	**48066**	CP-D 2 2 C89 W3			3/32" 3/32" 3/32" 1/4" 1/4"	3.96 3.80 3.80 3.93 3.68	6
6.354-2 Industrial, Vehicular 5801 c.c./Diesel	3.877" 98.47	**48186**	CP-D 2 2 C86			1/8" 3/32" 3/32" 1/4"	3.70 3.96 3.96 4.16	6
Q-20B.4-236 - 4cil. Q-20B.6-354 - 6cil. Diesel	3.877" 98.47	**43145**	C4-D CT C86			3/32" 3/32" 3/16"	4.25 4.25 4.24	2
4-248 - 4 cil. Industrial, Vehicular (68 ») - Diesel	3.978" 101.04	**43304**	CP-D C2 C2 C86			3/32" 3/32" 3/32" 3/16"	4.09 4.09 4.09 4.09	2

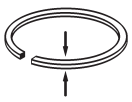
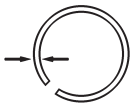
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Peugeot 205GL-GR-306XN/-TU1JP (1124cc.) Nafta	72.00			**53296**	4 6 922	1.50 2.00 3.00	3.05 3.15 3.30	4
206/306/307 1.4 TD. Motor DV4. - Diesel	73.70	**48520**	KLC T3 C86			2.50 1.98 2.50	3.20 3.20 3.35	4
TU3, 106 205 XS/GR/SR/XR 1360 c.c. - Nafta	75.00	**C83299**	CP-D 6 86	**83299**	4 6 86	1.75 2.00 3.00	3.25 3.25 3.33	4
XL3 - 1288 c.c. - Nafta	76.00	**42516**	Y4-D T 919	**52516**	4 T 919	1.75 2.00 4.00	3.38 3.38 3.28	4
Saxo 1600 - Motor TU5-JP 1587 c.c. - Nafta	78.50	**43535**	CP-D TH6 922			1.50 1.50 3.00	3.40 3.45 3.28	4
TU5JP4 - Motor 1.6L - 16V Nafta	78.80	**83765**	XGLJ T6 86			1.20 1.50 2.50	3.05 3.45 3.33	4
BX - Diesel Turbo 1769 c.c.	80.00	**43382**	KXP-D 6 C86			3.00 2.00 3.00	3.45 3.45 3.75	4
206 XRD 306 Boreal D 1868 c.c. - Diesel	82.20	**48439**	XP-D ET4 C86			2.00 2.00 3.00	3.60 3.60 3.75	4
ZX - Xantia X16A - Berlingo/ 306 XRD/SRD/STD - 405 - Boxer Mot. XUD9 (1905cc Diesel)	83.00	**43186**	CP-D T C86	**83186**	4 T 86	2.00 2.00 3.00	3.60 3.60 3.78	4
205 GTI (XU5-J, 1905 c.c.) 305 GTI (XU5-S) / Nafta	83.00	**43188**	CP-D TH6 919	**53188**	4 TH6 919	1.75 1.75 4.00	3.50 3.55 4.18	4
XU9S - XU5JA (1905 cc.) 205/305/309/405 / Nafta	83.00	**43254**	XP-D TH6 C86			1.50 1.50 4.00	3.50 3.50 4.08	4
XU7 - 405 SR Partner Motor XU7 1761 c.c. 205 GTI - 405 Mi 16 Mot. XU9J (1905cc) / Nafta	83.00	**43300**	XP-D TH6 C86	**83300**	4 TH6 86	1.50 1.50 3.00	3.50 3.55 3.48	4
806, Boxer, 405-306 Motor XUD9 TE/TF/ Diesel	83.00	**43546**	KXP-D C4 C86			3.50 2.00 3.00	3.60 3.72 3.33	4
404 Pick-up-MotoresXC5, XC5P, XC6, XC7 404 1618 c.c. Nafta	84.00	**40431**	CT T 86	**50431**	4 T 919	2.00 2.00 4.50	3.90 3.90 4.23	4
XM7, XM7P 504 GL, 504L 1796 c.c. Nafta	84.00	**42520**	CP-D T 919	**52520**	T4 T 919	1.50 2.00 4.00	3.40 3.90 4.23	4
XC6-A - 504 E, SL, GL 1657 c.c. XMA-7 - 504 XE, XL, XSE/Nafta	85.00	**48000**	CT T 86	**58000**	4 4 919	2.00 2.00 4.50	3.85 3.82 4.15	4
406 - Motor DW 10 1997 c.c./Diesel	85.00	**48440**	KXP-D T4 C86			3.50 2.00 3.00	3.70 3.70 3.65	4
XU10-J2 (1998 cc) 405 SRI 1998 c.c./ 306 XSi/Cabriolet - Nafta	86.00	**Y88394**	XP-D 6 86	**88394**	4 6 86	1.50 1.75 3.00	3.60 3.60 3.65	4

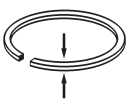
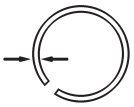
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
XDP 88, XD 4.88 404D, 504D 1948 c.c. - Diesel	88.00	**42028**	CP-D P 6 C86	**52028**	4 P 6 GX	2.00 2.00 2.00 4.50	4.02 3.80 3.80 4.18	4
XN1/TN 504 E, SE, TN, SES, GR2 505 SR, GR, SR2 Nafta	88.00	**42742**	CP-D T 919	**52742**	4 T 919	1.50 2.00 4.00	3.50 3.80 4.05	4
		48123	CP-D T C86					
A16, T1, STI / 505 1995 c.c. Nafta	88.00			**53062**	4 T 919	1.75 2.00 4.00	3.90 3.92 4.20	4
		Y88086	YP-D T 86					
XDP - 6.90 - 3198 c.c. - Diesel	90.00	**48048**	CP-D P 6 C86			2.00 2.00 2.00 4.50	4.02 4.02 4.02 4.28	6
XD2 4.94 - 2304 c.c. XD3 4.94 - 2498 c.c. Diesel	94.00	**43030**	C4-D ET4 C86	**58079**	C4-D 6 GX	2.00 2.00 4.00	4.20 4.20 4.28	4
Turbo XD3 Turbo - 4.94 - 2498 c.c.- 505 Mot. Indenor / Diesel	94.00	**43125**	KXP-D X2 C86			3.00 2.00 4.00	4.00 4.05 4.25	4
Boxer 2.8 (Ducato) - Diesel	94.40	**48431**	KXP-D ET4 C86			3.00 2.00 3.00	3.95 4.05 3.80	4
BOXER Mot. 8140.43S 2.8L (Espesor 1°R: 2.5mm, Espesor 2°R: 2.0mm, Espesor 3°R: 2.5mm) Diesel	94.40	**48483**	KGCP T C86			2.50 2.00 2.50	4.05 4.00 3.50	4

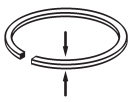
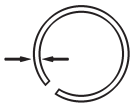
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
DAM - 1796 c.c. B-611, B-61, 42 y 52 HP Diesel	78.00	**40755**	CT 4 6 CX85 W	**50755**	4 4 6 GX W	2.50 2.50 2.50 5.00 5.00	3.40 3.50 3.18 3.43 3.45	4

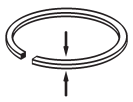
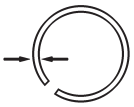
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
670.03/05 - Dauphine, Gordini, 4L, 4F, 4S, R4S, R6 845 c.c. Nafta	58.00	**41077**	CP 4 CX	**50504**	4 4 922	2.00 2.00 3.50	2.68 2.68 3.70	4
847M1000 4L, 4F, 4S, R4S 1020 c.c. - Nafta	65.00	**48002**	CP-D T 919	**58002**	4 T 919	1.75 2.00 5/32"	2.98 2.98 3.75	4
M1100, 847 R4, R6, GTL 1118 c.c. / Nafta	68.00	**42713**	CP-D T 919	**52713**	4 T 919	1.75 2.00 4.00	3.10 3.10 3.75	4
R12, Motor M1300 TL, Break 1289 c.c.- Nafta	73.00	**42612**	CP-D T 919	**52612**	4 T 919	1.75 2.00 4.00	3.28 3.28 3.75	4
Twingo 1.3L (1297cc) Nafta	73.94	**43359**	XP-D T6 922		XP-D T6 W	1.50 1.75 3.00	3.00 3.10 2.94	4
Clio RT - Motor Energy 1390 c.c./ Nafta	75.80	**C83419**	CP-D T 86	**83419**	4 T 86	1.50 1.75 3.00	3.20 3.20 3.73	4
Clio II 1.5 dci, Kangoo 1.5 dci, Megane II. Mot. Diesel K9K, L4	76.00	**43740**	CL4 T3 C86			2.00 2.00 2.50	3.25 3.30 3.30	4
1400, 847 - 1397 c.c. R6, R9, R12, R18, Traffic, R11, Alpine - Nafta	76.00	**42516**	Y4-D T 919	**52516**	4 T 919	1.75 2.00 4.00	3.38 3.38 3.28	4
R16 - 1469 c.c. - Nafta	76.00			**52260**	4 T 919	2.00 2.00 4.00	3.30 3.38 3.75	4
C2L - 700 R9, R11,TXE, R18, GTS/Break/LS, R19 RN - 1565 c.c./Nafta	77.00	**43039**	XP-D ET4 919	**53039**	4 4 919	1.75 2.00 4.00	3.50 3.50 4.13	4
Clio II - Megane II - Kangoo Mot. K4M - Nafta (1598cc) 16v.	79.50	**48501**	G TH6 922			1.20 1.50 2.50	3.20 3.40 2.39	4
Megane - Kangoo Motor K7M - Nafta 1598 c.c.	79.50	**46155**	XP-D TH6 922			1.50 1.50 2.50	3.15 3.40 2.39	4
Clio RL, R19 RL 1870 c.c. Diesel, Express	80.00	**43430**	X4-D ET4 C86	**83430**	T4 ET4 86	2.00 2.00 3.00	3.45 3.30 3.78	4
Megane, Laguna Motor F9QT - Diesel 1870 c.c. TD	80.00	**43465**	KXP-D ET4 C86			2.50 2.00 3.00	3.45 3.58 3.75	4
		48447	X4-D ET4 C86			2.50 2.00 3.00	3.45 3.58 3.75	4
R19 RT, 1721 c.c. F1N, F2N, F3N Nafta	81.00	**Y83249**	XP-D 6 86	**83249**	4 6 86	1.75 2.00 3.00	3.45 3.45 3.48	4
Laguna - Nevada 1998 c.c. Nafta	82.70	**Y88403**	X2-D ET4 86	**58403**	4 ET4 922	1.50 1.75 3.00	3.55 3.55 3.78	4
OHC 181 - 2966 c.c. OHC 230 / 230-7B - 3770 c.c. Torino, Jeep, Estanciera. Rambler / Nafta	3.344" 84.93	**40517**	C4 6 919			5/64" 5/64" 3/16"	3.80 3.65 3.56	6

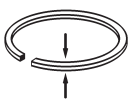
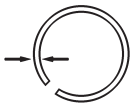
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
R18 GTD - Traffic Diesel 852/700 2068 c.c.	86.00	**43097**	XP-D T C86			2.00 2.00 4.00	3.70 3.70 3.95	4
R21 RND - Traffic Diesel 2068 c.c. R21 RND Diesel	86.00	**43414**	XP-D T C86			2.25 2.00 3.00	3.70 3.70 3.78	4
Laguna 2.2L Diesel G8T (2188cc) Diesel	87.00	**43557**	O4RC T3 C86			2.50 1.75 2.50	3.80 3.70 3.30	
1995 c.c. - M2000 R18, TX, Fuego, GTX, Traffic, R21, Nevada	88.00			**53062**	4 T 919	1.75 2.00 4.00	3.90 3.92 4.20	4
R20TS - 2165 c.c. M2000 - R25 GTS, GTA, R21, Nevada, Traffic Nafta		**Y88086**	YP-D T 86					
R21 TXI - 2.2 LTS Inyección - Nafta	88.00	**Y88393**	X4-D ET4 86			1.50 1.75 3.00	3.90 3.80 3.48	4
Master Mot. 8140.43S 2.8L (Espesor 1°R: 2.5mm, Espesor 2°R: 2.0mm, Espesor 3°R: 2.5mm) Diesel	94.40	**48483**	KGCP T C86			2.50 2.00 2.50	4.05 4.00 3.50	4
Mascott - Master 2,8L 8140.43M - S9W.700 Diesel	94.40	**48431**	KXP-D ET4 C86			3.00 2.00 3.00	3.95 4.05 3.80	4

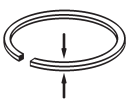
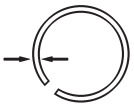
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
D/DS/DN/DSC/DSI 11-D/DS/DSE/ DSI-14 D/DS, 112-6/8 cil. - Veh. Mar. Ind. L/LS-76/L/LS-100, L/LS-101, L/ LT/BR-110, B/L/LS/LT, LKB-111, BR-115, TR-112, K/S/TR-112, 225, RK-425, BR-116, T-142E, T-142H, H71, RK-435, R-35, LK/LKS/LKT-141, LKS-140, R-142E/H, DN-1101-Diesel	5" 127.00	**43164**	XP-D T2 C86			3/32" 3/32" 3/16"	5.20 5.30 5.15	2
		46207	CP-D T2 C86					
DS/DSC/DSI-11 R/T/S/K 112 L/LS/LT/LK/B 111 L/K/F/S/T/B/ 113 (90‹‹) Diesel	5" 127.00	**48287**	KX2-D T2 C86			3.50 3/32" 3/16"	5.30 5.30 5.16	6

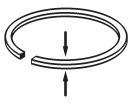
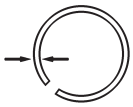
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Korando 601 TDI (2299cc) 4cil. - Musso 602 TDI (2874cc) 5cil. Diesel	89,00	**43541**	C4-D 6 C86			2,50 2,00 3,00	3,80 3,60 3,75	1

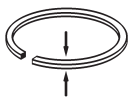
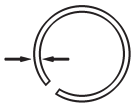
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
EA62, 1300 1267 c.c. Nafta	82.00	**41141**	C4 T4 919	**51141**	T4 T4 919	2.00 2.00 4.00	3.62 3.62 4.11	4

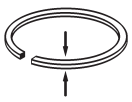
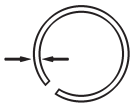
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Suzuki SS-80 - Nafta	68.50			**58202**	4 P 922	1.50 1.50 2.80	2.90 2.90 3.10	3
Fun 1.0L (Chevrolet Celta) Nafta	71.08	**46106**	CP-D T 919			1.50 1.50 3.00	3.05 3.05 3.48	4
Fun 1.4L - GL (Chevrolet Celta) Nafta	77.58	**46119**	CP-D T 919			1.50 1.50 3.00	3.30 3.30 3.48	4
Vitara D - Samurai D Mot. XUD9 (1905cc Diesel aspirado)	83.00	**43186**	CP-D T C86	**83186**	4 T 86	2.00 2.00 3.00	3.60 3.60 3.78	4
Baleno 1.9 TD - Vitara TD - Samurai TD Mot. XUD9 TE/TF (1905cc Turbo Diesel)	83.00	**43546**	KXP-D C4 C86			3.50 2.00 3.00	3.60 3.72 3.33	4
Grand Vitara HDI Mot. DWATED/ ATED4 (1997cc) (8v y 16v: 90cv y 110cv) / Diesel	85.00	**48440**	KXP-D T4 C86			3.50 2.00 3.00	3.70 3.70 3.65	4

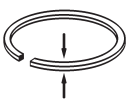
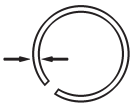
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
4AC - 4ACE - 4AGEC 4AGELC - Corolla MR2 1587 c.c. - Nafta	81.00	**41482**	CP-D T4 922	**51482**	4 T4 922	1.50 1.50 2.80	3.35 3.65 3.10	4
Toyota 1C-LC/1C-TLC 1839 c.c. - Diesel	83.00	**41483**	HKCP-D C4 C86			2.00 2.00 4.00	3.35 3.80 4.03	6
Toyota 1893 c.c. 1C - Nafta	83.00	**48423**	CP-D T C86			2.00 2.00 3.00	3.30 3.55 3.45	4
2TC, Carina, Corolla 1600 1588 c.c. 3TC, Corona, Cressida 1770 c.c. - Nafta	85.00	**41289**	CP-D T 922	**51289**	T4 T 922	1.50 1.50 4.00	3.90 3.90 3.77	4
1Y - 1626 c.c. 2Y - 1812 c.c. 3Y - 1988 c.c. - Nafta	86.00	**41487**	CP-D T 922	**51487**	4 T 922	1.50 1.50 4.00	3.60 4.10 3.40	4
18 RC, Celica, Corona, MKII - 1968 c.c. 20R, Celica, Corona 2189 c.c.	88.50	**41064**	CP T 919	**51064**	T4 T 919	2.00 2.50 4.00	3.92 3.92 4.20	4
L Diesel, Hilux, Hi Ace 2188 c.c.	90.00	**41358**	XP-D 6 C86			2.50 2.00 4.00	4.00 3.90 4.38	4
L Diesel, Hilux, Crow 2188 c.c.	90.00	**41488**	HKCP-D CT C86			2.00 2.00 4.00	3.50 4.00 4.38	4
2L-T, 2L-TE Crown, Chaser, Corona, Mark II - Diesel	92.00	**41490**	HKCP-D CT C86			2.057 2.00 4.00	3.45 4.15 4.43	4
Land Cruiser Mot.1HZ (4163cc)	94.00	**48481**	GCP ET4 C86			2.00 2.00 4.00	3.70 4.05 4.25	6
B. New, Dyna 2977 c.c. Diesel	95.00	**48304**	HKCP-D CT C86			2.50 2.50 4.50	4.30 4.30 4.98	4
Toyota B Dyna 4 Ran - Diesel	95.00	**48305**	HKCP-D CT T C86			2.59 2.50 2.50 4.50	4.20 4.35 4.35 4.38	4
Hilux Diesel 2800 c.c.	96.00	**48428**	HKXP-D CT C86			2.00 2.00 4.00	3.52 4.25 4.48	4

MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Ural-Kamaz / Diesel	120.00	**48196**	HKXP-D HKCP-D C86			3.00 3.00 5.00	5.12 5.12 4.55	8

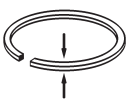
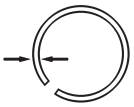
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
123/1A - 2.5 HP - Nafta	2.3/8" 60.33	**78014**	2 2 W W			3/32" 3/32" 5/32" 5/32"	2.69 2.69 2.79 2.79	1
231/3X - 3HP - Nafta	2.600" 66.04	**78015**	2 2 W3 W3			3/32" 3/32" 5/32" 5/32"	3.02 3.02 3.02 3.02	1
260/1 - 4.5 HP - Nafta	2.3/4" 69.85	**78016**	2 2 W3 W3			3/32" 3/32" 5/32" 5/32"	3.10 3.10 3.23 3.23	1
40 1/1C, 8 HP 800/F2, 16 HP Nafta	3.3/16" 80.96	**78017**	2 2 W3 W3			3/32" 3/32" 5/32" 5/32"	3.48 3.48 3.68 3.68	1

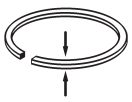
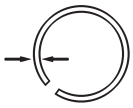
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	Ø	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
1000 Gol-Mil Mot. EA111 (999cc) Nafta	67.10	**46132**	NP-S T6 919			1.20 1.50 2.00	2.65 2.90 3.13	4
Diesel 4 cil. - 1471 c.c., Golf, Passat - 1588 c.c. Vanagon, Jetta, Pick up, Rabbit 2383 c.c., Furgonnette6 cil.	76.50	**43065**	CP-D 6 C86	**83065**	4 6 86	1.75 2.00 3.00	3.30 3.30 3.65	2
AE-1600 Gol, Voyage, Parati, Saveiro - Nafta	77.00	**46014**	CP-D T6 919	**56014**	4 T6 919	1.50 1.50 3.00	3.40 3.40 2.90	4
AE-1600 Gol, Voyage, Parati, Saveiro Nafta	77.00	**46062**	CP-D ET4 922			1.50 1.50 2.00	3.40 3.40 3.46	4
VW 1.6, MD270 (Normal y Torque) Passat, Voyage, Parati (82 » 85), 827 Gacel - 1588 c.c. - Nafta	79.50	**41167**	C4-D 6 C86	**51167**	4 6 919	1.75 2.00 4.00	3.40 3.40 3.98	4
Polo Classic SD 1896 c.c. - Nafta	79.50	**43451**	CP-D 6 C86	**53451**	4 6 GX	1.75 2.00 3.00	3.40 3.40 3.33	4
Transporter Turbo Diesel	79.50	**48432**	CP-D ETC4 C86			1.75 2.00 3.00	3.45 3.40 3.33	4
VW 1.6/1.8: - AP600/AP800 1.6: Passat, Voyage, Parati, Gol, Saveiro, Logus, VW 1.8 Apollo, Santana, Quantum, Passat GTS - Nafta	81.00	**41352**	C2-D 6 919	**51352**	T2 6 919	1.50 1.75 3.00	3.55 3.55 2.90	1
VW AP - 600/800 (97/....) Nafta	81.00	**46154**	N4-S TH6 922			1.20 1.50 2.00	3.15 3.55 3.39	4
Golf, Passat 2000 TI, 16v. Nafta	82.50	**48449**	CP-D TH6 922			1.20 1.50 2.00	3.25 3.55 3.08	4
AP 2000 - AP 2000i Santana, Quantum, Gol GTI, Carat (87 ») - Nafta	82.50	**46040**	C2-D TH6 922	**56040**	4 TH6 922	1.50 1.50 2.00	3.55 3.55 3.08	4
VW 1600: Sedan, Brasilia, Gol, Kombi, Saveiro, TC, TL 1600 SPI, Variant I, II Fusca (69 » 84) Nafta	85.50	**42297**	C4 6 919	**52297**	4 6 919	2.00 2.00 5.00	3.80 3.42 4.11	4
C 17.16-4x2 c/motor Cummins 6BTAA Turbo - Intercooler / Diesel	102.00	**41518**	KCP-D T4 C86			3.00 2.35 4.00	4.40 4.32 4.33	1
D227/D229 EC - TD 229 EC Turbo (desde ‘80)/Diesel	102.00	**46024**	KCP-D T C86			3.00 2.50 4.00	4.42 4.42 4.33	1
Camion VW 8.120 - 15.180 Euro III - 17.180 Euro III - Mot. MWM 4.10 / 6.10 aspirado - 4.10T / 6.10T (92 ») Turbo Diesel	103.00	**46059**	KC2-D ET4 C86			3.00 2.50 4.00	4.40 4.40 3.98	2
17220, 17300 y 26260 c/motor Cummins 6CTAA Turbo - Intercooler / Diesel	114.00	**41677**	KC2-D KET2 C86			3.50 3.00 4.00	4.80 4.80 4.48	1

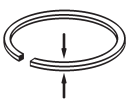
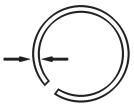
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
343DL, GL - Nafta	76.00	**42516**	Y4-D T 919	**52516**	4 T 919	1.75 2.00 4.00	3.38 3.38 3.28	4
244D6, 245D6 Turbo Diesel - 6 cil. 2383 c.c	76.50	**43065**	CP-D 6 C86	**83065**	4 6 86	1.75 2.00 3.00	3.30 3.30 3.65	2

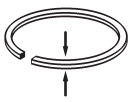
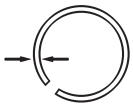
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO / SET / JOGO						
		PREMIUM	COMP.	CUSTOM MADE	COMP.			
Motor 6B, 5.9L / Diesel	102.00	**41517**	CP-D T4 C86			2.28 2.35 4.00	4.20 4.32 4.33	1
Motor 6BT - 6BTA - 6BTAA 1er. aro Keystone / Diesel	102.00	**41518**	KCP-D T4 C86			3.00 2.35 4.00	4.40 4.32 4.33	1
V-206 V-210 V-417 Diesel	105.00	**48197**	KCP-D 4 6 C86			3.00 2.50 2.50 5.00	4.62 4.62 4.62 4.68	1
Motor 6CTA - CT - 8.3L 1er y 2do aro Keystone / Diesel	114.00	**41677**	KC2-D KET2 C86			3.50 3.00 4.00	4.80 4.80 4.48	1

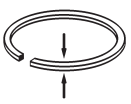
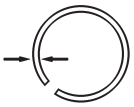
COMPRESORES
COMPRESSORS
COMPRESSORES

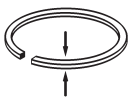
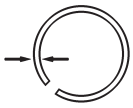
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
TU-FLO-500 FNM, Fiat, Dodge, Chevrolet, Cummins, Ford - Aire	2.1/2" 63.50	**70823**	T T T T T	3/32" 3/32" 3/32" 3/32" 3/32"	2.95 2.95 2.95 2.95 2.95	2
E - F12 / Aire	2.1/2" 63.50	**78166**	T T T W W	3/32" 3/32" 3/32" 1/8" 1/8"	2.95 2.95 2.95 2.42 2.42	2
411 - 1/2 cil. - Aire	90.00	**88158**	T T6 86	2.50 2.50 4.00	3.90 3.90 4.30	

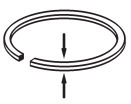
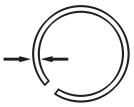
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
Burmor SC 9 - 216 c.c. 2 aros lisos por ranura Aire	85.00	**78060**	T2 T2 W3	5/64" 5/64" 3/16"	3.40 3.40 3.20	1

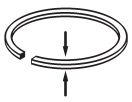
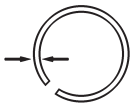
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
Compresor Holset - Aire	3.7/8" 98.42	**78442**	T 6 6 86	5/64" 5/64" 5/64" 4.00	4.19 4.19 4.19 4.25	1
Compresor Holset VW - Ford cargo (Cummins) Aire	3 5/8"	**58453**	4 4 919	1/8" 1/8" 3/16"	3.75 3.75 3.99	1

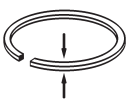
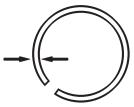
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
MWM - Deutz (El Detalle) - Aire	88.00	**78409**	4 4 86	2.50 2.50 4.00	3.80 3.80 4.13	1
MB, OM-447LA, OM-449A, OM-449LA - Aire	90.00	**88158**	T TH6 86	2.50 2.50 4.00	3.90 3.90 4.30	1

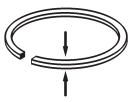
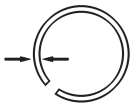
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
Compresor 690 - Aire	70.00	**78195**	TH6 TH6 W	2.00 2.00 4.00	3.18 3.18 3.18	1
Compresor para Fiat Iveco - Motor 190.29/190.33 - Aire	80.00	**78326**	6 6 86	2.00 2.00 4.00	3.48 3.48 3.98	1

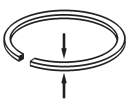
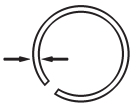
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
Compresor OM-312 - 314, 321 - 352, 3ra. ran. 2.5 mm - Aire	77.00	**78128**	4 4 H6 W	2.50 2.50 2.50 4.00	3.30 3.30 3.30 3.30	1
Compresor OM-312 - 314, 321 - 352, 3ra. ran. 3.0 mm - Aire	77.00	**72929**	4 4 H6 W	2.50 2.50 3.00 4.00	3.38 3.38 3.38 3.38	1
Compresor Serie 411 - Aire	90.00	**88158**	T H6 86	2.50 2.50 4.00	3.90 3.90 4.30	1
Compresor OM - 314/ 352/352A - Aire	94.00	**78184**	6 U6 6	2.50 2.50 2.50	4.05 4.05 4.05	1

MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
Compresor D11, DS11, DN11 - Aire	75.00	**78157**	ET4 6 W	3/32" 3/32" 5/32"	3.37 3.37 3.32	2

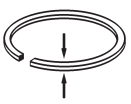
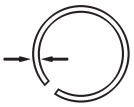
MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
Compresores 111 - 1201 - Aire	2.3/8" 60.33	**81354**	T4 6 922	3/32" 3/32" 3/16"	2.60 2.29 2.77	2

MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
Compresores EL-1300, EL-1600, Ford Cargo, Scania, Volvo, MWM 2 Aros por ranura - Aire	2.3/4" 69.85	**56063**	T4 T4 919	3/32" 3/32" 3/16"	3.30 3.30 3.46	2

MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
Compresor aplicación, Mercedes-Benz OM336A OM366LA - Aire	75.00	**78443**	6 6 86	2.00 2.00 4.00	3.25 3.25 3.88	1
Compresor OM-449A, OM-449LA Aire	85.00	**88473**	T6 T6 87LV	2.00 2.00 4.00	3.60 3.60 4.15	1
OM-326, OM-355, OM-447LA, OM-449A, OM-449LA - Aire	90.00	**88158**	T H6 86	2.50 2.50 4.00	3.90 3.90 4.30	1

MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
Compresor TU-FLO-500 2 cil., E-11 - 1 cil. - Aire	2.1/2" 63.50	**70823**	T T T T T	3/32" 3/32" 3/32" 3/32" 3/32"	2.95 2.95 2.95 2.95 2.95	2
OM355 - Aire	90.00	**88158**	T H6 86	2.50 2.50 4.00	3.90 3.90 4.30	1

APLICACIONES MARITIMAS
MARINE APPLICATIONS
APLICAÇÕES MARÍTIMAS

MARCA – MOTOR – MODELO APPLICATION – ENGINE – MODEL MARCA – MOTOR – MODELO	∅	PC – JUEGO SET JOGO	COMP.			
Aplicación marina	102.00	**48489**	XKZ CT C86	3.00 3.00 4.00	4.40 4.15 4.33	1

MAHLE	PERFECT CIRCLE	METAL LEVE
A01040	**PC42701**	DC.2701
A01060	**PC43524**	LC.8187
A01100	**PC48483**	DC.8299
A03180	**PC42887**	CC.2887
A04000	**PC40755**	CB.6950
A04010	**PC48211**	LC.6949
A04020	**PC50755**	NB.6950
A07000	**PC48048**	CC.6930
A07020	**PC52028**	NB.2676
A08020	**PC58202**	NA.6905
A10000	**PC40276**	CA.0276
A10020	**PC50276**	NA.0276.X
A10030	**PC51103**	NA.2876
A11000	**PC40963**	DC.5010
A11030	**PC41394**	DL.5330
A13500	**PC46128**	LC.7359
A13600	**PC46024**	SDC.7074
A13900	**PC46059**	DC.7013
A14010	**PC41141**	CA.4990
A14015	**PC51141**	NA.4990
A14100	**PC43434**	DC.7349
A14110	**PC46048**	DA.6689
A14140	**PC46106**	DA.7092
A14180	**PC48421**	TA.7244
A14185	**PC48420**	DA.7195
A14230	**PC46008**	DA.6633
A14270	**PC41470**	DA.6631
A14340	**PC51470**	NA.6631
A14350	**PC50514**	NA.0514
A14360	**PC56008**	NA.6633
A14430	**PC40514**	CA.0514
A14450	**PC46056**	DA.6892
A14530	**PC46119**	DA.7093
A18000	**PC41077**	SCA.0504
A18010	**PC40517**	CA.0517
A18030	**PC43465**	LC.1032
A18040	**PC48447**	LC.1053
A18090	**PC42516**	LA.2625
A18092	**PC52516**	SNA.2625
A18100	**PC42713**	CA.2713
A18120	**PC43414**	LC.7101
A18125	**PC43740**	DC.8528
A18130	**PCY88086**	LD.6948
A18140	**PCY83249**	LD.7079
A18160	**PC50504**	SNA.0504
A18190	**PC52612**	NA.2612
A18200	**PC53062**	NA.6948
A18210	**PC52260**	NA.7237
A18270	**PC43097**	LC.6653
A18340	**PC83249**	LD.7079
A18360	**PC83414**	ND.7101
A18370	**PC83419**	DD.7186
A18390	**PC43430**	LC.7257
A18392	**PC83430**	ND.7257
A18400	**PC48501**	TA.8389
A18410	**PC58403**	NA.7260
A18420	**PC43557**	DCM.8283
A18500	**PCC83419**	DD.7186
A18530	**PCY88403**	LD.7260

