PARTS PRO CLASSIC

CLASSIC EDITION #10

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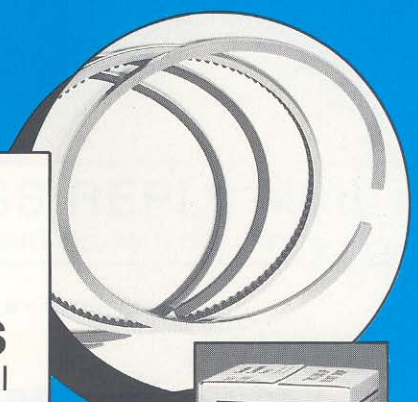
Cummins
Parts Professional



TIPS
from the Professionals

Cummins parts professional 10

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Letter from the Editor

Welcome to Parts Professional 10!

This issue will be entirely devoted to the Genuine Cummins line of cylinder kits and their components. Cylinder kits were mentioned in Parts Professional 9, but the subject is important so we will cover it in depth in this issue.

At the front of this booklet, there is a reply card and an enrollment form. Please take the time to fill out the reply card and drop it in the mail. This will keep the mailing list current and give us some feedback on how we are doing at keeping our team of Parts Professionals informed. We will also automatically send you a new Parts Professional binder when you send in your completed reply card. These binders are available to our current Parts Professionals at no cost for a limited time and only if you mail in the reply card. The binders are designed to help you organize all your Parts Professionals for future reference. You will notice that there is a pull-out tab at the back of this issue to be used in the Parts Professional binder. The tabs for Parts Professionals 1-9 come with the binder. You can use the enclosed enrollment card to sign up people who are not currently in the Parts Professional Program.

If you are missing any of the past booklets, contact your Cummins Distributor. All past issues (#1-#9) are now available through them. Keep in mind, however, that the incentives offered in them are no longer available. They are kept in print for your use as training and reference materials.

The answers for the quiz in this issue will be included in Parts Professional #11 for those of you who use these quizzes for internal programs. Look for Parts Professional #11 in about two months. There will be a new one about every two months from now on. Future issues will cover such topics as the Cummins ADC fan clutch and PACE/ECI Features and Benefits. You can use the reply card to make suggestions for other topics that would help you in your work. Since there will no longer be quizzes to mail in, it is very important that you use the reply cards to let us know what you think and to keep us updated on your mailing address so we don't lose touch with you. We want to know who our Parts Professionals are and what they need to be successful.

One of the members of the Parts Professional team is moving on. Sarah Hart has accepted a position in the Industrial Engine Sales Group. She has been a valuable member of the Parts Business for the last 2 years. We will miss her contribution to the Parts Business and especially to the Parts Professional series. Please join me in wishing her the best in the future.

Thanks to the Parts Product Management and Parts Engineering teams for their invaluable help with this issue.

Good luck and good selling!

Kristin Bridges

Kristin Bridges
Editor

Corrections to Parts Professional 9:

Page 19

In the table "Cam Gears and Front Supports", the second Part Number in the first column should be 708124 and the first number in the second column should read 3025524.

TIPS
from the Professionals

This section will be used in future issues to pass along Parts Sales tips to our team of Professionals. Of those tips we receive during each two month interval, one tip will be selected by our panel of experts for that publication as the "Big Tipper". The Big Tipper will receive not only the recognition of being published, but will also receive a special gift.

Examples of tips would include: an idea on making an associated sale, a merchandise display idea, or a tip on finding needed information when making a sale. We will try to publish all valid tips along with the Big Tipper as space allows.

Rules:

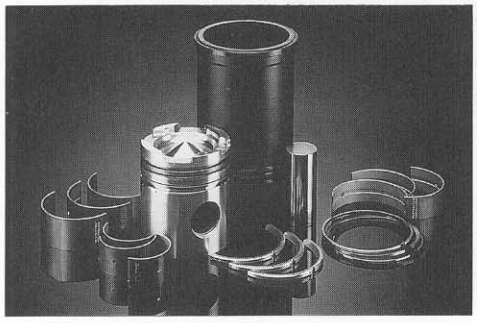
The tips must be compatible with Cummins standard practices.

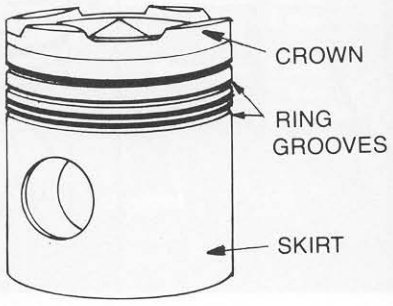
They must relate to the sale of New or ReCon Genuine Cummins Parts or Premium Blue Oil.

