2024
rev. 4

ESP ARMOR

EAGLE

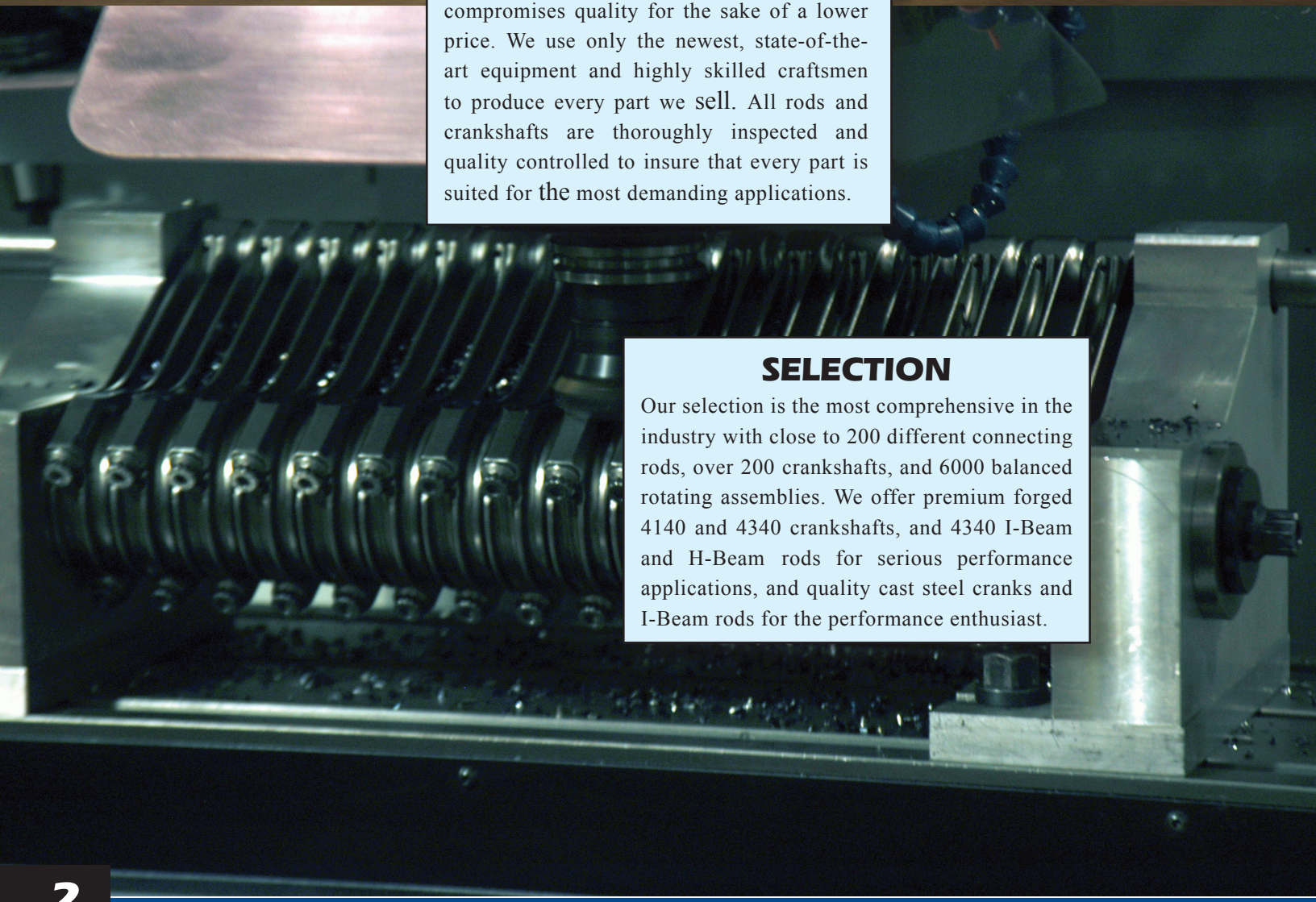
4TH DESIGN

SERVICE

With over 75,000 sq. ft. of combined production and inventory in the U.S.A., most orders can be shipped within 24 hours! Our sales staff has over 85 years of combined experience in the automotive performance aftermarket industry to better serve you. We use UPS, Fed Ex, or various truck freight carriers for your convenience.

QUALITY

Unlike some manufacturers, Eagle never compromises quality for the sake of a lower price. We use only the newest, state-of-the-art equipment and highly skilled craftsmen to produce every part we sell. All rods and crankshafts are thoroughly inspected and quality controlled to insure that every part is suited for the most demanding applications.



SELECTION

Our selection is the most comprehensive in the industry with close to 200 different connecting rods, over 200 crankshafts, and 6000 balanced rotating assemblies. We offer premium forged 4140 and 4340 crankshafts, and 4340 I-Beam and H-Beam rods for serious performance applications, and quality cast steel cranks and I-Beam rods for the performance enthusiast.

Not for use in pollution controlled vehicles.

About Eagle

Our commitment from our conception in 1992, Eagle Specialty Products, Inc., and our employees have been dedicated to fulfill our customers' needs. Eagle's $10,000,000 inventory of raw and finished goods enables us to provide same day shipping on 98% of orders placed before 2:00 p.m. C. S. T. Our commitment to deliver excellent service has expanded to include 72 hour shipping on stocking balanced assemblies and custom pendulum cut crankshafts. Even with over 4,000 distributors worldwide, Eagle is dedicated to serving each and every customer individually.

Ten years of research went into our product development before our first rod was sold! Rapid growth has not affected our commitment to supply our customer's needs with top quality engine components at an affordable price, providing maximum value for your dollar. Eagle was the first manufacturer to expand into multiple markets like Ford, Chrysler, Pontiac, Honda, Nissan, Toyota, and others. Eagle continues to expand with the ever changing market. At SEMA, the worlds largest automotive trade show, Eagle continues to introduce large numbers of new products in the New Products Showcase!

Why use Eagle over 'the other guys'?

Eagle connecting rods and cranks are designed and manufactured to our specifications. Some simply purchase generic products and package in their boxes without having any control or input in production. Eagle uses only ASME certified steel in production of their steel cranks and rods. Eagle's unique and dedicated production facilities use state-of-the-art CNS crank grinders on steel cranks to ensure perfect journal sizing. No shortcuts are taken that might compromise the quality of the finished piece. We use multi-stage heat treating, sonic testing, magna-fluxing, and x-ray to ensure a reliable product. While Eagle may not be the least expensive, we do offer the most value per dollar.

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RECOMMENDED APPLICATION GUIDE

Choosing the right components for your application is essential to the overall success of your engine build. You need parts that can handle your application, but you don't want to waste money, either. Eagle has provided this guide to help familiarize you with the intended application for each type of component offered in our kits. If you have any questions or need any further help, please call us for technical assistance at 662-796-7373.

- STOP ***Not recommended.*** Premature failure and/or engine damage may result!
- ! ***Use with caution.*** Will work, but may not have the durability we prefer.
- ● ***Good match.*** This part is very well suited to your application.
- ***Best!*** Using this part will take advantage of every design aspect available.

Application	SIR	FSI	3D	3D LW	4D	Cast	4140	4340 LW	4340	Hypereutectic	Forged 4032	Forged 2618
pump gas daily driver, no power adders	Best!	Good	Good	Good	Good	Best!	Good	Good	Good	Best!	Good	!
pump gas performance, no power adders	!	Best!	Good	Good	Good	!	Best!	Good	Good	Good	Best!	!
pump gas, nitrous, low boost	STOP	Good	Best!	!	Good	STOP	Best!	STOP	Good	STOP	Best!	Good
race gas, alcohol, nitrous, high boost	STOP	!	Good	!	Best!	STOP	Good	!	Best!	STOP	!	Best!
4x4 off-road, 33"+ tires	Good	Good	Best!	Good	Good	STOP	Best!	Good	Good	Good	Best!	Good
Marine performance	!	Good	Best!	Good	Best!	STOP	Good	!	Best!	Good	Best!	Good
drag racing	!	Good	Best!	!	Best!	STOP	Good	Good	Best!	Good	Best!	Good
road racing	STOP	Good	Best!	Good	Best!	STOP	Good	Good	Best!	!	Best!	Good
unlimited sprint car	STOP	!	Best!	!	Best!	STOP	Best!	Good	Good	!	Best!	Good
late model dirt track	!	Good	Good	Best!	Good	!	Good	Best!	Good	Good	Best!	Good
2bbl restricted dirt track	Good	Good	Good	Best!	Good	Good	Good	Best!	Good	Good	Best!	Good
dirt track claimer	Best!	Good	Good	Good	Good	Best!	Good	Good	Good	Best!	Good	Good
tractor pull, mud bog	STOP	Good	Best!	Good	Best!	STOP	Good	!	Best!	!	Best!	Good

INTERNAL BALANCE CHEVY 400 SMALL BLOCK ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.

Assemblies include crank, rods, pistons, rings, and bearings (OE replacement bearings with cast crank, racing bearings with forged crank).

Designed for internal balance without heavy metal. Standard bore size is 4.125".

Heavy duty assemblies include rod bolt upgrade and applcation-specific pistons (see description).

Compression ratios calculated considering uncut block, 4.155" bore size, and .040" head gasket thickness.