MAHLE	PERFECT CIRCLE	METAL LEVE
A18540	**PCY88393**	LD.7193
A18730	**PC42612**	DA.2612
A18830	**PC46155**	LA.8445
A18960	**PC58002**	NA.2118
A195020	**PC58099**	NB.1006
A202000	**PC58117**	NA.6716
A203010	**PC41103**	DA.2876
A208042	**PC48368**	CC.6850
A21000	**PC78442**	ND.1074
A21010	**PC48489**	LC.5316
A21100	**PC41518**	SDC.7187
A211060	**PC48495**	DC.1065
A21110	**PC41517**	DC.7188
A21500	**PC46009**	SDC.7189
A21510	**PC41677**	SDC.7192
A23000	**PC41336**	CA.4794
A23010	**PC51336**	NA.4794.X
A24110	**PC88308**	ND.6909
A24120	**PC41591**	DA.7008
A24130	**PC88292**	ND.6951
A24160	**PC48389**	CC.7007
A24162	**PC88389**	ND.7007
A24170	**PC51591**	NA.7008
A25020	**PC40857**	CC.0326
A25030	**PC40489**	DA.0489
A25040	**PCC88317**	DD.6833
A25060	**PC40511**	CA.0511
A25080	**PC40573**	CC.0573
A25110	**PC43003**	DA.6343
A25120	**PC40819**	CA.1011
A25130	**PC42885**	LD.6943
A25150	**PC48445**	DC.8499
A25180	**PC46089**	LD.7051
A25250	**PC40348**	CC.2519
A25260	**PC42789**	DC.2789
A25270	**PC42822**	DA.2822
A25290	**PC40858**	CC.6187
A25310	**PC48021**	CC.6929
A25320	**PC42442**	CC.6937
A25340	**PC43043**	DC.6246
A25350	**PC48405**	CC.6938
A25360	**PC48018**	CC.6066
A25380	**PC53003**	SNA.6343
A25400	**PC40820**	CC.0325
A25420	**PC88193**	ND.6385
A25427	**PCY58193**	
A25450	**PC42341**	DA.2341
A25460	**PC88317**	ND.6833
A25470	**PC43303**	DC.6784
A25480	**PC88316**	ND.6837
A25500	**PC43265**	LC.6998
A25520	**PC52885**	NA.6943
A25540	**PC46084**	DA.6983
A25570	**PC41307**	CC.7162
A25590	**PC43495**	DC.1224
A25610	**PC48441**	LC.8624
A25620	**PC83294**	ND.6600
A25640	**PC48193**	SLC.6385
A25650	**PC48002**	DA.2118

MAHLE	PERFECT CIRCLE	METAL LEVE
A257053	**PC43260**	LC.7053
A25732	**PC43088**	DA.6189
A25740	**PC42118**	DA.2118
A25750	**PCC88316**	DD.6837
A25774	**PCC86083**	DD.6984
A25795	**PC48416**	LC.6565
A25830	**PC48001**	CA.6317
A25850	**PC48411**	SLC.6875
A25930	**PCC83662**	TD.7500
A25940	**PC48431**	LC.7682
A25950	**PC50511**	NA.0511
A25960	**PC52118**	NA.2118
A25970	**PC52341**	NA.2341
A25980	**PC52822**	NA.2822
A25985	**PC53088**	NA.6189
A25997	**PC43237**	SLC.6876
A29000	**PC48197**	SDC.6731
A308000	**PC48196**	LC.1041
A309000	**PC48387**	DC.1045
A311000	**PC58453**	NB.1004
A312000	**PC78014**	NN.1070
A312010	**PC78015**	NN.1071
A312020	**PC78016**	NN.1072
A312030	**PC78017**	NN.1073
A32000	**PC40763**	CC.6954
A32010	**PC48020**	CC.6955
A33010	**PC48304**	DC.6523
A33020	**PC58088**	NA.6960
A42000	**PC88473**	ND.1220
A43010	**PC40726**	MC.6442
A43020	**PC41071**	LC.6844
A43100	**PC48012**	DC.6956
A43130	**PC43457**	LC.7451
A44000	**PC42028**	CC.2676
A44010	**PC42742**	DA.2742
A44040	**PCY88394**	LD.7259
A44070	**PC48123**	DC.2742
A44090	**PC58079**	NB.6396
A44100	**PC43030**	DC.6396
A44110	**PC43254**	LC.6743
A44120	**PC43546**	LC.7233
A44130	**PC43125**	LC.6654
A44150	**PC52742**	NA.2742
A44160	**PC58000**	ND.6957
A44180	**PC83186**	ND.6652
A44200	**PC43188**	DA.7166
A44205	**PC40431**	CA.6991
A44210	**PC42520**	DA.6992
A44240	**PC48000**	CD.6957
A44270	**PC50431**	ND.6991
A44280	**PC52520**	NA.6992
A44290	**PC53188**	NA.7166
A44300	**PC48439**	LC.7683
A44310	**PC43300**	LC.7258
A44312	**PC83300**	ND.7258
A44320	**PC88394**	LD.7259
A44340	**PC43382**	LCM.7981
A44352	**PC53296**	ND.1226
A44360	**PC48440**	LC.8414

MAHLE	PERFECT CIRCLE	METAL LEVE
A44370	**PC43535**	DA.8497
A44390	**PC48520**	DC.8692
A44500	**PC83765**	LDS.8108
A45000	**PC70823**	NO.6157
A45020	**PC78157**	NN.6306
A45030	**PC78166**	NN.1222
A48000	**PC78128**	NN.6408
A48015	**PC72929**	NN.2335
A48020	**PC78443**	ND.7210
A48040	**PC78184**	NO.6407
A48080	**PC40721**	CC.0444
A48090	**PC40207**	CC.0445
A48110	**PC42276**	SDC.2276
A48131	**PC42968**	SDC.6580
A48170	**PC43541**	DC.1033
A48180	**PCC52276**	DB.2276
A48182	**PC48034**	DL.2276
A48210	**PC43131**	LC.6782
A48290	**PC48407**	DL.6322
A48320	**PC48348**	SMC.6753
A48330	**PC48490**	DC.6926
A48380	**PC42924**	LC.2924
A48390	**PC46067**	LC.7173
A48430	**PC46022**	LC.6878
A48565	**PC48410**	LC.7001
A48750	**PC48408**	LC.1396
A48930	**PC46087**	LC.6926
A50010	**PC48022**	CC.2459
A50015	**PC48074**	CD.2459
A50020	**PC40718**	CC.2593
A50030	**PC42892**	SCC.2892
A50050	**PC43060**	LC.6829
A50060	**PC48404**	CC.7063
A50062	**PC40602**	CC.7063
A50100	**PC48075**	DC.2596
A50105	**PC48011**	DC.2596
A50110	**PC48396**	LC.7221
A50120	**PC48135**	LC.6852
A50130	**PC48181**	LC.6853
A50160	**PC48395**	LC.7222
A50210	**PC48460**	LC.7480
A50220	**PC48459**	DC.7479
A51010	**PC43617**	DA.1035
A51525	**PC51265**	NA.6419
A56010	**PC43573**	DD.1034
A57005	**PC48081**	LC.6733
A57060	**PC48067**	CC.0593
A57100	**PC43126**	CC.2426
A57107	**PC48066**	CC.2426
A57150	**PC40593**	CC.0593
A57160	**PC48324**	CC.7023
A57220	**PC43304**	DC.6041
A57240	**PC43145**	DC.6914
A57270	**PC46142**	LC.7964
A57280	**PC48417**	LC.8246
A57282	**PC48036**	CC.6181
A57290	**PC48186**	CC.6941
A57309	**PC46076**	SLC.6970
A57610	**PC48046**	CC.6940

Tabla de Conversión / Cross Reference / Tabela de Conversão

MAHLE

MAHLE	PERFECT CIRCLE	METAL LEVE
A57615	**PC48063**	CC.6940
A57800	**PC48325**	DC.6894
A57820	**PC50593**	NB.0593
A57850	**PC46129**	LC.7271
A57900	**PC46151**	LC.7241
A59100	**PC42506**	DA.2506
A59105	**PC43039**	LA.2506
A59150	**PC40565**	CA.0565
A59160	**PC40942**	CA.0618
A59162	**PC58379**	NA.1044
A59165	**PC48379**	DA.1044
A59180	**PC48435**	DA.1050
A59200	**PC48436**	DC.1051
A59210	**PC58043**	NA.6376
A59220	**PC51097**	NA.6383
A59230	**PC58162**	NA.6939
A59240	**PC48444**	DC.1052
A59300	**PC46014**	DA.6583
A59320	**PC46062**	DA.6973
A59390	**PC48043**	CA.6376
A59400	**PC41097**	CA.6383
A59430	**PC56014**	NA.6583
A59450	**PC48413**	DA.7351
A59470	**PC56040**	NA.6750
A59500	**PCY73438**	LN.7242
A59570	**PC48162**	LA.6939
A59590	**PC56062**	NB.6973
A59630	**PC48437**	LC.7239
A59640	**PC43359**	LA.7243
A59650	**PC50565**	NA.0565
A59670	**PC50942**	NA.0618
A59680	**PC53434**	NB.7349
A59690	**PC48398**	LA.7520
A59700	**PC43136**	LD.1225
A59710	**PC48484**	DC.1223
A59810	**PC52506**	NA.2506
A59815	**PC53039**	NA.2506
A59840	**PC48505**	TA.7454
A59870	**PC46160**	TA.7453
A59880	**PC43480**	LC.7681
A59940	**PC50664**	NA.7106
A63000	**PC41358**	LC.6627
A63050	**PC41482**	DA.6824
A63090	**PC41490**	DC.6834
A63140	**PC51064**	NA.1064
A63142	**PC41064**	CA.1064
A63270	**PC41483**	DC.7024
A63290	**PC48423**	DC.1048
A63300	**PC41289**	DA.6760
A63310	**PC41487**	DA.6758
A63320	**PC48481**	DC.1062
A63382	**PC41488**	DC.6692
A63440	**PC48305**	DC.6828
A63560	**PC51487**	NA.6758
A63570	**PC51289**	NA.6760
A63610	**PC51482**	NA.6824
A63650	**PC48428**	LC.7124
A64000	**PC43059**	CA.6263
A64004	**PC53059**	NA.6263

MAHLE	PERFECT CIRCLE	METAL LEVE
A66010	**PC51193**	NA.2607
A66020	**PC43186**	CC.6652
A66070	**PC41193**	DA.2607
A66080	**PC53072**	NA.6936
A66100	**PCC83299**	DD.7256
A66102	**PC83299**	ND.7256
A68010	**PC56063**	NA.6587
A70060	**PC41352**	DA.6563
A70100	**PC46132**	TA.7224
A70152	**PC42297**	CA.2297
A70153	**PC52297**	NA.2297
A70170	**PC51167**	NA.6075
A70280	**PC48432**	DC.7662
A70295	**PC51352**	NB.6563
A70340	**PC48449**	TA.7216
A70380	**PC43065**	DC.6869
A70382	**PC83065**	ND.6869
A70430	**PC56154**	SNA.7215
A70450	**PC53451**	NB.7662
A70672	**PC41167**	SDC.6075
A70810	**PC46154**	TA.7215
A70860	**PC46040**	DA.6750
A70992	**PC43451**	DC.7662
A73010	**PC40851**	DC.6953
A73032	**PC52318**	NB.2318
A73040	**PC70851**	NE.6953
A73070	**PC42318**	CC.2318
A73110	**PC78060**	NN.6786
A74000	**PC46150**	DC.7167
A76020	**PC43164**	MC.6462
A76100	**PC48287**	SLC.6978
A77000	**PC52713**	NA.2713
A79000	**PC78195**	NN.6672
A79110	**PC78326**	ND.6673
A80000	**PC81354**	NA.6927
A81000	**PC48255**	DC.6708
A87450	**PC41469**	LC.6798
A94005	**PC88158**	ND.6188
A94050	**PC78409**	ND.7277
A95000	**PC43517**	SDC.7599
A95020	**PC43664**	DC.1036
A95030	**PC83664**	ND.6888
	PC40069	CA.0069
	PC40664	
	PC41709	
	PC46131	DA.6771
	PC46140	
	PC46207	CC.6462
	PC73359	LN.7243

PERFECT CIRCLE®

PERFECT CIRCLE	MAHLE	METAL LEVE
PC42701	A01040	DC.2701
PC43524	A01060	LC.8187
PC48483	A01100	DC.8299
PC42887	A03180	CC.2887
PC40755	A04000	CB.6950
PC48211	A04010	LC.6949
PC50755	A04020	NB.6950
PC48048	A07000	CC.6930
PC52028	A07020	NB.2676
PC58202	A08020	NA.6905
PC40276	A10000	CA.0276
PC50276	A10020	NA.0276.X
PC51103	A10030	NA.2876
PC40963	A11000	DC.5010
PC41394	A11030	DL.5330
PC46128	A13500	LC.7359
PC46024	A13600	SDC.7074
PC46059	A13900	DC.7013
PC41141	A14010	CA.4990
PC51141	A14015	NA.4990
PC43434	A14100	DC.7349
PC46048	A14110	DA.6689
PC46106	A14140	DA.7092
PC48421	A14180	TA.7244
PC48420	A14185	DA.7195
PC46008	A14230	DA.6633
PC41470	A14270	DA.6631
PC51470	A14340	NA.6631
PC50514	A14350	NA.0514
PC56008	A14360	NA.6633
PC40514	A14430	CA.0514
PC46056	A14450	DA.6892
PC46119	A14530	DA.7093
PC41077	A18000	SCA.0504
PC40517	A18010	CA.0517
PC43465	A18030	LC.1032
PC48447	A18040	LC.1053
PC42516	A18090	LA.2625
PC52516	A18092	SNA.2625
PC42713	A18100	CA.2713
PC43414	A18120	LC.7101
PC43740	A18125	DC.8528
PCY88086	A18130	LD.6948
PCY83249	A18140	LD.7079
PC50504	A18160	SNA.0504
PC52612	A18190	NA.2612
PC53062	A18200	NA.6948
PC52260	A18210	NA.7237
PC43097	A18270	LC.6653
PC83249	A18340	LD.7079
PC83414	A18360	ND.7101
PC83419	A18370	DD.7186
PC43430	A18390	LC.7257
PC83430	A18392	ND.7257
PC48501	A18400	TA.8389
PC58403	A18410	NA.7260
PC43557	A18420	DCM.8283
PCC83419	A18500	DD.7186
PCY88403	A18530	LD.7260

PERFECT CIRCLE	MAHLE	METAL LEVE
PCY88393	A18540	LD.7193
PC42612	A18730	DA.2612
PC46155	A18830	LA.8445
PC58002	A18960	NA.2118
PC58099	A195020	NB.1006
PC58117	A202000	NA.6716
PC41103	A203010	DA.2876
PC48368	A208042	CC.6850
PC78442	A21000	ND.1074
PC48489	A21010	LC.5316
PC41518	A21100	SDC.7187
PC48495	A211060	DC.1065
PC41517	A21110	DC.7188
PC46009	A21500	SDC.7189
PC41677	A21510	SDC.7192
PC41336	A23000	CA.4794
PC51336	A23010	NA.4794.X
PC88308	A24110	ND.6909
PC41591	A24120	DA.7008
PC88292	A24130	ND.6951
PC48389	A24160	CC.7007
PC88389	A24162	ND.7007
PC51591	A24170	NA.7008
PC40857	A25020	CC.0326
PC40489	A25030	DA.0489
PCC88317	A25040	DD.6833
PC40511	A25060	CA.0511
PC40573	A25080	CC.0573
PC43003	A25110	DA.6343
PC40819	A25120	CA.1011
PC42885	A25130	LD.6943
PC48445	A25150	DC.8499
PC46089	A25180	LD.7051
PC40348	A25250	CC.2519
PC42789	A25260	DC.2789
PC42822	A25270	DA.2822
PC40858	A25290	CC.6187
PC48021	A25310	CC.6929
PC42442	A25320	CC.6937
PC43043	A25340	DC.6246
PC48405	A25350	CC.6938
PC48018	A25360	CC.6066
PC53003	A25380	SNA.6343
PC40820	A25400	CC.0325
PC88193	A25420	ND.6385
PCY58193	A25427	
PC42341	A25450	DA.2341
PC88317	A25460	ND.6833
PC43303	A25470	DC.6784
PC88316	A25480	ND.6837
PC43265	A25500	LC.6998
PC52885	A25520	NA.6943
PC46084	A25540	DA.6983
PC41307	A25570	CC.7162
PC43495	A25590	DC.1224
PC48441	A25610	LC.8624
PC83294	A25620	ND.6600
PC48193	A25640	SLC.6385
PC48002	A25650	DA.2118

PERFECT CIRCLE	MAHLE	METAL LEVE
PC43260	A257053	LC.7053
PC43088	A25732	DA.6189
PC42118	A25740	DA.2118
PCC88316	A25750	DD.6837
PCC86083	A25774	DD.6984
PC48416	A25795	LC.6565
PC48001	A25830	CA.6317
PC48411	A25850	SLC.6875
PCC83662	A25930	TD.7500
PC48431	A25940	LC.7682
PC50511	A25950	NA.0511
PC52118	A25960	NA.2118
PC52341	A25970	NA.2341
PC52822	A25980	NA.2822
PC53088	A25985	NA.6189
PC43237	A25997	SLC.6876
PC48197	A29000	SDC.6731
PC48196	A308000	LC.1041
PC48387	A309000	DC.1045
PC58453	A311000	NB.1004
PC78014	A312000	NN.1070
PC78015	A312010	NN.1071
PC78016	A312020	NN.1072
PC78017	A312030	NN.1073
PC40763	A32000	CC.6954
PC48020	A32010	CC.6955
PC48304	A33010	DC.6523
PC58088	A33020	NA.6960
PC88473	A42000	ND.1220
PC40726	A43010	MC.6442
PC41071	A43020	LC.6844
PC48012	A43100	DC.6956
PC43457	A43130	LC.7451
PC42028	A44000	CC.2676
PC42742	A44010	DA.2742
PCY88394	A44040	LD.7259
PC48123	A44070	DC.2742
PC58079	A44090	NB.6396
PC43030	A44100	DC.6396
PC43254	A44110	LC.6743
PC43546	A44120	LC.7233
PC43125	A44130	LC.6654
PC52742	A44150	NA.2742
PC58000	A44160	ND.6957
PC83186	A44180	ND.6652
PC43188	A44200	DA.7166
PC40431	A44205	CA.6991
PC42520	A44210	DA.6992
PC48000	A44240	CD.6957
PC50431	A44270	ND.6991
PC52520	A44280	NA.6992
PC53188	A44290	NA.7166
PC48439	A44300	LC.7683
PC43300	A44310	LC.7258
PC83300	A44312	ND.7258
PC88394	A44320	LD.7259
PC43382	A44340	LCM.7981
PC53296	A44352	ND.1226
PC48440	A44360	LC.8414

PERFECT CIRCLE	MAHLE	METAL LEVE
PC43535	A44370	DA.8497
PC48520	A44390	DC.8692
PC83765	A44500	LDS.8108
PC70823	A45000	NO.6157
PC78157	A45020	NN.6306
PC78166	A45030	NN.1222
PC78128	A48000	NN.6408
PC72929	A48015	NN.2335
PC78443	A48020	ND.7210
PC78184	A48040	NO.6407
PC40721	A48080	CC.0444
PC40207	A48090	CC.0445
PC42276	A48110	SDC.2276
PC42968	A48131	SDC.6580
PC43541	A48170	DC.1033
PCC52276	A48180	DB.2276
PC48034	A48182	DL.2276
PC43131	A48210	LC.6782
PC48407	A48290	DL.6322
PC48348	A48320	SMC.6753
PC48490	A48330	DC.6926
PC42924	A48380	LC.2924
PC46067	A48390	LC.7173
PC46022	A48430	LC.6878
PC48410	A48565	LC.7001
PC48408	A48750	LC.1396
PC46087	A48930	LC.6926
PC48022	A50010	CC.2459
PC48074	A50015	CD.2459
PC40718	A50020	CC.2593
PC42892	A50030	SCC.2892
PC43060	A50050	LC.6829
PC48404	A50060	CC.7063
PC40602	A50062	CC.7063
PC48075	A50100	DC.2596
PC48011	A50105	DC.2596
PC48396	A50110	LC.7221
PC48135	A50120	LC.6852
PC48181	A50130	LC.6853
PC48395	A50160	LC.7222
PC48460	A50210	LC.7480
PC48459	A50220	DC.7479
PC43617	A51010	DA.1035
PC51265	A51525	NA.6419
PC43573	A56010	DD.1034
PC48081	A57005	LC.6733
PC48067	A57060	CC.0593
PC43126	A57100	CC.2426
PC48066	A57107	CC.2426
PC40593	A57150	CC.0593
PC48324	A57160	CC.7023
PC43304	A57220	DC.6041
PC43145	A57240	DC.6914
PC46142	A57270	LC.7964
PC48417	A57280	LC.8246
PC48036	A57282	CC.6181
PC48186	A57290	CC.6941
PC46076	A57309	SLC.6970
PC48046	A57610	CC.6940

PERFECT CIRCLE	MAHLE	METAL LEVE
PC48063	A57615	CC.6940
PC48325	A57800	DC.6894
PC50593	A57820	NB.0593
PC46129	A57850	LC.7271
PC46151	A57900	LC.7241
PC42506	A59100	DA.2506
PC43039	A59105	LA.2506
PC40565	A59150	CA.0565
PC40942	A59160	CA.0618
PC58379	A59162	NA.1044
PC48379	A59165	DA.1044
PC48435	A59180	DA.1050
PC48436	A59200	DC.1051
PC58043	A59210	NA.6376
PC51097	A59220	NA.6383
PC58162	A59230	NA.6939
PC48444	A59240	DC.1052
PC46014	A59300	DA.6583
PC46062	A59320	DA.6973
PC48043	A59390	CA.6376
PC41097	A59400	CA.6383
PC56014	A59430	NA.6583
PC48413	A59450	DA.7351
PC56040	A59470	NA.6750
PCY73438	A59500	LN.7242
PC48162	A59570	LA.6939
PC56062	A59590	NB.6973
PC48437	A59630	LC.7239
PC43359	A59640	LA.7243
PC50565	A59650	NA.0565
PC50942	A59670	NA.0618
PC53434	A59680	NB.7349
PC48398	A59690	LA.7520
PC43136	A59700	LD.1225
PC48484	A59710	DC.1223
PC52506	A59810	NA.2506
PC53039	A59815	NA.2506
PC48505	A59840	TA.7454
PC46160	A59870	TA.7453
PC43480	A59880	LC.7681
PC50664	A59940	NA.7106
PC41358	A63000	LC.6627
PC41482	A63050	DA.6824
PC41490	A63090	DC.6834
PC51064	A63140	NA.1064
PC41064	A63142	CA.1064
PC41483	A63270	DC.7024
PC48423	A63290	DC.1048
PC41289	A63300	DA.6760
PC41487	A63310	DA.6758
PC48481	A63320	DC.1062
PC41488	A63382	DC.6692
PC48305	A63440	DC.6828
PC51487	A63560	NA.6758
PC51289	A63570	NA.6760
PC51482	A63610	NA.6824
PC48428	A63650	LC.7124
PC43059	A64000	CA.6263
PC53059	A64004	NA.6263

PERFECT CIRCLE	MAHLE	METAL LEVE
PC51193	A66010	NA.2607
PC43186	A66020	CC.6652
PC41193	A66070	DA.2607
PC53072	A66080	NA.6936
PCC83299	A66100	DD.7256
PC83299	A66102	ND.7256
PC56063	A68010	NA.6587
PC41352	A70060	DA.6563
PC46132	A70100	TA.7224
PC42297	A70152	CA.2297
PC52297	A70153	NA.2297
PC51167	A70170	NA.6075
PC48432	A70280	DC.7662
PC51352	A70295	NB.6563
PC48449	A70340	TA.7216
PC43065	A70380	DC.6869
PC83065	A70382	ND.6869
PC56154	A70430	SNA.7215
PC53451	A70450	NB.7662
PC41167	A70672	SDC.6075
PC46154	A70810	TA.7215
PC46040	A70860	DA.6750
PC43451	A70992	DC.7662
PC40851	A73010	DC.6953
PC52318	A73032	NB.2318
PC70851	A73040	NE.6953
PC42318	A73070	CC.2318
PC78060	A73110	NN.6786
PC46150	A74000	DC.7167
PC43164	A76020	MC.6462
PC48287	A76100	SLC.6978
PC52713	A77000	NA.2713
PC78195	A79000	NN.6672
PC78326	A79110	ND.6673
PC81354	A80000	NA.6927
PC48255	A81000	DC.6708
PC41469	A87450	LC.6798
PC88158	A94005	ND.6188
PC78409	A94050	ND.7277
PC43517	A95000	SDC.7599
PC43664	A95020	DC.1036
PC83664	A95030	ND.6888
PC40069		CA.0069
PC40664		
PC41709		
PC46131		DA.6771
PC46140		
PC46207		CC.6462
PC73359		LN.7243

METAL LEVE	PERFECT CIRCLE	MAHLE
DC.2701	**PC42701**	A01040
LC.8187	**PC43524**	A01060
DC.8299	**PC48483**	A01100
CC.2887	**PC42887**	A03180
CB.6950	**PC40755**	A04000
LC.6949	**PC48211**	A04010
NB.6950	**PC50755**	A04020
CC.6930	**PC48048**	A07000
NB.2676	**PC52028**	A07020
NA.6905	**PC58202**	A08020
CA.0276	**PC40276**	A10000
NA.0276.X	**PC50276**	A10020
NA.2876	**PC51103**	A10030
DC.5010	**PC40963**	A11000
DL.5330	**PC41394**	A11030
LC.7359	**PC46128**	A13500
SDC.7074	**PC46024**	A13600
DC.7013	**PC46059**	A13900
CA.4990	**PC41141**	A14010
NA.4990	**PC51141**	A14015
DC.7349	**PC43434**	A14100
DA.6689	**PC46048**	A14110
DA.7092	**PC46106**	A14140
TA.7244	**PC48421**	A14180
DA.7195	**PC48420**	A14185
DA.6633	**PC46008**	A14230
DA.6631	**PC41470**	A14270
NA.6631	**PC51470**	A14340
NA.0514	**PC50514**	A14350
NA.6633	**PC56008**	A14360
CA.0514	**PC40514**	A14430
DA.6892	**PC46056**	A14450
DA.7093	**PC46119**	A14530
SCA.0504	**PC41077**	A18000
CA.0517	**PC40517**	A18010
LC.1032	**PC43465**	A18030
LC.1053	**PC48447**	A18040
LA.2625	**PC42516**	A18090
SNA.2625	**PC52516**	A18092
CA.2713	**PC42713**	A18100
LC.7101	**PC43414**	A18120
DC.8528	**PC43740**	A18125
LD.6948	**PCY88086**	A18130
LD.7079	**PCY83249**	A18140
SNA.0504	**PC50504**	A18160
NA.2612	**PC52612**	A18190
NA.6948	**PC53062**	A18200
NA.7237	**PC52260**	A18210
LC.6653	**PC43097**	A18270
LD.7079	**PC83249**	A18340
ND.7101	**PC83414**	A18360
DD.7186	**PC83419**	A18370
LC.7257	**PC43430**	A18390
ND.7257	**PC83430**	A18392
TA.8389	**PC48501**	A18400
NA.7260	**PC58403**	A18410
DCM.8283	**PC43557**	A18420
DD.7186	**PCC83419**	A18500
LD.7260	**PCY88403**	A18530

METAL LEVE	PERFECT CIRCLE	MAHLE
LD.7193	**PCY88393**	A18540
DA.2612	**PC42612**	A18730
LA.8445	**PC46155**	A18830
NA.2118	**PC58002**	A18960
NB.1006	**PC58099**	A195020
NA.6716	**PC58117**	A202000
DA.2876	**PC41103**	A203010
CC.6850	**PC48368**	A208042
ND.1074	**PC78442**	A21000
LC.5316	**PC48489**	A21010
SDC.7187	**PC41518**	A21100
DC.1065	**PC48495**	A211060
DC.7188	**PC41517**	A21110
SDC.7189	**PC46009**	A21500
SDC.7192	**PC41677**	A21510
CA.4794	**PC41336**	A23000
NA.4794.X	**PC51336**	A23010
ND.6909	**PC88308**	A24110
DA.7008	**PC41591**	A24120
ND.6951	**PC88292**	A24130
CC.7007	**PC48389**	A24160
ND.7007	**PC88389**	A24162
NA.7008	**PC51591**	A24170
CC.0326	**PC40857**	A25020
DA.0489	**PC40489**	A25030
DD.6833	**PCC88317**	A25040
CA.0511	**PC40511**	A25060
CC.0573	**PC40573**	A25080
DA.6343	**PC43003**	A25110
CA.1011	**PC40819**	A25120
LD.6943	**PC42885**	A25130
DC.8499	**PC48445**	A25150
LD.7051	**PC46089**	A25180
CC.2519	**PC40348**	A25250
DC.2789	**PC42789**	A25260
DA.2822	**PC42822**	A25270
CC.6187	**PC40858**	A25290
CC.6929	**PC48021**	A25310
CC.6937	**PC42442**	A25320
DC.6246	**PC43043**	A25340
CC.6938	**PC48405**	A25350
CC.6066	**PC48018**	A25360
SNA.6343	**PC53003**	A25380
CC.0325	**PC40820**	A25400
ND.6385	**PC88193**	A25420
	PCY58193	A25427
DA.2341	**PC42341**	A25450
ND.6833	**PC88317**	A25460
DC.6784	**PC43303**	A25470
ND.6837	**PC88316**	A25480
LC.6998	**PC43265**	A25500
NA.6943	**PC52885**	A25520
DA.6983	**PC46084**	A25540
CC.7162	**PC41307**	A25570
DC.1224	**PC43495**	A25590
LC.8624	**PC48441**	A25610
ND.6600	**PC83294**	A25620
SLC.6385	**PC48193**	A25640
DA.2118	**PC48002**	A25650

METAL LEVE	PERFECT CIRCLE	MAHLE
LC.7053	**PC43260**	A257053
DA.6189	**PC43088**	A25732
DA.2118	**PC42118**	A25740
DD.6837	**PCC88316**	A25750
DD.6984	**PCC86083**	A25774
LC.6565	**PC48416**	A25795
CA.6317	**PC48001**	A25830
SLC.6875	**PC48411**	A25850
TD.7500	**PCC83662**	A25930
LC.7682	**PC48431**	A25940
NA.0511	**PC50511**	A25950
NA.2118	**PC52118**	A25960
NA.2341	**PC52341**	A25970
NA.2822	**PC52822**	A25980
NA.6189	**PC53088**	A25985
SLC.6876	**PC43237**	A25997
SDC.6731	**PC48197**	A29000
LC.1041	**PC48196**	A308000
DC.1045	**PC48387**	A309000
NB.1004	**PC58453**	A311000
NN.1070	**PC78014**	A312000
NN.1071	**PC78015**	A312010
NN.1072	**PC78016**	A312020
NN.1073	**PC78017**	A312030
CC.6954	**PC40763**	A32000
CC.6955	**PC48020**	A32010
DC.6523	**PC48304**	A33010
NA.6960	**PC58088**	A33020
ND.1220	**PC88473**	A42000
MC.6442	**PC40726**	A43010
LC.6844	**PC41071**	A43020
DC.6956	**PC48012**	A43100
LC.7451	**PC43457**	A43130
CC.2676	**PC42028**	A44000
DA.2742	**PC42742**	A44010
LD.7259	**PCY88394**	A44040
DC.2742	**PC48123**	A44070
NB.6396	**PC58079**	A44090
DC.6396	**PC43030**	A44100
LC.6743	**PC43254**	A44110
LC.7233	**PC43546**	A44120
LC.6654	**PC43125**	A44130
NA.2742	**PC52742**	A44150
ND.6957	**PC58000**	A44160
ND.6652	**PC83186**	A44180
DA.7166	**PC43188**	A44200
CA.6991	**PC40431**	A44205
DA.6992	**PC42520**	A44210
CD.6957	**PC48000**	A44240
ND.6991	**PC50431**	A44270
NA.6992	**PC52520**	A44280
NA.7166	**PC53188**	A44290
LC.7683	**PC48439**	A44300
LC.7258	**PC43300**	A44310
ND.7258	**PC83300**	A44312
LD.7259	**PC88394**	A44320
LCM.7981	**PC43382**	A44340
ND.1226	**PC53296**	A44352
LC.8414	**PC48440**	A44360