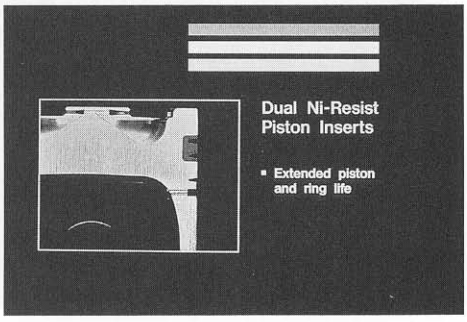
Tips for the next publication (Parts Professional #11) must be received **in writing** on or before **February 28, 1989.**

Send your tips to:

Kristin G. Bridges
Editor - Parts Professional M/C 40911
Cummins Engine Company, Inc.
Box 3005
Columbus, IN 47202-3005







PISTONS

In order to make the decision to buy Genuine Cummins Overhaul Parts, your customers want to know more than just the features of a product: they want to know what it will do for them. That is why this issue includes both the features and the benefits of the parts covered.

This first section will cover the features and benefits of the loose pieces that go into Genuine Cummins overhaul kits. The next section will detail the contents of the various kits.

Genuine Cummins pistons feature the sled-runner design which reduces the clearance between the skirt and the cylinder wall. This reduces the noise produced by "piston slap" and also reduces piston tilt in the bore to provide better ring seating during operation. Better ring seating means less blow-by and oil consumption for your customer.

Single Ni-resist pistons

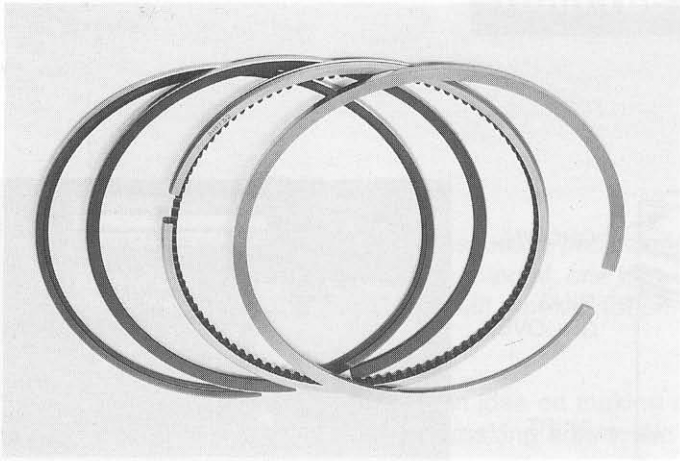
The single Ni-resist piston is designed for normal load/high rpm applications. It features the Ni-resist insert in the first ring groove. The alloy used in the insert helps resist heat, erosion, and wear. This extends the life of the piston by reducing the possibility of ring groove "beat-out".

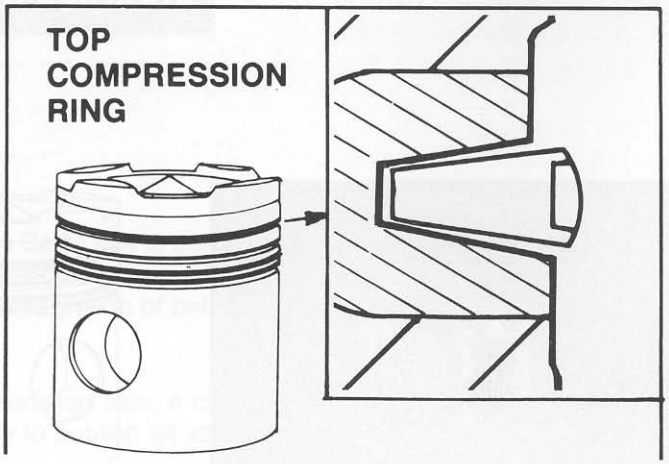
Dual Ni-resist pistons

The dual Ni-resist pistons are for use in all 86NT and newer engines as well as for UPRATING older engines that are both aftercooled and piston cooled. They are especially recommended for high load/low rpm applications and are part of the NOW Plan 5 overhaul.

These pistons feature new, premium aluminum material which improves resistance to pin bore cracks. The cast-in nickel iron insert encompasses the top two ring grooves. This wider insert reduces wear, or "beat-out", of the second ring groove better than the single Ni-resist piston in the same application.

If your customer is running high loads at low rpm's, he will benefit from the extended life of the Dual Ni-resist pistons. That means cost savings for your customer over the long haul.





PISTON RINGS

Premium Ring sets

Premium Ring sets are designed for normal load/high rpm applications.

The Top ring is keystone shaped to create a self cleaning action on the power stroke that keeps the ring free from carbon build up. This increases ring life. It also has a chrome plated face to provide longer life with excellent blow-by control.

The 2nd and 3rd rings are in a 2 degree modified Keystone shape. On the downstroke, this angle against the cylinder wall helps scrape the excess oil from the wall. That provides better control of oil consumption.