				COMPRESSION RATIO			BORE SIZE & DISPLACMENT				
STROKE	ROD	PISTON	RINGS	58cc	64cc	76cc	000	020	030	040	060
3.750"	6.000"	2618 JE -28cc F.I. inv. dome	FF	9.2	8.8	8.0	401	-	407	409	-
3.750"	5.700"	4032 Mahle-20cc inv. dome	FF	10.0	9.5	8.6	401	-	407	409	-
3.750"	6.000"	4032 Mahle -16cc inv. dome	FF	10.3	9.8	8.8	401	-	407	409	-
3.750"	5.700"	Speed Pro -6cc flat top	std	11.4	10.8	9.6	401	-	407	409	413
3.750"	5.700"	4032 Mahle -5cc flat top	FF	11.6	11.0	9.7	401	-	407	409	-

This is the compression ratio when used with various sizes of combustion chamber. All compression ratios are calculated with an uncut block, .040" thick head gasket, and middle bore size.

This chart tells you which bore sizes each kit is available in and what the resulting engine size will be. A dash denotes the kit is not available in that bore size.

Not for use in pollution controlled vehicles.

CRANKSHAFT LISTINGS

CRANKSHAFTS

Bobweight listed is bobweight of crank when new +/- 2% GUARANTEED

2 PIECE REAR SEAL								
STROKE	NOTES	BOBWEIGHT	PART NUMBER	WT.	PART NUMBER	WT.	PART NUMBER	WT.
3.000"	"302" stroke	1855	-		-		**435030005700**	52
3.250"	"327" stroke	1855	-		-		**435032505700**	52
3.480"	"305/350" stroke	1855	**103503480**	49	**535034805700**	52	**435034805700**	53

The "bobweight: listed is the bobweight range that the crank is "out of the box" new from Eagle. This information is provided to help the engine builder estimate balancing costs. Eagle crankshafts are designed so that when used with typical components, only removal of material should be necessary to balance the crankshaft.

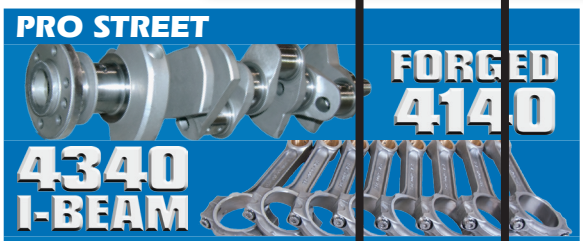
To help you understand the different grades of crankshafts we offer, we have listed them all together. We hope this will help you determine which crank is best for your application. If you need help, don't hesitate to call us at 662-796-7373. We are more than happy to help you pick the right crank for your needs.

ROTATING ASSEMBLY LISTING

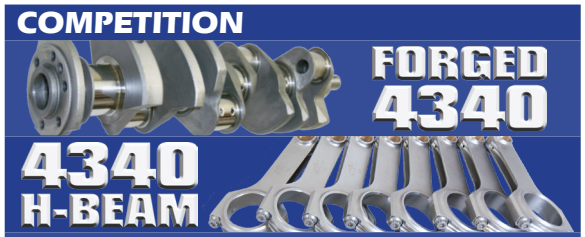
To help you understand the different levels of assemblies we offer, we have listed them all together. We hope this will help you determine which assembly is best for your application. If you need help, don't hesitate to call us at 662-796-7373. We are more than happy to help you pick the right parts for your needs.

Multiple part numbers may be listed for each assembly for variations in blocks, rear seal type, reluctor ring, main journal size, etc.

Recommended for use in pump-gas street vehicles.



Recommended for naturally-aspirated competition use. Rod bolt upgrades available.



Recommended for all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED	UNBALANCED		BALANCED		UNBALANCED		BALANCED	
400 MAINS	400 MAINS	400 MAINS	350 MAINS	400 MAINS	350 MAINS	400 MAINS	350 MAINS	400 MAINS	350 MAINS
-	-	-	-	-	-	**35210**	**35160**	**B35210**	**B35160**
13012	**B13012**	**62500**	**62600**	**B62500**	**B62600**	**12500**	**12600**	**B12500**	**B12600**
13011	**B13011**	**62508**	**62608**	**B62508**	**B62608**	**12508**	**12608**	**B12508**	**B12608**
-	**B13470**	-	-	-	-	-	-	-	-
13014	**B13014**	**62501**	**62605**	**B62501**	**B62605**	**12501**	**12605**	**B12501**	**B12605**

This is the root kit part number. You will need to specify the bore size when ordering. Add the bore size to the end of the kit number when ordering. For example, to order kit 14125 in +.030" bore, order **14125030**. Always order the bore size the same way it is listed in the displacement chart. To order a kit balanced, add the letter "B" to the beginning of the part number. So to order the previous kit mentioned balanced by Eagle, order **B14125030**. Some kits will have other options such as rear seal, flexplate, or damper type. These kits will have their "balanced" versions listed separately in a different table.

4TH DESIGN

Thicker pin end strap to handle higher RPM.

Forged from Eagle's proprietary steel which is 17% stronger than typical ASME 4340 steel.

Thicker and wider beam for higher tensile, compressive, and bending strength.

Every surface 100% CNC machined to eliminate the possibility for any human error.

Extensive big end bore strengthening design changes to ensure bore stability and perfect bore sizing under the highest stress.

All 4 cylinder and 6 cylinder rods now also use 7/16" ARP 2000 bolts - 36% stronger than 3/8" bolts!

Thicker cap improves overall rigidity and bore size stability under high stress.

ENGINE	PART NO.
Chevy small block 5.7"	**CRS5700B4D**
Chevy small block 6"	**CRS6000B4D**
Chevy LS 6.125"	**CRS6125O4D**
Chevy big block 6.385"	**CRS63854D**
Chevy big block / various strokers 6.8"	**CRS68004D**
Ford 347 5.400"	**CRS5400S4D**
Ford 351W stroker 6.200"	**CRS6200B4D**
Ford 351W stroker 6.250"	**CRS6250B4D**
Honda B18 non-VTEC	**CRS5394A4D**
Honda F22C	**CRS5893A4D**
Honda K24	**CRS5984K4D**
Subaru EJ20 / EJ257	**CRS5137S4D**
Toyota 2JZ	**CRS5590T4D**

Don't see your application listed? Others available soon!

Not for use in pollution controlled vehicles.

WHAT'S NEW AT EAGLE

4th GENERATION H-BEAM RODS

The long-awaited next generation Eagle H-Beam rods is here! Our third design has been used for over 20 years with tremendous success. Our third design has been tweaked and improved slightly over the course of it's life, but has never undergone a serious redesign until now. Our fourth generation ("4D" for 4th Design) features several design improvements around the big end bore to improve big end bore rigidity to help maintain a perfect shape in high rpm and high power applications. Also included is a thicker beam and webbing to handle even more power and load than before. The pin end is also strengthened. Eagle 4D rods are also 100% CNC machined eliminating any change for human error in manufacturing. Racers are making more power than ever with increased use of turbocharging and alcohol fuels. Eagle has risen to the challenge to meet those demands with our 4th Generation connecting rod design. Our new 4D rods will be sold along side our current production 3D rods in many applications.

BILLET 4340 STEEL CRANKSHAFTS

Eagle has ventured into the market of billet crankshafts in order to fill demand for short-run production applications. Sometimes, the enormous cost of a unique forging can't be justified for some products, so billet crankshafts are being introduced to meet that demand. Eagle billet crankshafts are still manufactured in production runs, just produced in much smaller quantities. The same attention to detail in material, workmanship, finish, and quality that Eagle forged crankshafts are know for is also given to our billet crankshafts. This has also allowed us to introduce more center-counterweighted variations to existing applications. Chevrolet LS being the biggest application. Center-counterweighted crankshaft are stronger and more stable in high RPM and high power applications.

MANUFACTURING ADVANCEMENTS

Eagle is always looking for ways to improve and we have made significant advancements in the past few years. We have invested in more CNC-controlled machining than ever before. We have refined our crank finishing process to a nearly 100% CNC machined surface. The products we offer now are visibly different than just 7 or 8 years ago. Our fourth generation H-Beam rod is 100% CNC machined. Our cranks are more consistent in sizing, weight, and counterweight profile than ever before. Bearing sizing is more consistent and balancing is easier than ever. If you haven't tried an Eagle crankshaft or set of rods recently, you should give them a try again. We are certain you will be pleased.

Not for use in pollution controlled vehicles.