METAL LEVE	PERFECT CIRCLE	MAHLE
DA.8497	**PC43535**	A44370
DC.8692	**PC48520**	A44390
LDS.8108	**PC83765**	A44500
NO.6157	**PC70823**	A45000
NN.6306	**PC78157**	A45020
NN.1222	**PC78166**	A45030
NN.6408	**PC78128**	A48000
NN.2335	**PC72929**	A48015
ND.7210	**PC78443**	A48020
NO.6407	**PC78184**	A48040
CC.0444	**PC40721**	A48080
CC.0445	**PC40207**	A48090
SDC.2276	**PC42276**	A48110
SDC.6580	**PC42968**	A48131
DC.1033	**PC43541**	A48170
DB.2276	**PCC52276**	A48180
DL.2276	**PC48034**	A48182
LC.6782	**PC43131**	A48210
DL.6322	**PC48407**	A48290
SMC.6753	**PC48348**	A48320
DC.6926	**PC48490**	A48330
LC.2924	**PC42924**	A48380
LC.7173	**PC46067**	A48390
LC.6878	**PC46022**	A48430
LC.7001	**PC48410**	A48565
LC.1396	**PC48408**	A48750
LC.6926	**PC46087**	A48930
CC.2459	**PC48022**	A50010
CD.2459	**PC48074**	A50015
CC.2593	**PC40718**	A50020
SCC.2892	**PC42892**	A50030
LC.6829	**PC43060**	A50050
CC.7063	**PC48404**	A50060
CC.7063	**PC40602**	A50062
DC.2596	**PC48075**	A50100
DC.2596	**PC48011**	A50105
LC.7221	**PC48396**	A50110
LC.6852	**PC48135**	A50120
LC.6853	**PC48181**	A50130
LC.7222	**PC48395**	A50160
LC.7480	**PC48460**	A50210
DC.7479	**PC48459**	A50220
DA.1035	**PC43617**	A51010
NA.6419	**PC51265**	A51525
DD.1034	**PC43573**	A56010
LC.6733	**PC48081**	A57005
CC.0593	**PC48067**	A57060
CC.2426	**PC43126**	A57100
CC.2426	**PC48066**	A57107
CC.0593	**PC40593**	A57150
CC.7023	**PC48324**	A57160
DC.6041	**PC43304**	A57220
DC.6914	**PC43145**	A57240
LC.7964	**PC46142**	A57270
LC.8246	**PC48417**	A57280
CC.6181	**PC48036**	A57282
CC.6941	**PC48186**	A57290
SLC.6970	**PC46076**	A57309
CC.6940	**PC48046**	A57610

MAHLE

METAL LEVE	PERFECT CIRCLE	MAHLE
CC.6940	**PC48063**	A57615
DC.6894	**PC48325**	A57800
NB.0593	**PC50593**	A57820
LC.7271	**PC46129**	A57850
LC.7241	**PC46151**	A57900
DA.2506	**PC42506**	A59100
LA.2506	**PC43039**	A59105
CA.0565	**PC40565**	A59150
CA.0618	**PC40942**	A59160
NA.1044	**PC58379**	A59162
DA.1044	**PC48379**	A59165
DA.1050	**PC48435**	A59180
DC.1051	**PC48436**	A59200
NA.6376	**PC58043**	A59210
NA.6383	**PC51097**	A59220
NA.6939	**PC58162**	A59230
DC.1052	**PC48444**	A59240
DA.6583	**PC46014**	A59300
DA.6973	**PC46062**	A59320
CA.6376	**PC48043**	A59390
CA.6383	**PC41097**	A59400
NA.6583	**PC56014**	A59430
DA.7351	**PC48413**	A59450
NA.6750	**PC56040**	A59470
LN.7242	**PCY73438**	A59500
LA.6939	**PC48162**	A59570
NB.6973	**PC56062**	A59590
LC.7239	**PC48437**	A59630
LA.7243	**PC43359**	A59640
NA.0565	**PC50565**	A59650
NA.0618	**PC50942**	A59670
NB.7349	**PC53434**	A59680
LA.7520	**PC48398**	A59690
LD.1225	**PC43136**	A59700
DC.1223	**PC48484**	A59710
NA.2506	**PC52506**	A59810
NA.2506	**PC53039**	A59815
TA.7454	**PC48505**	A59840
TA.7453	**PC46160**	A59870
LC.7681	**PC43480**	A59880
NA.7106	**PC50664**	A59940
LC.6627	**PC41358**	A63000
DA.6824	**PC41482**	A63050
DC.6834	**PC41490**	A63090
NA.1064	**PC51064**	A63140
CA.1064	**PC41064**	A63142
DC.7024	**PC41483**	A63270
DC.1048	**PC48423**	A63290
DA.6760	**PC41289**	A63300
DA.6758	**PC41487**	A63310
DC.1062	**PC48481**	A63320
DC.6692	**PC41488**	A63382
DC.6828	**PC48305**	A63440
NA.6758	**PC51487**	A63560
NA.6760	**PC51289**	A63570
NA.6824	**PC51482**	A63610
LC.7124	**PC48428**	A63650
CA.6263	**PC43059**	A64000
NA.6263	**PC53059**	A64004

METAL LEVE	PERFECT CIRCLE	MAHLE
NA.2607	**PC51193**	A66010
CC.6652	**PC43186**	A66020
DA.2607	**PC41193**	A66070
NA.6936	**PC53072**	A66080
DD.7256	**PCC83299**	A66100
ND.7256	**PC83299**	A66102
NA.6587	**PC56063**	A68010
DA.6563	**PC41352**	A70060
TA.7224	**PC46132**	A70100
CA.2297	**PC42297**	A70152
NA.2297	**PC52297**	A70153
NA.6075	**PC51167**	A70170
DC.7662	**PC48432**	A70280
NB.6563	**PC51352**	A70295
TA.7216	**PC48449**	A70340
DC.6869	**PC43065**	A70380
ND.6869	**PC83065**	A70382
SNA.7215	**PC56154**	A70430
NB.7662	**PC53451**	A70450
SDC.6075	**PC41167**	A70672
TA.7215	**PC46154**	A70810
DA.6750	**PC46040**	A70860
DC.7662	**PC43451**	A70992
DC.6953	**PC40851**	A73010
NB.2318	**PC52318**	A73032
NE.6953	**PC70851**	A73040
CC.2318	**PC42318**	A73070
NN.6786	**PC78060**	A73110
DC.7167	**PC46150**	A74000
MC.6462	**PC43164**	A76020
SLC.6978	**PC48287**	A76100
NA.2713	**PC52713**	A77000
NN.6672	**PC78195**	A79000
ND.6673	**PC78326**	A79110
NA.6927	**PC81354**	A80000
DC.6708	**PC48255**	A81000
LC.6798	**PC41469**	A87450
ND.6188	**PC88158**	A94005
ND.7277	**PC78409**	A94050
SDC.7599	**PC43517**	A95000
DC.1036	**PC43664**	A95020
ND.6888	**PC83664**	A95030
CA.0069	**PC40069**	
	PC40664	
	PC41709	
DA.6771	**PC46131**	
	PC46140	
CC.6462	**PC46207**	
LN.7243	**PC73359**	

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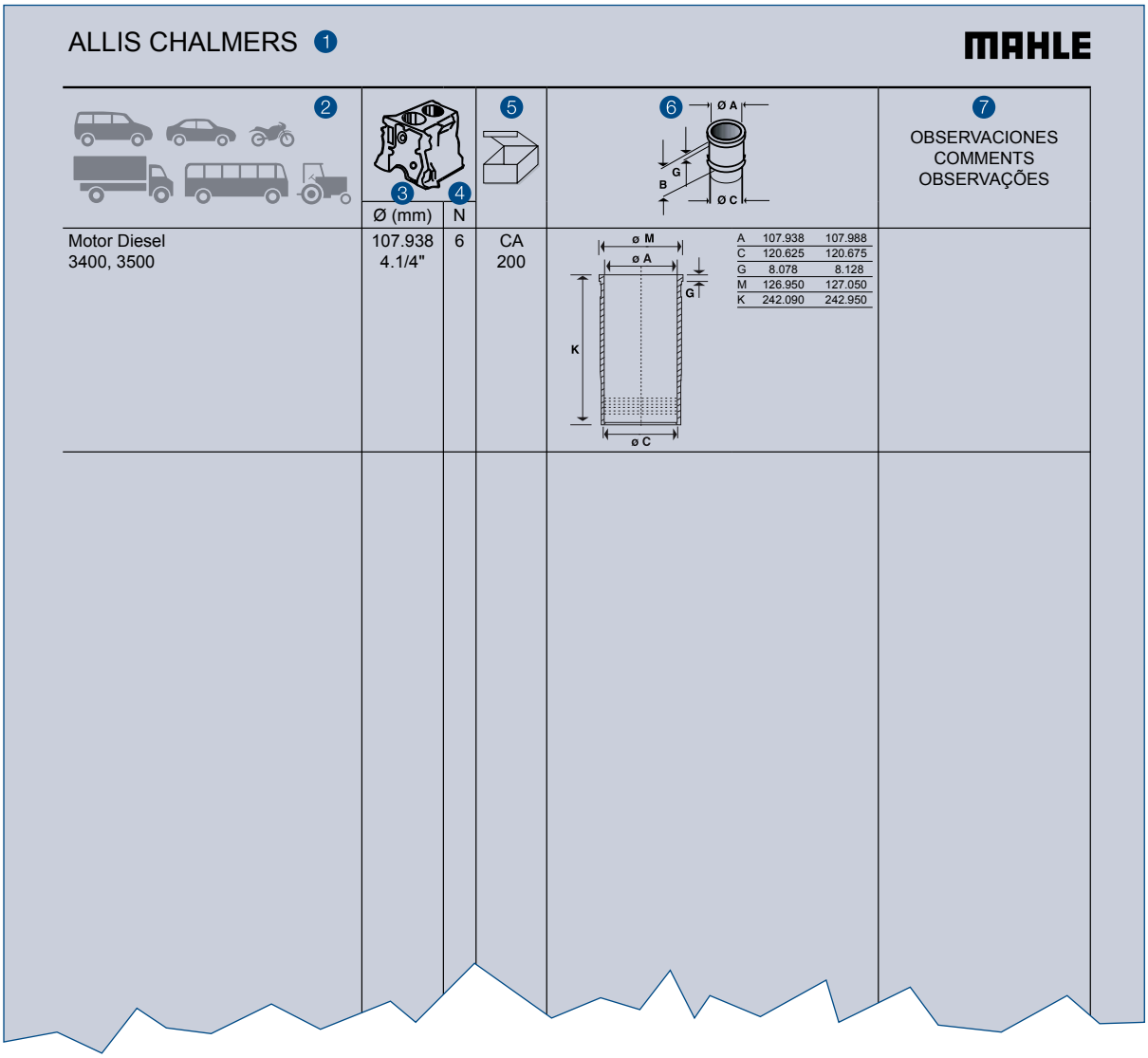
Indice por aplicación

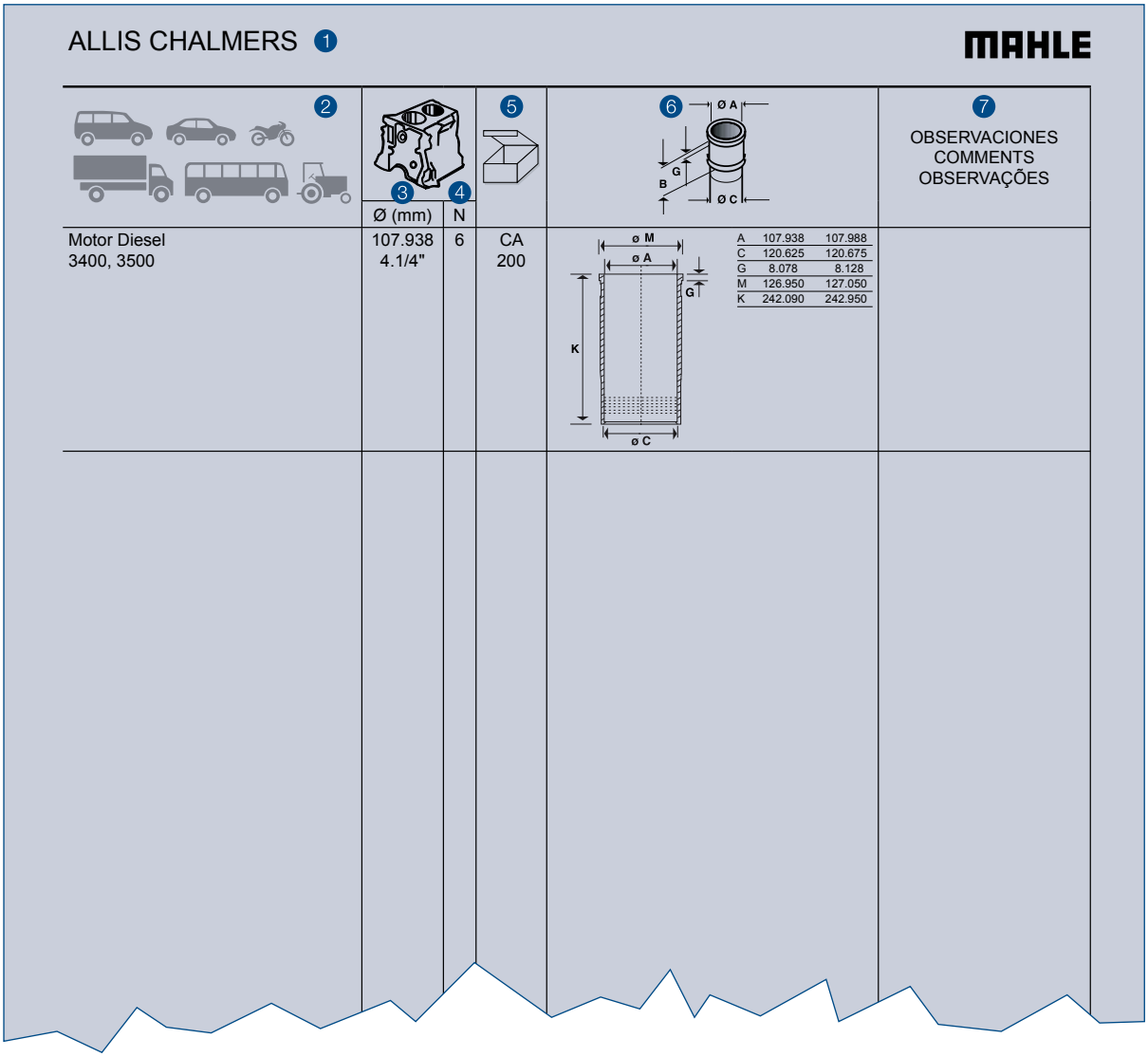
Configuración de las páginas y claves de los números de artículos



1. Fabricante
2. Motor
   Datos del motor
   Vehículos
3. Diámetro nominal del cilindro
4. Número del cilindro
5. Código de identificación
6. Camisa del cilindro
7. Observaciones

Application index

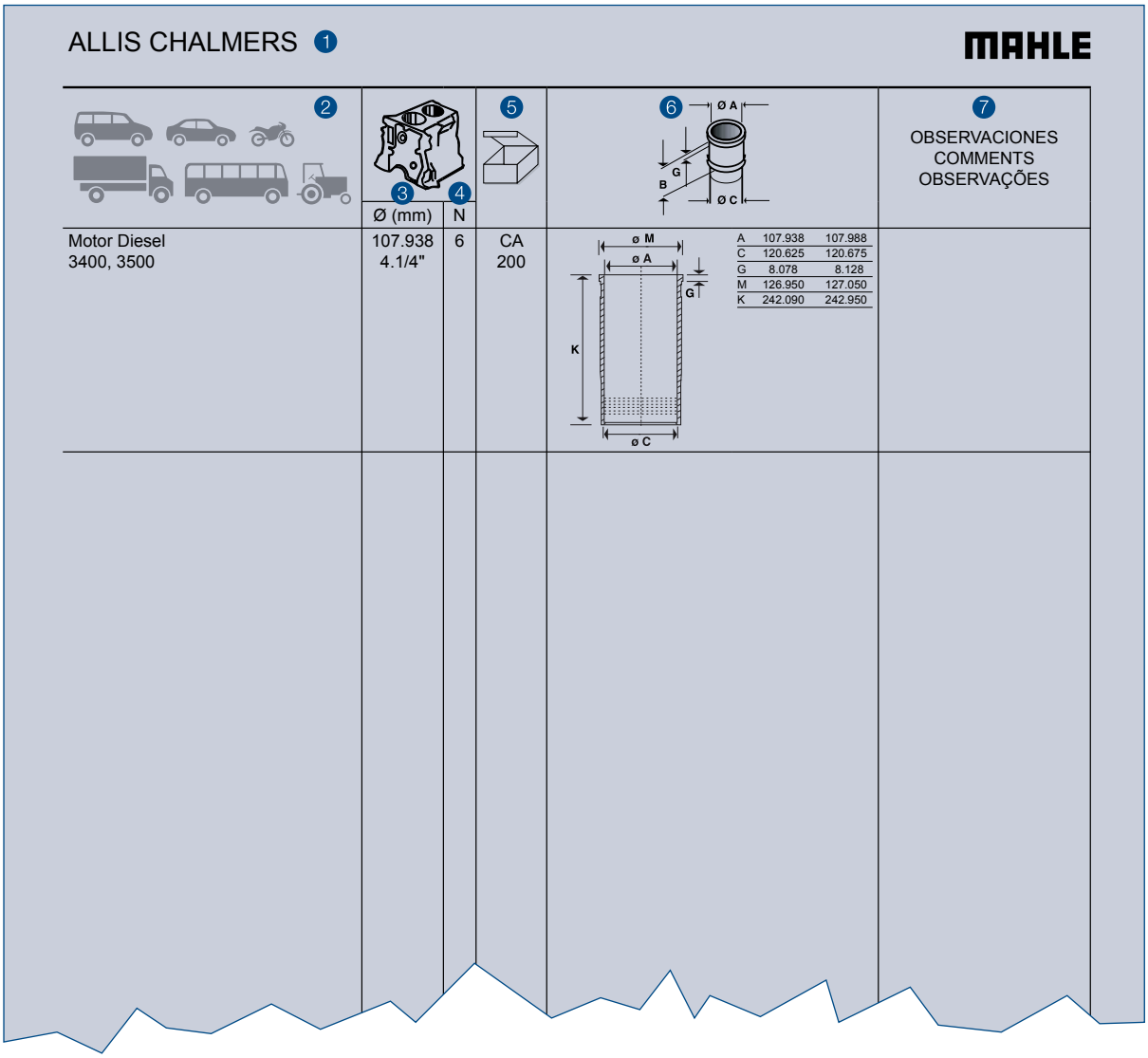
Page structure and decoding of part numbers



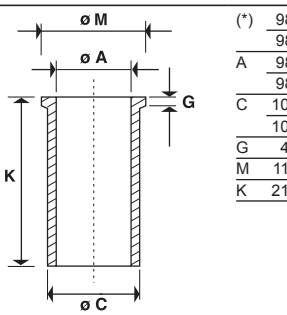
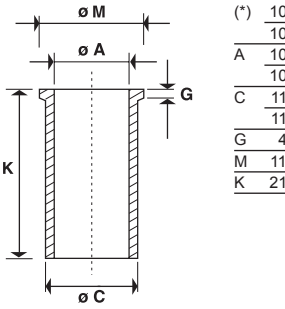
1. Manufacture
2. Engine name
   Engine data
   Vehicles
3. Nominal diameter of cylinder
4. Number of cylinder
5. Identification code
6. Cylinder liner
7. Comments

Índice por aplicação

Estrutura da página e decodificação dos códigos das peças



1. Fabricante
2. Motor
   Dados do motor
   Veículos
3. Diâmetro nominal do cilindro
4. Número de cilindro
5. Código de identificação
6. Camisa do cilindro
7. Observações

	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor Diesel M 300 ´60...´69	98.43 3.7/8"	6	CA 134		(*) 98.385 98.400 98.400 98.415 A 98.415 98.430 98.430 98.440 C 104.720 STD 104.800 (+.003") G 4.830 4.870 M 111.850 111.990 K 214.500 215.500	(*) Diámetro A terminado, se divide en 4 grupos (*) Diameter A finished, split out in 4 groups (*) Diâmetro A acabada, se divide em 4 grupos
Motor Diesel / Bedford 350 M 300 ´69...´71	106.36 4.3/16"	6	CA 153		(*) 106.310 106.325 106.325 106.340 A 106.340 106.350 106.350 106.365 C 111.685 STD 111.761 (+.0037") G 4.830 4.870 M 117.790 117.890 K 214.500 215.500	(*) Diámetro A terminado, se divide en 4 grupos (*) Diameter A finished, split out in 4 groups (*) Diâmetro A acabada, se divide em 4 grupos

Camisa / Liner / Camisa
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J = Ø Exterior / Outside Diameter / Ø Externo
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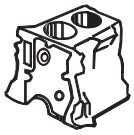
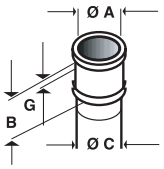
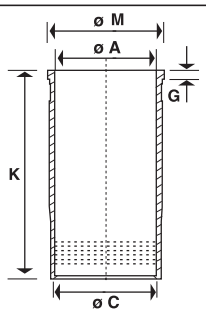
	 Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
200 6V 330 y 360 Turbo Motores IAMZ236/238 Diesel	130.00	6	CA 905	 A 130.005 130.035 C 150.920 150.960 G 12.150 12.250 M 159.910 159.950 K 284.350 284.450	

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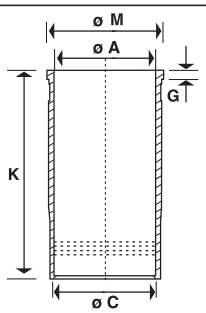
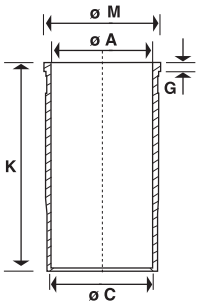
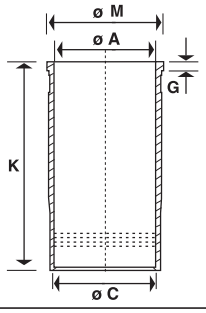
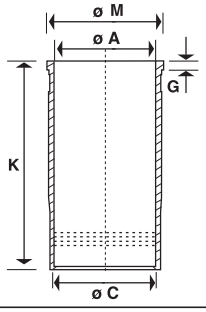
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor Diesel G-188D	96.837 3.13/16"	4	CA 203		A 96.812 96.863 C 108.547 108.597 G 6.248 6.300 M 115.190 115.316 K 187.734 188.596	
Motor Diesel D-179 D-239 D-358	98.425 3.7/8"	3 4	CA 231		A 98.425 98.463 C 110.719 110.769 G 7.646 7.696 M 118.923 118.973 K 215.925 216.785	
Motor Diesel G-207D	101.60 4"	4	CA 205		A 101.600 101.650 C 109.522 109.800 G 6.223 6.273 M 115.188 115.316 K 186.180 187.580	
Motor Diesel A-401BD A-267BD, A-301 A-401BDT Motor Nafta A-301B, A-284G Motor Gas, A-284 LP	104.775 4 1/8"	4 6	CA 202		A 104.775 104.825 C 119.125 119.591 G 6.375 6.425 M 128.092 128.168 K 252.730 253.380	

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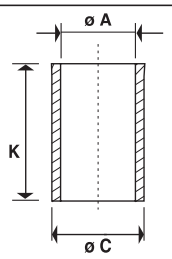
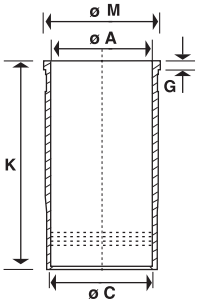
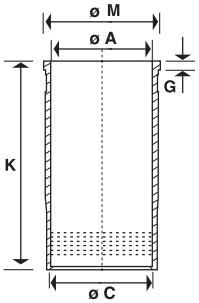
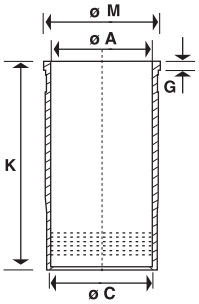
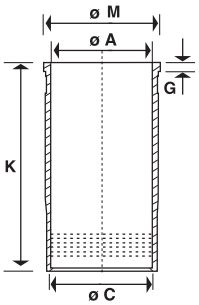
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor Diesel 3204 3206, 3208	114.30 4.500"	4 6 8	CA 224		A 113.411 113.537 C 119.125 119.151 K 196.774 196.926	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada
Motor Diesel 1673	114.30 4.5010"	4 6	CA 232		A 114.326 114.376 C 131.725 131.799 G 10.237 10.283 M 139.168 139.242 K 263.836 264.692	
Motor Diesel 3304 3306	120.65 4.3/4"	4 6	CA 210		A 120.650 120.700 C 134.340 134.400 G 10.287 10.450 M 142.750 143.000 K 254.766 255.366	
Motor Diesel 3406 3408 3412	137.16 5.400"	6 8 12	CA 234		A 137.160 137.210 C 155.724 156.210 G 8.865 8.915 M 165.000 165.240 K 273.896 274.784	
Motor Diesel D-343 D-340 Motor a Nafta G343	137.186 5.4"	4 6 8 12 16	CA 233		A 137.186 137.236 C 156.210 156.350 G 13.350 13.385 M 165.000 165.250 K 303.530 304.000	

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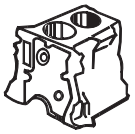
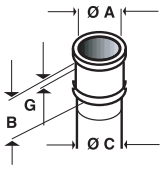
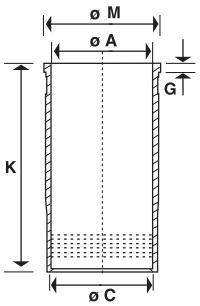
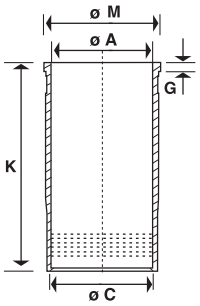
	 Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor Diesel D-339, D342C, D364 D375, D375D, D386 D397, D397D, D8800, D13000, D17000, Motor a Nafta, G342	146.05 5.3/4"	4 6 8 12	CA 235		
Motor Diesel, D-353 D-379, D398 Motor a Nafta G379, G398, G399	158.75 6.1/4"	6 8 12 16	CA 238		

A	146.050	146.100
C	168.035	168.095
G	12.650	12.690
M	177.292	177.546
K	381.662	382.548

A	158.750	158.800
C	180.772	180.848
G	12.802	12.852
M	190.373	190.627
K	381.534	382.548

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J = Ø Exterior / Outside Diameter / Ø Externo
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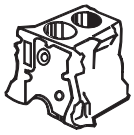
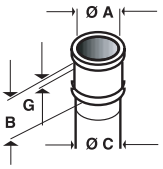
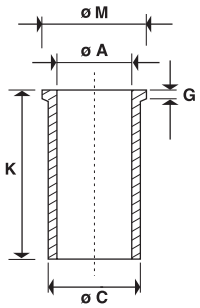
	 Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Super Chevy SS Pick Up C-10 Motor 230/250 Diesel	98.425 3.7/8"	6	CA 920		Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada

A	97.600	97.800
C	102.440	(-.030")
	103.200	STD
	103.960	(+.030")
G	4.850	4.950
M	104.050	(-.030")
	104.800	STD
	105.600	(+.030")
K	151.200	151.400

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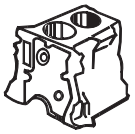
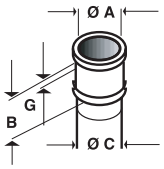
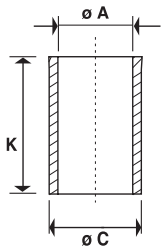
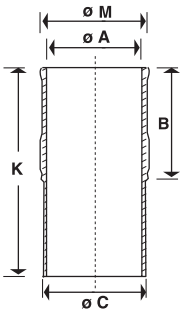
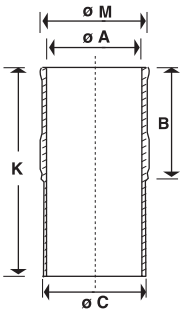
	 Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Serie B 3B2.9, 4B3.9 6B5.9, 3BT2.9 4BT3.9, 6BT5.9 4BTA3.9, 6BTA5.9, Diesel	102.00 4.0165"	3 4 6	CA 703		Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada
Serie C 6CTA 8.3 Diesel	114.00	6	CA 226		
Serie C 6CTA 8.3 Diesel	114.00	6	CA 237		

A	100.800	101.200
C	104.559	104.585
K	199.500	200.500

A	114.000	114.040
B	123.026	123.052
C	125.647	125.723
M	130.938	130.958
K	238.110	238.560

A	114.000	114.051
B	123.014	123.052
C	125.636	125.686
M	132.831	132.881
K	237.740	238.680

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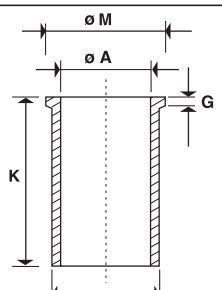
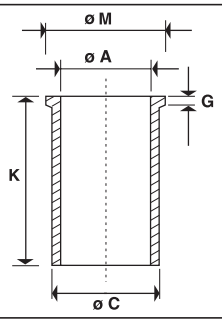
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor 1498 c.c. Nafta	85.25	4	CA 940		A 85.150 85.350 (*) C 90.140 (-.030") (**) 90.900 STD 91.660 (+.030") G 4.950 5.050 M 91.750 (-.030") 92.500 STD 93.250 (+.030") K 132.400 132.800	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Motor 1798 c.c. GT 100-MI-8 Nafta	85.25	4	CA 941		A 85.150 85.350 (*) C 90.140 (-.030") (**) 90.900 STD 91.660 (+.030") G 4.950 5.050 M 91.750 (-.030") 92.500 STD 93.250 (+.030") K 145.250 145.650	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.

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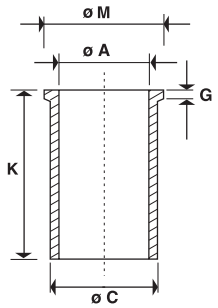
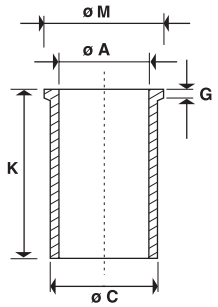
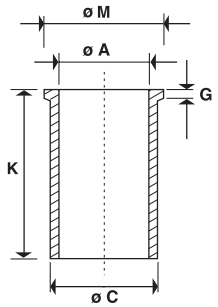
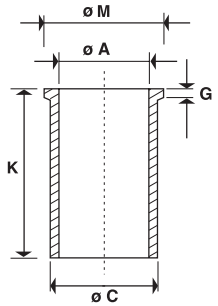
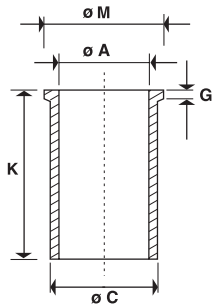
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor Diesel 1300 c.c. Duna, 147	76.00	4	CA 955		A 75.200 75.400 (*) C 79.256 (-.060") (**) 80.020 (-.030") 80.780 STD G 4.800 4.900 M 80.776 (-.060") 81.540 (-.030") 82.300 STD K 136.600 137.000	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Motor 1481 c.c. 1500, 1500 Familiar 1500 Coupe Multipurpose Nafta	77.00	4	CA 930		A 76.000 76.200 (*) C 81.100 (-.030") (**) 81.830 STD 82.600 (+.030") G 5.150 5.250 M 82.700 (-.030") 83.400 STD 84.200 (+.030") K 133.300 133.700	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Motor 1625 c.c. 1600, 1600 Coupe Berlinda Multipurpose Nafta	78.00	4	CA 931		A 77.000 77.200 (*) C 82.050 (-.030") (**) 82.800 STD 83.560 (+.030") G 5.150 5.250 M 83.650 (-.030") 84.400 STD 85.150 (+.030") K 145.100 145.500	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Motor 1608 c.c. 125 Berlinda 125 Familiar Multipurpose SL Nafta	80.00	4	CA 932		A 79.000 79.200 (*) C 84.050 (-.030") (**) 84.800 STD 85.550 (+.030") G 4.250 4.350 M 85.650 (-.030") 86.400 STD 87.150 (+.030") K 145.100 145.500	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Motor 1116 c.c. IAVA Europa 128 Berlina Nafta	80.00	4	CA 934		A 79.000 79.200 (*) C 84.000 (-.030") (**) 84.760 STD 85.520 (+.030") G 4.850 4.950 M 85.600 (-.030") 86.360 STD 87.120 (+.030") K 112.500 113.500	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.