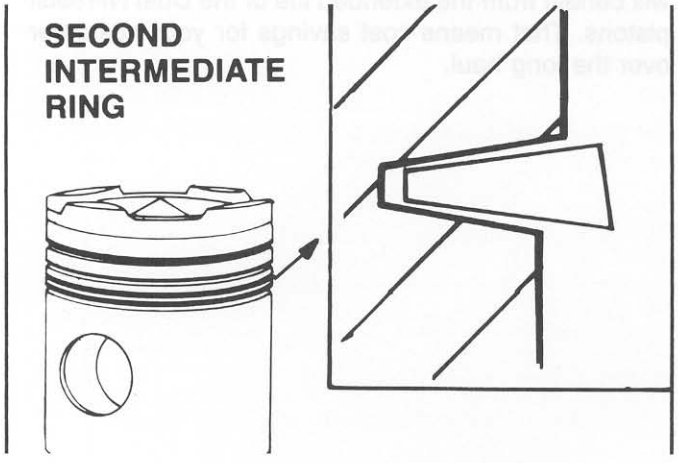
The Oil Control ring has a serpentine expander which maintains uniform ring pressure on the cylinder wall. It also has large drain slots that remain open to prevent flooding of the compression ring seal. In addition, wear points on both sides of the oil control ring are chrome plated for durability. These features extend the life of your customer's overhaul.

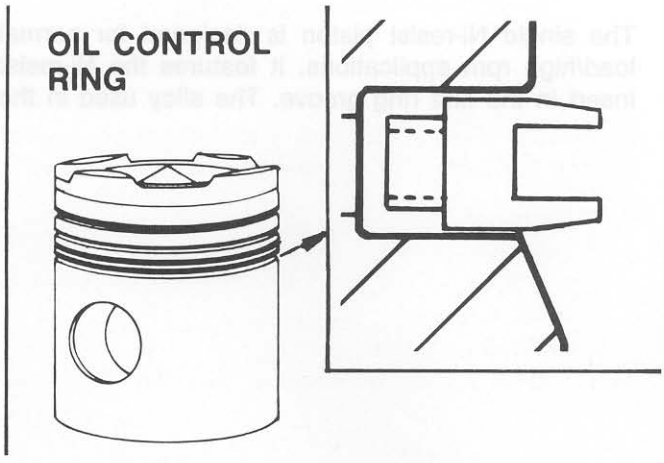
Premium Plus Ring sets

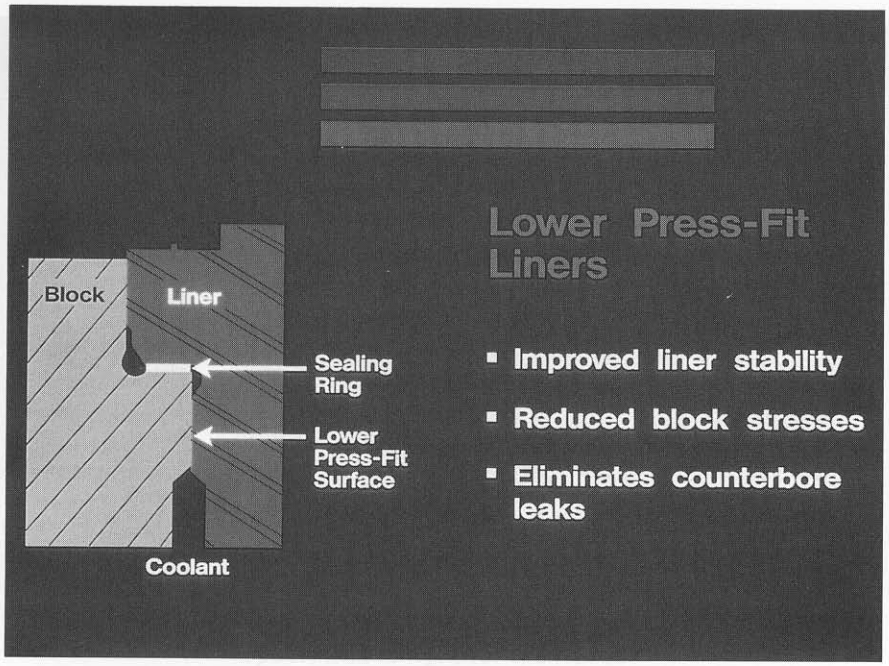
Premium Plus ring sets are recommended for heavy haulers running between 50 and 300 rpm above peak torque and for all engines that are equipped with engine brakes.

The Top ring in this set has an inlaid chrome face which provides improved sealing and resistance to wear. The 2nd ring has a chrome plated face to reduce ring and groove wear. These benefits add up to longer life to overhaul for your customer.

Both the 3rd ring and the Oil Control ring are the same as the ones in the Premium ring set.







LINERS

All Genuine Cummins NH/NT cylinder liners are made using a centrifugal casting process that creates a high strength, uniform wear surface. This increases the life of your customer's cylinder repair.

