



SHRIRAM PISTONS & RINGS

MD: TS: 09/OCT'22

INTRODUCTION CIRCULAR – **FORD FIGO 1.4L (DV4) DIESEL – PISTON SET**

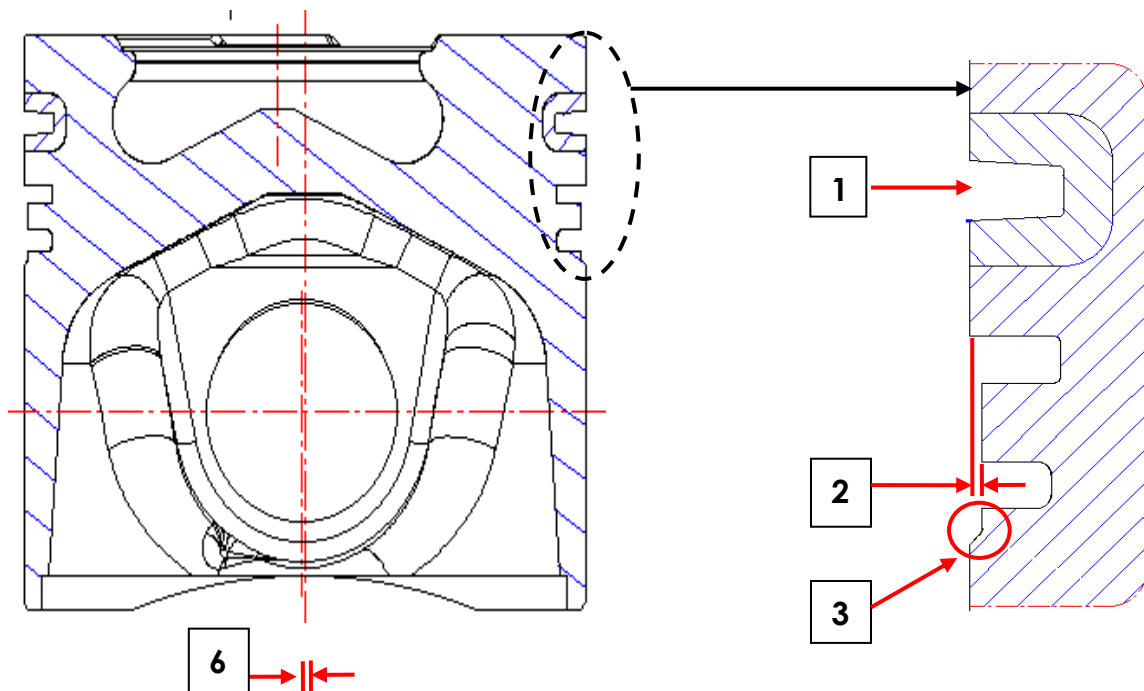
USHA is pleased to launch **Ford Figo 1.4L (DV4) Diesel** piston set in its Car product range.

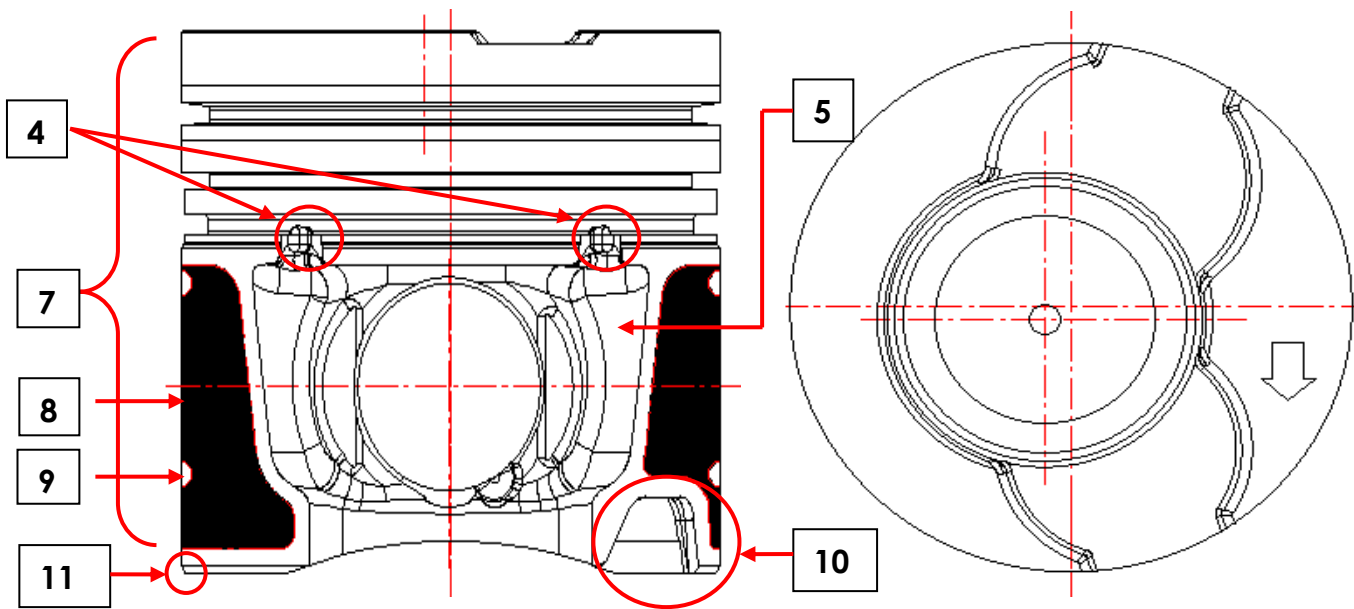
This piston set is suitable for other models namely **Ford Fiesta & Ikon 1.4L** as well.