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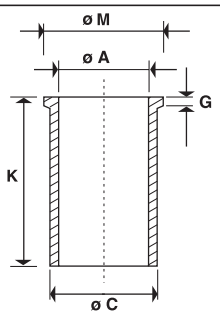
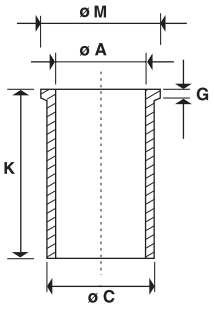
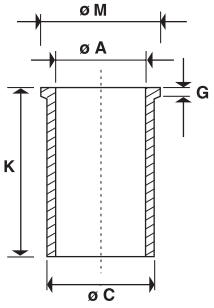
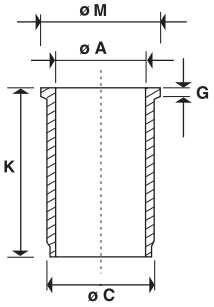
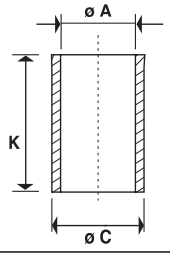
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor 1400 c.c. Spazio TR Vivace Nafta	80.50	4	CA 959		A 79.000 79.900 (*) C 83.750 (-.060") (**) 84.510 (-.030") 85.270 STD G 4.850 4.950 M 85.300 (-.060") 86.050 (-.030") 86.800 STD K 124.500 125.500	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Motor Diesel 1900 c.c. Ducato	82.60	4	CA 680		A 81.800 82.000 (*) C 86.610 (-.030") (**) 87.370 STD G 4.800 4.900 M 88.140 (-.030") 88.900 STD K 153.500 154.500	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Motor Diesel 1700 c.c. Duna	82.60	4	CA 956		A 81.800 82.000 (*) C 85.846 (-.060") (**) 86.610 (-.030") 87.370 STD G 4.800 4.900 M 87.376 (-.060") 88.140 (-.030") 88.900 STD K 142.800 143.200	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
U25-411R Diesel	85.00	2	CA 148CP		A 84.000 84.200 (*) C 89.978 90.000 G 4.750 4.800 M 91.470 91.570 K 177.900 178.100	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada
U25-411R Diesel	85.00	2	CA 148SP		A 84.000 84.200 (*) C 89.978 90.000 K 177.900 178.100	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada

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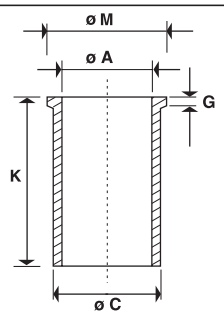
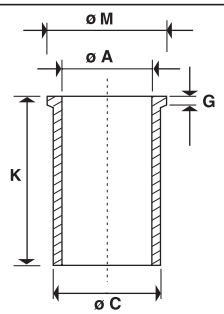
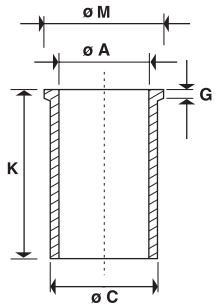
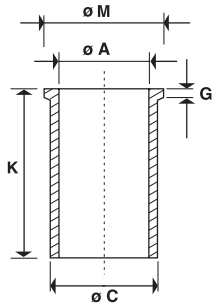
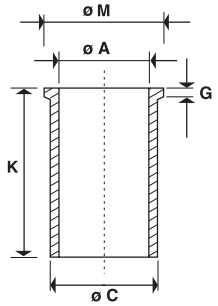
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor 1290 c.c. 128 Berlina 128 Familiar IAVA TV1300 Nafta	86.00	4	CA 935		A 85.000 85.200 (*) C 90.000 (-.030") (**) 90.780 STD 91.540 (+.030") G 4.850 4.950 M 91.640 (-.030") 92.400 STD 93.160 (+.030") K 119.500 120.500	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Motor 1500 c.c. 128 SE Uno, Duna Motor Tipo 1.6 Nafta	86.40	4	CA 958		A 85.600 85.800 (*) C 89.650 (-.060") (**) 90.410 (-.030") 91.170 STD G 4.850 4.950 M 91.200 (-.060") 91.950 (-.030") 92.700 STD K 124.500 125.500	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Motor 2500 c.c. Ducato Diesel	93.00	4	CA 692		A 91.200 91.400 (*) C 96.240 (+.008") (**) 96.040 STD G 4.950 5.050 M 99.100 (+.008") 98.900 STD K 166.500 167.500	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Fiat Iveco Daily Diesel	93.00	4	CA 694		A 91.200 91.400 (*) C 96.240 (+.008") (**) 96.040 STD G 4.950 5.050 M 99.100 (+.008") 98.900 STD K 170.500 171.500	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Iveco 150T Diesel	104.00	4	CA 687		A 102.900 103.100 (*) C 106.940 106.970 107.717 (+.030") G 5.050 5.150 M 109.775 109.825 110.562 (+.030") K 197.500 198.500	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada

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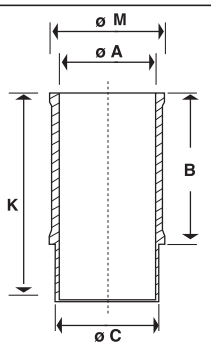
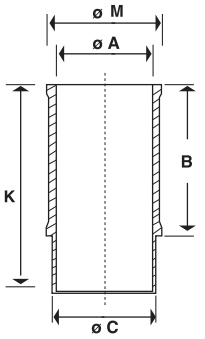
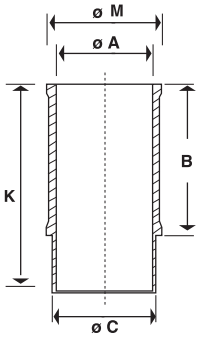
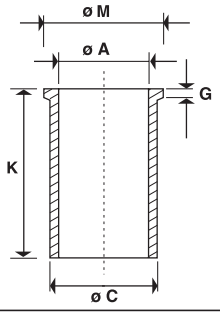
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
CP3 Diesel	110.00	3	CA 207		A 110.000 110.022 B 169.900 170.000 C 117.920 117.970 M 128.900 129.100 K 235.900 236.600	
CO3 170T Diesel	115.00	6	CA 208		A 115.000 115.020 B 169.950 170.050 C 121.920 121.970 M 128.500 129.000 K 235.000 235.600	
125 Tractor Diesel	125.00	4	CA 135		A 124.950 124.974 B 214.950 215.000 C 131.960 132.000 M 151.900 152.000 K 304.500 305.500	
697 619N1 Diesel	137.00	6	CA 215NT		A 136.990 137.030 G 6.000 6.025 143.030 STD C 143.080 (+0.05) 143.280 (+0.25) M 146.950 147.000 K 281.500 282.000	

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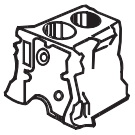
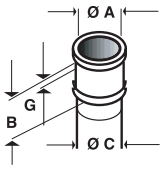
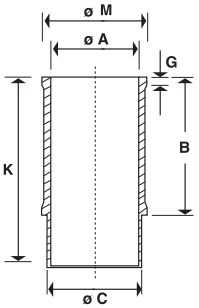
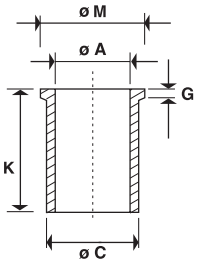
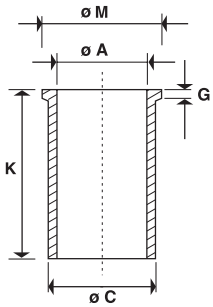
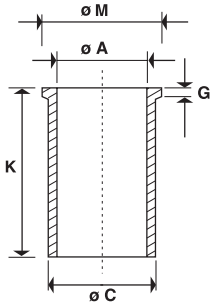
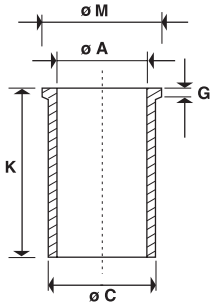
K = Largo Total / Total Length / Altura Total
M = Pestaña / Flange Diamenter / Colarinho

	 Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor 1600 c.c. Corcel II Berlinda II Del Rey Scala, Pampa, Escort Diesel	77.00	4	CA 278		(*) Las letras entre paréntesis representan colores: (v) verde, (a) azul, (r) rojo (*) Letters in brackets represent colours: (v) green, (a) blue, (r) red. (*) As letras entre parênteses representam cores: (v) verde, (a) azul, (r) vermelho
FIESTA Diesel	82.50	4	CA 689		Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada
Motor 188 Falcon 221 Ranchero Fairlane F100 Nafta	93.47 3.680"	6	CA 910		(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Fairlane V8292 4785 c.c. F100 Nafta	95.25 3.3/4"	8	CA 911		(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.
Motor 2.300 c.c. Taunus GLX Sierra Nafta	96.00	4	CA 960		(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada (**) Las letras entre paréntesis representan grupos. (**) Letters in brackets represent groups. (**) As letras entre parênteses representam grupos.

	(*)	
A		
(v)	77.000	77.010
(a)	77.010	77.020
(r)	77.020	77.030
B	94.790	94.820
C	80.890	80.990
G	5.00	6.00
M	89.00	89.22
K	133.700	134.300

A	81.400	81.600 (*)
C	85.756	(-.060") (**)
	86.518	(-.030")
	87.280	STD
G	4.860	4.960
M	87.316	(-.060")
	88.078	(-.030")
	88.840	STD
K	147.500	148.500

A	92.600	92.800 (*)
C	97.460	(-.030") (**)
	98.200	STD
	98.980	(+.030")
G	4.850	4.950
M	99.100	(-.030")
	99.800	STD
	100.500	(+.030")
K	138.800	139.200

A	94.200	94.400 (*)
C	99.240	(-.030") (**)
	100.000	STD
	100.760	(+.030")
G	4.850	4.950
M	100.840	(-.030")
	101.600	STD
	102.360	(+.030")
K	157.500	158.500

A	95.200	95.400 (*)
C	100.020	(-.030") (**)
	100.780	STD
	101.540	(+.030")
G	4.850	4.950
M	101.540	(-.030")
	102.300	STD
	103.060	(+.030")
K	136.500	137.500

Camisa / Liner / Camisa
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J = Ø Exterior / Outside Diameter / Ø Externo
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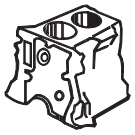
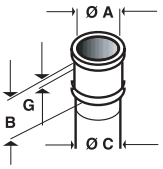
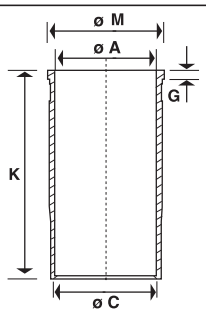
	 Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Tractores R55, R60, R75 Motores D57 5702 c.c.' Diesel	100.00	4	CA 52		

A	110.000	110.025
C	121.853	121.915
G	11.115	11.145
M	131.853	131.915
K	280.000	281.000

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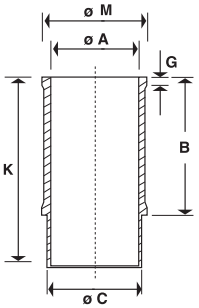
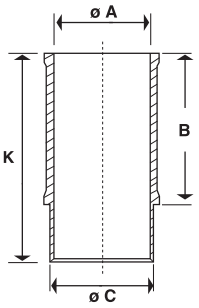
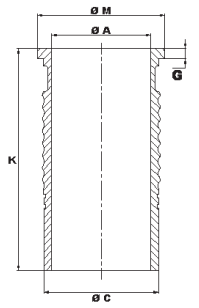
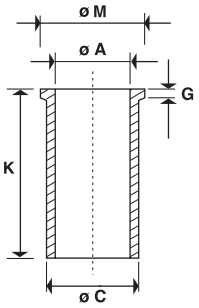
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
XD-4.88 1948 c.c. Diesel	88.00	4	CA 196		(*) A1 88.000 88.020 A2 88.020 88.040 B 128.870 129.210 G 7.020 7.060 C 95.980 96.020 K 172.920 173.360 M 106.25	(*) A1 y A2, indican las 2 familias que tiene el diámetro terminado A (*) A1 and A2 show both families which has the diameter A finished (*) A1 e A2 indicam as 2 famílias que possuem o diâmetro terminado A
XDP-6.90 3168 c.c. Diesel	90.00	6	CA 219		(*) A1 90.000 90.020 A2 90.020 90.040 B 128.870 129.210 G 7.020 7.060 C 95.960 96.000 K 172.920 173.360	(*) A1 y A2, indican las 2 familias que tiene el diámetro terminado A (*) A1 and A2 show both families which has the diameter A finished (*) A1 e A2 indicam as 2 famílias que possuem o diâmetro terminado A
HR 4.92 HT 100HP HR 4.92 HI 112HP Diesel	92.00	4	CA 266		(*) A1 91.992 92.006 A2 92.006 92.016 B 115.000 115.200 G 8.840 8.870 C 102.950 102.980 K 167.700 168.000 M 109.98 109.93	(*) A1 y A2, indican las 2 familias que tiene el diámetro terminado A (*) A1 and A2 show both families which has the diameter A finished (*) A1 e A2 indicam as 2 famílias que possuem o diâmetro terminado A
Motor Xd2/4.94" Motor Xd3/4.94" Aspirado Diesel	94.00	4	CA 280		A 92.900 93.100 C 97.110 (-.065") 97.240 (-.060") 98.000 (-.030") 98.770 STD 99.550 (+.030") G 4.800 4.900 M 99.500 (-.065") 98.770 (-.060") 99.500 (-.030") 100.300 STD 101.060 (+.030") K 170.300 170.550	

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K = Largo Total / Total Length / Altura Total
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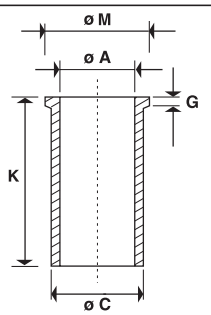
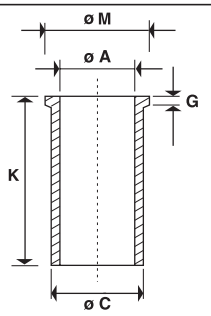
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor Diesel 4JA1	93.00	4	CA 631	 A 92.300 92.500 C 98.000 98.020 G 3.950 4.000 M 101.750 102.000 K 156.000 156.500	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada
Motor Diesel 4JB1	93.00	4	CA 632	 A 92.300 92.500 C 98.000 98.020 G 3.950 4.000 M 101.750 102.000 K 180.500 181.000	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada

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C = Ø Pollera / Skirt Diameter / Ø Corpo
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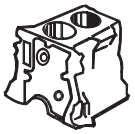
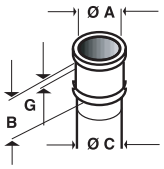
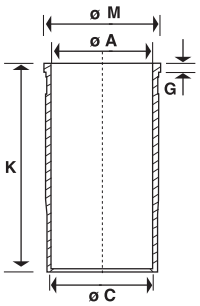
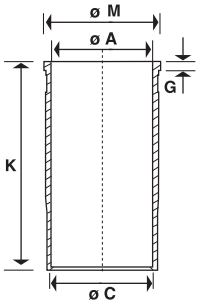
J = Ø Exterior / Outside Diameter / Ø Externo
K = Largo Total / Total Length / Altura Total
M = Pestaña / Flange Diamenter / Colarinho

	 Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Tractor 1420-2330 3 cil 2696 c.c. 2420-2530 4 cil. 3596 c.c. 4420-3530 6 cil. 5393 c.c., Off Roads, JD544A, JD570A Diesel	102.00	3 4 6	CA 227		
Motor Diesel 4276D 4276T 6414D 6414T	106.48	4	CA 201		

A	101.981	102.031
C	110.986	111.060
G	6.020	6.070
M	124.867	125.069
K	196.356	197.272

A	106.482	106.532
C	115.671	115.747
G	6.020	6.070
M	125.806	126.010
K	217.93	218.199

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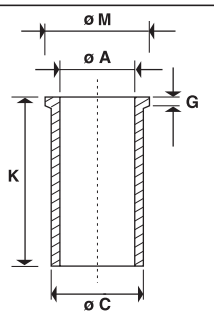
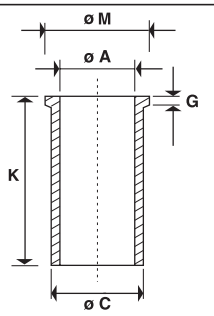
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor Maxion 2500 c.c. Diesel Ford Ranger, Ford F100 HSD 2500 c.c. Chevrolet Blazer Chevrolet Silverado S10 2500 c.c.	90.74	4	CA 627		A 89.380 89.620 C 93.750 STD 94.000 (+.010") G 5.070 5.130 M 96.440 96.560 K 187.600 188.400	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.
Motores S4 RC 17:1 S4T RC 17,5:1 Diesel	100.00	4	CA 625		A 99.000 99.200 C 104.254 104.280 G 3.815 3.845 M 107.315 107.442 K 225.940 226.940	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada

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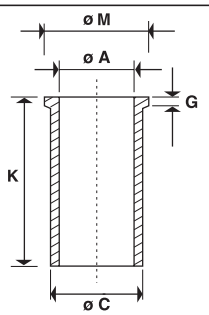
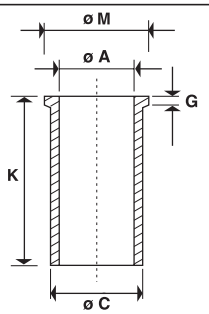
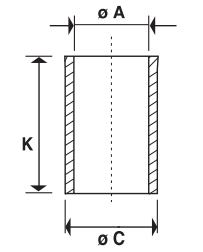
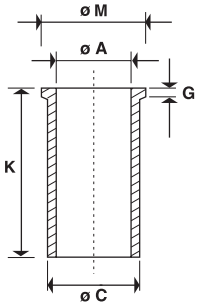
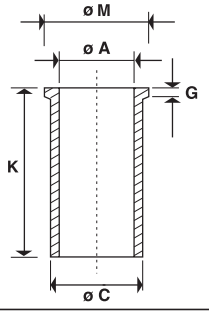
K = Largo Total / Total Length / Altura Total
M = Pestaña / Flange Diamenter / Colarinho

	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Sprinter Motor Maxion 2500 c.c. Diesel	90.48	4	CA 623		A 89.380 89.620 C 93.500 STD 93.750 (+.010") G 5.070 5.130 M 96.440 96.560 K 187.600 188.400	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.
180D-OM 616 OM 617 OM 617A Diesel	90.90	4	CA 904		A 89.800 90.000 C 94.085 94.115 G 4.770 4.830 M 95.890 95.990 K 157.900 158.900	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada
Motor OM352 Camión y Omnibus L608D-LF608D Motor OM314 L1114-L1514 L914-L1517 Motor OM352A Diesel	97.00	6	CA 901SP		A 96.200 96.400 C 100.200 (-.060") 101.000 (-.030") 101.300 (-.020") 101.800 STD 102.300 (+.020") 102.600 (+.030") K 224.500 225.500	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.
Motor OM352 Camión y Omnibus L608D-LF608D Motor OM314 1518-L1114-L1514 L914-L1517 Motor OM352A Diesel	97.00	6	CA 901CP		A 96.200 96.400 C 100.200 (-.060") 101.000 (-.030") 101.300 (-.020") 101.800 STD 102.300 (+.020") 102.600 (+.030") G 5.180 5.200 M 101.900 (-.060") 102.660 (-.030") 102.920 (-.020") 103.430 STD 103.940 (+.020") 104.200 (+.030") K 221.500 222.500	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.
Motor OM366 OM366A Diesel	97.50	6	CA 902CP		A 96.700 96.900 C 100.510 STD 100.764 (+.025mm) 101.018 (+.050mm) 101.510 (+1.00mm) G 5.100 5.200 M 103.400 STD 103.650 (+.025mm) 103.900 (+.050mm) 104.400 (+1.00mm) K 221.500 222.500	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.

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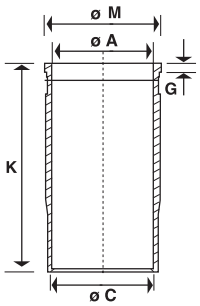
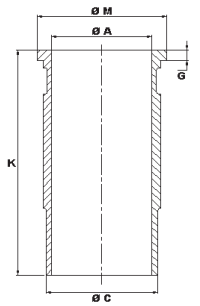
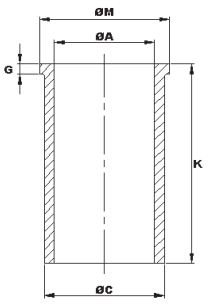
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
OM 447A-LA OM 449 Turbo Intercooler OM 447A-LA OM 449 Turbo Intercooler hasta 1995 Diesel	128.00	1	CA 903		A 127.990 128.010 C 144.451 144.480 G 9.900 9.920 M 153.657 153.757 K 269.500 270.500	
Motor OM 457 Electrónico (camisa Humeda) Diesel	128.00	6	CA 907		A 128.000 128.020 C 144.445 144.475 G 10.125 10.145 M 155.050 155.150 K 269.500 270.500	
Motor OM 355 Engines (camisa seca) Diesel	128.00	5 6	CA 906		A 127.200 127.400 C 133.540 133.575 (STD) 133.790 133.825 (0.25) 134.040 134.075 (0.50) G 5.400 5.500 M 137.417 137.457 (STD) 137.677 137.707 (0.25) 137.917 137.957 (0.50) K 287.000 288.000	

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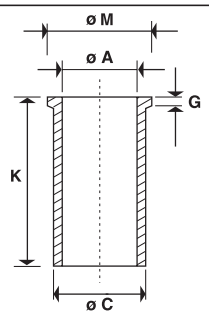
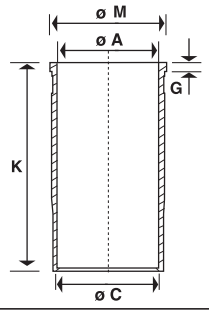
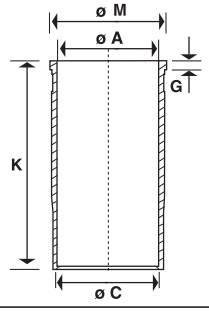
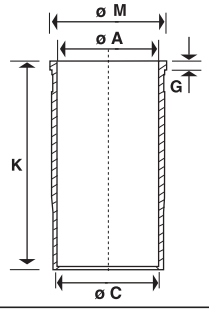
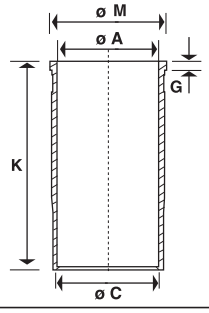
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Sprint 4.07T/ 4.07TCA/ 6.07T/6.07TCA Diesel	93.00	4 6	CA 292		A 91.900 92.100 (*) C 96.071 96.093 G 6.040 6.060 M 102.400 102.500 K 182.500 183.000	(*) Diámetro A semiterminado (*) Diameter A Unfinished (*) Diâmetro A semi-acabada
Motor D-225 Diesel	100.00	2 6	CA 808		A 100.000 100.022 C 110.876 110.916 G 8.030 8.070 M 117.000 117.100 K 212.000 213.000	
Motor D-229/6 Diesel	102.00	3 4 6	CA 807		A 102.000 102.030 C 112.872 112.922 G 8.040 8.060 M 119.000 119.100 K 212.000 213.000	
Motor TD-229 Diesel	102.00	3 4 6	CA 288		A 102.000 102.030 C 112.872 112.922 G 8.040 8.060 M 119.000 119.100 K 212.000 213.000	
Motor X-10 6.10T 6.10TCA Diesel	103.00	6	CA 290		A 103.000 103.022 C 113.879 113.914 G 8.040 8.060 M 123.400 123.500 K 212.000 213.000	

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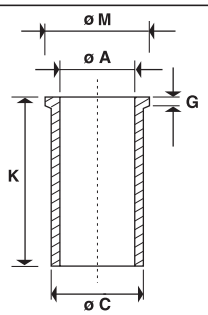
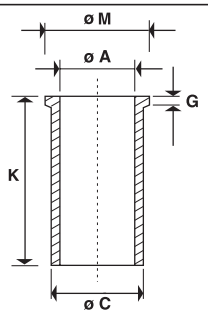
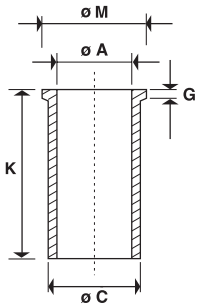
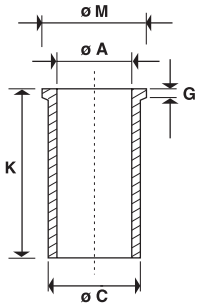
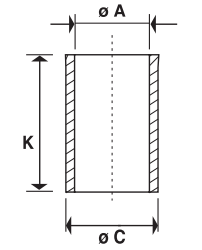
PERFECT CIRCLE®

	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Serie P 3-152 2490 c.c. 4-203 3327 c.c. 6-305 4999 c.c. Diesel	91.44 3.600"	4	CA 262CP		A 90.562 90.754 C 93.726 STD 94.492 (+.030") 95.470 (+.060") 96.200 (+.080") G 3.785 STD 4.785 Resto de grupos M 96.660 STD 97.000 (+.030") 97.400 (+.060") 97.800 (+.080") K 215.500 216.300	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.
Serie P 3-152 2490 c.c. 4-203 3327 c.c. 6-305 4999 c.c. Diesel	91.44 3.600"	4	CA 671		A 91.503 91.529 C 93.662 93.688 G 3.759 3.809 M 96.586 96.722 K 215.500 216.300	Diámetro A terminado Diameter A finished Diâmetro A acabada
6-354-2 5801 c.c. T6-354-2 5801 c.c. T6-354-4 5801 c.c. Diesel	98.425 3.7/8"	6	CA 261CP		A 97.570 97.830 C 103.251 STD 103.335 (+.002") 103.405 (+.005") 103.530 (+.010") 104.013 (+.030") 104.775 (+.060") G 3.810 3.860 M 106.300 106.425 K 227.080 227.480	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.
6-354-2 5801 c.c. T6-354-2 5801 c.c. T6-354-4 5801 c.c. Diesel	98.425 3.7/8"	6	CA 676		A 98.501 98.527 C 103.187 103.213 G 3.810 3.860 M 106.299 106.425 K 227.080 227.480	Diámetro A terminado Diameter A finished Diâmetro A acabada
6-354-2 5801 c.c. T6-354-2 5801 c.c. T6-354-4 5801 c.c. Diesel	98.425 3.7/8"	6	CA 261SP		A 97.570 97.830 C 103.281 STD 103.335 (+.002") 103.405 (+.005") 103.530 (+.010") K 228.660 229.100	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.

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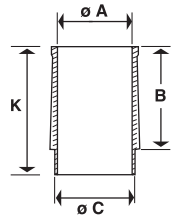
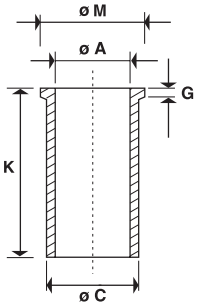
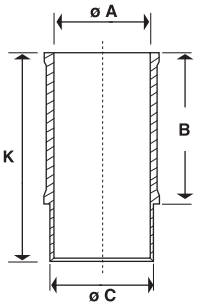
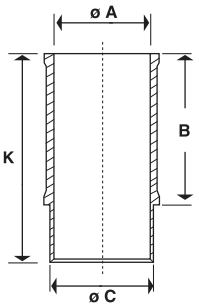
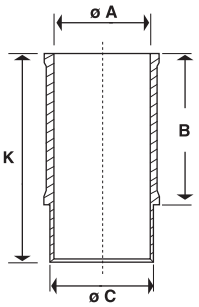
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor XU7 1761 c.c. 306 405 Diesel	83.00	4	CA 320		A (*) (v) 83.000 83.010; (a) 83.010 83.020; (r) 83.020 83.030; B 95.120 95.150; C 88.510 88.564; K 140.500 141.500	(*) Las letras entre paréntesis representan colores: (v) verde, (a) azul, (r) rojo (*) Letters in brackets represent colours: (v) green, (a) blue, (r) red. (*) As letras entre parênteses representam cores: (v) verde, (a) azul, (r) vermelho
Motor Diesel XUD9 1905 c.c. 205-405	83.00	4	CA 682		A 82.000 82.200; C 86.246 (-.060"); 87.010 (-.030"); 87.770 STD; G 4.800 4.900; M 87.876 (-.060"); 88.640 (+.030"); 89.400 STD; K 152.900 153.900	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.
Modelos 1963/...1975 404 Pick Up T4B Diesel	84.00	4	CA 150		A (*) 1 84.000 84.011; 2 84.011 84.022; 3 84.022 84.033; 4 84.033 84.044; G 6.500 6.545; B 113.850 114.195; C 88.960 89.010; K 135.200 136.200	(*) Los números 1-2-3-4 representan familias (*) Numbers 1-2-3-4 represent family (*) Números 1-2-3-4 representam famílias
404 Pick Up T4B 1975/... Diesel	84.00	4	CA 217		A (*) 1 84.000 84.011; 2 84.011 84.022; 3 84.022 84.033; 4 84.033 84.044; B 89.955 90.025; C 92.920 92.980; K 135.200 136.200	(*) Los números 1-2-3-4 representan familias (*) Numbers 1-2-3-4 represent family (*) Números 1-2-3-4 representam famílias
504/504GL XL/XE/XSE 1975/... Diesel	85.00	4	CA 220		A (*) 1 85.000 85.011; 2 85.011 85.022; 3 85.022 85.033; 4 85.033 85.044; B 89.955 90.025; C 92.920 92.980; K 135.200 136.200	(*) Los números 1-2-3-4 representan familias (*) Numbers 1-2-3-4 represent family (*) Números 1-2-3-4 representam famílias

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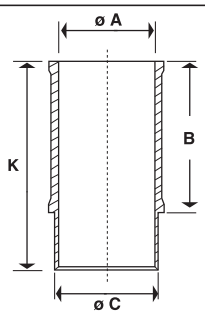
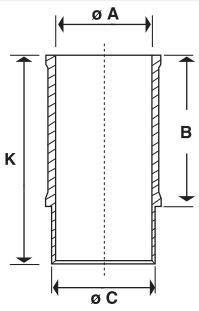
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
504/504XL XE/XSE 1965/1975 Diesel	85.00	4	CA 209		A (*) 1 85.000 85.011 2 85.011 85.022 3 85.022 85.033 4 85.033 85.044 B 113.850 114.195 C 88.960 89.010 K 128.700 129.700	(*) Los números 1-2-3-4 representan familias (*) Numbers 1-2-3-4 represent family (*) Números 1-2-3-4 representam famílias
Motor XN/XN1 540 GR/SR E/SE/TN SES/GRII/SRII 505 SR/GR SRII Diesel	88.00	4	CA 272		A (*) 1 88.000 88.011 2 88.011 88.022 3 88.022 88.033 4 88.033 88.044 B 89.920 89.970 C 92.920 92.980 K 135.000 136.000	(*) Los números 1-2-3-4 representan familias (*) Numbers 1-2-3-4 represent family (*) Números 1-2-3-4 representam famílias

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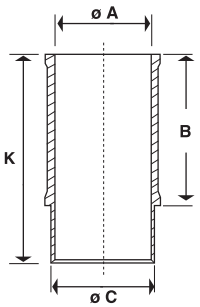
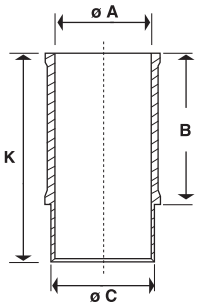
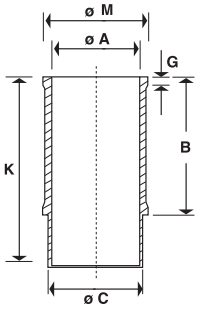
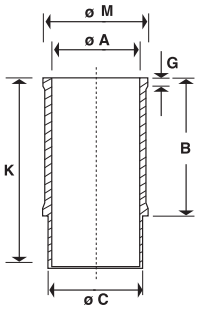
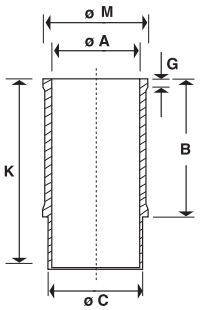
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
R12 1971/... Modelo 1289 c.c. Diesel	73.00	4	CA 194		A (*) (v) 73.000 73.010 (a) 73.010 73.020 (r) 73.020 73.030 B 94.810 94.850 C 78.410 78.470 K 133.700 134.300	(*) Las letras entre paréntesis representan colores: (v) verde, (a) azul, (r) rojo (*) Letters in brackets represent colours: (v) green, (a) blue, (r) red. (*) As letras entre parênteses representam cores: (v) verde, (a) azul, (r) vermelho
Clio RT 1390 c.c. R19 - 1400 c.c. Motor E6J Diesel	75.80	4	CA 301		A (*) (v) 75.800 75.810 (a) 75.810 75.820 (r) 75.820 75.830 B 91.505 91.535 C 80.510 80.565 K 129.850 130.150	(*) Las letras entre paréntesis representan colores: (v) verde, (a) azul, (r) rojo (*) Letters in brackets represent colours: (v) green, (a) blue, (r) red. (*) As letras entre parênteses representam cores: (v) verde, (a) azul, (r) vermelho
R12 TS TL R12 GTL 1976/... Modelo 1397 c.c. Diesel	76.00	4	CA 228		A (*) (v) 76.000 76.010 (a) 76.010 76.020 (r) 76.020 76.030 B 94.810 94.850 C 79.910 79.970 K 133.700 134.300 G 5.500 6.000 M 90.200 90.311	(*) Las letras entre paréntesis representan colores: (v) verde, (a) azul, (r) rojo (*) Letters in brackets represent colours: (v) green, (a) blue, (r) red. (*) As letras entre parênteses representam cores: (v) verde, (a) azul, (r) vermelho
R12 GTL R18 GTL R11/R9 Traffic TS Break 1983/... Modelo 1397 c.c. Diesel	76.00	4	CA 250		A (*) (v) 76.000 76.010 (a) 76.010 76.020 (r) 76.020 76.030 B 95.005 95.035 C 80.510 80.560 K 133.680 134.320 G 5.500 6.000 M 90.200 90.311	(*) Las letras entre paréntesis representan colores: (v) verde, (a) azul, (r) rojo (*) Letters in brackets represent colours: (v) green, (a) blue, (r) red. (*) As letras entre parênteses representam cores: (v) verde, (a) azul, (r) vermelho
R9 TXE R11 TXE R18 GTS GTS Break LS, Motor C2L R19 RN, R19 RT, 1565 c.c. Diesel	77.00	4	CA 267		A (*) (v) 77.000 77.010 (a) 77.010 77.020 (r) 77.020 77.030 B 95.005 95.035 C 81.010 81.064 K 133.700 134.300 G 5.500 6.000 M 90.200 90.310	(*) Las letras entre paréntesis representan colores: (v) verde, (a) azul, (r) rojo (*) Letters in brackets represent colours: (v) green, (a) blue, (r) red. (*) As letras entre parênteses representam cores: (v) verde, (a) azul, (r) vermelho