The liner's bore is honed with a cross-hatched pattern. That, combined with a Lubrite etching and coating process, helps the liner retain the optimum amount of lubricating oil on the liner wall. This prevents the excessive oil consumption caused by too much oil on the liner wall and the premature liner and ring wear caused by too little oil on the liner wall.

Lower press fit Liners

Your customer can take advantage of the benefits of the new Lower Press Fit liners on any NT engine by using either standard or oversize Lower Press Fit liners.

The press-fit of the liner has been moved lower in the block to reduce the load and stress in this area and stabilize the liner. This improves counterbore and liner durability and increases the life to overhaul for your customer.

.020/.040" Oversize Lower Press Fit

In order to improve the quality of repair on the NT engines, the new Oversize Lower Press Fit liners are now .020/.040" oversize, 3803219 (3065405), instead of the old .040/.040" oversize, 3801812 (3054936). The 3065405 liner is recommended at overhaul time for the best block counterbore durability for those engines that did not initially include the Lower Press Fit feature.

This product was released in SPT88T1-25. By machining the counterbores only .020" oversize in the UPF region rather than .040" oversize, a thicker metal section is left between adjacent cylinder bores. This avoids cutting clear through the adjacent sleeve or leaving a thin section than can be easily broken. The chances of a thin section of the block or sleeve breaking off during liner installation are therefore reduced. If a piece were to break off and get lodged on the ledge, the liner would sit too high and cause poor head gasket sealing.

This liner can be used in any NT engine that has been machined for the .020/.040" or the .040/.040" Lower Press Fit oversize liner. The option gives all of your customers with NT engines the opportunity to take advantage of the benefits of the Lower Press Fit Liners.

.020" Oversize Upper press fit

These liners are available for engines that have been machined for the .020" Upper Press Fit oversize liner, but are not ready to be re-sleeved and fitted with a Lower Press Fit liner.

The extended upper press fit is used, so the liners are not as durable as the Lower Press Fit liners. They do, however, provide a lower-cost alternative for the customer with an engine that is not ready to be re-sleeved for the Lower Press Fit liner.

KITS

Piston Kits and Liner Kits

Piston kits carry a 1 year/100,000 mile warranty and come in two different configurations. They can come with either a single Ni-resist piston or a dual Ni-resist piston. The retaining rings are included as well. As of January 1, 1988, most piston kits do not contain the piston pin. This allows re-use of the current pin if it meets re-use standards.

Liner kits include the liner and all the necessary seals. They are covered by a 1 year/100,000 mile warranty. The standard liner kit, 3801826, contains liner (3055099). Also available are 2 oversize liner kits: 3801387 contains the .020″ Upper Press Fit liner (3046325) and 3803219 contains the new Lower Press Fit liner (3065405).

Cylinder Kits

Cummins offers a full range of Genuine cylinder kits to meet the needs of your customer.

Premium cylinder kits are covered for 1 year/100,000 miles, while Premium Plus kits (including Big Power Performers) carry a 2 year/200,000 mile warranty.

Premium cylinder kits are recommended for normal load/high rpm applications.

They contain:
- single Ni-resist piston
- Lower Press Fit liner
- Premium ring set

Premium Plus cylinder kits are recommended for high load/low rpm applications.

They contain:
- single Ni-resist piston
- Lower Press Fit liner
- Premium Plus ring set

Premium Plus .020″ Oversize cylinder kits are recommended for those engines that are cut for the oversize liner but are not ready to be re-sleeved for the Lower Press Fit liner.

They contain:
- single Ni-resist piston
- .020″ Upper Press fit oversize liner
- Premium Plus ring set

Premium Plus Oversize Lower Press Fit cylinder kits are recommended for those engines that are ready to be machined for the oversize liner and are in high load/low RPM applications.

They contain:
- single Ni-resist piston
- .020/.040″ oversize Lower Press Fit liner
- Premium Plus ring set

Big Power Performers

The Big Power Performers contain the dual Ni-resist

piston. They come with either the standard or the oversize Lower Press Fit liner.

Premium Plus Dual Ni cylinder kits are recommended for engines operated a high percentage of the time at high torque load/low rpms with both aftercooling and piston cooling.

They contain:
- dual Ni-resist piston
- Lower Press Fit liner
- Premium Plus ring set

Premium Plus Dual Ni .020/.040" Oversize cylinder kits are recommended for high load/low rpm engines that have both aftercooling and piston cooling. The block must be cut for the .020/.040" or the .040/.040" oversize Lower Press Fit liner in order to use this kit.

They contain:
- dual Ni-resist piston
- .020/.040" oversize Lower Press Fit liner
- Premium Plus ring set

Immediately following the list of Parts Catalogs is a Fact Sheet that summarizes the features and benefits of the parts contained in these kits. Following that are two important tables taken straight out of SPT88T1-25. For more detailed tables, see that Service Parts Topic.

