

1953 - 1964 Corvette: Parts Mart: Pistons with Pins - Piston Ring Specifications

Subject: Handy Reference Charts - Genuine Chevrolet Pistons with Pins - Piston Rings

Model and Year: 1953 - 1964 Chevrolet Vehicles

Source: Chevrolet Parts Mart

Date: August 1964

The following charts showing specifications and part numbers for piston with pin assemblies and piston rings are an invaluable resource for anyone doing an engine overhaul on a 1953 - 1964 Corvette.

Handy Reference Charts—Ge

PISTON ASSEMBLIES WITH PINS

CHEVROLET

		STD.	.001-O.S.	.020-O.S.	.030-O.S.	.040-O.S.
41-53	ALL (216).....	605276	—	605279	605280	605281
41-52	ALL (235).....					
53	ALL (235) (exc. P.G.).....	3693984*	3699256*	3693994*	3693995*	3693996*
53	PASS., CORVETTE w/P.G. (aluminum),					
53-55	CORVETTE (6 cyl.),					
54-62	ALL (235).....	3707453	3707473	3707454	3707455	3707456
54-55	ALL (261) (1st Ser.),					
62	ALL (261).....	3758650	3707474	3758652	3758653	3758654
55-56	ALL, CORVETTE (265).....	3732021	3732023	3732025	3732027	3732029
57	ALL (265).....	3739876	3739878	3739880	3739882	3739884
57-61	ALL, CORVETTE (283) (exc. F.I. w/H.L. Cam),					
62-63	ALL (283).....	3729886	3739888	3739890	3739892	3739894
57-60	PASS., CORVETTE (F.I. w/H.L. Cam.) (L.H.).....	3746289	3746285	—	3746239	—
57-60	PASS., CORVETTE (F.I. w/H.L. Cam.) (R.H.).....	3746290	3746286	—	3746240	—
58-61	PASS. w/3 2BC (348) (cyl. 2-3-6 & 7).....	3815708	3815941	—	3815943	—
58-61	PASS. w/3 2BC (348) (cyl. 1-4-5 & 8).....	3815709	3815942	—	3815944	—
58-60	PASS. (348) (exc. H.L. Cam, H/Per., Sp. H/Per.),					
61	PASS. (348) (exc. H/Per. w/H.L. Cam, Sp. H/Per.)	3751995	3751997	3751999	3752001	3752003
58-60	PASS. w/H.L. Cam, H/Per. (348) (cyl. 1-4-5 & 8)					
	(exc. 3/2BC).....	3815709	3781348	—	3765149	—
60-61	PASS. w/Sp. H/Per. (348) (exc. 3/2BC),					
61	PASS. (H/Per. W/H.L. Cam) (348) (cyl. 1-4-5 & 8)	3815709	3781348	—	3815944	—
58-61	PASS. (H/Per. w/H.L. Cam) (348) (cyl. 2-3-6 & 7)	3781342	3781346	—	3781350	—
60-61	PASS. W/Sp. H/Per. (348) (exc. 3/2BC),					
61	CORVETTE w/F.I. (L.H.).....	3769731	3769733	—	3769735	—
61	CORVETTE w/F.I. (R.H.).....	3769732	3769734	—	3769736	—
62-63	PASS. (327).....					
62-63	CORVETTE (exc. Sp. H/Per., F.I.).....	3799491	3799492	3799493	3799494	—†
62-63	CORVETTE w/Sp. H/Per., F.I. (dome head).....	3799501	3799502	—	3799503	—
61-63	PASS. (409) (cyl. 1-4-5-8).....	3819577	3819579	—	3819380	—
61-63	PASS. (409) (cyl. 2-3-6-7).....	3819576	3819578	—	3819379	—
63	ALL (230).....					
63	Ser. 10 (D-D) (4 cyl.).....	3792534	3792536	3792538	3792540	3792542
63	ALL (292).....	3794494	3794495	3794496	3794497	3794498

*NOTE: When these pistons are installed on models prior to 1950 it will be necessary to use a Ring Unit which contains $\frac{3}{32}$ top compression ring.

†NOTE: .040 O.S. Pistons are not serviced for this engine.