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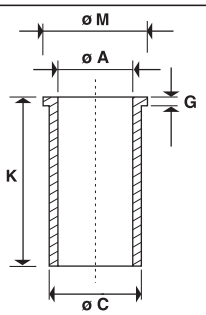
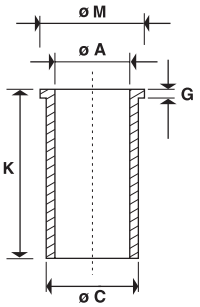
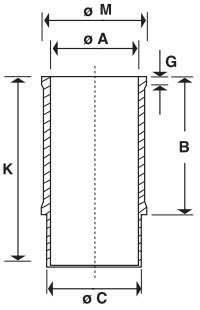
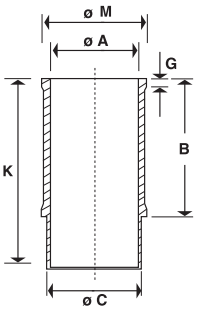
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor FQ Diesel 1900 c.c. R19 Clio Express	80.00	4	CA 684		A 79.000 79.200 C 83.220 (-.060") 83.990 (-.030") 84.750 STD G 4.800 4.900 M 84.830 (-.060") 85.590 (-.030") 86.350 STD K 155.500 156.500	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.
Motor Continental Pick Up Jeep Nafta	3.5/16" 84.137	4 6	CA 950		A 83.100 83.300 C 88.140 (-.030") 88.900 STD 89.660 (+.030") G 4.850 4.950 M 89.740 (-.030") 90.500 STD 91.260 (+.030") K 191.500 192.500	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.
R18 TX LX GTX Break Fuego GTX Traffic R21 GTX Nevada GTX Motor 1995 c.c. Diesel	88.00	4	CA 245		A (*) (v) 88.000 88.010 (a) 88.010 88.020 (r) 88.020 88.030 B 93.065 93.095 C 93.510 93.560 K 143.300 143.700 G 7.500 8.000 M 104.270 104.000	(*) Las letras entre paréntesis representan colores: (v) verde, (a) azul, (r) rojo (*) Letters in brackets represent colours: (v) green, (a) blue, (r) red. (*) As letras entre parênteses representam cores: (v) verde, (a) azul, (r) vermelho
Fuego 2.2 R21 TXE TXI GTA Max. Traffic Nevada TXE Motor 2200 c.c. Diesel	88.00	4	CA 270		A (*) (v) 88.000 88.010 (a) 88.010 88.020 (r) 88.020 88.030 B 93.065 93.095 C 93.510 93.560 K 148.300 148.700 G 7.500 8.000 M 104.000 104.270	(*) Las letras entre paréntesis representan colores: (v) verde, (a) azul, (r) rojo (*) Letters in brackets represent colours: (v) green, (a) blue, (r) red. (*) As letras entre parênteses representam cores: (v) verde, (a) azul, (r) vermelho

Camisa / Liner / Camisa
A = Ø Interior / Inside Diameter / Ø Interno
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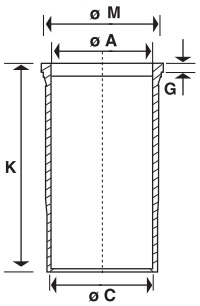
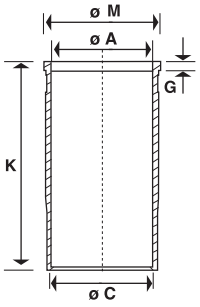
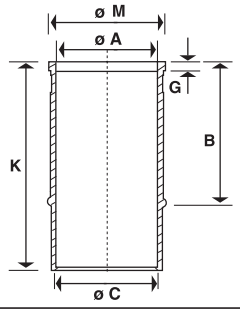
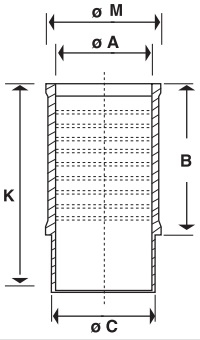
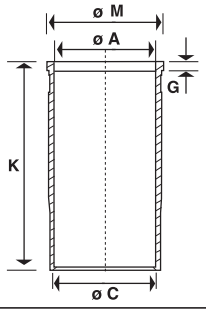
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
DS11 DSC1101 intercooler 11020 c.c. Aspirado Turbo Diesel	127.00 5"	6	CA 239		A 127.000 127.025 C 139.917 139.957 G 8.190 8.220 M 153.750 153.800 K 290.700 291.000	
DSC11 Turbo Diesel	127.00 5"	6	CA 285		A 127.000 127.025 C 139.917 139.957 G 8.190 8.220 M 153.750 153.800 K 290.700 291.000	
DS11 DSC1101 ecológico Diesel	127.00 5"	6	CA 298		A 127.000 127.025 C 139.917 139.957 G 7.890 7.920 B 227.860 227.950 M 153.750 153.800 K 290.700 291.000	
DSC14 Diesel	127.00 5"	6	CA 294		A 127.000 127.025 C 139.940 139.980 G 10.070 10.100 B 203.200 203.230 M 155.792 155.855 K 275.700 276.000	
DSC 11 93»95 Diesel	127.00	6	CA 242		A 127.000 127.025 C 143.000 142.845 G 7.910 7.940 M 153.750 153.800 K 291.000 298.858	

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M = Pestaña / Flange Diamenter / Colarinho

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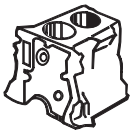
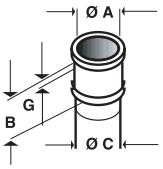
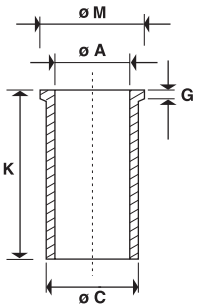
	 Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Motor Diesel 2200 c.c. Hilux	90.00	4	CA 251		Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada

A	89.000	89.200
C	94.070	94.090
G	3.530	3.570
M	100.780	100.820
K	160.250	160.750

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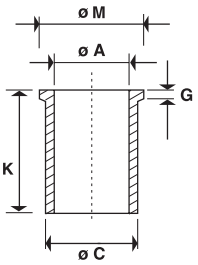
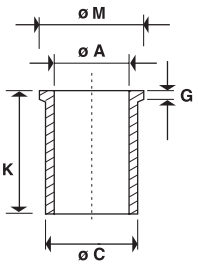
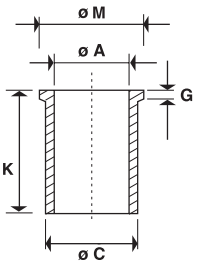
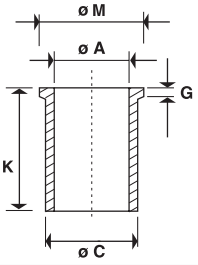
	Ø (mm)	N			OBSERVACIONES COMMENTS OBSERVAÇÕES
Senda Diesel Motor 1600 c.c. Gol GLD	76.50	4	CA 957		A 75.700 75.900 (*) C 79.746 (-.060") (**) 80.510 (-.030") 81.270 STD G 5.100 5.200 M 81.276 (-.060") 82.040 (-.030") 82.800 STD K 146.500 147.500	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada Las letras entre paréntesis representan grupos. Letters in brackets represent groups. As letras entre parênteses representam grupos.
Gacel - Passat Motor 1600 c.c. Nafta	79.50	4	CA 685		A 78.500 78.700 (*) C 82.736 (-.060") 83.500 (-.030") 84.260 STD G 4.800 4.900 M 84.376 (-.060") 85.138 (-.030") 85.900 STD K 154.500 155.500	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada
Motor 1800 - 1600 c.c. Gol Audi Nafta	81.00	4	CA 686		A 80.000 80.200 (*) C 85.010 (-.030") 85.770 STD G 4.800 4.900 M 86.600 (-.030") 87.360 STD K 155.500 156.500	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada
Galaxi Gol GTI 2000	82.50	4	CA 689		A 81.400 81.600 (*) C 85.756 (-.060") 86.518 (-.030") 87.280 STD G 4.860 4.960 M 87.316 (-.060") 88.078 (-.030") 88.840 STD K 147.500 148.500	Diámetro A semiterminado Diameter A Unfinished Diâmetro A semi-acabada

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Tabla de Conversión / Cross Reference / Tabela de Conversão

MAHLE

MAHLE	PERFECT CIRCLE
C01000	**CSCA687**
C01030	**CSCA694**
C04010	**CH00CA266**
C07000	**CH00CA196(+)**
C07010	**CH00CA219**
C07030	**CSCA280**
C11010	**CH00CA210**
C11060	**CH00CA232**
C11070	**CH00CA233**
C11140	**CSCA224**
C11300	**CH00CA234**
C11400	**CH00CA235**
C11500	**CH00CA238**
C13000	**CH00CA808**
C13500	**CSCA292**
C13600	**CH00CA807**
C13700	**CH00CA288**
C13900	**CH00CA290**
C14060	**CSCA920**
C18050	**CH10CA245**
C18070	**CH10CA270**
C18080	**CSCA684**
C18110	**CSCA950**
C18500	**CH10CA250**
C18510	**CH10CA228**
C18730	**CH10CA194**
C18750	**CH10CA301**
C18771	**CH10CA267**
C196000	**CH00CA202**
C196010	**CH00CA203**
C196020	**CH00CA205**
C196030	**CH00CA231**
C203000	**CSCA940**
C203010	**CSCA941**
C21000	**CSCA703**
C21010	**CH00CA237**
C21020	**CHCA226**
C24000	**CSCA631**
C24010	**CSCA632**
C25050	**CSCA207**
C25070	**CSCA932**
C25080	**CSCA934**
C25090	**CSCA935**
C25150	**CH00CA208**
C25170	**CSCA958**
C25190	**CH00CA215NT**
C25220	**CSCA148CP**
C25240	**CSCA955**
C25250	**CSCA930**
C25260	**CSCA931**
C25270	**CSCA680**
C25280	**CSCA692**
C25290	**CSCA956**
C25320	**CSCA959**
C25325	**CSCA148SP**
C25420	**CH00CA135**
C43000	**CH00CA201**
C44020	**CSCA682**
C44023	**CHCA272**

MAHLE	PERFECT CIRCLE
C44140	**CH10CA150**
C44145	**CH10CA209**
C44158	**CH10CA217**
C44160	**CH10CA220**
C44175	**CH10CA320**
C48040	**CSCA901CP**
C48045	**CSCA901SP**
C48070	**CSCA902CP**
C48090	**CSCA904**
C48600	**CSCA906**
C48930	**CSCA903**
C48990	**CSCA907**
C57110	**CSCA262**
C57160	**CSCA627**
C57180	**CSCA671**
C57190	**CSCA261CP**
C57210	**CSCA261SP**
C57270	**CSCA676**
C57300	**CSCA625**
C57850	**CSCA623**
C59010	**CSCA910**
C59020	**CSCA911**
C59040	**CSCA960**
C59100	**CH10CA278**
C63023	**CSCA251**
C70040	**CSCA689**
C70050	**CSCA685**
C70070	**CSCA686**
C70080	**CSCA957**
C73010	**CS01CA134**
C73020	**CS01CA153**
C76030	**CH00CA239**
C76050	**CH00CA285**
C76056	**CH00CA242**
C76061	**CH00CA294**
C76560	**CH00CA298**
C999000	**CH00CA52**
C999010	**CH00CA905**
	CH00CA227

PERFECT CIRCLE	MAHLE
CSCA687	C01000
CSCA694	C01030
CH00CA266	C04010
CH00CA196(+)	C07000
CH00CA219	C07010
CSCA280	C07030
CH00CA210	C11010
CH00CA232	C11060
CH00CA233	C11070
CSCA224	C11140
CH00CA234	C11300
CH00CA235	C11400
CH00CA238	C11500
CH00CA808	C13000
CSCA292	C13500
CH00CA807	C13600
CH00CA288	C13700
CH00CA290	C13900
CSCA920	C14060
CH10CA245	C18050
CH10CA270	C18070
CSCA684	C18080
CSCA950	C18110
CH10CA250	C18500
CH10CA228	C18510
CH10CA194	C18730
CH10CA301	C18750
CH10CA267	C18771
CH00CA202	C196000
CH00CA203	C196010
CH00CA205	C196020
CH00CA231	C196030
CSCA940	C203000
CSCA941	C203010
CSCA703	C21000
CH00CA237	C21010
CHCA226	C21020
CSCA631	C24000
CSCA632	C24010
CSCA207	C25050
CSCA932	C25070
CSCA934	C25080
CSCA935	C25090
CH00CA208	C25150
CSCA958	C25170
CH00CA215NT	C25190
CSCA148CP	C25220
CSCA955	C25240
CSCA930	C25250
CSCA931	C25260
CSCA680	C25270
CSCA692	C25280
CSCA956	C25290
CSCA959	C25320
CSCA148SP	C25325
CH00CA135	C25420
CH00CA201	C43000
CSCA682	C44020
CHCA272	C44023

PERFECT CIRCLE	MAHLE
CH10CA150	C44140
CH10CA209	C44145
CH10CA217	C44158
CH10CA220	C44160
CH10CA320	C44175
CSCA901CP	C48040
CSCA901SP	C48045
CSCA902CP	C48070
CSCA904	C48090
CSCA906	C48600
CSCA903	C48930
CSCA907	C48990
CSCA262	C57110
CSCA627	C57160
CSCA671	C57180
CSCA261CP	C57190
CSCA261SP	C57210
CSCA676	C57270
CSCA625	C57300
CSCA623	C57850
CSCA910	C59010
CSCA911	C59020
CSCA960	C59040
CH10CA278	C59100
CSCA251	C63023
CSCA689	C70040
CSCA685	C70050
CSCA686	C70070
CSCA957	C70080
CS01CA134	C73010
CS01CA153	C73020
CH00CA239	C76030
CH00CA285	C76050
CH00CA242	C76056
CH00CA294	C76061
CH00CA298	C76560
CH00CA52	C999000
CH00CA905	C999010
CH00CA227	

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Indice por aplicación

Configuración de las páginas y claves de los números de artículos

BEDFORD 1

MAHLE

2	3 Ø (mm)	4 N	5	6	7	8	9	10	11
300D Diesel	98.42 3.7/8"	6	PC 134	42318 Diseño W T 3/32" 4.24 3/32" 4.20 3/32" 4.20 3/16" 4.25 3/16" 4.20	A 98.385 98.400 98.400 98.415 98.415 98.430 98.430 98.440 C 104.710 104.730 104.790 104.810 G 4.830 4.870	D 71.100 E 34.917 34.919 34.919 34.922 F 98.237 98.249 98.249 98.262 98.262 98.275 98.275 98.287 P 19.400	L 83.300 Ø 34.920 34.922 34.922 34.925	0.136 - 0.163	0.050 - 0.100
350 Diesel	106.36 4.3/16"	6	PC 153	40851 Diseño W T 3/32" 4.50 3/32" 4.50 3/32" 4.50 3/16" 4.93 3/16" 4.50	A 106.310 106.325 106.325 106.340 106.340 106.350 106.350 106.365 C 111.675 111.695 111.751 111.771 G 4.830 4	D 71.100 E 34.917 34.919 34.919 34.922 F 106.134 106.147 106.147 106.159 106.159 106.172 106.172 106.18	L 91.000 Ø 34.920 34.922 34.922 34.925	0.160 - 0.190	0.050 - 0.100

1 Fabricante
2 Motor
Datos del motor
Vehículos
3 Diámetro nominal del cilindro
4 Número del cilindro
5 Código de identificación
6 Aros de pistón
7 Observaciones
8 Pistón
9 Perno de pistón
10 Huelgo camisa pistón
11 Saliente camisa block

Application index

Page structure and decoding of part numbers

BEDFORD 1 MAHLE

2	3 Ø (mm)	4 N	5	6	7	8	9	10	11
300D Diesel	98.42 3.7/8"	6	PC 134	42318				0.136 - 0.163	0.050 - 0.100
350 Diesel	106.36 4.3/16"	6	PC 153	40851				0.160 - 0.190	0.050 - 0.100

6 Piston ring

Diseño	W	T
	3/32"	4.24
	3/32"	4.20
	3/32"	4.20
	3/16"	4.25
	3/16"	4.20

Diseño	W	T
	3/32"	4.50
	3/32"	4.50
	3/32"	4.50
	3/16"	4.93
	3/16"	4.50

7 Cylinder liner

A	98.385	98.400
	98.400	98.415
	98.415	98.430
	98.430	98.440
C	104.710	104.730
	104.790	104.810
G	4.830	4.870

A	106.310	106.325
	106.325	106.340
	106.340	106.350
	106.350	106.365
C	111.675	111.695
	111.751	111.771
G	4.830	4

8 Piston

D	71.100	
E	34.917	34.919
	34.919	34.922
F	98.237	98.249
	98.249	98.262
	98.262	98.275
	98.275	98.287
P	19.400	

D	71.100	
E	34.917	34.919
	34.919	34.922
F	106.134	106.147
	106.147	106.159
	106.159	106.172
	106.172	106.18

9 Piston pin

L	83.300	
Ø	34.920	34.922
	34.922	34.925

L	91.000	
Ø	34.920	34.922
	34.922	34.925

1. Manufacture
2. Engine name
   Engine data
   Vehicles
3. Nominal diameter of cylinder
4. Number of cylinder
5. Identification code
6. Piston ring
7. Cylinder liner
8. Piston
9. Piston pin
10. Piston clearance
11. Flange overlap

Índice por aplicação

Estrutura da página e decodificação dos códigos das peças

BEDFORD 1

MAHLE

2	3 Ø (mm)	4 N	5	6	7	8	9	10	11
300D Diesel	98.42 3.7/8"	6	PC 134	42318 Diseño W T 3/32" 4.24 3/32" 4.20 3/32" 4.20 3/16" 4.25 3/16" 4.20	A 98.385 98.400 98.400 98.415 98.415 98.430 98.430 98.440 C 104.710 104.730 104.790 104.810 G 4.830 4.870	D 71.100 E 34.917 34.919 34.919 34.922 F 98.237 98.249 98.249 98.262 98.262 98.275 98.275 98.287 P 19.400	L 83.300 Ø 34.920 34.922 34.922 34.925	0.136 - 0.163	0.050 - 0.100
350 Diesel	106.36 4.3/16"	6	PC 153	40851 Diseño W T 3/32" 4.50 3/32" 4.50 3/32" 4.50 3/16" 4.93 3/16" 4.50	A 106.310 106.325 106.325 106.340 106.340 106.350 106.350 106.365 C 111.675 111.695 111.751 111.771 G 4.830 4	D 71.100 E 34.917 34.919 34.919 34.922 F 106.134 106.147 106.147 106.159 106.159 106.172 106.172 106.18	L 91.000 Ø 34.920 34.922 34.922 34.925	0.160 - 0.190	0.050 - 0.100

1. Fabricante
2. Motor
   - Dados do motor
   - Veículos
3. Diâmetro nominal do cilindro
4. Número de cilindro
5. Código de identificação
6. Anel de pistão
7. Camisa do cilindro
8. Pistão
9. Pino do pistão
10. Folga camisa
11. Saliência

	Ø (mm)	N							
300D Diesel	98.42 3.7/8"	6	PC 134	42318				0.136 - 0.163	0.050 - 0.100
350 Diesel	106.36 4.3/16"	6	PC 153	40851				0.160 - 0.190	0.050 - 0.100

300D Diesel

Diseño	W	T
	3/32"	4.20
	3/32"	4.20
	3/32"	4.20
	3/16"	4.25
	3/16"	4.20

A	98.385	98.400
	98.400	98.415
	98.415	98.430
	98.430	98.440
C	104.710	104.730
	104.790	104.810
G	4.830	4.870

D	71.100	
E	34.917	34.919
	34.919	34.922
F	98.237	98.249
	98.249	98.262
	98.262	98.275
	98.275	98.287
P	19.400	

L	83.300	
Ø	34.920	34.922
	34.922	34.925

350 Diesel

Diseño	W	T
	3/32"	4.50
	3/32"	4.50
	3/32"	4.50
	3/16"	4.88
	3/16"	4.50

A	106.310	106.325
	106.325	106.340
	106.340	106.350
	106.350	106.365
C	111.675	111.695
	111.751	111.771
G	4.830	4.870

D	71.100	
E	34.917	34.919
	34.919	34.922
F	106.134	106.147
	106.147	106.159
	106.159	106.172
	106.172	106.185
P	21.200	

L	91.000	
Ø	34.920	34.922
	34.922	34.925

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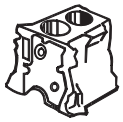
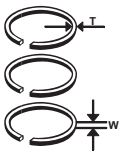
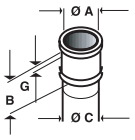
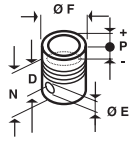
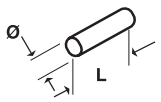


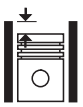
Ø (mm) | N



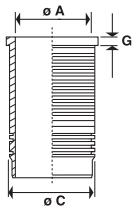


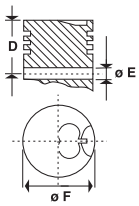






	Ø (mm)	N						
Motor V.M. Diesel	92.00	4	PC 266	48211			0.025 - 0.045	





Diseño	W	T
	2.5	4.00
	2.0	4.00
	4.0	3.98

A	92.000	92.010
	92.010	92.020
C	102.950	102.980
G	8.840	8.870

D	53.100	
E	30.002	30.009
F	91.965	91.975
	91.975	91.985

L	75.000	
Ø	29.996	30.000

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Pistón / Piston / Pistão
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	Ø (mm)	N							
CHEROKEE 2.5 TD Diesel	92.00	4	PC 311	48211				0.060	

Diseño	W	T
	2.5	4.00
	2.0	4.00
	4.0	3.98

A	92.000	92.010
	92.010	92.020
C	102.950	102.980
G	8.840	8.870
	91.360	91.860

D	51.000	
E	30.000	30.012
F	91.940	92.940
P	3.800	

L	75.700	
Ø	30.000	

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	Ø (mm)	N							
3CV - AMI8 Mehari Diesel	74.00	2	PC 188	41193 Diseño W T 1.5 3.30 2.0 3.28 4.0 3.85	A 74.000 74.010 74.010 74.020 74.020 74.030 B 99.400 99.450 C 82.850 82.970	D 34.600 E 20.002 20.007 F 73.950 73.960 73.960 73.970 73.970 73.980 P 11.400	L 63.900 Ø 19.998 20.002	0.040 - 0.060	
Berlingo - C3 motor TU3 1.4 Diesel	75.00	4	PC 312	C83299 Diseño W T 1.75 3.25 2.00 3.25 3.00 3.33	A 75.000 75.030 B 134.300 134.700 C 89.130 89.270	D 40.500 E 19.500 F 74.380 74.960 P 1.100	L 62.000 Ø 19.500	0.040	

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	Ø (mm)	N							
FL 913 s/turbo, tractores Diesel	102.00	1	PC 241	48135 Diseño W T 3.0 4.40 2.5 4.40 2.5 4.40 5.0 4.68	A 102.005 102.035 B 137.500 137.600 C 109.793 109.880	D 69.100 E 35.003 35.009 F 101.884 101.906 H 6.000 P 16.600	L 80.000 Ø 34.994 35.000	0.170 - 0.210	
BFL 913 Turbo Diesel	102.00	1	PC 242	48395 Diseño W T 4 2.94 4.40 3.0 4.15 3.5 4.18		D 69.100 E 40.003 40.009 F 101.875 101.905 H 6.000 P 30.800	L 80.000 Ø 39.994 40.000	0.095 - 0.147	
FL 913 Diesel	102.00	1	PC 268	48396 Diseño W T 4 2.94 4.40 2.55 4.40 5.00 4.38		D 69.100 E 35.003 35.009 F 101.883 101.897 H 6.000 P 16.600	L 80.000 Ø 34.994 35.000	0.100 - 0.140	

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	Ø (mm)	N							
AF/L 514 84R Pistón con pollera recortada Diesel	110.00	1	PC 202	40718 Diseño W T 3.00 4.82 3.00 4.72 3.00 4.72 6.00 4.50 6.00 4.72	A 110.000 110.015 B 162.450 162.550 C 124.000	D 87.000 E 39.987 39.992 F 109.815 109.835 P 10.500	L 93.000 Ø 39.983 39.987	0.165 - 0.200	
FL 1114 pistón c/pozo s/asiento válvula - Diesel	115.00	1	PC 187	48074 Diseño W T 3.0 4.92 3.0 4.92 3.0 4.92 6.0 4.73	A 115.000 115.035 B 180.400 C 129.800	D 94.500 E 45.000 45.005 F 114.880 114.900 P 48.300	L 95.000 Ø 44.996 45.000	0.100 - 0.158	
FL 2114 Diesel tractor y motor estacionario 2, 3, 4 y 6 cilindros	120.00	1	PC 223	48075 Diseño W T 3.0 4.82 3.0 5.12 3.0 5.10 6.0 4.68	A 120.000 120.035 B 180.400 C 129.800	D 94.400 E 44.997 45.003 F 119.855 119.875 P 48.300	L 95.000 Ø 44.996 45.000	0.125 - 0.180	

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	Ø (mm)	N							
U 25 - (camisas s/ rectificado interior) (411R usa 2 conjuntos) c/pestaña - Diesel	85.00	2	PC 148CP	40819 Diseño W T 3.0 3.82 3.0 3.82 3.0 3.82 5/32" 3.52	C 89.980 90.000 G 4.750 4.800 M 91.400 91.500	D 50.300 E 27.986 27.979 F 84.878 84.902 P 4.500	L 74.000 Ø 27.994 27.997	0.098 - 0.146	
500/900 Tractor Diesel	110.00	3	PC 211	48021 Diseño W T 2.5 4.42 2.5 4.42 2.5 4.42 5.0 4.53	A 110.000 110.022 B 169.900 170.000 C 117.920 117.970	D 70.200 E 40.003 40.009 F 109.830 109.850 P 28.000	L 94.000 Ø 40.000 40.006	0.150 - 0.190	0.150 - 0.180
Motor CP3 Camión con A.P.A. Diesel	110.00	3	PC 214			D 70.200 E 40.003 40.009 F 109.840 109.860 P 28.000	L 94.000 Ø 40.000 40.006	0.140 - 0.180	0.150 - 0.180

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	Ø (mm)	N							
400 Tractor - Diesel	110.00	3	PC 207	42442 Diseño W T 2.5 4.42 2.5 4.42 2.5 4.42 5.0 4.53 5.0 4.50	A 110.000 110.022 B 169.900 170.000 C 117.920 117.970	D 75.200 E 40.003 40.009 F 109.850 109.870 P 27.500	L 94.000 Ø 40.000 40.006	0.130 - 0.170	0.150 - 0.180
700E/800 Tractor Diesel	115.00	4	PC 208	48018 Diseño W T 2.5 4.92 2.5 4.92 5.0 4.68	A 115.000 115.022 B 169.950 170.050 C 121.920 121.970	D 70.500 E 40.003 40.009 F 114.830 114.850 P 29.400	L 98.500 Ø 40.000 40.006	0.150 - 0.192	0.130 - 0.160
700E/900 con aro de guía Diesel	115.00	4	PC 243	48405 Diseño W T 2.5 4.92 2.5 4.92 5.0 4.86 5.0 4.42		D 70.500 E 40.003 40.009 F 114.830 114.850 P 29.400	L 98.500 Ø 40.000 40.006	0.150 - 0.192	0.130 - 0.160

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	Ø (mm)	N							
R80 Tractor - Diesel	125.00	4	PC 238	41307 Diseño W T 3.5 4.82 3.0 4.80 3.0 4.80 3.0 4.80 5.5 5.18 5.5 5.10	A 124.950 124.974 B 214.950 215.000 C 131.960 132.000	D 92.500 E 43.990 43.995 F 124.826 124.850 P 27.000	L 107.500 Ø 43.984 44.000	0.100 - 0.150	0.100 - 0.200
619N1 T1697NT Diesel	137.00	6	PC 215NT	42701 Diseño W T 4.0 5.62 3.0 5.32 3.0 5.32 5.5 5.45	A 136.955 136.990 136.990 137.025 B 282.000 C 143.020 143.040	D 92.000 E 48.000 48.006 F 136.757 136.787 136.787 136.817 P 32.400	L 117.000 Ø 47.995 48.000	0.173 - 0.232	

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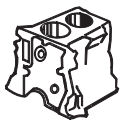
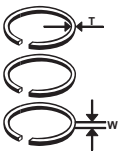
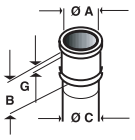
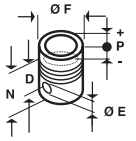
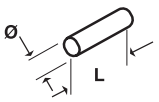


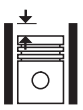
Ø (mm) | N



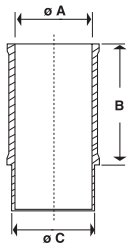


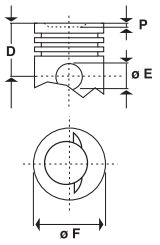






	Ø (mm)	N						
Escort 1600 c.c. Diesel	77.00	4	PC 278	42506			0.045 - 0.065	0.065 - 0.090





Diseño	W	T
	1.75	3.30
	2.00	3.30
	4.00	3.23

A	77.000	77.010
	77.010	77.020
	77.020	77.030
B	94.790	94.820
C	80.890	80.990

D	34.000	
E	20.002	20.005
	20.005	20.009
F	76.945	76.955
	76.955	76.965
	76.965	76.975
P	4.750	

L	62.000	
Ø	19.994	19.997
	19.997	20.000

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PERFECT CIRCLE®

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	Ø (mm)	N							
XD 4.88 Diesel	88.00	4	PC 196	42028 Diseño W T 2.0 4.02 2.0 3.80 2.0 3.80 4.5 4.18	A 88.000 88.020 88.020 88.040 C 95.980 96.020 G 7.020 7.060	D 58.350 E 28.000 28.003 28.003 28.006 F 87.885 87.900 87.900 87.915 P 2.000	L 72.000 Ø 27.994 27.997 27.997 28.000	0.100 - 0.135	0.040 - 0.080
XDP 4.90 XDP 6.90 Diesel	90.00	6	PC 219	48048 Diseño W T 2.0 4.02 2.0 4.02 2.0 4.02 4.5 4.28	A 90.000 90.020 90.020 90.040 C 95.960 96.000 G 7.020 7.060	D 56.850 E 28.000 28.003 28.003 28.006 F 89.890 89.905 89.905 89.920 P 2.000	L 77.000 Ø 27.994 27.997 27.997 28.000	0.095 - 0.130	0.040 - 0.080

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	Ø (mm)	N							
Motor XD2 Diesel	94.00	4	PC 280	43030 Diseño W T 2.0 4.20 2.0 4.20 4.0 4.28	A 92.900 93.100 C 98.000 (-.030*) 98.770 (STD) 99.550 (+.030*) G 4.800 4.900	D 57.400 E 30.003 30.008 F (*) (a) 93.855 93.870 (b) 93.870 93.885 P 1.800	L 78.800 Ø 29.996 30.000	0.100 - 0.135	
Motor XD3 aspirado Diesel	94.00	4	PC 282	43030 Diseño W T 2.0 4.20 2.0 4.20 4.0 4.28	A 92.900 93.100 C 98.000 (-.030*) 98.770 (STD) 99.550 (+.030*) G 4.800 4.900	D 53.920 E 30.003 30.008 F (*) (a) 93.875 93.890 (b) 93.890 93.905 P 1.800	L 78.800 Ø 29.996 30.000	0.110 - 0.150	