BUICK 3.8 V6 LD5 Series 1

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging
3/8" ARP 2000 bolts
Alignment sleeves for precise cap location
Sizing performed with Sunnen Krossgrinding system
Weight-matched to +/-1g

DESCRIPTION	LENGTH	WEIGHT	PIN SIZE	PART NUMBER
3.8L V6 turbo LD5	5.967"	600	.938"	**CRS5967B3D**
3.8L V6 turbo stroker LD5	6.300"	620	.927"	**CRS6300V3D**

FORGED STEEL CRANKS

Non-twist forged steel with multi-stage heat-treatment.
Micropolished journals feature a 3 r.a. or better.
.125" fillet radiuses improve strength and rigidity. Chamfered bearings required.
Shot-peened, stress-relieved, and nitrided for superior durability.
Target bobweight guaranteed +/- 2%. Pilot size: 2.490"

STROKE	BOBWEIGHT	MIN. ROD	BALANCE	PART NUMBER	WT.	PART NUMBER	WT.
3.400"	880	5.967"	internal	-	-	**423134005967**	**45**
3.400"	880	5.967"	external	-	-	**423134005967E**	**46**
3.625"	880	5.967"	internal	**523136255967**	**43**	**coming soon!**	

COMPETITION ASSEMBLIES

Forged 4340 steel crankshaft, forged 4340 steel H-Beam rods.
3/8" ARP 2000 rod bolts.
Premium forged pistons, plasma-moly file fit rings, premium racing bearings.
Add "B" to beginning of part number to order balanced assembly (internal balance only).
Compression ratios calculated considering 9.540" deck height, 3.820" bore, .040" gasket.

Recommended for all competition engines.
Rod bolt upgrades available.

STROKE	ROD	PISTON	C/R 48cc	DISPLACEMENT 3.810	3.819	3.820	3.830	INTERNAL BAL.	EXTERNAL BAL.
3.400"	5.967"	2618 JE -28.6cc inv. dome	8.2	233	-	234	235	**45100**	**45200**
3.400"	5.967"	4032 Wiseco -25cc inv. dome	8.1	-	-	234	235	**45102**	**45202**
3.625"	6.300"	2618 CP -26.2cc inv. dome	8.6	-	249	-	-	**45101**	**-**
3.625"	6.300"	2618 CP -26.2cc inv. dome, 9310 pin	8.6	-	249	-	-	**45101U**	**-**

45100 shown

When you buy a balanced Buick 3.8L V6 assembly, Eagle uses a 36.6% reciprocating factor when balancing.

Not for use in pollution controlled vehicles.

BMW

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging
3/8" ARP 2000 bolts
Weight-matched to +/- 1g
Alignment sleeves for precise cap location
Sizing performed with Sunnen Krossgrinding system
Recommended for use up to 900hp (4 cyl), 1500hp (6 cyl)

APPLICATION	LENGTH	WEIGHT	PIN SIZE	PART NUMBER	PART NUMBER
M52, M54, S50, S52	5.313" 135.0mm	540	22mm	**CRS5313B63D**	**CRS5313B6XD**
M40, M42, M44	5.313" 135.0mm	540	22mm	**CRS5313B43D**	**CRS5313B4XD**
N54, N55	5.708", 145.0mm	call	call	**CRS5708B3D**	**CRS5708BXD**

CADILLAC NORTHSTAR

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging
3/8" ARP 2000 bolts
Weight-matched to +/- 1g
Alignment sleeves for precise cap location
Sizing performed with Sunnen Krossgrinding system
Recommended for use up to 1500hp

LENGTH	WEIGHT	PIN SIZE	NOTES	PART NUMBER
5.943"	545	22mm	up to 1999	**CRS5943C3D**

CHEVROLET 4 CYL & 6 CYL

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging, 3/8" ARP 2000 bolts.
Sold in weight-matched sets +/- 1g
Bushed small end for full-floating piston pins
Big end sized with Sunnen Krossgrinder
Alignment sleeves for precise cap location
Recommended for use up to 900 hp.

APPLICATION	LENGTH	WEIGHT	PIN SIZE	PART NUMBER	PART NUMBER
LN2 OHV 2.2L	5.590"	580	.800"	**CRS5590C3D**	**CRS5590CXD**
LD9 2.4L Quad4	5.710"	550	22mm	**CRS5710C3D**	**CRS5710CXD**
2.2L Ecotec L61	5.765"	570	20mm	**CRS5765C3D**	**CRS5765CXD**
2.3L Quad4 LD2	5.806"	590	22mm	**CRS5806C3D**	**CRS5806CXD**
4.3 even fire V6*	5.700"	665	.927"	**CRS570063D**	-
250 CID I-6	5.700"	515	.927"	**CRS5700SLW-6**	-

*7/16" ARP 8740 bolts

CHEVROLET SMALL BLOCK

CONNECTING RODS

.927" pin size

Alignment sleeves for precise cap location

For ARP 2000 or L19 bolts, add "2000" or "L19" to the end of the part number.

- 3/8" ARP 8740 bolts
- ARP 2000 available
- Weight-matched +/- 2g
- Clearanced to miss camshaft up to 3.750" stroke.

- 7/16" ARP 8740 bolts
- ARP 2000 available
- Weight-matched +/- 2g
- Clearanced to miss camshaft up to 3.750" stroke.

- 7/16" ARP 8740 bolts
- ARP 2000 & L19 available
- Weight-matched +/- 1g
- 2 piece forging for superior strength
- Sized with Sunnen Krossgrinding System

- 7/16" ARP 2000 bolts
- fully CNC machined
- Weight-matched +/- 1g
- Improved big end for strength and bore stability.

2.100" JOURNAL									
LENGTH	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
5.565"	-	-	-	-	-	**CRS5565B3D**	635	-	-
5.700"	press-fit	**SIR5700BPLW**	550	-	-	-	-	-	-
5.700"	-	**SIR5700BBLW**	560	**FSI5700B**	580	**CRS5700B3D**	630	**CRS5700B4D**	680
5.850"	-	**SIR5850BBLW**	580	-	-	**CRS5850B3D**	630	-	-
5.950"	-	**SIR5950BBLW**	585	-	-	-		-	-
6.000"	-	**SIR6000BBLW**	570	**FSI6000B**	605	**CRS6000B3D**	640	**CRS6000B4D**	695
6.100"	-	-	-	-	-	**CRS6100L3D**	650	-	-
6.125"	-	**SIR6125BBLW**	600	-	-	**CRS6125B3D**	620	-	-
6.200"	-	**SIR6200BBLW**	610	-	-	**CRS6200B3D**	640	**CRS6200B4D**	690
6.250"	-	**SIR6250BBLW**	615	**FSI6250B**	635	**CRS6250B3D**	650	**CRS6250B4D**	700
6.300"	-	-	-	-	-	**CRS6300B3D**	660	-	-

2.000" JOURNAL									
LENGTH	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
5.700"	press-fit	**SIR5700SPLW**	590	-	-	-	-	-	-
5.700"	-	**SIR5700SBLW**	595	-	-	**CRS5700S3D**	640	-	-
5.850"	-	-	-	-	-	**CRS5850S3D**	650	-	-
6.000"	press-fit	**SIR6000SPLW**	640	-	-	-	-	-	-
6.000"	-	**SIR6000SBLW**	640	-	-	**CRS6000S3D**	660	-	-

EXTREME STROKER RODS

CNC machined for extra cam clearance

Recommended for use with 3.875" or longer stroke

2.100" JOURNAL							
LENGTH	NOTES	PART NUMBER	WT.	PART NUMBER	WT.	w/ARP 2000	w/ARP L19
5.850"	CNC machined for extra cam clearance	-	-	**CRS5850BST**	630	**CRS5850BST2000**	-
6.000"	CNC machined for extra cam clearance	**FSI6000BST**	600	**CRS6000BST**	640	**CRS6000BST2000**	-

NEW!

HOLDEN 308 CRANKSHAFTS

An excellent alternative to O.E. crank.

.092" radiuses so standard bearings can be used.

Target bobweight guaranteed +/- 2% designed for internal balance.

Recommended for use in pump gas street engines, no power adders.

STROKE	BOBWEIGHT	MIN. ROD	NOTES	PART NUMBER	WEIGHT
3.480"	1710	5.700"	2.100" rod journals	**103083480**	52

Not for use in pollution controlled vehicles.

283/327 CRANKSHAFTS

Bobweight listed is bobweight of crank when new +/- 2% GUARANTEED

Designed for internal balance except where noted.

2.299" main journal size.

2.000" rod journal size.

CAST STEEL
- Excellent alternative to O.E. crank
- .092" radiuses so O.E. bearings can be used
- Recommended for use in street engines - no power adders

FORGED 4140
- Forged 4140 steel with multi stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

FORGED 4340
- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

2 PC REAR SEAL								
STROKE	NOTES	BOBWEIGHT	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
3.000"	"302" stroke	1855	-		-		**432730005700**	52
3.250"	"327" stroke	1855	-		-		**432732505700**	52

305/350 CRANKSHAFTS

Bobweight listed is bobweight of crank when new +/- 2% GUARANTEED

Designed for internal balance except where noted.

2.449" main journal size.