This piston set has following special features:

PISTON:





Unique features of USHA 'Ford Fig 1.4L' piston are as follows:-

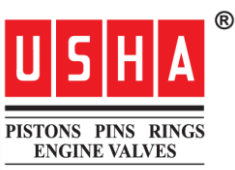
SL. NO.	SPECIAL FEATURE	BENEFITS TO CUSTOMER
1)	HIGH NICKEL WEAR RESISTANT RING CARRIER (RCP): Top groove of USHA Ford Fig 1.4L piston is made of high nickel wear resistant ring carrier insert which is manufactured using latest centrifugal casting technology.	<ul style="list-style-type: none"> • Longer life of piston due to negligible wear of top groove
2)	CUT BACK IN 2ND RING LAND: This piston is provided with a cut back in second ring land for better seating, stability & functioning of intermediate ring.	<ul style="list-style-type: none"> • Helps in controlling blow-by & reducing oil consumption
3)	'J' CUT: USHA Ford Fig 1.4L piston has been provided with a unique 'J' cut just below the oil ring groove area.	<ul style="list-style-type: none"> • 'J' cut provides all time lubrication to piston skirt • No piston seizure in extreme limits of normal working conditions
4)	QUICK OIL RETURN SLOTS (QORS): This piston has been provided with two nos. of Quick Oil Return Slots (QORS) on either side of the piston above pin bore, half in groove & half in window.	<ul style="list-style-type: none"> • Quick drainage of oil, hence low oil consumption
5)	AS CAST HYDRODYNAMIC WINDOW: New hydrodynamic 'As Cast' window designed by our collaborator, not only provides more space for oil drainage, but also provides more skirt area for piston ring guidance.	<ul style="list-style-type: none"> • Faster oil drainage, hence low oil consumption
6)	PISTON - PIN BORE OFFSET: USHA Ford Fig 1.4L piston is provided with a piston pin bore offset to avoid piston slap. Piston pin bore offset means that the centre line of piston is slightly offset from the centre line of pin bore. Due to this offset, piston tilts at TDC & BDC smoothly, that prevents slapping with liner.	<ul style="list-style-type: none"> • Reduced engine noise

7)	PISTON SURFACE COMPLETELY BONDERISED:	<ul style="list-style-type: none"> Bonderising helps in preventing oxidation of piston Also provides porous surface for oil retention, thereby reducing piston wear
8)	'D-10 COATING' ON PISTON SKIRT: USHA Ford Figo 1.4L piston is provided with 'D-10' coating on its skirt.	<ul style="list-style-type: none"> Helps in initial lubrication & seizure free operation Better wear resistance Reduces engine noise
9)	MEASURING POINTS ON PISTON SKIRT: Two points on both sides of piston skirt.	<ul style="list-style-type: none"> Provided for easy diameter verification
10)	SLOT FOR OIL COOLING JET (PCN SLOT): Provides room for oil cooling jet.	<ul style="list-style-type: none"> Helps in directing oil flow towards piston under crown area
11)	SCRAPPING CHAMFER: A smooth chamfer is provided at the bottom end of the piston skirt.	<ul style="list-style-type: none"> Helps in regulating oil supply, reduces skirt wear & hence longer life

TECHNICAL DATA – 'FORD FIGO 1.4L (DV4) DIESEL' PISTON

			USHA CODE → C10
Nominal Bore Diameter	mm		73.700
Piston Diameter	STD Size mm		73.655
Recommended Piston-Liner Clearance	mm		00.045
Compression Height	mm		42.940
Total Height	mm		65.440
Piston Pin diameter X length	mm		25.00 X 60.00
Piston Pin- Pin Bore Clearance	mm		+0.008 to +0.014 (Clearance fit)

Above features make USHA 'Ford Figo 1.4L' piston set unique, produced to give better performance & longer life especially when fitted with USHA 'CPC DVM' ring set being supplied by us in aftermarket since **Jan'2021**.



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