CHEVY II AND CHEVELLE

62-63	CHEVY (4 cyl.).....	std.....	3792534
64	CHEVY (4 cyl.).....		
64	CHEVY, CHEVELLE (8 cyl.).....	std.....	3840148
62-64	CHEVY, CHEVELLE (6 cyl.).....	std.....	3791727
62-63	CHEVY (4 cyl.).....	(.001 O.S.).....	3792536
64	CHEVY (4 cyl.).....		
64	CHEVY, CHEVELLE (8 cyl.).....	(.001 O.S.).....	3840150
62-64	CHEVY, CHEVELLE (6 cyl.).....	(.001 O.S.).....	3791728
62-64	CHEVY (4 cyl.).....		
64	CHEVY, CHEVELLE (8 cyl.).....	(.020 O.S.).....	3840152
62-64	CHEVY, CHEVELLE (6 cyl.).....	(.020 O.S.).....	3791729
62-64	CHEVY (4 cyl.).....		
64	CHEVY, CHEVELLE (8 cyl.).....	(.030 O.S.).....	3840154
62-64	CHEVY, CHEVELLE (6 cyl.).....	(.030 O.S.).....	3791730
62-64	CHEVY (4 cyl.).....		
64	CHEVY, CHEVELLE (8 cyl.).....	(.040 O.S.).....	3840156
62-64	CHEVY, CHEVELLE (6 cyl.).....	(.040 O.S.).....	3791731

NOTE: Corvair Cylinder Units are available. Give us a call.

Chevrolet Pistons with Pins—Piston Rings

PISTON RING SETS

CHEVROLET

		STD.	.020 O.S.	.030 O.S.	.040 O.S.
38-53	ALL (216).....	608201	608202	608203	—
38-53	ALL (216).....	3704008†	—	—	—
41-49	ALL (235).....	—	—	608207	608208
41-49	ALL (235).....	3704052†	—	—	—
50-52	ALL (235).....	—	—	—	—
53	ALL (235) (exc. P.G.).....	3696718*	3696719*	3696720*	—
50-52	ALL (235).....	—	—	—	—
53	ALL (235) (exc. P.G.).....	3704030*†	—	—	3704047*†
53	PASS., CORVETTE w/P.G.,	—	—	—	—
54-62	ALL, CORVETTE (235).....	3713002††	3713003††	3713004††	3713005††
54-55	ALL (261) (1st Ser.),	—	—	—	—
62	ALL (261).....	3731676††	3731681††	3731685††	3731689††
55-57	ALL, CORVETTE (265).....	3724998††	3724999††	3725000††	3725001††
57-63	ALL, CORVETTE (283),	—	—	—	—
63	ALL (230),	—	—	—	—
63	Ser. 10 (D-D) (4 cyl.).....	3747539††#	3747549††#	3747558††#	3747567††#
58-61	PASS. (348).....	3755462††‡	3755463††‡	3755464††‡	3755465††‡
58-61	PASS. w/H/Per., Sp. H/Per. (348).....	3815803‡	3815806‡	3815809‡	—
62-63	CORVETTE w/F.I., Sp H/Per.....	3815798	—	3815795	—

*NOTE: These Ring Units contain a $\frac{3}{32}$ top compression ring.

†NOTE: These Ring Units contain $\frac{3}{32}$ compression rings.

†NOTE: Cromflex Ring Set having chrome-plated oil rings, top compression ring, and chrome-plated rail for middle compression ring.

‡NOTE: It is intended these rings be used for normal engine operation only.

‡NOTE: These special type rings should be used for sustained high-speed engine operation.

#NOTE: Only half of the components in this unit are required for 4 cyl. models; three quarters are required for 6 cyl. models.

CORVAIR—CHEVY II—CHEVELLE

60	ALL.....	(3.375 dia.).....	3785274
61-63	CORVAIR, F.C.....	(3.438 dia.).....	3798525
62-64	CHEVY (4 cyl.),	—	—
64	CHEVY, CHEVELLE (8 cyl.).....	std.....	3747539*
62-64	CHEVY, CHEVELLE (6 cyl.),	—	—
64	CHEVY, CHEVELLE (TAXI)	—	—
	(6 cyl.) (1st design).....	std.....	3791626
62-64	CHEVY (4 cyl.),	—	—
64	CHEVY, CHEVELLE (8 cyl.).....	(.020 O.S.).....	3747549*
62-64	CHEVY, CHEVELLE (6 cyl.),	—	—
64	CHEVY, CHEVELLE (TAXI)	—	—
	(6 cyl.) (1st design).....	(.020 O.S.).....	3791610
62-64	CHEVY (4 cyl.),	—	—
64	CHEVY, CHEVELLE (8 cyl.).....	(.030 O.S.).....	3747558*
62-64	CHEVY (4 cyl.),	—	—
64	CHEVY, CHEVELLE (8 cyl.).....	(.040 O.S.).....	3747567*
62-64	CHEVY, CHEVELLE (6 cyl.),	—	—
64	CHEVY, CHEVELLE (TAXI)	—	—
	(6 cyl.) (1st design).....	(.040 O.S.).....	3838345

*NOTE: Only half the quantity of components in this unit are necessary for this model.

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