Flexplate register: 2.489"

CAST STEEL
- Excellent alternative to O.E. crank
- .092" radiuses so O.E. bearings can be used
- Recommended for use in street engines - no power adders

FORGED 4140
- Forged 4140 steel with multi stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

FORGED 4340
- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

2 PC REAR SEAL								
STROKE	NOTES	BOBWEIGHT	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
3.000"	"302" stroke	1855	-		-		**435030005700**	52
3.250"	"327" stroke	1855	-		-		**435032505700**	52
3.480"	"305/350" stroke	1855	**103503480**	49	-		**435034805700**	53
3.480"	IMCA RaceSaver legal	1855	**103503480CMLW**	49	-	NEW!	**4350348057CM**	50
3.480"	IMCA RaceSaver legal	1855	**103503480CM**	50	-		-	
3.500"	IMCA RaceSaver legal	1855	-		-		**4350350057CM**	50
3.500"		1855	-		-		**435035005700**	53
3.562"		1855	-		-		**435035625700**	54
3.625"		1855	-		-		**435036255700**	54
3.750"		1855	**10350375057I***	47	**535037505700**	47	**435037505700**	54
3.750"	external balance	1855	**103503750**	48	-		-	
3.750"	big block snout**	1855	-		-		**4350375057BN**	55
3.875"	6.000" rod or longer	1855	-		-		**435038756000**	56
4.000"	6.000" rod or longer	1855	-		-		**435040006000**	57
4.125"	6.000" rod or longer	1855	-		-		**435041256000**	57

1 PC REAR SEAL								
STROKE	NOTES	BOBWEIGHT	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
3.480"	"305/350" stroke	1855	**103523480**	49	-		**435334805700**	53
3.480"	IMCA RaceSaver legal	1855	**103523480CMLW**	49	-		-	
3.480"	IMCA RaceSaver legal	1855	**103523480CM**	51	-		-	
3.750"		1855	**10352375057I***	47	**535337505700**	47	**435337505700**	54
3.750"	external balance	1855	**103523750**	48	-		-	
3.750"	int. front/ext. rear balance	1855	**10352375057E***	47	**5353375057LT**	47	-	
3.750"	6.000" rod or longer	1725	**10352375060I**	49	-		-	
3.875"	6.000" rod or longer	1855	-		-		**435338756000**	56

*1780 bobweight

** Big block snout cranks are also available with a second keyway for blower hub. For additional 3/16" keyway, add "1" to the end of the part number. For additional 1/4" keyway, add "2" to the end of the part number (i.e. 4350375057BN1 and 4350375057BN2).

CHEVROLET 305 2pc REAR SEAL ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.
Assemblies include crank, rods, pistons, rings, and bearings (OE replacement bearings with cast crank, racing bearings with forged crank).
Standard bore size is 3.736”. Compression ratios calculated considering uncut block, 3.766” bore size, and .040” head gasket thickness.

				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	58cc	64cc	76cc	000	030	040	060
3.480”	5.700”	hyper. KB -5cc flat top	std	9.5	8.9	7.9	-	310	312	315
3.480”	5.700”	4032 Mahle -3cc flat top	FF	9.5	8.9	7.9	-	310	312	315
3.500”	5.700”	4032 Mahle -3cc inv. dome	FF	9.8	9.1	8.0	-	312	314	317
3.750”	5.700”	hyper KB -10cc inv. dome	FF	9.7	9.1	8.1	-	334	336	340

For 305 Sprint and RaceSaver assemblies, see page 20

CHEVROLET 305 1pc REAR SEAL ASSEMBLIES

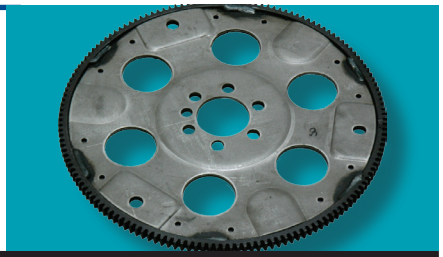
Unbalanced assemblies MUST be balanced by qualified machine shop before use.
Assemblies balanced by Eagle require no additional balancing.
Assemblies include crank, rods, pistons, rings, and bearings.
Standard bore size is 3.736”.
Compression ratios calculated considering uncut block,
3.766” bore size, and .040” head gasket thickness.

				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	58cc	64cc	76cc	000	030	040	060
3.480”	5.700”	hyper. KB -5cc flat top	std	9.5	8.9	7.9	-	310	312	315
3.750”	5.700”	hyper KB -10cc inv. dome	FF	9.7	9.1	8.1	-	334	336	340

CHEVROLET SMALL BLOCK 1PC REAR SEAL INTERNAL BALANCE FLEXPLATE

Internal balance for Chevy small block 1 piece rear seal including LT1.

Street use only - NOT SFI approved.



DESCRIPTION	PART NUMBER
168 tooth int. balance, 14 1/8” diameter	**FRA159ESP**
153 tooth int. balance, 12 7/8” diameter	**FRA160ESP**

Not for use in pollution controlled vehicles.

STREET & STRIP				PRO STREET		COMPETITION	
CAST STEEL 5140 I-BEAM				FORGED 4340 4340 I-BEAM		FORGED 4340 4340 H-BEAM	
Recommended for use in pump-gas street vehicles.				Recommended for naturally-aspirated competition use. Rod bolt upgrades available.		Recommended for all competition engines. Rod bolt upgrades available.	
EXTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	13101	B13101E	-	-	-	-
-	-	13602	B13602E	10602	B10602	-	-
-	-	-	-	10604	B10604	-	-
13102	B13102	-	-	-	-	-	-

STREET & STRIP				PRO STREET		COMPETITION	
CAST STEEL 5140 I-BEAM				FORGED 4140 4340 I-BEAM		FORGED 4340 4340 H-BEAM	
Recommended for use in pump-gas street vehicles.				Recommended for naturally-aspirated competition use. Rod bolt upgrades available.		Recommended for all competition engines. Rod bolt upgrades available.	
EXTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	13101L	B13101L	-	-	-	-
13102L	B13102L	-	-	-	-	-	-

Not for use in pollution controlled vehicles.

NEW!

CHEVROLET 302/327 SMALL JOURNAL ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing. Assemblies include crank, rods, pistons, rings, and bearings (OE replacement bearings with cast crank, racing bearings with forged crank). Standard bore size is 4.000”. Compression ratios calculated considering uncut block, 4.030” bore size, and .040” head gasket thickness. 2.300” main journal size and 2.000” rod journal size for early (1967 and older) small blocks.

				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	58cc	64cc	76cc	000	030	040	060
3.000”	6.125”	2618 Icon 6.3cc dome	FF	10.9	10.1	8.7	302	306	308	311
3.000”	6.125”	2618 Icon 9.7cc dome	FF	11.5	10.5	9.1	302	306	308	311
3.000”	6.125”	2618 Icon 12.7cc dome	FF	12.0	11.0	9.4	302	306	308	311
3.250”	5.700”	2618 Icon -4.9cc flat top	FF	10.0	9.3	8.2	327	332	335	337
3.250”	6.000”	2618 Icon -4.9cc flat top	FF	10.1	9.5	8.4	327	332	335	337
3.250”	6.125”	4032 Mahle -5cc flat top	FF	9.9	9.2	8.2	327	332	335	337
3.250”	5.700”	4032 Mahle 5cc dome	FF	11.2	10.4	9.0	327	332	335	337
3.250”	5.700”	2618 Icon 6.3cc dome	FF	11.5	10.6	9.2	327	332	335	337
3.250”	6.000”	2618 Icon 6.3cc dome	FF	11.8	10.8	9.4	327	332	335	337
3.250”	6.000”	2618 Icon 9.7cc dome	FF	12.4	11.3	9.7	327	332	335	337
3.250”	6.125”	4032 Mahle 11.1cc dome	FF	12.2	11.2	9.7	327	332	335	337
3.250”	6.000”	2618 Icon 12.7cc dome	FF	13.0	11.8	10.1	327	332	335	337

Not for use in pollution controlled vehicles.

PRO STREET		COMPETITION	
Recommended for naturally-aspirated competition use. Rod bolt upgrades available.		Recommended for all competition engines. Rod bolt upgrades available.	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	10921	B10921
-	-	10922	B10922
-	-	10923	B10923
10901	B10901	10911	B10911
10902	B10902	10912	B10912
-	-	10913	B10913
10907	B10907	10917	B10917
10904	B10904	10914	B10914
10906	B10906	10916	B10916
-	-	10918	B10918
-	-	10915	B10915
-	-	10919	B10919

CHEVROLET 2pc REAR SEAL SMALL BLOCK ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.

Assemblies include crank, rods, pistons, rings, and bearings (OE replacement bearings with cast crank, racing bearings with forged crank).

Heavy duty assemblies include rod bolt upgrade and application-specific pistons (see description).

Standard bore size is 4.000”. Compression ratios calculated considering uncut block, 4.030” bore size, and .040” head gasket thickness.