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	Ø (mm)	N							
Tractor 1420 Tractor 2420 Tractor 4420 Diesel	102.00	3 4 6	PC 213	41071 Diseño W T 3.15 4.35 2.40 4.35 5.0 4.83	A 101.982 102.018 B 141.630 141.790 C 111.010 111.060	D 57.300 E 30.178 30.183 F 101.892 101.917 P 21.800	L 84.500 Ø 30.168 30.173	0.065 - 0.126	0.025 - 0.100
Tractor 2330 Tractor 2530 Tractor 3530 Diesel	102.00	3 4 6	PC 225			D 66.300 E 34.938 34.943 F 101.879 101.904 P 21.800	L 84.500 Ø 34.925 34.930	0.080 - 0.140	0.025 - 0.100
3239 DLO 1 2938 c.c. 4239 DLO 1 3918 c.c. 6359 DLO 1 5876 c.c. Diesel	106,50	2	PC 201	43457 Diseño W T 3.155 4.50 0.0935 4.75 0.136 4.33	A 106.482 106.518 B 146.012 146.200 C 115.672 115.722	D 66.300 E 34.938 34.943 F 106.344 106.370 P 19.700	L 84.500 Ø 34.925 34.930	0.112- 0.174	

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	Ø (mm)	N							
Blazer, Silverado S10, Ford F100 Ranger 2500 c.c. Diesel	98.48	4	PC 301	46151 Diseño W T 3.0 3.90 2.5 3.90 3.0 3.78	(**) A 89.380 89.620 C 93.750 (STD) 94.000 (+.010**) G 5.070 5.130 M 96.440 96.560	D 55.400 E 30.165 30.170 F (*) (a) 90.639 90.649 (b) 90.649 90.659 P 18.400	L 77.000 Ø 30.157 30.162	0.080 mínimo	
Ranger F100 Mercedes-Benz Sprinter Land Rover Diesel	98.48	4	PC 300	46129 Diseño W T 3.0 3.90 2.5 3.90 3.0 3.78	(**) A 89.380 89.620 C 93.500 (STD) 93.750 (+.010**) G 5.070 5.130 M 96.440 96.560	D 55.400 E 30.165 30.170 F (*) (a) 90.385 90.395 (b) 90.395 90.405 P 18.400	L 77.000 Ø 30.157 30.162	0.080 mínimo	

(**) Diámetro A semideterminado / Diamater A Unfinished / Diâmetro A semi-acabada

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	Ø (mm)	N							
D - 20 Motor Maxion S4T Turbo R C.17.5:1 Diesel	100.00	1	PC 291	46076 Diseño W T 3.0 4.20 ET4 2.5 4.20 4.0 3.90	A 100.000 100.025 C 104.254 104.280 G 3.815 3.845 M 107.315 107.442	D 70.500 E 38.103 38.109 F 99.950 99.960 99.960 99.970 P 21.000	L 78.000 Ø 38.095 38.100	0.033 - 0.072	
D - 20 Motor Maxion S4 R C.17:1 Diesel	100.00	1	PC 290			D 70.500 E 34.928 34.933 F 99.950 99.960 99.960 99.970 P 21.000	L 77.000 Ø 34.920 34.925	0.033 - 0.070	

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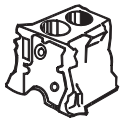
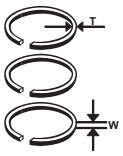
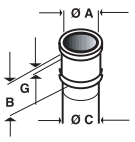
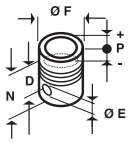
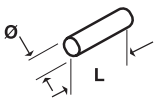
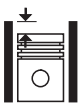


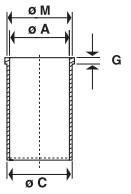
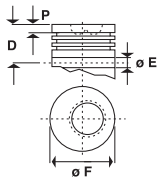
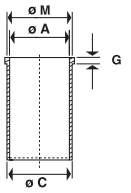
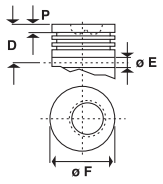








	Ø (mm)	N							
OM 447 A - LA OM 449 Turbo Intercooler Diesel	128.00	1	PC 303	46087 Diseño W T 3.0 4.90 ETC4 3.0 5.50 4.0 4.65	 A 127.990 128.010 C 144.451 144.475 G 9.900 9.920 M 153.657 153.757	 D 90.000 E 46.003 46.009 F 127.830 127.840 127.840 127.850 P 24.000	L 105.000 Ø 45.995 46.000	0.143 - 0.177	
OM 447 A - LA OM 449 Turbo Intercooler hasta 1995 Diesel	128.00	1	PC 304	46087 Diseño W T 3.0 4.90 ETC4 3.0 5.50 4.0 4.65	 A 127.990 128.010 C 144.451 144.475 G 9.900 9.920 M 153.657 153.757	 D 90.000 E 46.003 46.009 F 127.830 127.840 127.840 127.850 P 26.500	L 105.000 Ø 45.995 46.000	0.143 - 0.177	

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	Ø (mm)	N							
D229 Aspiración normal Diesel	102.00	1	PC 286	46024 Diseño W T 3.0 4.42 2.5 4.42 4.0 4.33	A 102.000 102.030 B 152.400 152.500 C 112.880 112.914	D 60.400 E 32.003 32.009 F 101.891 101.909 P 21.200	L 82.000 Ø 31.994 32.000	0.091 - 0.131	0.040 - 0.090
TD229 Turbo Diesel	102.00	1	PC 288		A 102.000 102.022 B 152.400 152.500 C 112.880 112.914	D 60.400 E 35.003 35.009 F 101.890 101.910 P 24.000	L 88.000 Ø 34.990 35.000	0.071 - 0.110	0.040 - 0.090

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	Ø (mm)	N							
3-152 4-203 6-354 Diesel	91.44 3.600"	1	PC 262	40593 Diseño W T 3/32" 3.60 3/32" 3.70 1/8" 3.70 1/4" 3.90 1/4" 3.28	A 90.800 C 93.740 (STD) 94.510 (.030") 95.480 (.060") 96.210 (.080") G 3.810 (STD) 4.850 (.030") 4.850 (.060") 4.850 (.080")	D 57.250 E 31.752 31.756 F 91.338 91.350	L 75.300 Ø 31.744 31.747	0.130 - 0.162	0.000 - 0.100
4 - 203 - DX - 595 Diesel vehicular	91.44 3.600"	1	PC 281	48325 Diseño W T 3/32" 3.70 3/32" 3.70 3/16" 4.22		D 57.250 E 31.753 31.759 F 91.357 91.377	L 75.300 Ø 31.743 31.750	0.103 - 0.143	

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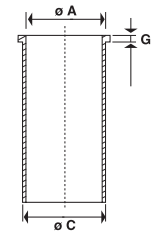
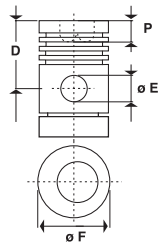
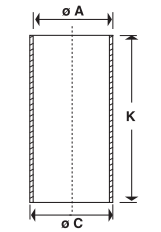
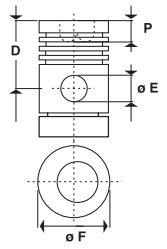
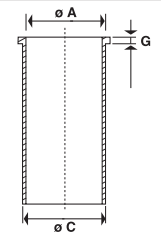
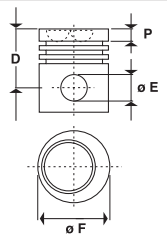
	Ø (mm)	N							
6-354 F1 - Diesel	98.43 3.7/8"	1	PC 261CP	43126 Diseño W T 3/32" 3.96 3/32" 3.80 3/32" 3.80 1/4" 3.49 1/4" 3.68	 A 97.830 C 103.264 103.238 G 3.810 3.860	 D 70.400 E 34.928 34.934 F 98.298 98.323 P 26.000	 L 84.100 Ø 34.920 34.925	0.175 - 0.200	0.760 - 0.890
6-354 F2 - Diesel	98.43 3.7/8"	1	PC 263CP	48046 Diseño W T 1/8" 3.60 3/32" 3.80 3/32" 3.80 1/4" 3.93 1/4" 3.68	 A 97.830 C 103.264 103.299 K 229.000	 D 70.400 E 34.928 34.934 F 98.248 98.261 98.261 98.274 P 26.000	 L 84.100 Ø 34.920 34.925	0.140 - 0.180	0.760 - 0.890
6-354 F2 - Diesel	98.43 3.7/8"	1	PC 263SP						
T6-354 F4 Turbo - Diesel	98.43 3.7/8"	1	PC 265	48081 Diseño W T 1/8" 4.25 3/32" 4.25 3/16" 4.22	 A 97.830 C 103.264 103.238 G 3.810 3.860	 D 70.280 E 38.103 38.109 F 98.420 98.438 P 19.280	 L 82.600 Ø 38.095 38.100	0.042 - 0.080	0.760 - 0.890

Aro / Ring / Anel
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	Ø (mm)	N							
106 - 205 - 206 - 207 - 306 - Partner motor TU3 1.4 Diesel	75.00	4	PC 312	C83299 Diseño W T 1.75 3.25 2.00 3.25 3.00 3.33	A 75.000 75.030 B 134.300 134.700 C 89.130 89.270	D 40.500 E 19.500 F 74.380 74.960 P 1.100	L 62.000 Ø 19.500	0.040	
306/405 Motor XU-7 Diesel	83.00	4	PC 287	43300 Diseño W T 1.5 3.50 1.5 3.55 3.0 3.48	A 83.000 83.010 83.010 83.020 83.020 83.030 B 95.120 95.150 C 88.510 88.560	D 33.300 E 22.008 22.013 F 82.957 82.967 82.967 82.977 82.977 82.987 P 4.130	L 62.000 Ø 21.996 22.000	0.033 - 0.053	
405 Motor XU-92C 1905 c.c. Diesel	83.00	4	PC 289	43254 Diseño W T 1.5 3.50 1.5 3.50 4.0 4.08	A 83.000 83.010 83.010 83.020 83.020 83.030 B 95.120 95.150 C 88.510 88.560	D 35.500 E 22.010 22.016 F 82.957 82.967 82.967 82.977 82.977 82.987 P 7.000	L 66.200 Ø 21.995 22.000	0.033 - 0.053	

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PERFECT CIRCLE®

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405 Motor XU92C / XU5J / XU9JA 1905 c.c. Diesel	83.00	4	PC 296	43254 Diseño W T 1.5 3.50 1.5 3.50 4.0 4.08	A (*) (a) 83.000 83.010 (b) 83.010 83.020 (c) 83.020 83.030 B 95.120 95.150 C 88.510 88.560	D 37.500 E 22.010 22.016 F (*) (a) 82.957 82.967 (b) 82.967 82.977 (c) 82.977 82.987 P 9.000	L 66.200 Ø 21.995 22.000	0.033 - 0.053	
405 Motor XU9JS / XU9S 1905 c.c. Diesel	83.00	4	PC 297	43254 Diseño W T 1.5 3.50 1.5 3.50 4.0 4.08	A (*) (a) 83.000 83.010 (b) 83.010 83.020 (c) 83.020 83.030 B 95.120 95.150 C 88.510 88.560	D 37.500 E 22.010 22.016 F (*) (a) 82.957 82.967 (b) 82.967 82.977 (c) 82.977 82.987	L 66.200 Ø 21.995 22.000	0.033 - 0.053	
405 Motor M-KAT / XU9JAZ / XU9M Diesel	83.00	4	PC 298	43254 Diseño W T 1.5 3.50 1.5 3.50 4.0 4.08	A (*) (a) 83.000 83.010 (b) 83.010 83.020 (c) 83.020 83.030 B 95.120 95.150 C 88.510 88.560	D 36.200 E 22.010 22.016 F (*) (a) 82.957 82.967 (b) 82.967 82.977 (c) 82.977 82.987 P 7.700	L 66.200 Ø 21.995 22.000	0.033 - 0.053	

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404 Pick-up T4B Diesel	84.00	4	PC 150	40431 Diseño W T 2.0 3.90 2.0 3.90 86LR 4.5 4.23	A 84.000 84.011 84.011 84.022 84.022 84.033 B 113.850 114.190 C 88.960 89.010	D 41.500 E 21.997 22.000 22.000 22.003 F 83.950 83.961 83.961 83.972 83.972 83.983 P 3.400	L 70.000 Ø 21.992 21.996 21.996 22.000	0.039 - 0.061	0.000 - 0.070
404-U6 / J7C / J7CP Diesel	84.00	4	PC 176			D 41.500 E 22.997 23.000 23.000 23.003 F 83.950 83.961 83.961 83.972 83.972 83.983 P 3.400	L 70.000 Ø 22.992 22.996 22.996 23.000	0.039 - 0.061	0.000 - 0.070

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	Ø (mm)	N							
404 Pick-Up T4B Diesel	84.00	4	PC 190	40431 Diseño W T 2.0 3.90 2.0 3.90 86LR 4.5 4.23	A 84.000 84.011 84.011 84.022 84.022 84.033 B 113.850 114.190 C 88.960 89.010	D 42.500 E 22.997 23.000 23.000 23.003 F 83.950 83.961 83.961 83.972 83.972 83.983 P 3.400		0.039 - 0.061	0.000 - 0.070
404 Pick-Up T4B Diesel	84.00	4	PC 217		A 84.000 84.011 84.011 84.022 84.022 84.033 B 89.955 90.025 C 92.920 92.980	D 41.500 E 22.997 23.000 23.000 23.003 F 83.940 83.951 83.951 83.962 83.962 83.973 P 3.700	L 70.000 Ø 22.992 22.996 22.996 23.000	0.049 - 0.071	
504 GL 1800 c.c. Diesel	84.00	4	PC 235	42520 Diseño W T 1.5 3.40 2.0 3.90 4.0 4.23		D 38.000 E 22.997 23.000 23.000 23.003 F 83.950 83.961 83.961 83.972 83.972 83.983		0.039 - 0.061	

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	Ø (mm)	N							
XC6-A 504 1657 c.c. Diesel	85.00	4	PC 175	48000 Diseño W T 2.0 3.85 2.0 3.80 86LR 4.5 4.15		D 41.500 E 22.997 23.000 23.000 23.003 F 84.950 84.961 84.961 84.972 84.972 84.983 P 3.400		0.039 - 0.061	0.000 - 0.070
XC6-A 504 1657 c.c. Diesel	85.00	4	PC 191		A 85.000 85.011 85.011 85.022 85.022 85.033 B 113.850 114.190 C 88.960 89.010	D 42.300 E 22.997 23.000 23.000 23.003 F 84.950 84.961 84.961 84.972 84.972 84.983 P 3.400	L 70.000 Ø 22.992 22.996 22.996 23.000		
XMA 504 XL/XLE 1838 c.c. Diesel	85.00	4	PC 209			D 38.500 E 22.997 23.000 23.000 23.003 F 84.950 84.961 84.961 84.972 84.972 84.983			

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	Ø (mm)	N							
XCA-A 504 1657 c.c. Diesel	85.00	4	PC 220	48000 Diseño W T 2.0 3.85 2.0 3.80 86LR 4.5 4.15	A 85.000 85.011 85.011 85.022 85.022 85.033 B 89.975 90.025 C 92.920 92.980	D 42.300 E 22.997 23.000 23.000 23.003 F 84.950 84.961 84.961 84.972 84.972 84.983 P 3.400	L 70.000 Ø 22.992 22.996 22.996 23.000	0.039 - 0.061	
XMA 504 XL/XLE 1938 c.c. Diesel	85.00	4	PC 221			D 38.500 E 22.997 23.000 23.000 23.003 F 84.950 84.961 84.961 84.972 84.972 84.983	L 70.000 Ø 22.992 22.996 22.996 23.000		
XN1 504 2000 c.c. 505 SR/GR Diesel	88.00	4	PC 229	42742 Diseño W T 1.5 3.50 2.0 3.80 4.0 4.05	A 88.000 88.011 88.011 88.022 88.022 88.033 B 89.920 89.970 C 92.920 92.980	D 37.900 E 22.997 23.000 23.000 23.003 F 87.925 87.936 87.936 87.947 87.947 87.958 P 1.500	L 74.000 Ø 22.992 22.996 22.996 23.000	0.064 - 0.086	0.070 - 0.140†

†: Conjunta

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	Ø (mm)	N							
XN1 504 GR/SR 505 Break Diesel	88.00	4	PC 246	42742 Diseño W T 1.5 3.50 2.0 3.80 4.0 4.05	A 88.000 88.011 88.011 88.022 88.022 88.033 B 89.920 89.970 C 92.920 92.980	D 37.900 E 22.997 23.000 23.000 23.003 F 87.925 87.936 87.936 87.947 87.947 87.958 P 2.550	L 74.000 Ø 22.992 22.996 22.996 23.000	0.064 - 0.086	0.070 - 0.140†
XN2 504 GR/SR 505 Break Diesel	88.00	4	PC 259			D 37.900 E 22.997 23.000 23.000 23.003 F 87.925 87.936 87.936 87.947 87.947 87.958 P 2.980	L 74.000 Ø 22.992 22.996 22.996 23.000		

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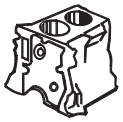
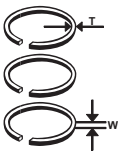
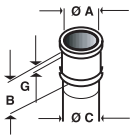
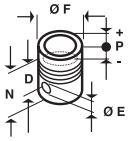
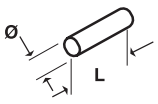
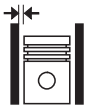
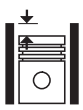
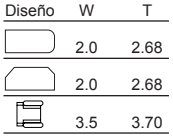
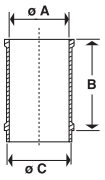
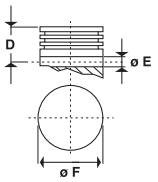
	 Ø (mm)	N							
Dauphine, Gordini, 4L 845 c.c. Diesel	58.00	4	PC 137	41077  Diseño W T 2.0 2.68 2.0 2.68 3.5 3.70	 A 58.000 58.010 58.010 58.020 58.020 58.030 B 111.930 112.020 C 62.400 62.470	 D 30.000 E 13.993 13.996 13.996 13.999 F 57.950 57.960 57.960 57.970 57.970 57.980	L 50.000 Ø 13.992 13.996 13.996 14.000	0.040 - 0.053	0.130 - 0.180

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P = Altura Cabeza o Cámara / Bowl Depth or Dome Height / Profundidade da câmara de combustão

(*) Las letras entre paréntesis representan grupos.
(*) Letters in brackets represent groups.
(*) As letras entre parênteses representam grupos.

	Ø (mm)	N							
4S Modelo 1000 - 847 - 1020 c.c. Diesel	65.00	4	PC 192	48002 Diseño W T 1.75 2.98 2.0 2.98 5/32" 3.75	A 65.000 65.010 65.010 65.020 65.020 65.030 B 94.810 94.850 C 78.410 78.470	D 37.500 E 20.000 20.003 20.003 20.006 F 64.945 64.955 64.955 64.965 64.965 64.975 P 0.900	L 55.000 Ø 19.994 19.997 19.997 20.000	0.045 - 0.065	0.040 - 0.100
4S Modelo 1000 - 847 - 1020 c.c. Diesel	65.00	4	PC 248		A 65.000 65.010 65.010 65.020 65.020 65.030 B 94.810 94.850 C 79.910 79.970				
R4 Modelo 1000 - 847 - 1020 c.c. Diesel	65.00	4	PC 249		A 65.000 65.010 65.010 65.020 65.020 65.030 B 95.005 95.035 C 80.510 80.560	D 37.500 E 20.000 20.003 20.003 20.006 F 64.945 64.955 64.955 64.965 64.965 64.975 P 0.900	L 55.000 Ø 19.994 19.997 19.997 20.000		

Aro / Ring / Anel
T = Espesor Radial / Radial Width / Espessura radial
W = Altura Axial / Axial Height / Altura Axial

Camisa / Liner / Camisa
A = Ø Interior / Inside Diameter / Ø Interno
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C = Ø Pollera / Skirt Diameter / Ø Corpo
G = Altura Pestaña / Flange Height / Altura do colarinho
J = Ø Exterior / Outside Diameter / Ø Externo
K = Largo Total / Total Length / Altura total
M = Pestaña / Flange Diameter / Colarinho

Pistón / Piston / Pistão
D = Altura Compresión / Compression Height / Altura de Compressão
E = Ø Agujero Perno / Pin Diameter / Ø Alojamento do pino
F = Ø Exterior / Piston Diameter / Ø Externo
N = Altura Total / Total Height / Profundidade Total
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	Ø (mm)	N							
R6 1110 c.c. Diesel	68.00	4	PC 193	42713 Diseño W T 1.75 3.10 2.0 3.10 4.0 3.75	A 68.000 68.010 68.010 68.020 68.020 68.030 B 94.810 94.850 C 78.410 78.470	D 37.500 E 20.000 20.003 20.003 20.006 F 67.945 67.955 67.955 67.965 67.965 67.975 P 0.300	L 58.000 Ø 19.994 19.997 19.997 20.000	0.045 - 0.065	0.040 - 0.100
R4 Motor 800 - 1110 c.c. Diesel	68.00	4	PC 269		A 68.000 68.010 68.010 68.020 68.020 68.030 B 95.005 95.035 C 80.510 80.560				
R12 1300 c.c. Diesel	73.00	4	PC 210	42612 Diseño W T 1.75 3.28 2.0 3.28 4.0 3.73	A 73.000 73.010 73.010 73.020 73.020 73.030 B 94.810 94.850 C 78.410 78.470	D 37.500 E 20.000 20.003 20.003 20.006 F 72.945 72.955 72.955 72.965 72.965 72.975	L 62.000 Ø 19.994 19.997 19.997 20.000	0.045 - 0.065	0.040 - 0.120

Aro / Ring / Anel
T = Espesor Radial / Radial Width / Espessura radial
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Pistón / Piston / Pistão
D = Altura Compresión / Compression Height / Altura de Compressão
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	Ø (mm)	N							
Clio RT 1390 c.c. Diesel	75.80	4	PC 302	C83419 Diseño W T 1.5 3.20 1.75 3.20 3.0 3.73	A (**) (v) 75.800 75.810 (a) 75.810 75.820 (r) 75.820 75.830 B 91.505 91.535 C 80.510 80.565 K 129.850 130.150	D 31.700 E 19.010 19.015 F (**) (v) 75.755 75.765 (a) 75.765 75.775 (r) 75.775 75.785	L 60.000 Ø 18.996 19.000	0.035 - 0.055	
R6 GTL 9 TS / GTL 11 TS / GTL 12 GTL / 18 GTL Trafic Motor 1400 - 847 1400 c.c. Diesel	76.00	4	PC 250	42516 Diseño W T 1.75 3.38 2.0 3.38 4.0 3.28	A 76.000 76.010 76.010 76.020 76.020 76.030 B 95.005 95.035 C 80.510 80.560	D 37.500 E 20.003 20.006 20.006 20.009 F 75.955 75.965 75.965 75.975 75.975 75.985	L 64.000 Ø 19.994 19.997 19.997 20.000	0.035 - 0.055	0.040 - 0.120
R12TS Motor 1400 c.c. Diesel	76.00	4	PC 228	42516 Diseño W T 1.75 3.38 2.0 3.38 4.0 3.28	A 76.000 76.010 76.010 76.020 76.020 76.030 B 94.810 94.850 C 79.910 79.970	D 37.500 E 20.003 20.006 20.006 20.009 F 75.955 75.965 75.965 75.975 75.975 75.985	L 64.000 Ø 19.994 19.997 19.997 20.000	0.035 - 0.055	0.040 - 0.120

(**) Las letras entre paréntesis representan colores: (v) verde, (a) azul, (r) rojo
Letters in brackets represent colours: (v) green, (a) blue, (r) red
As letras entre parênteses representam cores: (v) verde, (a) azul, (r) vermelho

Aro / Ring / Anel
T = Espesor Radial / Radial Width / Espessura radial
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Camisa / Liner / Camisa
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Pistón / Piston / Pistão
D = Altura Compresión / Compression Height / Altura de Compressão
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	Ø (mm)	N							
R9 TXE 11 TXE 18 GTS /GTS Break/ LS Motor C2L700 1565 c.c. Diesel	77.00	4	PC 267	43039 Diseño W T 1.75 3.50 2.0 3.50 4.0 4.13	A 77.000 77.010 77.010 77.020 77.020 77.030 B 95.005 95.035 C 81.010 81.064	D 34.000 E 20.003 20.006 20.006 20.009 F 75.955 75.965 75.965 75.975 75.975 75.985 P 1.950	L 64.000 Ø 19.994 19.997 19.997 20.000	0.045 - 0.065	0.020 - 0.090
Trafic Diesel R21 RND 2068 c.c.	86.00	4	PC 283	43414 Diseño W T 2.25 3.70 2.0 3.70 3.0 3.78	A 86.000 86.015 86.015 86.030 B 93.035 93.065 C 93.514 93.564	D 51.000 E 28.005 28.009 F 85.875 85.890 85.890 85.905 P 2.200	L 75.000 Ø 27.997 28.000	0.110 - 0.140	0.050 - 0.120

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	Ø (mm)	N							
R18 TX/GTX Fuego M 2000 1995 c.c. Diesel	88.00	4	PC 245	Y88086 Diseño W T 1.75 3.90 2.0 3.92 4.0 4.20	A 88.000 88.010 88.010 88.020 88.020 88.030 B 93.065 93.095 C 93.510 93.560 K 143.500	D 40.500 E 23.003 23.007 23.007 23.011 F 87.930 87.940 87.940 87.950 87.950 87.960 P 2.300	L 75.000 Ø 22.992 22.996 22.996 23.000	0.060 - 0.080	0.080 - 0.150
Fuego R21 Trafic M 2200 Diesel	88.00	4	PC 270		A 88.000 88.010 88.010 88.020 88.020 88.030 B 93.065 93.095 C 93.510 93.560 K 148.500	D 40.500 E 23.003 23.007 23.007 23.011 F 87.930 87.940 87.940 87.950 87.950 87.960	L 75.000 Ø 22.992 22.996 22.996 23.000		
R21 TXI Inyección 2200 c.c. Diesel	88.00	4	PC 284	Y88393 Diseño W T 1.50 3.90 1.75 3.80 3.00 3.48		D 40.500 E 23.003 23.007 23.007 23.011 F 87.930 87.940 87.940 87.950 87.950 87.960	L 75.000 Ø 22.992 22.996 22.996 23.000		0.050 - 0.120

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	Ø (mm)	N							
D11 - L111 Diesel	127.00 5"	6	PC 239	43164 Diseño W T 3/32" 5.20 3/32" 5.30 3/16" 5.15	A 127.000 127.025 C 139.920 139.960 G 8.190 8.220	D 98.760 E 49.997 50.003 F 126.860 126.880 P 27.060	L 108.000 Ø 49.995 50.000	0.130 - 0.177	0.220 - 0.280
DS11 - LS111 (turbo) - Diesel	127.00 5"	6	PC 240			D 98.760 E 49.997 50.003 F 126.860 126.880 P 27.060	L 108.000 Ø 49.995 50.000		0.220 - 0.280
DS11 - DSC111 - DSI11 (turbo) - Diesel	127.00 5"	6	PC 285	48287 Diseño W T 3.5 5.30 3/32" 5.30 3/16" 5.16	A 127.000 127.025 C 139.920 139.960 G 8.190 8.220	D 98.760 E 49.997 50.003 F 126.870 126.890 P 24.500	L 108.000 Ø 49.995 50.000		0.220 - 0.290

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	Ø (mm)	N							
DS11 - DSC1101 ecológico Diesel	127.00 5"	6	PC 305	48287 Diseño W T 3.50 5.30 3/32" 5.30 3/16" 5.16	A 127.000 127.025 C 139.917 139.957 G 7.890 7.920	D 98.760 E 50.003 50.009 F 126.850 126.870 P 16.520	L 107.700 108.000 Ø 49.995 50.000	0.123 - 0.162	0.220 - 0.280

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	Ø (mm)	N							
Pick up Hi-Lux Diesel 2188 c.c.	90.00	4	PC 251	41358				0.070 - 0.110	0.010 - 0.100

Diseño	W	T
	2.5	4.00
	2.0	3.90
	4.0	4.38

C	94.070	94.090
G	3.530	3.570
K	160.500	
M	100.780	100.820

D	52.200	
E	27.002	27.007
F	89.928	89.943

L	73.800	
Ø	26.994	26.999

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MAHLE

MAHLE	PERFECT CIRCLE
K04010	**COPC266**
K07000	**COPC196(+)**
K07010	**COPC219**
K07030	**COPC280**
K07040	**COPC282**
K10130	**COPC311**
K13603	**COPC286**
K13800	**COPC288**
K18010	**COPC137**
K18020	**COPC192**
K18030	**COPC193**
K18040	**COPC249**
K18050	**COPC245**
K18060	**COPC248**
K18070	**COPC270**
K18120	**COPC269**
K18130	**COPC284**
K18500	**COPC250**
K18510	**COPC228**
K18730	**COPC210**
K18750	**COPC302**
K18771	**COPC267**
K18860	**COPC283**
K25050	**COPC207**
K25150	**COPC208**
K25190	**COPC215NT**
K25220	**COPC148CP**
K25430	**COPC211**
K25440	**COPC214**
K25480	**COPC238**
K25490	**COPC243**
K43000	**COPC201**
K43020	**COPC213**
K43030	**COPC225**
K44140	**COPC150**
K44145	**COPC175**
K44148	**COPC176**
K44150	**COPC190**
K44152	**COPC191**
K44155	**COPC209**
K44158	**COPC217**
K44160	**COPC220**
K44162	**COPC221**
K44165	**COPC229**
K44168	**COPC235**
K44170	**COPC246**
K44172	**COPC259**
K44175	**COPC287**
K44178	**COPC289**
K44180	**COPC296**
K44182	**COPC297**
K44185	**COPC298**
K44520	**COPC312**
K48930	**COPC304**
K48940	**COPC303**
K50020	**COPC187**
K50030	**COPC202**
K50040	**COPC223**
K50050	**COPC241**

MAHLE	PERFECT CIRCLE
K50060	**COPC242**
K50120	**COPC268**
K57110	**COPC262**
K57130	**COPC263CP**
K57140	**COPC265**
K57160	**COPC281**
K57190	**COPC261CP**
K57210	**COPC263SP**
K57300	**COPC290**
K57320	**COPC291**
K57400	**COPC301**
K57850	**COPC300**
K59201	**COPC278**
K63020	**COPC251**
K66000	**COPC188**
K73010	**COPC134**
K73020	**COPC153**
K76320	**COPC239**
K76340	**COPC240**
K76520	**COPC285**
K76560	**COPC305**

PERFECT CIRCLE	MAHLE
COPC266	K04010
COPC196(+)	K07000
COPC219	K07010
COPC280	K07030
COPC282	K07040
COPC311	K10130
COPC286	K13603
COPC288	K13800
COPC137	K18010
COPC192	K18020
COPC193	K18030
COPC249	K18040
COPC245	K18050
COPC248	K18060
COPC270	K18070
COPC269	K18120
COPC284	K18130
COPC250	K18500
COPC228	K18510
COPC210	K18730
COPC302	K18750
COPC267	K18771
COPC283	K18860
COPC207	K25050
COPC208	K25150
COPC215NT	K25190
COPC148CP	K25220
COPC211	K25430
COPC214	K25440
COPC238	K25480
COPC243	K25490
COPC201	K43000
COPC213	K43020
COPC225	K43030
COPC150	K44140
COPC175	K44145
COPC176	K44148
COPC190	K44150
COPC191	K44152
COPC209	K44155
COPC217	K44158
COPC220	K44160
COPC221	K44162
COPC229	K44165
COPC235	K44168
COPC246	K44170
COPC259	K44172
COPC287	K44175
COPC289	K44178
COPC296	K44180
COPC297	K44182
COPC298	K44185
COPC312	K44520
COPC304	K48930
COPC303	K48940
COPC187	K50020
COPC202	K50030
COPC223	K50040
COPC241	K50050

PERFECT CIRCLE	MAHLE
COPC242	K50060
COPC268	K50120
COPC262	K57110
COPC263CP	K57130
COPC265	K57140
COPC281	K57160
COPC261CP	K57190
COPC263SP	K57210
COPC290	K57300
COPC291	K57320
COPC301	K57400
COPC300	K57850
COPC278	K59201
COPC251	K63020
COPC188	K66000
COPC134	K73010
COPC153	K73020
COPC239	K76320
COPC240	K76340
COPC285	K76520
COPC305	K76560

PERFECT CIRCLE®

Indice por aplicación

Configuración de las páginas y claves de los números de artículos

CHEVROLET 1 MAHLE

2	3 Ø (mm)	4 N	5	6	7	8	9
Corsa 1600 c.c. nafta inyección	79.0	4	SC 2179	48420 Diseño W T 1.20 3.10 1.50 3.35 3.0 3.48	D 28.000 E 18.010 18.015 F 78.960 78.970 78.970 78.980 P 1.600	L 55.000 Ø 17.995 18.000	STD 0.5
Corsa 1700 c.c. Diesel	79.0	4	SC 2479	43517 Diseño W T 2.0 3.10 1.5 3.35 3.0 3.77	D 39.500 E 25.006 25.010 F (*) (A) 78.950 78.960 (B) 78.960 78.970 P 1.400	L 64.000 Ø 24.996 25.000	STD
Chevette 1600 c.c.	82.0	4	SC 2582	41141			STD 0.5

1. Fabricante
2. Motor
   - Datos del motor
   - Vehículos
3. Diámetro nominal del cilindro
4. Número del cilindro
5. Código de identificación
6. Aros de pistón
7. Pistón
8. Perno de pistón
9. Sobremedidas

Application index

Page structure and decoding of part numbers

CHEVROLET 1 MAHLE

2	3 Ø (mm)	4 N	5	6	7	8	9
Corsa 1600 c.c. nafta inyección	79.0	4	SC 2179	48420 Diseño W T 1.20 3.10 1.50 3.35 3.0 3.48	D 28.000 E 18.010 18.015 F 78.960 78.970 78.970 78.980 P 1.600	L 55.000 Ø 17.995 18.000	STD 0.5
Corsa 1700 c.c. Diesel	79.0	4	SC 2479	43517 Diseño W T 2.0 3.10 1.5 3.35 3.0 3.77	D 39.500 E 25.006 25.010 F (*) (A) 78.950 78.960 (B) 78.960 78.970 P 1.400	L 64.000 Ø 24.996 25.000	STD
Chevette 1600 c.c.	82.0	4	SC 2582	41141			STD 0.5

1. Manufacture
2. Engine name
   Engine data
   Vehicles
3. Nominal diameter of cylinder
4. Number of cylinder
5. Identification code
6. Piston ring
7. Piston
8. Piston pin
9. Oversizes

Índice por aplicação

Estrutura da página e decodificação dos códigos das peças

CHEVROLET 1 MAHLE

2	3 Ø (mm)	4 N	5	6	7	8	9
Corsa 1600 c.c. nafta inyección	79.0	4	SC 2179	48420 Diseño W T 1.20 3.10 1.50 3.35 3.0 3.48	D 28.000 E 18.010 18.015 F 78.960 78.970 78.970 78.980 P 1.600	L 55.000 Ø 17.995 18.000	STD 0.5
Corsa 1700 c.c. Diesel	79.0	4	SC 2479	43517 Diseño W T 2.0 3.10 1.5 3.35 3.0 3.77	D 39.500 E 25.006 25.010 F (*) (A) 78.950 78.960 (B) 78.960 78.970 P 1.400	L 64.000 Ø 24.996 25.000	STD
Chevette 1600 c.c.	82.0	4	SC 2582	41141			STD 0.5

1. Fabricante
2. Motor
   - Dados do motor
   - Veículos
3. Diâmetro nominal do cilindro
4. Número de cilindro
5. Código de identificação
6. Anel de pistão
7. Pistão
8. Pino do pistão
9. Medidas

	Ø (mm)	N					
1598 c.c. 16 V Corsa 1.6 Nafta	79.00	4	SC 2579	48421 Diseño W T 1.20 3.05 1.50 3.40 2.50 3.45	D 28.000 E 18.010 18.015 F (*) (A) 78.960 78.970 (B) 78.970 78.980 P 1.900 Obs.: La altura de compresión "D" de la sobremedida +0.50 es 27.70 mm	L 55.000 Ø 17.995 18.000	STD
Corsa 1600 c.c. nafta inyección	79.00	4	SC 2179	48420 Diseño W T 1.20 3.20 1.50 3.40 3.0 3.75	D 28.000 E 18.010 18.015 F 78.960 78.970 78.970 78.980 P 1.600	L 55.000 Ø 17.995 18.000	STD 0.5
Corsa 1700 c.c. Diesel	79.00	4	SC 2479	43517 Diseño W T 2.0 3.10 1.5 3.40 3.0 3.45	D 39.500 E 25.006 25.010 F (*) (A) 78.950 78.960 (B) 78.960 78.970 P 1.400	L 64.000 Ø 24.996 25.000	STD 0.5

Aro / Ring / Anel
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Nota: los valores de "F" corresponden a la medida standard. Si no es Standard sumar la sobremedida. Ejemplo: Si Ø F (std)=89.274 a 89.284 y sobremedida .020" (0.508 mm), resulta Ø F (sm)=89.782 a 89.792 / Note: The "F" value corresponds to standard size. In case of oversizes the "F" value results adding to the given values the corresponding oversize. / Nota: Os valores de "F" correspondem à medida standard. Os valores de "F" para sobremedidas se obtêm somando-se aos valores dados a sobremedida respectiva.