Finally, there is a card in the back which lists some of the highest volume NT pistons and kits by CPL. Remember, this is not a comprehensive list, but it is intended as a quick reference for the most common part numbers. Keep it handy to use everyday. If you need more copies, contact your Distributor and request bulletin #3624176.

There are a lot of Genuine Cummins options available for your customers' cylinder repairs. Equipped with the information provided in this issue, you can be a true Professional at helping your customer choose the option that is right for his needs.

LATEST PARTS CATALOGS

Application	Bulletin Number
Revised	
KTA50 Generator Drive	3379592-01
Pace	3822122-01
New	
6CT, CTA Automotive	3884251-00
6BT, BTA Automotive	3884254-00
NTA 855 Big Cam III Agriculture	3884258-00
88 Big Cam IV Fleet 285 Automotive	3884260-00
NTA 855 Generator Drive STC	3884262-00
Customized	
6BT5.9 Chrysler Pickup	3884256-00
6CT8.3 PACCAR Mid Ranger	3822116-00

Cummins Parts Professional

#1 Cylinder Repair

Fact Sheet

12/88

Product	Feature	Advantage	Benefit
PISTONS	Sled Runner Skirt Design (except on non-piston cooled engines)	Reduces the clearance between the skirt and the cylinder wall	Reduced noise caused by "piston slap"
		Reduces piston tilt in the bore.	Better ring seating and improved oil control
	Premium Aluminum Material	Improves resistance to pin bore cracks	Extended piston life
	Single Ni-resist insert	Resists heat, erosion, wear, and beat-out of first ring groove	Extended piston life
	Dual Ni-resist insert	Resists heat, erosion, wear, and beat-out of first and second ring grooves	Further extended piston life in high load, low rpm applications
PISTON RINGS			
Premium	Keystone shaped top ring	Prevents carbon build-up on the ring	Increased ring life
	Chrome plated face on top ring	Wear resistant surface	Increased ring life and reduced blow-by
	2° modified Keystone shaped on the 2nd & 3rd rings	Scrapes excess oil from the cylinder wall on the downstroke	Improved oil control
	Serpentine expander in the oil control ring	Maintains uniform ring pressure on the cylinder wall.	Extended life of cylinder repair
	Large drain slots in the oil control ring	Prevents flooding of the top ring seal	Extended life of cylinder repair
Premium Plus	Inlaid Chrome face in top ring	Improves sealing and resistance to wear	Better control of blow-by and extended life of rings
	First intermediate ring has a chrome plated face	Reduces ring and groove wear	Extended ring and piston life
	2nd intermediate and oil control rings	Same as in the Premium Ring set	
LINERS	Centrifugal Casting	High Strength, uniform wear surface	Extended life of cylinder repair
	Cross-hatch honed walls and Lubrite etching	Helps the cylinder wall retain the optimum amount of lubricating oil	Reduced oil consumption and increased ring and liner life
	Lower Press Fit	Reduces load and stress in the press fit area and helps stabilize the liner	Improved counterbore and liner durability and extended life of cylinder repair
	Oversize Lower Press Fit	Allows even older engines to be machined for the Lower Press Fit without sleeving	Gives all NT customers access to the benefits of the Lower Press Fit Liners
	.020" Oversize Upper Press fit	They are not as durable as the Lower Press Fit liners	Provide a lower cost alternative for the customer whose engine is not ready to be re-sleeved for the Lower Press-Fit liner

Piston to Piston Kit and Cylinder Kit

Single Ni-Resist Pistons

Current Prod. Piston	Comp Ratio	Piston Kit #	Reference Dual-NI Piston	Cylinder Kits				
				Premium	Premium Plus	.020/Std. Oversize	.040/.040 Oversize	.020/.040 Oversize
(3034185)	17.2	3801457	-	-	3801800	-	-	3803220
(3051553)	16.0	3801766	-	3801764	3801765	3801920	3803077	3803211
(3042320)	15.5	3801535	3050366	3801774	3801775	3801767	3803076	3803210
(3048650)	15.5	3801703	-	3801795	-	-	-	3803221
(3028706)	15.5	3801229	-	-	-	-	-	-
(3017348)	15.0	3801057	-	3801874	3801875	-	-	3803223
(3051554)	15.0	3801876	3048809	3801776	3801777	3801778	3803078	3803212
(3042319)	15.0	3801660	3048809	-	3801798	-	-	3803224
(3042318)	14.5	3801533	3045948	-	3801797	-	-	3803225
(3017349)	14.5	3801058	-	3801872	3801873	-	-	3803226
(3051555)	14.5	3801770	3045948	3801779	3801768	3801769	3803079	3803213
(3051556)	14.0	3801773	3048808	3801780	3801771	3801772	3803080	3803214
(3028685)	14.0	3801233	3050480	-	3801796	3801811	3803075	3803209
(3031227)	14.0	3801424	-	-	3801783	-	-	3803227
(3051557)	13.5	3801393	-	3801781	3801782	-	-	3803228