				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	58cc	64cc	76cc	000	030	040	060
3.000”	6.125”	4032 Icon -4.9cc flat top	FF	9.4	8.8	7.8	302	306	308	311
3.000”	6.125”	2618 Icon 9.7cc dome	FF	11.5	10.5	9.1	302	306	308	311
3.000”	6.125”	2618 Icon 12.7cc dome	FF	12.0	10.9	9.4	302	306	308	311
3.250”	6.000”	2618 Icon -4.9cc flat top	FF	10.1	9.5	8.4	327	332	335	337
3.250”	6.125”	4032 Mahle -5cc flat top	FF	10.1	9.5	8.4	-	332	335	-
3.250”	5.700”	4032 Mahle 5cc dome	FF	11.2	10.4	9.0	327	332	335	337
3.250”	6.125”	4032 Mahle 11.1cc dome	FF	12.2	11.2	9.7	327	332	335	337
3.480”	5.700”	4032 SRP -24cc inv. dome	FF	8.6	8.2	7.6	350	355	356	360
3.480”	5.700”, ARP 2000	2618 JE -22cc F.I. inv. dome	FF	8.8	8.3	7.8	-	355	-	-
TOP SELLER 3.480”	5.700”	cast Silv-O-Lite -10cc inv. dome	std	9.5	8.9	8.0	350	355	356	360
3.480”	5.700”	hyper. KB -12cc inv. dome	std	9.7	9.1	8.2	350	355	356	360
TOP SELLER 3.480”	5.700” press-fit	cast Silv-O-Lite -7cc flat top	std	10.3	9.6	8.5	350	355	356	360
3.480”	5.700”	hyper. KB -7cc flat top	std	10.3	9.6	8.5	350	355	356	360
3.480”	6.000”	hyper. KB -7cc flat top	std	10.3	9.6	8.5	350	355	356	360
3.480”	5.700”	4032 Mahle -5cc flat top	FF	10.6	9.9	9.0	350	355	356	360
3.480”	6.000”	4032 Mahle -5cc flat top	FF	10.6	9.9	9.0	350	355	356	360
3.480”	5.700”	4032 Icon -3.7cc flat top	std	10.8	10.1	8.9	350	355	356	360
3.480”	6.000”	2618 Mahle +11cc dome	FF	12.6	11.6	10.0	-	355	356	360
3.500”	6.000”	4032 Mahle -5cc flat top	FF	10.6	9.9	9.0	352	357	359	362
3.625”	6.000”	2618 JE +13.5cc dome	FF	14.0	12.8	11.0	-	370	-	-
3.750”	5.700”	2618 Mahle -31cc inv. dome	FF	8.7	8.2	7.7	-	383	-	-
3.750”	5.700”, ARP L19	2618 JE -31cc F.I. inv. dome	FF	8.7	8.2	7.8	-	383	-	-
3.750”	5.700”	4032 Mahle -26cc inv. dome	FF	9.0	8.6	7.8	-	383	385	-
3.750”	6.000”, ARP L19	2618 JE -28cc F.I. inv. dome	FF	8.9	8.4	7.9	-	383	-	388
3.750”	6.000”	4032 Icon -18cc inv. dome	FF	9.9	9.4	8.4	377	383	385	388
3.750”	5.700”	hyper. KB -18cc inv. dome	std	9.9	9.4	8.4	377	383	385	388
3.750”	5.700”	4032 Icon -18cc inv. dome	FF	9.9	9.4	8.4	377	383	385	388
3.750”	5.700”	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	-	383	385	388
3.750”	6.000”	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	-	383	385	388
TOP SELLER 3.750”	5.700”	KB Claimer -12cc inv. dome	std	10.4	9.8	8.7	377	383	385	388
3.750”	5.700”	4032 Icon -10cc inv. dome	std	10.5	9.9	8.9	377	383	385	388
3.750”	5.700”	KB Claimer -5cc flat top	std	11.2	10.5	9.3	377	383	385	388
TOP SELLER 3.750”	5.700”	hyper. KB -7cc flat top	std	11.2	10.5	9.3	377	383	385	388
TOP SELLER 3.750”	5.700”	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	-	383	385	388
3.750”	6.000”	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	-	383	385	388
3.750”	5.700”	4032 Icon -5cc flat top	FF	11.3	10.5	9.3	377	383	385	388
3.750”	6.000”	4032 Icon -5cc flat top	FF	11.3	10.5	9.3	377	383	385	388
3.750”	5.700”	2618 SRP +7cc dome	FF	13.1	12.1	10.5	-	383	385	388
3.750”	6.000”	2618 Mahle +6cc dome	FF	13.0	12.0	10.5	-	383	385	388
3.750”	6.000”	2618 Mahle +11cc dome	FF	14.0	12.8	11.0	377	383	385	388
3.875”	6.000” extreme stroke ARP 2000	4032 DSS -16cc inv. dome	FF	10.2	9.6	8.7	390	395	397	401
3.875”	6.000” extreme stroke ARP 2000	4032 Mahle -5cc flat top	FF	11.6	10.8	9.6	-	395	397	-
4.000”	6.000” extreme stroke ARP 2000	4032 DSS -16cc inv. dome	FF	10.5	9.9	8.9	402	408	410	414
4.000”	6.000” extreme stroke ARP 2000	4032 DSS -5cc flat top	FF	11.9	11.1	9.8	402	408	410	414

Not for use in pollution controlled vehicles.

STREET & STRIP				PRO STREET		COMPETITION	
CAST STEEL 5140 I-BEAM				FORGED 4140 4340 I-BEAM		FORGED 4340 4340 H-BEAM	
EXTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	-	-	-	-	12321	B12321
-	-	-	-	-	-	12332	B12332
-	-	-	-	-	-	12333	B12333
				62322	B62322	12322	B12322
-	-	-	-	-	-	12323	B12323
-	-	-	-	62327	B62327	12327	B12327
-	-	-	-	-	-	12325	B12325
-	-	13020	B13020E	62029	B62029	12029	B12029
-	-	-	-	-	-	35100	B35100
-	-	-	B15403E	-	-	-	-
-	-	13201	B13201E	62201	B62201	-	-
-	-	-	B15402E	-	-	-	-
-	-	13202	B13202E	62202	B62202	-	-
-	-	13205	B13205E	62005	B62005	-	-
-	-	13021	B13021E	62001	B62001	12001	B12001
-	-	13022	B13022E	62003	B62003	12003	B12003
-	-	13302	B13302E	62302	B62302	12302	B12302
-	-	-	-	62004	B62004	12004	B12004
-	-	-	-	62020	B62020	12020	B12020
-	-	-	-	62022	B62022	12022	B12022
-	-	-	-	62006	B62006	12006	B12006
-	-	-	-	-	-	35120	B35120
-	-	-	-	62046	B62046	12037	B12037
-	-	-	-	-	-	35130	B35130
13303	B13303E	13323	B13323E	62303	B62303	12303	B12303
13004	B13004E	13054	B13054E	62054	B62054	-	-
13304	B13304E	13324	B13324E	62304	B62304	12304	B12304
13001	B13001E	13051	B13051E	62007	B62007	12007	B12007
13002	B13002E	13052	B13052E	62010	B62010	12010	B12010
-	B15404E	-	B15454E	-	-	-	-
13009	B13009E	13013	B13013E	62013	B62013	12021	B12021
-	B15405E	-	B15455E	-	-	-	-
13005	B13005E	13055	B13055E	62055	B62055	-	-
13006	B13006E	13056	B13056E	62008	B62008	12008	B12008
13007	B13007E	13057	B13057E	62011	B62011	12011	B12011
13305	B13305E	13325	B13325E	62305	B62305	12305	B12305
13316	B13316E	13326	B13326E	62316	B62316	12316	B12316
-	-	-	-	62009	B62009	12009	B12009
-	-	-	-	62012	B62012	12012	B12012
-	-	-	-	62077	B62077	12077	B12077
-	-	-	-	-	-	12019	B12019
-	-	-	-	-	-	12013	B12013
-	-	-	-	-	-	12018	B12018
-	-	-	-	-	-	12016	B12016

CHEVROLET 1pc REAR SEAL SMALL BLOCK ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.

Assemblies include crank, rods, pistons, rings, and bearings (OE replacement bearings with cast crank, racing bearings with forged crank).

Designed for internal balance without heavy metal. Standard bore size is 4.000”.

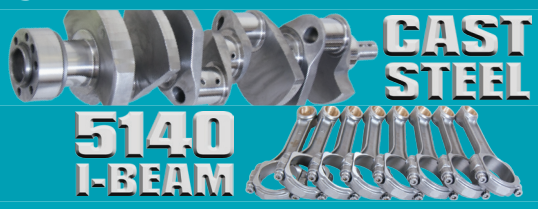
Heavy duty assemblies include rod bolt upgrade and application-specific pistons (see description).

Compression ratios calculated considering uncut block, 4.030” bore size, and .040” head gasket thickness.

From the factory, 1 piece rear seal 350 and LT1 are balanced internally in the front and externally in the rear. When building a stroker LT1, external balanced assemblies CANNOT be used because no external balance LT1 damper is available.