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	Ø (mm)	N					
Chevette 1600 c.c. - Nafta	82.00	4	SC 2582	41141 Diseño W T 2.0 3.62 2.0 3.62 4.0 4.11	D 33.250 E 23.000 23.003 23.003 23.006 F 81.945 81.955 81.955 81.965 81.965 81.975 P 3.000	L 70.000 Ø 22.995 23.000	STD 0.5
Astra 2.0 TD 8 válvulas Motor X20DTL TC= 18,7:1 Diesel	84.00	4	SC 2184	48252 Diseño W T 2.00 3.60 1.75 3.60 3.00 3.75	D 45.800 E 29.013 F 83.500 83.930 P 14.900	L 68.000 Ø 29.013	STD 0.5
Monza 2.0 (relación de compresión 8.8:1) Nafta	85.98	4	SC 2085	41470 Diseño W T 1.50 3.70 1.50 3.70 3.0 3.48	D 30.000 E 21.008 21.012 F 85.970 85.980 85.980 85.990 P 3.300	L 61.500 Ø 20.994 20.997	STD 0.5

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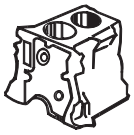
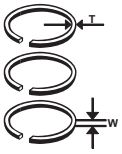
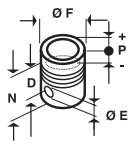
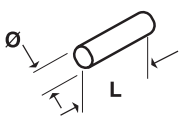
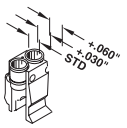


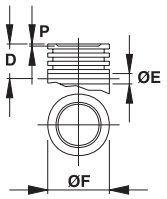
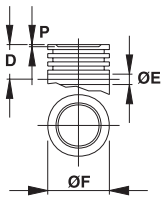
Ø (mm) | N









	Ø (mm)	N					
230 baja compresión Vehicular Pick up Nafta	(98.42) 3 7/8"	6	SC 2398	40514 Diseño W T 5/64" 4.93 5/64" 4.93 3/16" 4.60	 D 45.720 E 23.551 23.553 23.553 23.556 F(*) (6) 98.392 98.399 (7) 98.399 98.407 (8) 98.407 98.415 (9) 98.415 98.422 (10) 98.422 98.430 P 5.840	L 76.400 Ø 23.545 23.548 23.548 23.551	STD .030" .040"
250 alta compresión Vehicular Nafta	(98.42) 3 7/8"	6	SC 2598	40514 Diseño W T 5/64" 4.93 5/64" 4.93 3/16" 4.60	 D 42.160 E 23.551 23.553 23.553 23.556 F (*) (6) 98.392 98.399 (7) 98.399 98.407 (8) 98.407 98.415 (9) 98.415 98.422 (10) 98.422 98.430 P 3.250	L 76.400 Ø 23.545 23.548 23.548 23.551	STD .030" .040"

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	Ø (mm)	N					
BERLINGO Motor DW8 - 1868 cc - Diesel aspirado	82.20	4	SC 2482	48439 Diseño W T 2.00 3.60 2.00 3.60 3.00 3.75	D 46.700 E 25.003 25.008 F (*) (A) 82.120 82.130 (B) 82.130 82.140 P 1.300	L 66.000 Ø 24.995 25.000	STD 0.5
ZX / XANTIA XIGA / BERLINGO Motor XUD9 - 1905 cc. Diesel	83.00	4	SC 2083	43186 Diseño W T 2.00 3.55 2.00 3.55 3.00 3.75	D 46.800 E 25.003 25.008 F 82.921 82.939 P 2.200	L 72.000 Ø 24.995 24.999	STD 0.5
ZX / XANTIA / EVASION Diesel Motor XUD9 TE/TF - 1905 cc. Diesel	83.00	4	SC 2183	43546 Diseño W T 3.50 3.60 2.00 3.72 3.00 3.47	D 46.800 E 28.005 28.010 F 82.910 82.920 82.920 82.930 P 2.200	L 68.000 Ø 27.995 28.000	STD 0.5

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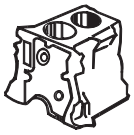
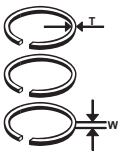
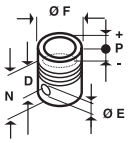
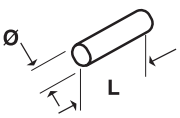
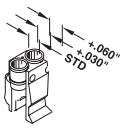


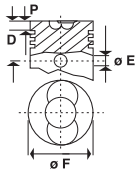
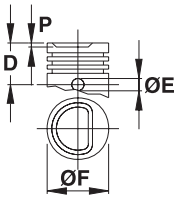
Ø (mm)	N









	Ø (mm)	N						
BERLINGO / C5 / C8 / EVASION / JUMPER / JUMPY / XANTIA / XSARA / XSARA PICASSO (Versiones HDi) Motor DW10TD/ DW10ATDE 1997cc. Nafta	85.00	4	SC 2185	48440				STD
				Diseño W T				
				3.5 3.70	D 46.750		L 70.000	
				2.0 3.69	E 28.005	28.010	Ø 27.995	28.000
				3.0 3.77	F (*)			
					(A) 84.900	84.910		
					(B) 84.910	84.920		
XANTIA / XSARA 2.0 L. Nafta Motor XU 10 J2 - 1998 cc	86.00	4	SC 2986	Y88394				STD 0.6
				Diseño W T				
				1.50 3.70	D 40.000		L 62.000	
				1.75 3.70	E 22.010	22.015	Ø 21.996	22.000
				3.0 3.45	F (*)			
					(A) 85.957	85.967		
					(B) 85.967	85.977		
					P 5.020			

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	Ø (mm)	N					
1800 c.c. (relación de compresión 8.5:1) Nafta	(86.12) 3.391"	4	SC 2586	41103 Diseño W T 5/64" 3.91 5/64" 4.29 5/32" 4.13	D 44.030 E 23.817 23.820 23.820 23.822 F (*) (A) 86.048 86.058 (B) 86.058 86.068 (C) 86.068 86.078 (D) 86.078 86.088 (E) 86.088 86.098 P 1.650	L 74.500 Ø 23.812 23.815 23.815 23.818	STD .030" .040"
1500 c.c. (relación de compresión 8:1) Nafta	(86.12) 3.391"	4	SC 2486	41103 Diseño W T 5/64" 3.91 5/64" 4.29 5/32" 4.13	D 44.030 E 23.817 23.820 E 23.820 23.822 F (*) (A) 86.048 86.058 (B) 86.058 86.068 (E) 86.068 86.078 (D) 86.078 86.088 (E) 86.088 86.098 P 2.100	L 74.500 Ø 23.812 23.815 23.815 23.818	STD .030" .040"

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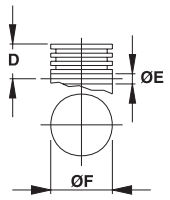
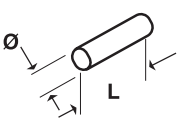
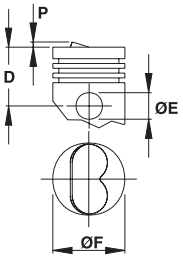
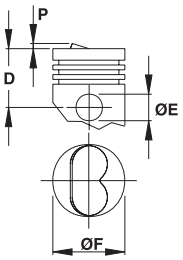
	Ø (mm)	N					
750 c.c./600 c.c. Nafta	62.00	4	SC 2062	40511 Diseño W T 2.0 2.90 2.0 2.88 5/32" 3.75	 D 30.750 E 19.985 19.990 F (*) (A) 61.934 61.944 (B) 61.944 61.954 (C) 61.954 61.964	 L 51.000 Ø 19.990 19.995	STD 0.6 1.0
147 TRD Duna SD Fiorino SDL 1300 c.c. Diesel	76.00	4	SC 2076	48193 Diseño W T 2.5 3.38 2.0 3.20 3.0 3.75	 D 47.150 E 22.002 22.007 F (*) (A) 75.950 75.960 (B) 75.960 75.970 (C) 75.970 75.980 (D) 75.980 75.990 (E) 75.990 76.000 P 4.900	L 64.500 Ø 21.995 21.999	STD 0.4 0.6 1.0
147 TRD Duna SD Fiorino SDL 1300 c.c. Diesel	76.00	4	SC 2076-PB	48193 Diseño W T 2.5 3.38 2.0 3.20 3.0 3.75			

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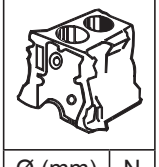
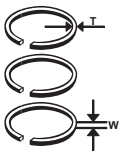
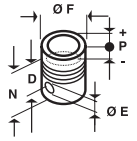
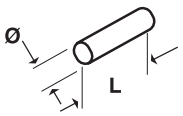
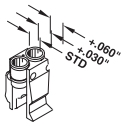


Ø (mm)	N







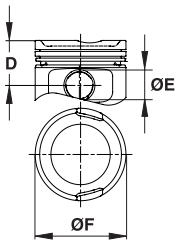


Motor MPI 1300 c.c. Nafta

Ø (mm)	N		STD
76.00	4	SC 2176	

46084

Diseño	W	T
	1.50	3.30
	1.50	3.30
	3.00	3.48



D	37.000	
E	22.002	22.007
F	75.960	75.970
	75.970	75.980
	75.980	75.990
(A)	75.960	75.960
(B)	75.960	75.960
(C)	75.960	75.960

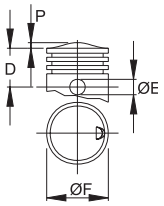
L	55.000	
Ø	21.995	21.999

1500 c.c. Berlina Familiar Coupé Multicarga Nafta

Ø (mm)	N		STD
77.00	4	SC 2077	

40489

Diseño	W	T
	2.0	3.48
	2.0	3.30
	5/32"	4.20



D	36.500	
E	21.998	22.001
	22.001	22.004
F	(*)	
(A)	76.960	76.970
(B)	76.970	76.980
(C)	76.980	76.990
P	6.400	

L	65.800	
Ø	21.991	21.994
	21.994	21.997

Aro / Ring / Anel
T = Espesor Radial / Radial Width / Espessura radial
W = Altura Axial / Axial Height / Altura Axial

Pistón / Piston / Pistão
D = Altura Compresión / Compression Height / Altura de Compressão
E = Ø Agujero Perno / Pin diameter / Ø alojamento do pino
F = Ø Exterior / Piston Diameter / Ø Externo

N = Altura Total / Total Height / Altura Total
P = Altura Cabeza o Cámara / Bowl Depth or Dome Height / Profundidade da câmara de combustão

Nota: los valores de "F" corresponden a la medida standard. Si no es Standard sumar la sobremedida. Ejemplo: Si Ø F (std)=89.274 a 89.284 y sobremedida .020" (0.508 mm), resulta Ø F (sm)=89.782 a 89.792 / Note: The "F" value corresponds to standard size. In case of oversizes the "F" value results adding to the given values the corresponding oversize. / Nota: Os valores de "F" correspondem à medida standard. Os valores de "F" para sobremedidas se obtêm somando-se aos valores dados a sobremedida respectiva.

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	Ø (mm)	N					
1600 c.c. Berlina Familiar Multicarga Nafta	78.00	4	SC 2078	48001 Diseño W T 2.0 3.48 2.0 3.30 5/32" 3.85	D 36.800 E 21.998 22.001 22.001 22.004 F (*) (A) 77.950 77.960 (B) 77.960 77.970 (C) 77.970 77.980 P 2.200	L 65.800 Ø 21.991 21.994 21.994 21.997	STD
125 Multicarga Berlina Familiar Nafta	80.00	4	SC 2180	42341 Diseño W T 1.5 3.48 2.0 3.48 5/32" 4.13	D 37.750 E 21.984 21.988 21.988 21.992 F (*) (A) 79.920 79.930 (B) 79.930 79.940 (C) 79.940 79.950 (D) 79.950 79.960 (E) 79.960 79.970 P 4.500	L 71.000 Ø 21.970 21.974 21.974 21.978	STD 0.6 1.0

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Pistón / Piston / Pistão
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(*) Letters or numbers in brackets represent groups.
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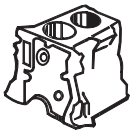
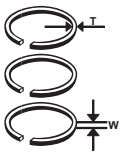
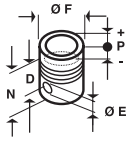
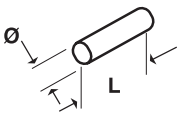
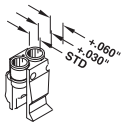


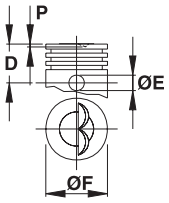
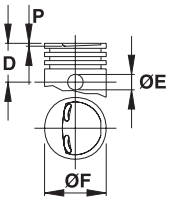
Ø (mm) | N









	Ø (mm)	N					
128 1100 c.c. Berlina CL5 Spazio Nafta	80.00	4	SC 2080	42341 Diseño W T 1.5 3.48 2.0 3.48 5/32" 4.13	 D 34.700 E 21.984 21.988 21.988 21.992 F (*) (A) 79.940 79.950 (B) 79.950 79.960 (C) 79.960 79.970 (D) 79.970 79.980 (E) 79.980 79.990 P 0.600	L 71.000 Ø 21.970 21.974 21.974 21.978	STD 0.6 1.0
TIPO 1400 c.c. (Pistón para alto nivel de octanos) Duna (hasta 1993) Uno Nafta	80.50	4	SC 2380	C88316 Diseño W T 1.50 3.45 1.75 3.45 3.0 3.80	 D 33.300 E 21.997 22.001 F (*) (A) 80.460 80.470 (B) 80.470 80.480 (C) 80.480 80.490 (D) 80.490 80.500 (E) 80.500 80.510 P 2.900	L 58.200 Ø 21.990 21.995	STD 0.8 1.0

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Pistón / Piston / Pistão
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E = Ø Agujero Perno / Pin diameter / Ø alojamento do pino
F = Ø Exterior / Piston Diameter / Ø Externo

N = Altura Total / Total Height / Altura Total
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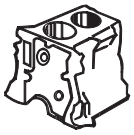
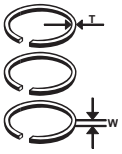
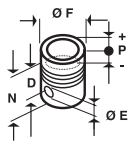
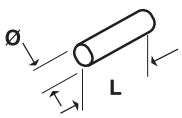
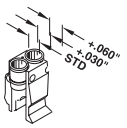


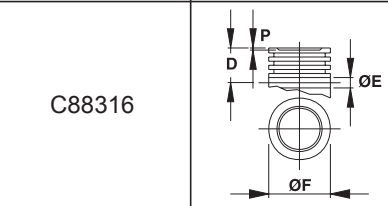
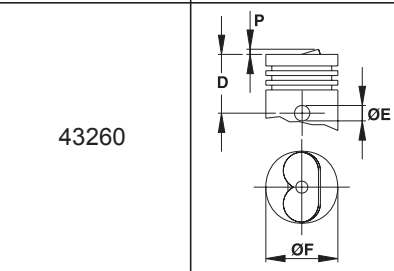
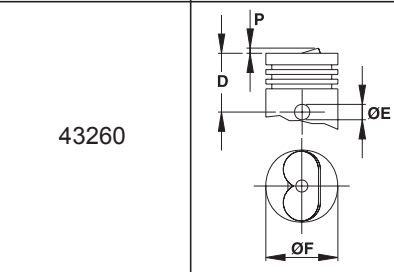
Ø (mm) | N









TIPO 1400 c.c. (Pistón para bajo nivel de octanos) Fiorino Vivace Spazio Nafta	80.50	4	SC 2280	C88316  Diseño W T 1.50 3.45 1.75 3.45 3.0 3.80	 D 33.300 E 21.997 22.001 F (*) (A) 80.460 80.470 (B) 80.470 80.480 (C) 80.480 80.490 (D) 80.490 80.500 (E) 80.500 80.510 P 3.750	L 58.200 Ø 21.990 21.995	STD 0.8 1.0
Diesel 1700/1900 c.c. aspiración normal Duna SDL/SDR Weekend SDL Ducato	82.60	4	SC 2082	43260  Diseño W T 2.5 3.55 2.0 3.55 3.0 3.78	 D 42.800 E 24.994 24.999 F (*) (A) 82.520 82.530 (B) 82.530 82.540 (C) 82.540 82.550 P 2.500	L 69.400 Ø 24.987 24.991	STD 0.8 0.6
Diesel 1700/1900 c.c. aspiración normal Duna SDL/SDR Weekend SDL Ducato	82.60	4	SC 2082-PB	43260  Diseño W T 2.5 3.55 2.0 3.55 3.0 3.78	 D 42.300		

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	Ø (mm)	N					
Palio Siena 1700 c.c. Diesel turbo	82.60	4	SC 2382	48411 Diseño W T 3.0 3.55 2.0 3.50 3.0 3.78	D 42.800 E 25.994 25.999 F (*) (A) 82.530 82.540 (B) 82.540 82.550 (C) 82.550 82.560 P 2.600	L 69.400 Ø 25.987 25.991	STD 0.4
128 1300 c.c. Sedan Coupe Nafta	86.00	4	SC 2086	42822 Diseño W T 1.5 3.82 2.0 3.82 5/32" 3.56	D 34.700 E 21.996 21.999 21.999 22.002 F (*) (A) 85.920 85.930 (B) 85.930 85.940 (C) 85.940 85.950 (D) 85.950 85.960 (E) 85.960 85.970 P 0.600	L 69.000 Ø 21.991 21.994 21.994 21.997	STD 0.6 1.0

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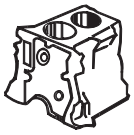
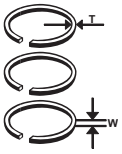
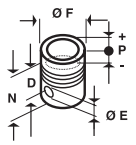
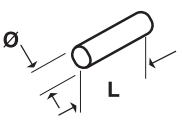
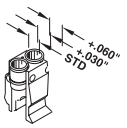


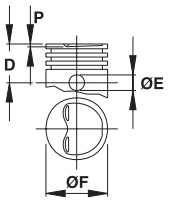
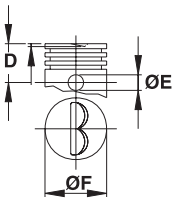
Ø (mm) | N









Uno Duna 1600 c.c. Nafta	86.40	4	SC 2386	C88317 Diseño W T 1.5 3.55 1.75 3.70 3.0 3.68	 D 33.300 E 21.997 22.001 F (*) (A) 86.360 86.370 (B) 86.370 86.380 (C) 86.380 86.390 (D) 86.390 86.400 (E) 86.400 86.410 P 2.300	L 63.200 Ø 21.991 21.995	STD 0.6
128 1300 c.c. Europa Nafta	86.40	4	SC 2186	43088 Diseño W T 1.5 3.62 2.0 3.82 5/32" 3.23	 D 34.700 E 21.996 21.999 21.999 22.002 F (*) (A) 86.320 86.330 (B) 86.330 86.340 (C) 86.340 86.350 (D) 86.350 86.360 (E) 86.360 86.370	L 69.000 Ø 21.991 21.994 21.994 21.997	STD 0.6 1.0

Aro / Ring / Anel
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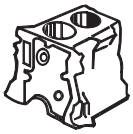
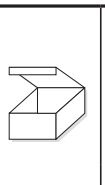
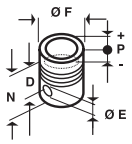
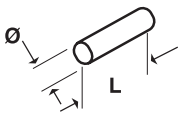
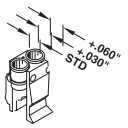


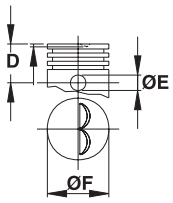
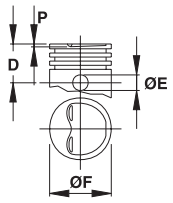
Ø (mm)	N









128 1500 c.c. Regatta 85 Nafta	86.40	4	SC 2286	43088			STD 0.6 1.0
Palio Siena 1600 c.c. 8 válvulas (2 por cilindro) Nafta	86.40	4	SC 2686	C88317			STD 0.6

Diseño	W	T
	1.5	3.62
	2.0	3.82
	5/32"	3.23

D	34.900	
E	21.996	21.999
	21.999	22.002
F	(*)	
(A)	86.360	86.370
(B)	86.370	86.380
(C)	86.380	86.390
(D)	86.390	86.400
(E)	86.400	86.410

L	69.000	
Ø	21.991	21.994
	21.994	21.997

Diseño	W	T
	1.5	3.55
	1.75	3.70
	3.0	3.68

D	33.300	
E	21.997	22.001
F	(*)	
(A)	86.360	86.370
(B)	86.370	86.380
(C)	86.380	86.390
(D)	86.390	86.400
(E)	86.400	86.410
P	2.300	

L	63.200	
Ø	21.991	21.994

Aro / Ring / Anel
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Pistón / Piston / Pistão
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E = Ø Agujero Perno / Pin diameter / Ø alojamento do pino
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N = Altura Total / Total Height / Altura Total
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Nota: los valores de "F" corresponden a la medida standard. Si no es Standard sumar la sobremedida. Ejemplo: Si Ø F (std)=89.274 a 89.284 y sobremedida .020" (0.508 mm), resulta Ø F (sm)=89.782 a 89.792 / Note: The "F" value corresponds to standard size. In case of oversizes the "F" value results adding to the given values the corresponding oversize. / Nota: Os valores de "F" correspondem à medida standard. Os valores de "F" para sobremedidas se obtêm somando-se aos valores dados a sobremedida respectiva.

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(*) Letters or numbers in brackets represent groups.
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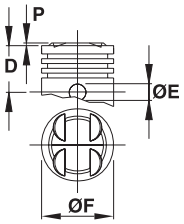
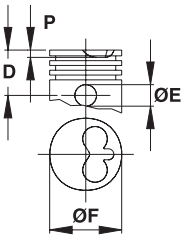
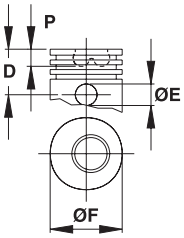
	Ø (mm)	N					
Palio Siena 1600 c.c. 16 válvulas (4 por cilindro) Motor Torque Nafta	86.40	4	SC 2786	C86083 Diseño W T 1.5 3.55 1.5 3.70 3.0 3.68	 D 34.200 E 21.997 22.001 F (*) (A) 86.350 86.360 (B) 86.360 86.370 (C) 86.370 86.380 P 0.250	L 56.000 Ø 21.991 21.995	STD 0.6
Ducato 2500 c.c. Diesel	93.00	1	SC 2393	48445 Diseño W T 3.0 4.00 2.0 3.95 3.0 3.78	 D 54.000 E 32.003 32.008 F (*) (A) 92.930 92.940 (B) 92.940 92.950 P 2.200	L 74.400 Ø 31.995 32.000	STD 0.4 0.6
DUCATO-IVECO DAILY 2.8 TD Motor 8140.23.3700/3761/3801/3861 Euro 2. TC=18.5:1. Diesel	94.40	4	SC 2494	48431 Diseño W T 3.00 3.95 2.00 4.05 3.00 3.80	 D 58.750 E 32.007 32.012 F 93.750 93.790 P 19.35	L 78.000 Ø 32.007 32.012	STD 0.4 0.6

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E = Ø Agujero Perno / Pin diameter / Ø alojamento do pino
F = Ø Exterior / Piston Diameter / Ø Externo

N = Altura Total / Total Height / Altura Total
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	Ø (mm)	N					
Fiat 150 Turbo Iveco 3.9L 60.11, 65.12, 79.12 Motor: 8040.25.600 TC= 16,5:1 Diesel	104.00	4	SC 2105	43237 Diseño W T 3.00 4.40 2.50 4.40 4.00 4.38	D 65.150 E 37.993 38.000 F 103.851 103.869 P 22.500	L 85.000 Ø 37.984 37.990	STD
619 N1 T697NT Diesel	137.00	1	SC 2037B	42701 Diseño W T 4.0 5.60 3.0 5.32 3.0 5.30 5.5 5.48	D 92.000 E 48.000 48.006 F 136.793 136.817 (B) P 34.200	L 117.500 Ø 47.995 48.000	STD

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Nota: los valores de "F" corresponden a la medida standard. Si no es Standard sumar la sobremedida. Ejemplo: Si Ø F (std)=89.274 a 89.284 y sobremedida .020" (0.508 mm), resulta Ø F (sm)=89.782 a 89.792 / Note: The "F" value corresponds to standard size. In case of oversizes the "F" value results adding to the given values the corresponding oversize. / Nota: Os valores de "F" correspondem à medida standard. Os valores de "F" para sobremedidas se obtêm somando-se aos valores dados a sobremedida respectiva.