Dual Ni-Resist Pistons

Dual Ni Piston	Comp Ratio	Piston Kit #	Cylinder Kits				
			Premium	Premium Plus	.020/Std. Oversize	.040/.040 Oversize	.020/.040 Oversize
(3053526)	17.0	3801953	-	3801955	-	-	
(3052794)	15.5	3801954	-	3801956	-	-	
(3050366)	15.5	3801818	-	3801822	-	3803137	3803218
(3058566)	15.0	3803037	-	3803038	-	-	
(3048809)	15.0	3801820	-	3801824	-	3803134	3803215
(3045948)	14.5	3801534	-	3801817	-	3803135	3803216
(3050481)	14.5	3801745	-	3801747	-	-	3803232
(3048808)	14.0	3801819	-	3801823	-	3803136	3803217
(3050480)	14.0	3801744	-	3801746	-	-	3803233

Both aftercooling and piston cooling must be present on engines using Dual Ni-Resist Pistons.

Test Your Professional Knowledge

(Answers will appear in Parts Professional #11)

1. The sled-runner design on Genuine Cummins pistons

   A. makes it go down hills faster in the snow.
   B. reduces the noise produced by "piston slap".
   C. provides better ring seating so there is less blow-by and oil consumption.
   D. both B and C are correct.

2. Dual Ni-resist pistons can be used in older engines that are both aftercooled and piston cooled.

   A. True
   B. False

3. The top ring in the Premium Plus ring set has an inlaid chrome face and the second ring is

   A. not used.
   B. chrome plated face.
   C. copper plated face.
   D. none of the above.

4. By moving the press fit of the liner lower in the block, the Lower Press Fit liners

   A. don't need to be as long.
   B. cannot be removed once installed.
   C. improve counterbore and liner durability.
   D. none of the above.

5. The new .020/.040" Oversize Lower Press Fit liners

   A. were released in SPT88T1-25.
   B. allow a thicker metal section to be left between adjacent cylinder bores after machining.
   C. replaces the .040/.040" Oversize Lower Press Fit Liners.
   D. all of the above are correct.

6. Premium Plus and Big Power Performer cylinder kits carry a 2 year/200,000 mile warranty.

   A. True
   B. False

7. As of January 1, 1988, all piston kits contain the piston pin.

   A. True
   B. False

8. Premium Plus cylinder kits are recommended for

   A. all applications.
   B. high load/low rpm applications.
   C. normal load/high rpm applications.
   D. none of the above.

9. The Big Power Performer cylinder kits contain:

   A. dual Ni-resist pistons.
   B. No pistons.
   C. single Ni-resist pistons.
   D. no liners.

10. Premium Plus dual Ni-resist cylinder kits (Big Power Performers) are recommended for engines operated a high percentage of the time at high torque load/low rpm with both aftercooling and piston cooling.

    A. True
    B. False

11. A Premium Plus cylinder kit contains:

    A. a single Ni-resist piston.
    B. a Lower Press Fit liner.
    C. a Premiuim Plus ring set.
    D. all of the above.

12. A Premium Plus Oversize Lower Press Fit cylinder kit contains:

    A. a single Ni-resist piston.
    B. a .040/.040″ Oversize Lower Press Fit Liner
    C. a Premium ring set.
    D. none of the above.

13. A Premium Plus dual Ni-resist Oversize cylinder kit contains:

    A. a dual Ni-resist piston.
    B. a .020/.040″ Oversize Lower Press Fit liner.
    C. a Premium Plus ring set.
    D. all of the above.

14. .020/.040″ Oversize Lower Press Fit liners are even more durable than the .020″ Oversize Upper Press Fit liners.

    A. True
    B. False

15. The centrifugal casting process on Genuine Cummins liners

    A. produces a high strength, uniform wear surface.
    B. reduces piston tilt in the bore.
    C. reduces noise caused by ''piston slap''.
    D. is no longer used.

16. The cross-hatch honed walls combined with the Lubrite etching process on liners helps the cylinder wall retain the optimum amount of lubricating oil which reduces oil consumption and increases ring and liner life.

    A. True
    B. False

17. Dual Ni-resist pistons

    A. are for use in all 86 NT and newer engines and can be used in older engines that are both aftercooled and piston cooled.
    B. are especially recommended for high load/low rpm applications
    C. are part of the NOW Plan 5 overhaul.
    D. all of the above are true.

18. The Oil Control ring used in both the Premium and Premium Plus ring sets are the same.

    A. True
    B. False

19. Genuine Cummins .020" Oversize upper Press Fit liners and cylinder kits with these liners are still available.

    A. True
    B. False

20. The warranty for piston kits

    A. depends on the type of kit.
    B. is 1 year/100,000 miles regardless of the type of kit.
    C. is available only for the dual Ni-resist kits.
    D. none of the above.