				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	58cc	64cc	76cc	000	030	040	060
3.480”	5.700”	4032 SRP -24cc inv. dome	FF	8.6	8.2	7.6	350	355	356	360
3.480”	5.700”, ARP 2000	2618 JE -22cc F.I. inv. dome	FF	8.8	8.3	7.8	-	355	-	-
3.480”	5.700”	cast Silv-O-Lite -10cc inv. dome	std	9.5	8.9	8.0	350	355	356	360
3.480”	5.700”	hyper. KB -12cc inv. dome	std	9.7	9.1	8.2	350	355	356	360
3.480”	5.700” press-fit	cast Silv-O-Lite -7cc flat top	std	10.3	9.6	8.5	350	355	356	360
3.480”	5.700”	hyper. KB -7cc flat top	std	10.3	9.6	8.5	350	355	356	360
3.480”	6.000”	hyper. KB -7cc flat top	std	10.3	9.6	8.5	350	355	356	360
3.480”	6.000”	“claimer” KB -5cc flat top	std	10.6	9.9	9.0	350	355	356	360
3.480”	5.700”	4032 Mahle -5cc flat top	FF	10.6	9.9	9.0	350	355	356	360
3.480”	6.000”	4032 Mahle -5cc flat top	FF	10.6	9.9	9.0	350	355	356	360
3.480”	5.700”	4032 Icon -3.7cc flat top	FF	10.8	10.1	8.9	350	355	356	360
3.480”	6.000”	4032 Icon -3.7cc flat top	FF	10.8	10.1	8.9	350	355	356	360
3.480”	6.000”	2618 Mahle +11cc dome	FF	12.6	11.6	10.0	-	355	356	360
3.750”	5.700”	2618 Mahle -31cc inv. dome	FF	8.7	8.2	7.7	-	383	-	-
3.750”	5.700”, ARP L19	2618 JE -31cc F.I. inv. dome	FF	8.7	8.2	7.8	-	383	-	-
3.750”	5.700”	4032 Mahle -26cc inv. dome	FF	9.0	8.6	7.8	-	383	385	-
3.750”	6.000”, ARP L19	2618 JE -28cc F.I. inv. dome	FF	8.9	8.4	7.9	-	383	-	388
3.750”	6.000”	4032 Icon -18cc inv. dome	FF	9.9	9.4	8.4	377	383	385	388
3.750”	5.700”	hyper. KB -18cc inv. dome	std	9.9	9.4	8.4	377	383	385	388
3.750”	5.700”	4032 Icon -18cc inv. dome	FF	9.9	9.4	8.4	377	383	385	388
3.750”	5.700”	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	-	383	385	388
3.750”	6.000”	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	-	383	385	388
3.750”	5.700”	KB Claimer -12cc inv. dome	std	10.4	9.8	8.7	377	383	385	388
3.750”	5.700”	4032 Icon -10cc inv. dome	std	10.5	9.9	8.9	377	383	385	388
TOP SELLER 3.750”	5.700”	KB Claimer -5cc flat top	std	11.2	10.5	9.3	377	383	385	388
3.750”	5.700”	hyper. KB -7cc flat top	std	11.2	10.5	9.3	377	383	385	388
3.750”	5.700”	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	-	383	385	388
3.750”	6.000”	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	-	383	385	388
TOP SELLER 3.750”	5.700”	4032 Icon -5cc flat top	FF	11.7	10.9	9.6	-	383	385	388
3.750”	6.000”	4032 Icon -5cc flat top	FF	11.3	10.5	9.3	377	383	385	388
3.750”	5.700”	2618 SRP +7cc dome	FF	13.1	12.1	10.5	-	383	385	388
3.750”	6.000”	2618 Mahle +6cc dome	FF	13.0	12.0	10.5	-	383	385	388
3.750”	6.000”	2618 Mahle +11cc dome	FF	14.0	12.8	11.0	377	383	385	388
3.875”	6.000” extreme stroke ARP 2000	4032 DSS -18cc inv. dome	FF	10.2	9.6	8.7	390	395	397	401
3.875”	6.000” extreme stroke ARP 2000	4032 Mahle -5cc flat top	FF	11.6	10.8	9.6	-	395	397	-

Not for use in pollution controlled vehicles.

STREET & STRIP						PRO STREET		COMPETITION	
									
Recommended for use in pump-gas street vehicles.						Recommended for naturally-aspirated competition use. Rod bolt upgrades available.		Recommended for all competition engines. Rod bolt upgrades available.	
INT/EXT (LT1) BALANCE		EXTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
13020L	B13020L	-	-	-	-	62129	B62129	12129	B12129
-	-	-	-	-	-	-	-	36100	B36100
-	B15403L	-	-	-	-	-	-	-	-
13201L	B13201L	-	-	-	-	62201L	B62201L	-	-
-	B15402L	-	-	-	-	-	-	-	-
13202L	B13202L	-	-	-	-	62202L	B62202L	-	-
13205L	B13205L	-	-	-	-	62005L	B62005L	-	-
13208L	B13208L	-	-	-	-	-	-	-	-
13021L	B13021L	-	-	-	-	62101	B62101	12101	B12101
13022L	B13022L	-	-	-	-	62103	B62103	12103	B12103
13302L	B13302L	-	-	-	-	62302L	B62302L	12302L	B12302L
13311L	B13311L	-	-	-	-	62311L	B62311L	12311L	B12311L
-	-	-	-	-	-	62104	B62104	12104	B12104
		-	-	-	-	62106	B62106	12106	B12106
		-	-	-	-	-	-	36120	B36120
		-	-	-	-	62146	B62146	12137	B12137
		-	-	-	-	-	-	36130	B36130
13573L	B13573L	13303L	B13303L	13323L	B13323L	62303L	B62303L	12303L	B12303L
13554L	B13554L	13004L	B13004L	13054L	B13054L	62054L	B62054L	-	-
13574L	B13574L	13304L	B13304L	13324L	B13324L	62304L	B62304L	12304L	B12304L
13551L	B13551L	13001L	B13001L	13051L	B13051L	62107	B62107	12107	B12107
13552L	B13552L	13002L	B13002L	13052L	B13052L	62110	B62110	12110	B12110
-	B15504L	-	B15404L	-	B15454L	-	-	-	-
13559L	B13559L	13009L	B13009L	13013L	B13013L	62013L	B62013L	12121	B12121
-	B15505L	-	B15405L	-	B15455L	-	-	-	-
13555L	B13555L	13005L	B13005L	13055L	B13055L	62055L	B62055L	-	-
13556L	B13556L	13006L	B13006L	13056L	B13056L	62108	B62108	12108	B12108
13557L	B13557L	13007L	B13007L	13057L	B13057L	62111	B62111	12111	B12111
13565L	B13565L	13305L	B13305L	13325L	B13325L	62305L	B62305L	12305L	B12305L
13566L	B13566L	13316L	B13316L	13326L	B13326L	62316L	B62316L	12316L	B12316L
		-	-	-	-	62109	B62109	12109	B12109
		-	-	-	-	62112	B62112	12112	B12112
		-	-	-	-	62136	B62136	12136	B12136
		-	-	-	-	-	-	12119	B12119
		-	-	-	-	-	-	12113	B12113

LIGHTWEIGHT RODS

bushed for full-floating .927" piston pin.

Weight-matched to +/- 1g

Alignment sleeves for precise cap location

5140 I-BEAM

- 3/8" ARP 8740 bolts
- ARP 2000 available
- Weight-matched +/- 2g
- Clearanced to miss camshaft up to 3.750" stroke.

4340 H-BEAM

- 3/8" ARP 2000 bolts
- Lightweight design for naturally-aspirated racing engines only
- 2 piece forging
- Big end sized on Sunnen Krossgrinder

2.100" JOURNAL LENGTH	WEIGHT	5140 I-BEAM PART NUMBER	4340 H-BEAM PART NUMBER
5.700"	540	SIR5700CM	CRS5700BLW
6.000"	545	-	CRS6000BLW
6.125"	550	-	CRS6125BLW
2.000" JOURNAL LENGTH	**WEIGHT**	**PART NUMBER**	**PART NUMBER**
5.700"	535	-	CRS5700SLW
6.000"	545	-	CRS6000SLW

IMCA-LEGAL CRANKS

Complies with IMCA rules.

Designed for internal balance.

Weight listed is +/- 1 pound before balancing

2.100" ROD JOURNALS STROKE	NOTES	CAST STEEL BOBWT	2PC REAR SEAL	1PC REAR SEAL	WEIGHT	FORGED 4340 BOBWT	2PC REAR SEAL	WEIGHT
3.480"	holes in #1 & #4 throw	1750	103503480CMLW	103523480CMLW	49	1800	4350348057CM	51
3.480"	no holes in throws	1750	103503480CM	103523480CM	51		--	
3.500"	holes in #1 & #4 throw	-	-	-	-	1800	4350350057CM	52

NEW!

IMCA RACESAVER 305 ASSEMBLIES

IMCA-legal crankshaft. 47.52 pound minimum weight.

5.700" rods with ARP capscrew rod bolts.

Forged pistons and plasma-moly file fit rings. Performance racing bearings.

Round rear flange for sprint drive

Standard bore is 3.736", Max displacement: 315.9 cu.in.

RACESAVER SPRINT SERIES www.racesaver.com

2 PIECE REAR SEAL STROKE	PISTON	WEIGHT PISTON	PIN	RINGS	DISPLACEMENT 020	030	040	050	060	064
3.480"	2618 Icon -1.6cc, lat. gas ports	393g	105g	1.2, 1.2, 3.0mm	308.5	310.1	311.8	313.4	315.1	315.7
3.480"	4032 Mahle -1.6cc, lat. gas ports	415g	92g	1.0, 1.0, 2.0mm	-	310.1	311.8	313.4	315.1	-
3.480"	2618 CP -1.4cc, vert. gas ports	414g	106g	1.0, 1.0, 2.0mm	-	310.1	311.8	313.4	315.1	-
3.500"	2618 Icon -1.6cc, lat. gas ports	393g	105g	1.2, 1.2, 3.0mm	310.2	311.9	313.6	315.2	illegal	illegal
3.500"	4032 Mahle -1.6cc, lat. gas ports	415g	92g	1.0, 1.0, 2.0mm	-	311.9	313.6	315.2	illegal	-
3.500"	2618 CP -1.4cc, vert. gas ports	414g	106g	1.0, 1.0, 2.0mm	-	311.9	313.6	315.2	illegal	-
1 PIECE REAR SEAL STROKE	**PISTON**	**WEIGHT PISTON**	**PIN**	**RINGS**	**DISPLACEMENT 020**	**030**	**040**	**050**	**060**	**064**
3.480"	2618 Icon -1.6cc, lat. gas ports	393g	105g	1.2, 1.2, 3.0mm	308.5	310.1	311.8	313.4	315.1	315.7
3.480"	4032 Mahle -1.6cc, lat. gas ports	415g	92g	1.0, 1.0, 2.0mm	-	310.1	311.8	313.4	315.1	-
3.480"	2618 CP -1.4cc, vert. gas ports	414g	106g	1.0, 1.0, 2.0mm	-	310.1	311.8	313.4	315.1	-

Not for use in pollution controlled vehicles.