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	Ø (mm)	N					
Fiesta 1300 c.c. Nafta	73.94	4	SC 2073	43136 Diseño W T 1.6 2.95 2.0 3.28 4.0 3.45	D 39.150 E 20.645 20.650 F (*) (A) 73.930 73.940 (B) 73.940 73.950 (C) 73.950 73.960 P 3.270	L 63.500 Ø 20.625 20.630	STD 0.5 (**) 1.0 (**)
Fiesta Ka Motor EFI 1300 c.c. Nafta	73.97	4	SC 2173	43359 Diseño W T 1.5 3.0 1.75 3.10 3.0 2.94	D 29.400 E 18.040 18.045 F (*) (A) 73.930 73.940 (B) 73.940 73.950 (C) 73.950 73.960	L 64.000 Ø 18.030 18.034	STD 0.5
Motor Zetec 1796 c.c. 16V Nafta	80.60	4	SC 2680	48398 Diseño W T 1.50 3.45 1.60 3.40 2.50 3.20	D 33.200 E 20.638 20.643 F (*) (A) 80.560 80.570 (B) 80.570 80.580 (C) 80.580 80.590	L 63.500 Ø 20.625 20.630	STD 0.5

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E = Ø Agujero Perno / Pin diameter / Ø alojamento do pino
F = Ø Exterior / Piston Diameter / Ø Externo
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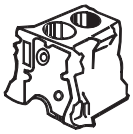
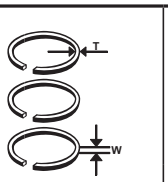
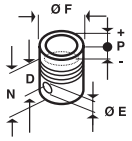
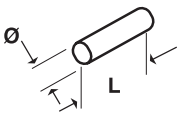
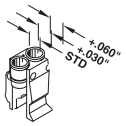
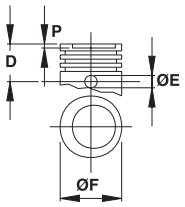
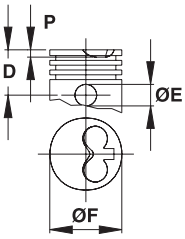
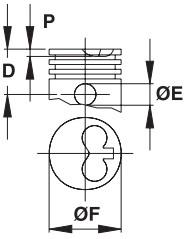










	Ø (mm)	N					
Motor Rocam 1600 c.c. 8V Nafta	82.07	4	SC 2782	48505 Diseño W T 1.2 3.25 1.5 3.55 2.0 2.44	 D 24.850 E 18.045 18.050 F (*) (A) 82.020 82.030 (B) 82.030 82.040	L 62.900 Ø 18.030 18.034	STD 0.5
FOCUS - MONDEO 1753 c.c. Diesel	82.50	4	SC 2682	43480 Diseño W T 2.50 3.50 2.00 3.40 3.00 3.70	 D 45.700 E 26.008 26.012 F (*) (A) 82.475 82.485 (B) 82.485 82.495 P 1.60	L 69.000 Ø 25.995 26.000	STD
Fiesta diesel Motor 1800 c.c.	82.51	4	SC 2282	43434 Diseño W T 2.0 3.55 2.0 3.55 3.0 3.68	 D 45.700 E 26.008 26.012 F (*) (A) 82.475 82.485 (B) 82.485 82.495 P 1.600	L 59.000 Ø 25.996 26.000	STD 0.5

Aro / Ring / Anel
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Pistón / Piston / Pistão
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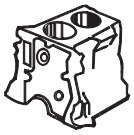
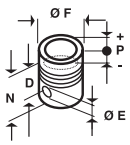
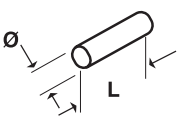
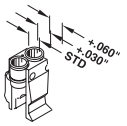
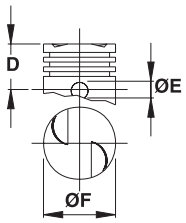
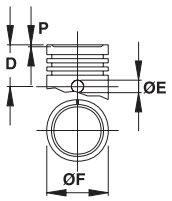


Ø (mm)	N







Taunus L/GXL 2000 c.c. Nafta	89.32	4	SC 2089	48043			STD .030" .040"
221 B/C Falcon F100 Pick-up Nafta	93.47 (3.680")	6	SC 2093	40565			STD .030" .040"

48043

Diseño	W	T
	5/64"	4.19
	5/64"	4.19
	3/16"	4.61

D	40.600	
E	(*)	
(R)	23.170	23.172
(A)	23.172	23.174
(F)	(*)	
(1)	89.274	89.284
(2)	89.284	89.294
(3)	89.294	89.304
(4)	89.304	89.314

L	77.000	
Ø	(*)	
	23.165	23.167
	23.167	23.170

40565

Diseño	W	T
	5/64"	4.40
	5/64"	4.50
	3/16"	4.61

D	37.800	
E	(*)	
(R)	23.170	23.172
(A)	23.172	23.174
(F)	(*)	
(1)	93.430	93.440
(2)	93.440	93.450
(3)	93.450	93.460
P	3.000	

L	77.000	
Ø	(*)	
	23.165	23.167
	23.167	23.170

(R) rojo / red / vermelho (A) amarillo / yellow / amarelo

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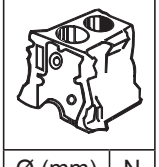
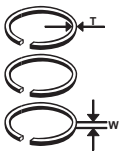
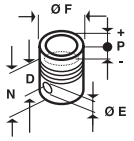
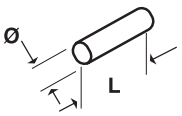
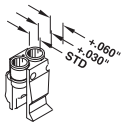
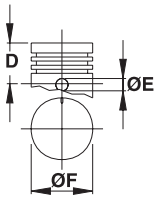
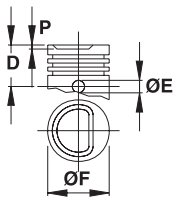










	Ø (mm)	N					
221 A/C Falcon Fairlane Nafta	93.47 (3.680")	6	SC 2193	40565 Diseño W T 5/64" 4.40 5/64" 4.50 3/16" 4.61	 D 37.800 E (*) (R) 23.170 23.172 (A) 23.172 23.174 (F) (*) (1) 93.430 93.440 (2) 93.440 93.450 (3) 93.450 93.460	L 77.000 Ø (*) 23.165 23.167 23.167 23.170	STD .030" .040"
221 Econo Max Falcon F100 Ranchera 3600 c.c. Nafta	93.47 (3.680")	6	SC 2293	48379 Diseño W T 5/64" 4.40 5/64" 4.40 4.0 4.23	 D 39.600 E (*) (R) 23.174 23.177 (A) 23.177 23.180 (F) (*) (1) 93.432 93.442 (2) 93.442 93.452 (3) 93.452 93.462 (4) 93.462 93.472 P 6.600	L 77.000 Ø (*) 23.166 23.169 23.169 23.172	STD .030" .040"

(R) rojo / red / vermelho (A) amarillo / yellow / amarelo

Aro / Ring / Anel
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Nota: los valores de "F" corresponden a la medida standard. Si no es Standard sumar la sobremedida. Ejemplo: Si Ø F (std)=89.274 a 89.284 y sobremedida .020" (0.508 mm), resulta Ø F (sm)=89.782 a 89.792 / Note: The "F" value corresponds to standard size. In case of oversizes the "F" value results adding to the given values the corresponding oversize. / Nota: Os valores de "F" correspondem à medida standard. Os valores de "F" para sobremedidas se obtêm somando-se aos valores dados a sobremedida respectiva.

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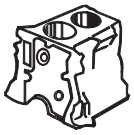
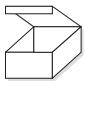
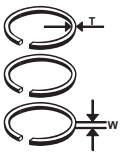
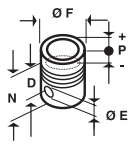
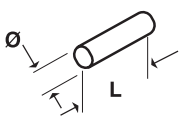


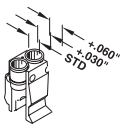
Ø (mm)	N

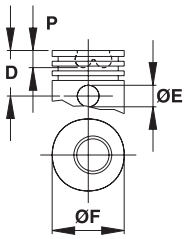
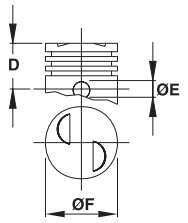










Transit Diesel 2496 c.c.	93.67	4	SC 2067	48437 Diseño W T 2.5 3.90 2.0 3.95 4.0 4.18	 D 59.500 E 29.008 29.012 F (*) (A) 93.580 93.590 (B) 93.590 93.600 P 18.000		L 76.700 77.000 Ø 28.992 28.997		STD
Taunus GXL-GT/Ghia Sierra Ghia-Cupe XR4 Falcon 2300 c.c. Nafta	96.00	4	SC 2096	41097 Diseño W T 5/64" 4.50 5/64" 4.50 3/16" 4.62	 D 40.600 E (*) (R) 23.170 23.172 (A) 23.172 23.174 (F) (*) (1) 95.954 95.964 (2) 95.964 95.974 (3) 95.974 95.984 (4) 95.984 95.994 (5) 95.994 96.004 (6) 96.004 96.014		L 77.000 Ø (*) 23.165 23.167 23.167 23.170		STD .030" .040"

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	Ø (mm)	N					
Motor XD2-4, 94 2304 c.c. Diesel	94.00	4	SC 2094	43030 Diseño W T 2.0 4.20 2.0 4.20 4.0 4.28	D 57.400 E 30.003 30.008 F (*) (A) 93.855 93.870 (B) 93.870 93.885 P 2.000	L 78.800 Ø 29.996 30.000	STD 0.4
Motor XD3 aspirado Diesel	94.00	4	SC 2194	43030 Diseño W T 2.0 4.20 2.0 4.20 4.0 4.28	D 53.920 E 30.003 30.008 F 93.875 93.890 93.890 93.905 (A) 93.855 93.870 (B) 93.870 93.885 P 1.800	L 78.800 Ø 29.996 30.000	STD 0.4
Motor XD2 Diesel	94.00	4	SC 2294	43125 Diseño W T 3.0 4.00 2.0 4.05 4.0 4.25	D 57.420 E 30.003 30.008 F (*) (A) 93.855 93.870 (B) 93.870 93.885 P 2.000	L 78.800 Ø 29.996 30.000	STD 0.4

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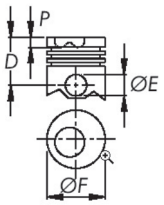
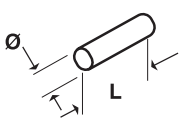
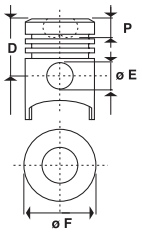
	Ø (mm)	N					
Eurocargo motor: 8040.45 400 4 cil TD 3908 cm³ 100 kW (136 hp), TC= 17:1 Turbo IC Diesel	104.00	2	SC 2004	43524 Diseño W T 3.50 4.40 2.50 4.40 4.00 4.35	 D 65.33 E 38.000 38.006 F 104.000 P 22.100	 L 85.000 Ø 38.000 38.006	STD
Fiat 150 Turbo Iveco 3.9L 60.11, 65.12, 79.12 Motor: 8040.25.600 TC= 16,5:1 Diesel	104.00	4	SC 2105	43237 Diseño W T 3.00 4.40 2.50 4.40 4.00 4.38	 D 65.150 E 37.993 38.000 F 103.851 103.869 P 22.500	L 85.000 Ø 37.984 37.990	STD

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	Ø (mm)	N					
Ranger, F100 Mercedes-Benz Explorer Land Rover Diesel	90.48	4	SC 2090	46129 Diseño W T 3.0 3.90 2.5 3.90 3.0 3.78	D 55.400 E 30.165 30.170 F (**) (a) 90.385 90.395 (b) 90.395 90.405 P 18.400	L 77.000 Ø 30.157 30.162	STD
Blazer, Silverado S10, Ford F100 Ranger 2500 c.c. Diesel	98.48	4	SC 2190	46151 Diseño W T 3.0 3.90 2.5 3.90 3.0 3.78	D 55.400 E 30.165 30.170 F (*) (a) 90.639 90.649 (b) 90.649 90.659 P 18.400	L 77.000 Ø 30.157 30.162	0.080 mínimo
Motor S4 R.C. 17:1 Diesel	100.00	1	SC 2100	46076 Diseño W T 3.0 4.20 2.5 4.20 4.0 3.97	D 70.500 E 34.928 34.933 F (**) (A) 99.950 99.960 (B) 99.960 99.970 P 21.000	L 77.000 Ø 34.920 34.925	STD 0.4

(**) Diámetro A semideterminado / Diamater A Unfinished / Diâmetro A semi-acabada

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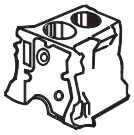
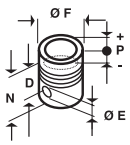
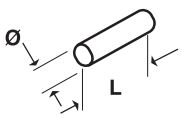
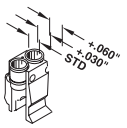


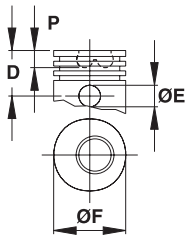
Ø (mm)	N







	Ø (mm)	N						
Motor S4T (turbo) R.C. 17,5:1 Diesel	100.00	1	SC 2101	46076				STD 0.4



Diseño	W	T
	3.0	4.20
	2.5	4.20
	4.0	3.90

D	70.500	
E	38.103	38.109
F	(*)	
(A)	99.950	99.960
(B)	99.960	99.970
P	21.000	

L	78.000	
Ø	38.095	38.100

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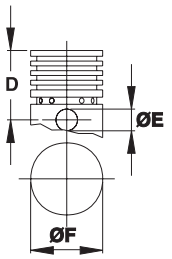
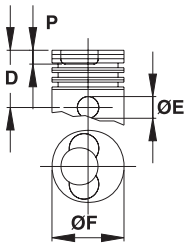
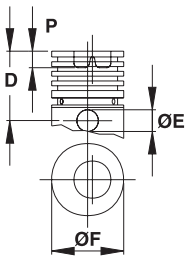
	Ø (mm)	N					
3.152 4.203 6.305 Diesel	91.44 3.600"	1	SC 2091	40593 Diseño W T 3/32" 3.60 3/32" 3.70 1/8" 3.70 1/4" 3.90 1/4" 3.28	 D 57.240 E 31.753 31.759 F 91.325 91.350	 L 75.300 Ø 31.745 31.750	STD
T433 turbo Diesel	91.44 3.600"	4	SC 2191	48417 Diseño W T 3.0 4.0 3/32" 3.70 3.50 4.45	 D 67.250 E 34.928 34.934 F 91.380 91.400 P 19.400	L 77.000 Ø 34.920 34.925	STD
4.203 Diesel	91.44 (3.600")	4	SC 2391	40593 Diseño W T 3/32" 3.60 3/32" 3.70 1/8" 3.70 1/4" 3.90 1/4" 3.28	 D 61.900 E 31.750 31.757 F 91.323 91.337 P 18.500	L 75.300 Ø 31.745 31.750	STD

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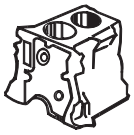
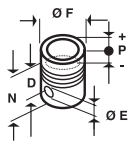
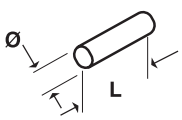
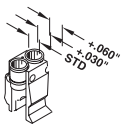
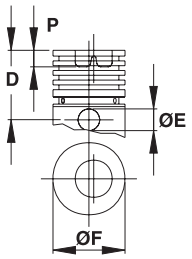
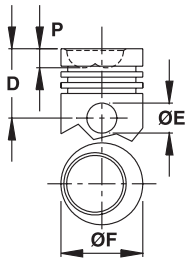


Ø (mm)	N







	Ø (mm)	N							
6.354 - Fase 2 Diesel	98.42 (3 7/8")	6	SC 2098	48046					STD
T6.354 turbo F4 Diesel	98.42 (3 7/8")	6	SC 2198	48081					STD

Diseño	W	T
	1/8"	3.60
	3/32"	3.80
	3/32"	3.80
	1/4"	3.93
	1/4"	3.68

D	70.420	
E	34.928	34.934
F	98.248	98.273
P	26.000	

L	84.100	
Ø	34.920	34.925

Diseño	W	T
	1/8"	4.25
	3/32"	4.25
	3/16"	4.22

D	70.300	
E	38.103	38.109
F	98.421	98.439
P	19.300	

L	82.800	
Ø	38.095	38.100

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Nota: los valores de "F" corresponden a la medida standard. Si no es Standard sumar la sobremedida. Ejemplo: Si Ø F (std)=89.274 a 89.284 y sobremedida .020" (0.508 mm), resulta Ø F (sm)=89.782 a 89.792 / Note: The "F" value corresponds to standard size. In case of oversizes the "F" value results adding to the given values the corresponding oversize. / Nota: Os valores de "F" correspondem à medida standard. Os valores de "F" para sobremedidas se obtêm somando-se aos valores dados a sobremedida respectiva.

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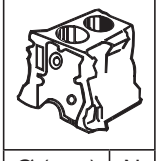
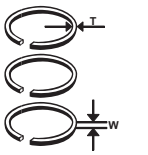
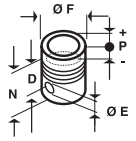
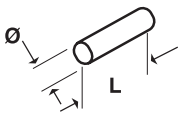
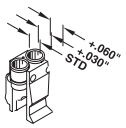
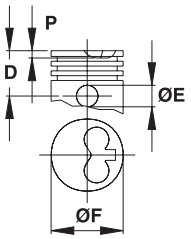
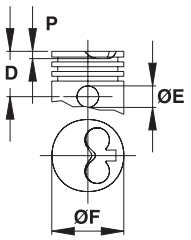
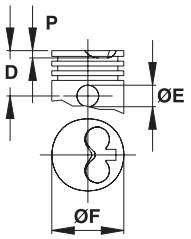










	Ø (mm)	N					
205 motor XUD7 1769 cc TC=23:1 Diesel	80.00	4	SC 2980	48521 Diseño W T 2.00 3.45 2.00 3.45 3.00 3.78	 D 46.800 E 25.000 25.013 F 79.650 79.930 P 2.020	L 69.800 Ø 25.000	STD 0.5
Motor DW8 1868 c.c. Diesel	82.20	4	SC 2482	48439 Diseño W T 2.0 3.60 2.0 3.60 3.0 3.75	 D 46.700 E 25.003 25.008 F (*) (A) 82.120 82.130 (B) 82.130 82.140 P 1.300	L 66.000 Ø 24.995 25.000	STD 0.5
Motor XUD9 1905 c.c. diesel	83.00	4	SC 2083	43186 Diseño W T 2.0 3.60 2.0 3.60 3.0 3.78	 D 46.800 E 25.003 25.008 F 82.921 82.939 P 2.200	L 72.000 Ø 24.995 24.999	STD 0.5

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Nota: los valores de "F" corresponden a la medida standard. Si no es Standard sumar la sobremedida. Ejemplo: Si Ø F (std)=89.274 a 89.284 y sobremedida .020" (0.508 mm), resulta Ø F (sm)=89.782 a 89.792 / Note: The "F" value corresponds to standard size. In case of oversizes the "F" value results adding to the given values the corresponding oversize. / Nota: Os valores de "F" correspondem à medida standard. Os valores de "F" para sobremedidas se obtêm somando-se aos valores dados a sobremedida respectiva.

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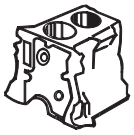
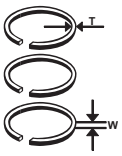
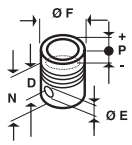
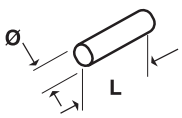
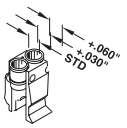


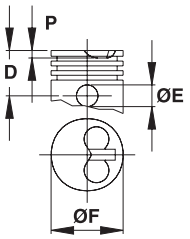
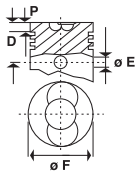
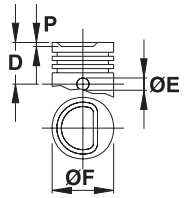
Ø (mm) | N









	Ø (mm)	N					
405 Motor XUD9 TE/TF 1905 c.c. diesel	83.00	4	SC 2183	43546 Diseño W T 3.5 3.60 2.0 3.72 3.0 3.33	 D 46.800 E 28.005 28.010 F (*) (A) 82.910 82.920 (B) 82.920 82.930 (C) 82.930 82.940 P 2.200	L 67.700 68.000 Ø 27.996 28.000	STD
Motor DW10TD Nafta	85.00	4	SC 2185	48440 Diseño W T 3.5 3.70 2.0 3.70 3.0 3.65	 D 46.750 E 28.005 28.010 F (*) (A) 84.900 84.910 (B) 84.910 84.920	L 70.000 Ø 27.995 28.000	STD
306 405 605 SRI Boxer Nafta	86.00	4	SC 2986	Y88394 Diseño W T 1.50 3.60 1.75 3.60 3.0 3.65	 D 40.000 E 22.010 22.015 F (*) (A) 85.957 85.967 (B) 85.967 85.977 P 5.020	L 62.000 Ø 21.996 22.000	STD 0.6

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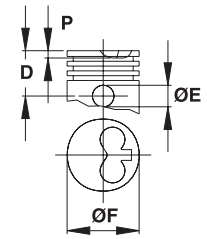
	Ø (mm)	N					
505 - 604 2,5 TD motor INDENOR XD3T/TE TC=21:1 Diesel	94.00	4	SC 2594	43125			STD 0.4



Diseño	W	T
	3.0	4.00
	2.0	4.05
	4.0	4.25

D	53.87	
E	32.000	32.010
F	(*)	
	93.550	93.890
P	2.270	

L	78.800	
Ø	32.000	32.010

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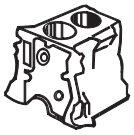
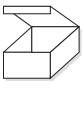
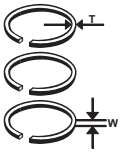
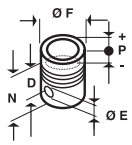
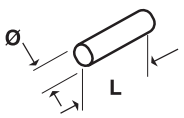


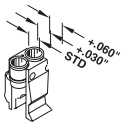
Ø (mm) | N

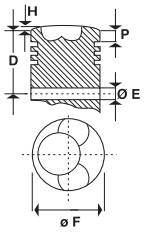








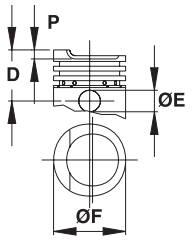


Clio II 1.5 dci, Kangoo 1.5 dci, Megane II. Mot. Diesel K9K, L4. Perno 26mm. Diesel	76.00	4	SC 2476	43740			STD 0.5

Diseño	W	T
	2.00	3.25
	2.0	3.30
	2.50	3.30

D	41.750	
E	26.005	26.010
F	(*)	
(A)	79.943	79.957
(0.50)	76.449	76.457
P	14.01	

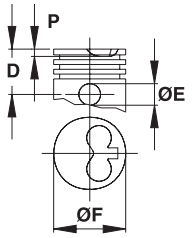
L	60.00	
Ø	25.995	26.000

Megane - Kangoo Motor K4M 1600 c.c. 16 válvulas Nafta	79.50	4	SC 2679	48501			STD

Diseño	W	T
	1.20	3.20
	1.50	3.40
	2.50	2.39

D	31.700	
E	19.999	20.003
F	(*)	
(A)	79.470	79.480
(B)	79.480	79.490
(C)	79.490	79.500
P	1.200	

L	62.000	
Ø	19.986	19.991

19 Clio Express 1900 c.c. diesel	80.00	4	SC 2480	43430			STD 0.5

Diseño	W	T
	2.0	3.45
	2.0	3.30
	3.0	3.78

D	42.500	
E	24.004	24.014
F	79.957	79.971
P	0.700	

L	63.000	
Ø	23.995	24.000

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	Ø (mm)	N					
MEGANE - LAGUNA TD - Motor F9QT - 1900 cc. Diesel	80.00	4	SC 2880	48447 Diseño W T 2.50 3.45 2.00 3.58 3.00 3.75	D 47.130 E 28.003 28.008 F (*) (A) 79.928 79.942 (0.50) 80.428 80.442 P 17.80	L 60.000 Ø 27.995 28.000	STD 0.5
MOTOR DIESEL F8Q 1868 c.c.	80.00	4	SC 2580	43430 Diseño W T 2.0 3.45 2.0 3.30 3.0 3.78	D 42.250 E 24.004 24.014 F 79.957 79.971 P 1.600 P 4.440	L 63.000 Ø 23.995 24.000	STD
19 RT Motor F1N - F2N - F3N 1721 c.c. Nafta	81.00	4	SC 2281	Y83249 Diseño W T 1.75 3.45 2.0 3.45 3.0 3.48	D 44.050 E 21.008 21.012 F (*) (A) 80.965 80.975 (B) 80.975 80.985 (C) 80.985 80.995 P 13.400	L 65.000 Ø 20.996 21.000	STD

(**) Las letras entre paréntesis representan cores: (A) azul, (R) rojo /
Letters in brackets represent colours: (A) blue, (R) red /
As letras entre parênteses representam cores: (A) azul, (R) vermelho

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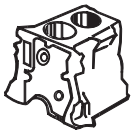
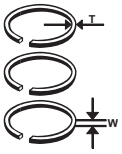
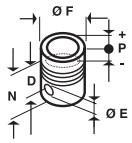
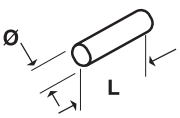
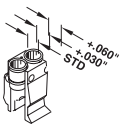
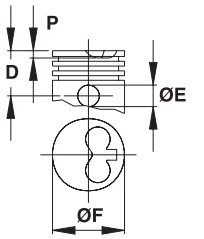
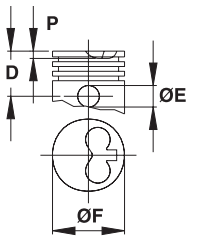
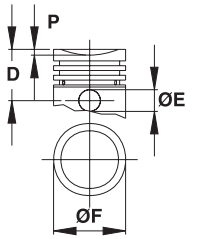
	 Ø (mm)	N					
Gacel 1600 c.c. Diesel	76.50	4	SC 2376	43065 Diseño W T 1.75 3.30 2.0 3.30 3.0 3.65	 D 41.700 E 24.002 24.006 F 76.471 76.489 P 1.600	L 64.000 Ø 23.996 24.000	STD 0.5 1.0
Gacel 1600 c.c. Diesel	76.50	4	SC 2376PB	43065 Diseño W T 1.75 3.30 2.0 3.30 3.0 3.65	 D 41.200 E 24.002 24.006 F 76.471 76.489 P 1.600	L 64.000 Ø 23.996 24.000	STD 0.5 1.0
Gacel 1600 c.c. Nafta	79.50	4	SC 2079	41167 Diseño W T 1.75 3.40 2.0 3.40 4.0 3.98	 D 41.800 E 22.002 22.006 F (**) (A) 79.475 79.485 (R) 79.485 79.495 P 6.100	L 55.000 Ø 21.997 22.000	STD 0.5 1.0

(**) Las letras entre paréntesis representan cores: (A) azul, (R) rojo /
Letters in brackets represent colours: (A) blue, (R) red /
As letras entre parênteses representam cores: (A) azul, (R) vermelho

Aro / Ring / Anel
T = Espesor Radial / Radial Width / Espessura radial
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Pistón / Piston / Pistão
D = Altura Compresión / Compression Height / Altura de Compressão
E = Ø Agujero Perno / Pin diameter / Ø alojamento do pino
F = Ø Exterior / Piston Diameter / Ø Externo
N = Altura Total / Total Height / Altura Total
P = Altura Cabeza o Cámara / Bowl Depth or Dome Height / Profundidade da câmara de combustão

Nota: los valores de "F" corresponden a la medida standard. Si no es Standard sumar la sobremedida. Ejemplo: Si Ø F (std)=89.274 a 89.284 y sobremedida .020" (0.508 mm), resulta Ø F (sm)=89.782 a 89.792 / Note: The "F" value corresponds to standard size. In case of oversizes the "F" value results adding to the given values the corresponding oversize. / Nota: Os valores de "F" correspondem à medida standard. Os valores de "F" para sobremedidas se obtêm somando-se aos valores dados a sobremedida respectiva.

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(*) As letras ou números entre parênteses representam grupos.

	Ø (mm)	N					
Polo 1900 c.c. Diesel	79.50	4	SC 2279	43451 Diseño W T 1.75 3.40 2.0 3.40 3.0 3.33	D 39.650 (STD) 39.400 (0.5) E 24.002 24.006 F (*) (A) 79.470 79.480 (B) 79.480 79.490 P 1.900	L 64.000 Ø 23.996 24.000	STD 0.5
Polo 1900 c.c. Diesel Turbo	79.50	4	SC 2379	48432 Diseño W T 919 1.75 3.45 2.0 3.40 3.0 3.33	D 45.650 (STD) 45.400 (0.5) E 26.006 26.010 F (*) (A) 79.470 79.480 (B) 79.480 79.490 P 1.900	L 66.000 Ø 25.996 26.000	STD 0.5

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PERFECT CIRCLE®

Ø (mm)	N					
1800 c.c. Nafta	81.00	4	SC 2381	46154 Diseño W T 1.2 3.15 1.5 3.55 2.0 3.39	D 33.200 E 20.002 20.006 F (*) (A) 80.975 80.985 (B) 80.985 80.995 P +1.00 P -3.70	L 57.000 Ø 19.996 20.000	STD 0.5
Gacel 1600 c.c. Motor Audi R.C: 8.5:1 Nafta	81.00	4	SC 2081	41352 Diseño W T 1.5 3.55 1.75 3.55 919 3.0 2.98	D 35.600 E 20.002 20.006 F 80.976 80.994 P 2.200	L 57.000 Ø 19.997 20.000	STD 0.5
Gacel 1800 c.c. Nafta	81.00	4	SC 2181	41352 Diseño W T 1.5 3.55 1.75 3.55 919 3.0 2.98	D 33.200 E 20.002 20.006 F 80.975 80.985 80.985 80.995 P 9.200	L 57.000 Ø 19.997 20.000	STD 0.5

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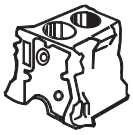
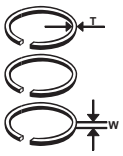
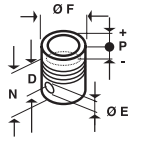
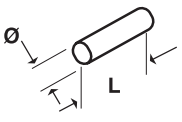
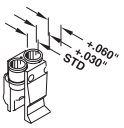
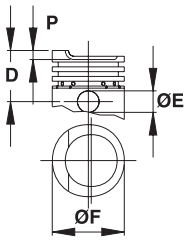
	 Ø (mm)	N					
1600 c.c. Nafta	81.00	4	SC 2481	46154			STD

Diseño	W	T
	1.2	3.15
	1.5	3.55
	2.0	3.39

D	36.800	
E	20.002	20.006
F	(*)	
(A)	80.975	80.985
(B)	80.985	80.995
P	+1.00	
P	-1.65	

L	57.000	
Ø	19.996	20.000

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Tabla de Conversión / Cross Reference / Tabela de Conversão

MAHLE

MAHLE	PERFECT CIRCLE
S01070	**SC2494**
S01080	**SC2004**
S07050	**SC2194**
S07060	**SC2294**
S07102	**SC2094**
S14040	**SC2479**
S14050	**SC2582**
S14130	**SC2398**
S14185	**SC2179**
S14190	**SC2579**
S14270	**SC2085**
S14500	**SC2598**
S14570	**SC2184**
S18100	**SC2679**
S18120	**SC2880**
S18140	**SC2281**
S18150	**SC2480**
S18740	**SC2476**
S18800	**SC2580**
S203020	**SC2486**
S203030	**SC2586**
S25040	**SC2037B**
S25105	**SC2393**
S25125	**SC2076**
S25127	**SC2076PB**
S25500	**SC2380**
S25540	**SC2180**
S25545	**SC2080**
S25570	**SC2062**
S25580	**SC2077**
S25590	**SC2078**
S25620	**SC2786**
S25630	**SC2082**
S25635	**SC2082PB**
S25650	**SC2086**
S25670	**SC2186**
S25680	**SC2280**
S25690	**SC2286**
S25700	**SC2686**
S25710	**SC2386**
S25800	**SC2382**
S25970	**SC2105**
S25980	**SC2176**
S44030	**SC2185**
S44125	**SC2986**
S44198	**SC2183**
S44200	**SC2083**
S44208	**SC2482**
S44510	**SC2980**
S44530	**SC2594**
S57150	**SC2091**
S57170	**SC2191**
S57180	**SC2391**
S57251	**SC2198**
S57282	**SC2098**
S57300	**SC2100**
S57320	**SC2101**
S57400	**SC2190**
S57850	**SC2090**

MAHLE	PERFECT CIRCLE
S59050	**SC2067**
S59080	**SC2073**
S59090	**SC2089**
S59120	**SC2093**
S59125	**SC2782**
S59130	**SC2096**
S59160	**SC2193**
S59520	**SC2680**
S59550	**SC2682**
S59700	**SC2173**
S59710	**SC2282**
S59800	**SC2293**
S70100	**SC2181**
S70110	**SC2379**
S70120	**SC2381**
S70130	**SC2481**
S70280	**SC2279**
S70670	**SC2079**
S70680	**SC2081**
S70700	**SC2376**
S70705	**SC2376PB**

PERFECT CIRCLE	MAHLE
SC2494	S01070
SC2004	S01080
SC2194	S07050
SC2294	S07060
SC2094	S07102
SC2479	S14040
SC2582	S14050
SC2398	S14130
SC2179	S14185
SC2579	S14190
SC2085	S14270
SC2598	S14500
SC2184	S14570
SC2679	S18100
SC2880	S18120
SC2281	S18140
SC2480	S18150
SC2476	S18740
SC2580	S18800
SC2486	S203020
SC2586	S203030
SC2037B	S25040
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SC2076	S25125
SC2076PB	S25127
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SC2080	S25545
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SC2198	S57251
SC2098	S57282
SC2100	S57300
SC2101	S57320
SC2190	S57400
SC2090	S57850

PERFECT CIRCLE	MAHLE
SC2067	S59050
SC2073	S59080
SC2089	S59090
SC2093	S59120
SC2782	S59125
SC2096	S59130
SC2193	S59160
SC2680	S59520
SC2682	S59550
SC2173	S59700
SC2282	S59710
SC2293	S59800
SC2181	S70100
SC2379	S70110
SC2381	S70120
SC2481	S70130
SC2279	S70280
SC2079	S70670
SC2081	S70680
SC2376	S70700
SC2376PB	S70705

PERFECT CIRCLE®

MAHLE

Driven by performance

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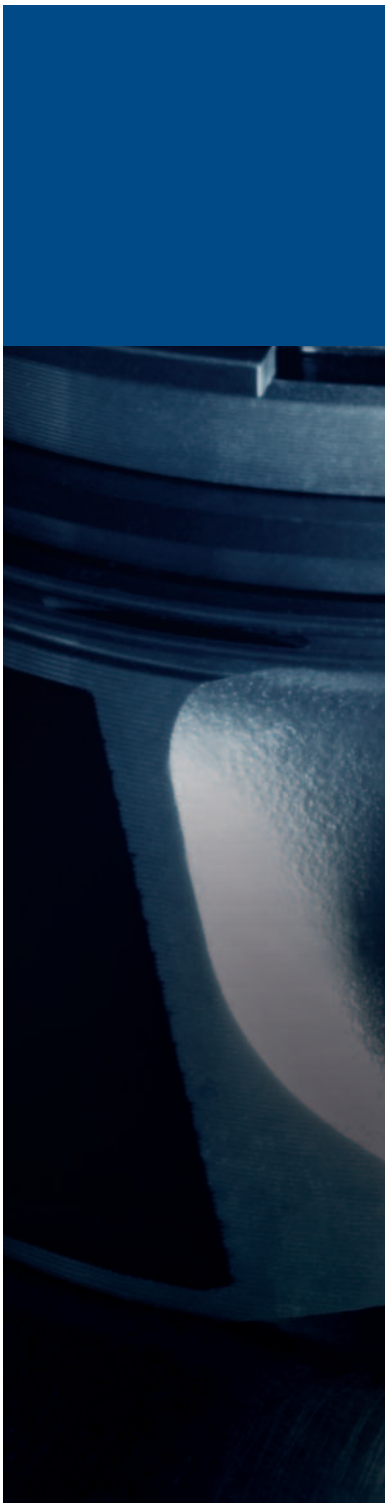

08/2011