CPL	Engine Model	Current Production Piston	Piston Kit	Premium Cylinder Kit	Premium Plus Cylinder Kits 0.020/0.040 Oversize Standard	Optional Dual Ni Cylinder Kit	Optional Dual Ni Piston Kit
26 (A)	NH-230 SC	(3048650)	3801703	3801795	-	3803221	-	-
155 (A)	NTC-290-R SC	(3051555)	3801770	3801779	3801768	3803213	-	-
160 (A)	NTC-350 SC	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
187 (A)	NTC-290 SC	(3051555)	3801770	3801779	3801768	3803213	-	-
189 (A)	NTC-250 SC	(3051553)	3801766	3801764	3801765	3803211	-	-
204 (A)	NTCC-350 SC	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
205 (A)	NTA-400 BCI	(3051557)	3801393	3801781	3801782	3803228	-	-
217 (A)	NTC-290 SC	(3051553)	3801766	3801764	3801765	3803211	-	-
220 (A)	NTC-230 SC	(3051553)	3801766	3801764	3801765	3803211	-	-
222 (A)	NTC-250 BCI	(3051553)	3801766	3801764	3801765	3803211	-	-
233 (A)	NTC-290 BCI	(3051553)	3801766	3801764	3801765	3803211	-	-
249 (A)	NTCC-290 BCI	(3051553)	3801766	3801764	3801765	3803211	-	-
266 (A)	NTC-350 BCI	(3051554)	3801876	3801776	3801777	3803212	3801824	3801820 (D)
267 (A)	NTC-400 BCI	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
270 (A)	NTCC-230 SC	(3051553)	3801766	3801764	3801765	3803211	-	-
278 (A)	NTC-350 SC	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
294 (A)	NTCC-350 BCI	(3051554)	3801876	3801776	3801777	3803212	3801824	3801820 (D)
298 (A)	NTC-350 BCI	(3051554)	3801876	3801776	3801777	3803212	3801824	3801820 (D)
306 (A)	NTCC-290 BCI	(3051554)	3801876	3801776	3801777	3803212	3801824	3801820 (D)
308 (A)	NTCC-350 SC	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
310 (A)	NTCC-400 BCI	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
322 (A)	NTC-290 BCI	(3051553)	3801766	3801764	3801765	3803211	-	-
323 (A)	NTC-250 BCI	(3051553)	3801766	3801764	3801765	3803211	-	-
324 (A)	NTC-400 BCI	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
327 (A)	NTC-350 BCI	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
328 (A)	NTCC-350 SC	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
329 (A)	NTC-350 BCII	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
330 (A)	NTC-475 BCII	(3031227)	3801424	-	3801783	3803227	-	-
332 (A)	NTCC-290 SC	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
344 (A)	NTC-290 BCI	(3051553)	3801766	3801764	3801765	3803211	-	-
345 (A)	NTC-250 BCII	(3051553)	3801766	3801764	3801765	3803211	-	-
353 (A)	NTC-290 BCI	(3051554)	3801876	3801776	3801777	3803212	-	-
354 (A)	NTC-250 BCI	(3051554)	3801876	3801776	3801777	3803212	-	-
369 (A)	NCT-350 BCI	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
393	NTC-400 BCI	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
407 (C)	NTC-230 SC	3017348	3801057	3801874	3801875	3803223	-	-
408 (C)	NTCC-230 SC	3017348	3801057	3801874	3801875	3803223	-	-
414 (A)	NTC-300 BCI	(3051554)	3801876	3801776	3801777	3803212	3801824	3801820 (D)
433 (A)	NTC-300 BCII	(3051554)	3801876	3801776	3801777	3803212	3801824	3801820 (D)
448 (A)	NTCC-230 SC	(3048650)	3801703	3801795	-	3803221	-	-
449	NTC-400 BCII	(3051556)	3801773	3801780	3801771	3803214	3801823	3801819 (D)
450 (A)	NTC-350 BCII	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
454 (A)	NTCC-400 BCII	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
455 (A)	NTCC-350 BCII	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
456 (A)	NTCC-300 BCII	(3051554)	3801876	3801776	3801777	3803212	3801824	3801820 (D)

(A) Stamp "FF-106" on the engine dataplate if current production piston is used in CPL number. (Ref: 86T 1-20A)
(B) Stamp "FF-105" on the engine dataplate if Dual Ni Piston Kit is used in this engine CPL number. (Ref: 86T 1-9A)
(C) Stamp "FF-77" when installing current production piston in this engine CPL number.
(D) Stamp "FF-118 on the engine dataplate if Dual Ni Piston Kit is used in this CPL number. (Ref: 86T 1-9A)
(E) Dual Ni Resist Production Piston.
(*) Dual Ni Resist piston is of a different weight. Replace with full set of six (6).