LIGHTWEIGHT CRANKS

Forged SAE 4340 steel.
Lightweight counterweight design.
.125" radiuses improve strength and rigidity.
For use in naturally aspirated competition engines.
Weight listed is +/- 1 pound.

2.100" ROD JOURNALS							
STROKE	MIN. ROD	BOBWEIGHT	PART NUMBER	WEIGHT	BOBWEIGHT	PART NUMBER	WEIGHT
3.350"	5.700"	1820	**4350335057LA**	49	-	-	-
3.480"	5.700"	1750	**4350348057LW**	47	-	-	-
3.480"	5.700"	1820	**4350348057LA**	49	1670	**4350348057FW**	46
3.500"	5.700"	1820	**4350350057LA**	48	1670	**4350350057FW**	46
3.750"	5.700"	1820	**4350375057LA**	49	-	-	-

2.000" ROD JOURNALS							
STROKE	MIN. ROD	BOBWEIGHT	PART NUMBER	WEIGHT	BOBWEIGHT	PART NUMBER	WEIGHT
3.480"	5.700"	1850	**4349348057LA**	48	-	-	-
3.500"	5.700"	1850	**4349350057LA**	48	-	-	-
3.750"	5.700"	1850	**4349375057LA**	49	-	-	-
4.000"	6.000"	1850	**4349400060LA**	50	-	-	-

CAST STEEL 5140 I-BEAM		CAST STEEL 4340 I-BEAM		FORGED 4340 5140 I-BEAM		FORGED 4340 4340 I-BEAM		FORGED 4340 4340 H-BEAM	
3/8" ARP 2000 BOLTS 540g ROD WEIGHT		7/16" ARP 8740 BOLTS 580g ROD WEIGHT		3/8" ARP 2000 BOLTS 540g ROD WEIGHT		7/16" ARP 8740 BOLTS 580g ROD WEIGHT		3/8" ARP 2000 BOLTS 540g ROD WEIGHT	
UNBAL.	BALANCED	UNBAL.	BALANCED	UNBAL.	BALANCED	UNBAL.	BALANCED	UNBAL.	BALANCED
10711	**B10711**	**10721**	**B10721**	**10701**	**B10701**	**10731**	**B10731**	**10751**	**B10751**
10710	**B10710**	**10720**	**B10720**	**10700**	**B10700**	**10730**	**B10730**	**10750**	**B10750**
10712	**B10712**	**10722**	**B10722**	**10702**	**B10702**	**10732**	**B10732**	**10752**	**B10752**
-	-	-	-	**10801**	**B10801**	**10831**	**B10831**	**10851**	**B10851**
-	-	-	-	**10800**	**B10800**	**10830**	**B10830**	**10850**	**B10850**
-	-	-	-	**10802**	**B10802**	**10832**	**B10832**	**10852**	**B10852**

UNBAL.	BALANCED	UNBAL.	BALANCED	UNBAL.	BALANCED	UNBAL.	BALANCED	UNBAL.	BALANCED
10711L	**B10711L**	**10721L**	**B10721L**	-	-	-	-	-	-
10710L	**B10710L**	**10720L**	**B10720L**	-	-	-	-	-	-
10712L	**B10712L**	**10722L**	**B10722L**	-	-	-	-	-	-

CHEVROLET 400

CONNECTING RODS

.927" pin size

Alignment sleeves for precise cap location

For ARP 2000 or L19 bolts, add "2000" or "L19" to the end of the part number.

- 3/8" ARP 8740 bolts
- ARP 2000 available
- Weight-matched +/- 2g
- Clearanced to miss camshaft up to 3.750" stroke.

- 7/16" ARP 8740 bolts
- ARP 2000 available
- Weight-matched +/- 2g
- Clearanced to miss camshaft up to 3.750" stroke.

- 7/16" ARP 8740 bolts
- ARP 2000 & L19 available
- Weight-matched +/- 1g
- 2 piece forging for superior strength
- Sized with Sunnen Krossgrinding System

- 7/16" ARP 2000 bolts
- fully CNC machined
- Weight-matched +/- 1g
- Improved big end for strength and bore stability.

2.100" JOURNAL									
LENGTH	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
5.565"	-	-	-	-	-	CRS5565B3D	635	-	-
5.700"	press-fit	SIR5700BPLW	550	-	-	-	-	-	-
5.700"	-	SIR5700BBLW	560	FSI5700B	580	CRS5700B3D	630	CRS5700B4D	680
5.850"	-	SIR5850BBLW	580	-	-	CRS5850B3D	630	-	-
5.950"	-	SIR5950BBLW	585	-	-	-		-	-
6.000"	-	SIR6000BBLW	570	FSI6000B	605	CRS6000B3D	640	CRS6000B4D	695
6.100"	-	-	-	-	-	CRS6100L3D	650	-	-
6.125"	-	SIR6125BBLW	600	-	-	CRS6125B3D	620	-	-
6.200"	-	SIR6200BBLW	610	-	-	CRS6200B3D	640	CRS6200B4D	690
6.250"	-	SIR6250BBLW	615	FSI6250B	635	CRS6250B3D	650	CRS6250B4D	700
6.300"	-	-	-	-	-	CRS6300B3D	660	-	-

EXTREME STROKER RODS

CNC machined for extra cam clearance

Recommended for use with 3.875" or longer stroke

2.100" JOURNAL							
LENGTH	NOTES	PART NUMBER	WT.	PART NUMBER	WT.	w/ARP 2000	w/ARP L19
5.850"	CNC machined for extra cam clearance	-	-	CRS5850BST	630	CRS5850BST2000	-
6.000"	CNC machined for extra cam clearance	FSI6000BST	600	CRS6000BST	640	CRS6000BST2000	-

SPACER BEARINGS

Simple, effective way to use 350 crank in 400 block. Manufactured by King Bearings.

No machine work required. Install into block, then use 350 bearings inside spacers.

APPLICATION	PART NUMBER
use with Chevy 350 bearings in 400 block	King MB5224AM

Not for use in pollution controlled vehicles.

CRANKSHAFTS

Bobweight listed is bobweight of crank when new +/- 2% GUARANTEED
Designed for internal balance except where noted.
2.649" main journal size.

CAST STEEL
- Excellent alternative to O.E. crank
- .092" radiuses so O.E. bearings can be used
- Recommended for use in street engines - no power adders

FORGED 4340
- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

STROKE		NOTES	BOBWEIGHT	CAST STEEL PART NO.	WT.	FORGED 4340 PART NO.	WT.
3.480"	5.700"		1900	-	-	**440034805700**	52
3.750"	5.700"	external balance, some pistons will work with 5.565" rods	1860	**104003750**	49	-	-
3.750"	5.700"	internal balance	1800	**104003750571**	51	-	-
3.750"	5.700"	internal balance	1900	-	-	**440037505700**	53
3.800"	6.000"		1900	-	-	**440038006000**	53
3.875"	6.000"		1900	-	-	**440038756000**	54
4.000"	6.000"		1900	-	-	**440040006000**	54
4.125"	6.000"		1900	-	-	**440041256000**	54

CRANKSHAFT OPTIONS

Available only at the time of purchase

DESCRIPTION	PART NO.
machine snout for second 3/16" keyway	**A100**
machine snout for second 1/4" keyway	**A110**
ESP Armor surface finish reduces bearing friction and improves oil shedding. 1.5%- 4% typical power gains.	**AR100**
Round cut rear flange for sprint car use	**M100**
Pendulum undercutting of counterweights reduces weight 2-4 pounds.	**P100**

owner: Brian Godecki
photo: Paul Barnwell

CHEVROLET 400 SMALL BLOCK ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.

Assemblies include crank, rods, pistons, rings, and bearings (OE replacement bearings with cast crank, racing bearings with forged crank).

Designed for internal balance without heavy metal. Standard bore size is 4.125".

Heavy duty assemblies include rod bolt upgrade and application-specific pistons (see description).

Compression ratios calculated considering uncut block, 4.155" bore size, and .040" head gasket thickness.

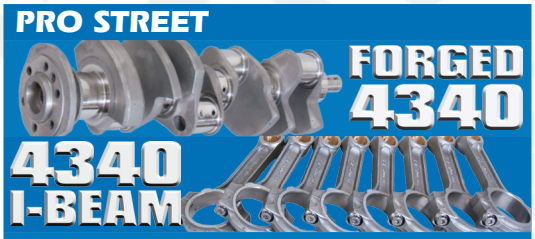
STREET & STRIP

Recommended for use in pump-gas street vehicles.