CPL	Engine Model	Current Production Piston	Piston Kit	Premium Cylinder Kit	Premium Plus Cylinder Kits 0.020/0.040 Standard	0.020/0.040 Oversize	Optional Dual Ni Cylinder Kit	Optional Dual Ni Piston Kit
457 (A)	NTCC-400 BCII	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
458 (A)	NTCC-350 BCII	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
459 (A)	NTCC-300 BCII	(3051554)	3801876	3801776	3801777	3803212	-	-
471 (A)	NTC-300 BCII	(3042320)*	3801535	3801774	3801775	3803210	3801822	3801818 (D)
491 (A)	NTC-270 BCII	(3051554)	3801876	3801776	3801777	3803212	-	-
494 (A)	NHHTCC-290 BCII	(3051554)	3801876	3801776	3801777	3803212	3801824	3801820 (D)
497	NTC-240 SC	3017348	3801057	3801874	3801875	3803223	-	-
498 (A)	NTC-240 BCII	(3048650)	3801703	3801795	-	3803221	-	-
506 (A)	Fleet-270 BCII	(3042320)*	3801535	3801774	3801775	3803210	3801822	3801818 (D)
529	NTC-300 BCIII	(3042320)*	3801535	3801774	3801775	3803210	3801822	3801818 (D)
530 (A)	NTC-350 BCIII	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
531	NTC-400 BCIII	(3051556)*	3801773	3801780	3801771	3803214	3801823	3801819 (D)
558 (A)	NTCC-240 CBIII	(3048650)	3801703	3801795	-	3803221	-	-
579	NTC-270 BCIII	(3042320)	3801535	3801774	3801775	3803210	-	-
581	Fleet-270 BCIII	(3042320)*	3801535	3801774	3801775	3803210	3801822	3801818 (D)
586	NTC-475 BCIII	(3031227)	3801424	-	3801783	3803227	-	-
606 (A)	Fleet-300 BCIII	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
614	NTCC-400 BCII	(3050366) (E)	3801818	-	3801822	3803218	-	-
615	NTCC-350 BCIII	(3050366) (E)	3801818	-	3801822	3803218	-	-
616	NTCC-300 BCIII	(3034185)	3801457	-	3801800	3803220	-	-
617	NTCC240 BCIII	(3034185)	3801457	-	3801800	3803220	-	-
625	NTC-400 BCIII	(3051556)*	3801773	3801780	3801771	3803214	3801823	3801819 (D)
632	NTC-350 BCIII	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
633	NTC-300 BCIII	(3042320)*	3801535	3801774	3801775	3803210	3801822	3801818 (D)
634	Fleet-300 BCIII	(3051555)	3801770	3801779	3801768	3803213	3801817	3801534 (B)
642(A)	NTC-400 BCIV	(3028685)	3801233	-	3801796	3803209	3801746	3801744 (D)
674	NTC-300 BCIV	(3042320)*	3801535	3801774	3801775	3803210	3801822	3801818 (D)
675	NTC-350 BCIV	(3042318)*	3801533	-	3801797	3803225	3801817	3801534 (B)
676	NTC-400 BCIV	(3028685)	3801233	-	3801796	3803209	3801746	3801744 (D)
677	NHHTCC-300 BCIII	(3050366) (E)	3801818	-	3801822	3803218	-	-
709	NHC-250 SC	(3048650)	3801703	3801795	-	3803221	-	-
718	Fleet-300 BCIII	(3045948) (E)	3801534	-	3801817	3803216	-	-
749	NTC-315 BCIV	(3042319)*	3801660	-	3801798	3803224	3801824	3801820 (D)
796	NTCC-315 BCIV	(3048809) (E)	3801820	-	3801824	3803215	-	-
797	NTC-350 BCIV	(3045948) (E)	3801534	-	3801817	3803216	-	-
806	NTCC-365/400/444	(3050481) (E)	3801745	-	3801747	3803232	-	-
812	NTC-350 BCIV	(3048809) (E)	3801820	-	3801824	3803215	-	-
821	NTC-444 BCIV	(3050480) (E)	3801744	-	3801746	3803233	-	-
832	NTC-300 BCIV	(3050366) (E)	3801818	-	3801822	3803218	-	-
905	NTC-300/320/350	(3045948) (E)	3801534	-	3801817	3803216	-	-

(A) Stamp "FF-106" on the engine dataplate if current production piston is used in CPL number. (Ref: 86T 1-20A)
(B) Stamp "FF-105" on the engine dataplate if Dual Ni Piston Kit is used in this engine CPL number. (Ref: 86T 1-9A)
(C) Stamp "FF-77" when installing current production piston in this engine CPL number.
(D) Stamp "FF-118 on the engine dataplate if Dual Ni Piston Kit is used in this CPL number. (Ref: 86T 1-9A)
(E) Dual Ni Resist Production Piston.
(*) Dual Ni Resist piston is of a different weight. Replace with full set of six (6).

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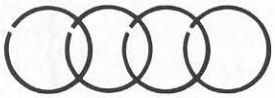

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