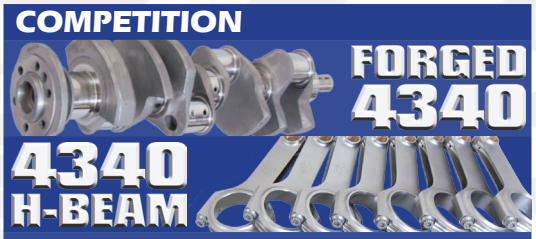
				COMPRESSION RATIO			BORE SIZE & DISPLACMENT				EXTERNAL BALANCE	
											UNBALANCED	BALANCED
STROKE	ROD	PISTON	RINGS	58cc	64cc	76cc	000	030	040	060	400 MAINS	
3.480	6.250"	2618 JE +6.2cc dome	FF	12.3	11.4	10.0	372	377	379	-	-	-
3.480"	6.000"	2618 Mahle +11cc dome	FF	13.2	12.1	10.5	372	377	379	-	-	-
3.500"	6.000"	2618 JE +13cc dome	FF	14.1	12.9	11.1	374	380	-	-	-	-
3.625"	6.000"	2618 JE +12.9cc dome	FF	14.6	13.3	11.4	388	393	-	-	-	-
3.750"	5.700"	2618 JE -36cc F.I. inv. dome	FF	8.7	8.3	7.6	401	407	-	-	-	-
3.750"	6.000"	2618 JE -28cc F.I. inv. dome	FF	9.3	8.8	8.0	401	407	409	-	-	-
3.750"	5.700"	hyper KB -30cc inv. dome	std	9.3	8.8	8.0	-	407	409	413	**13008**	**B13008**
3.750"	5.700"	4032 Icon -23cc inv. dome	FF	9.7	9.2	8.4	-	407	409	413	**13160**	**B13160**
3.750"	5.700"	4032 Mahle-20cc inv. dome	FF	10.0	9.5	8.6	-	407	409	-	**13012**	**B13012**
3.750"	5.700"	hyper KB -18cc inv. dome	std	10.3	9.7	8.7	401	407	409	413	**13016**	**B13016**
3.750"	5.700"	4032 DSS -16cc inv. dome	FF	10.4	9.8	8.8	401	407	409	413	**13163**	**B13163**
3.750"	6.000"	4032 DSS -16cc inv. dome	FF	10.4	9.8	8.8	401	407	409	413	**13164**	**B13164**
3.750"	6.000"	4032 Mahle -16cc inv. dome	FF	10.4	9.8	8.8	401	407	409	-	**13011**	**B13011**
TOP SELLER 3.750"	5.700"	hyper. KB -7cc flat top	std	11.7	11.0	9.7	-	407	409	413	**13010**	**B13010**
3.750"	5.700"	4032 Icon -5cc flat top	FF	11.8	11.0	9.7	-	407	409	413	**13161**	**B13161**
3.750"	5.700"	4032 Mahle -5cc flat top	FF	11.8	11.0	9.7	401	407	-	-	**13014**	**B13014**
3.750"	6.000"	4032 Icon -5cc flat top	FF	11.8	11.0	9.7	-	407	409	413	**13162**	**B13162**
3.750"	6.000"	4032 Mahle -5cc flat top	FF	11.8	11.0	9.7	401	407	409	-	**13015**	**B13015**
3.750"	6.125"	2618 JE +6.2cc dome	FF	13.6	12.5	10.9	-	407	409	-	-	-
3.750"	5.700"	4032 Mahle +4cc dome	FF	13.2	12.2	10.6	401	407	409	-	-	-
3.750"	6.000"	2618 Mahle +4cc dome	FF	13.2	12.2	10.6	401	407	409	-	-	-
3.750"	6.000"	2618 JE +5.6cc dome	FF	13.5	12.4	10.8	401	407	409	-	-	-
3.750"	6.000"	2618 JE +10.8cc dome	FF	14.5	13.3	11.5	401	407	409	-	-	-
3.800"	6.000"	2618 JE +5.6cc dome	FF	13.6	12.6	11.0	-	412	414	-	-	-
3.800"	6.000"	2618 JE +10.8cc dome	FF	14.7	13.5	11.6	-	412	414	-	-	-
3.875"	6.000"*	4032 Mahle -22cc inv. dome	FF	10.1	9.6	8.7	414	420	422	-	-	-
3.875"	6.000"*	4032 DSS -16 inv. dome	FF	10.7	10.1	9.1	414	420	422	426	-	-
3.875"	6.000"*	4032 Mahle -5cc flat top	FF	12.1	11.3	10.0	414	420	422	-	-	-
3.875"	6.000"*	2618 Mahle 4cc dome	FF	13.6	12.6	10.9	-	420	422	426	-	-
3.875"	6.000"*	2618 JE +5.6cc dome	FF	13.9	12.8	11.1	414	420	422	426	-	-
3.875"	6.000"	2618 JE +10.8cc dome	FF	15.0	13.7	11.8	414	420	422	-	-	-
4.000"	6.000"*	4032 Mahle -20cc inv. dome	FF	10.6	10.0	9.1	428	434	436	-	-	-
4.000"	6.000"*	4032 Mahle -5cc flat top	FF	12.5	11.7	10.3	428	434	436	-	-	-
4.000"	6.000"*	2618 JE -5cc flat top	FF	12.5	11.7	10.3	-	434	436	440	-	-
4.000"	6.000"*	4032 Mahle +4cc dome	FF	14.0	12.9	11.3	428	434	436	-	-	-
4.000"	6.000"*	2618 JE +6.2cc dome	FF	14.4	13.3	11.6	428	434	436	-	-	-
4.000"	6.000"	2618 JE +10.8cc dome	FF	15.4	14.1	12.2	428	434	436	-	-	

* Uses Extreme Stroker clearanced rods with ARP 2000 bolts

Not for use in pollution controlled vehicles.



Recommended for naturally-aspirated competition use. Rod bolt upgrades available.



Recommended for all competition engines. Rod bolt upgrades available.

INTERNAL BALANCE		INTERNAL BALANCE				INTERNAL BALANCE			
UNBALANCED	BALANCED	UNBALANCED		BALANCED		UNBALANCED		BALANCED	
400 MAINS		400 MAINS	350 MAINS	400 MAINS	350 MAINS	400 MAINS	350 MAINS	400 MAINS	350 MAINS
-	-	-	-	-	-	12042	12142	B12042	B12142
-	-	62507	62607	B62507	B62607	12507	12607	B12507	B12607
-	-	-	-	-	-	-	12620	-	B12620
-	-	-	-	-	-	-	12622	-	B12622
-	-	-	-	-	-	35200	35150	B35200	B35150
-	-	-	-	-	-	35210	35160	B35210	B35160
13108	B13108	-	-	-	-	-	-	-	-
13260	B13260	62160	62660	B62160	B62660	12160	12260	B12160	B12260
13112	B13112	62500	62600	B62500	B62600	12500	12600	B12500	B12600
13116	B13116	-	-	-	-	-	-	-	-
13263	B13263	62163	62663	B62163	B62663	12163	12263	B12163	B12263
13264	B13264	62164	62664	B62164	B62664	12164	12264	B12164	B12264
13111	B13111	62508	62608	B62508	B62608	12508	12608	B12508	B12608
13110	B13110	-	-	-	-	-	-	-	-
13261	B13261	62161	62661	B62161	B62661	12161	12261	B12161	B12261
13114	B13114	62501	62605	B62501	B62605	12501	12605	B12501	B12605
13262	B13262	62162	62662	B62162	B62662	12162	12262	B12162	B12262
13115	B13115	62503	62603	B62503	B62603	12503	12603	B12503	B12603
-	-	-	-	-	-	12043	12143	B12043	B12143
-	-	62502	62602	B62502	B62602	12502	12602	B12502	B12602
-	-	62504	62604	B62504	B62604	12504	12604	B12504	B12604
-	-	-	-	-	-	35600	35500	B35600	B35500
-	-	-	-	-	-	35610	35510	B35610	B35510
-	-	-	-	-	-	35620	-	B35620	-
-	-	-	-	-	-	35630	-	B35630	-
-	-	-	-	-	-	12147	12046	B12147	B12046
-	-	-	-	-	-	12034	12134	B12034	B12134
-	-	-	-	-	-	12032	12132	B12032	B12132
	-	-	-	-	-	12027	12127	B12027	B12127
-	-	-	-	-	-	35640	35540	B35640	B35540
-	-	-	-	-	-	35650	35550	B35650	B35550
-	-	-	-	-	-	12055	12155	B12055	B12155
-	-	-	-	-	-	12056	12156	B12056	B12156
-	-	-	-	-	-	12023	12117	B12023	B12117
-	-	-	-	-	-	12057	12157	B12057	B12157
-	-	62028	62128	B62028	B62128	35660	35560	B35660	B35560
-	-	-	-	-	-	35670	35570	B35670	B35570

CHEVROLET GEN 3 SMALL BLOCK "LS"

CONNECTING RODS

Alignment sleeves for precise cap location

For ARP 2000 or L19 bolts, add "2000" or "L19" to the end of the part number.

2.100" JOURNAL									
LENGTH	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
6.100"	.927" pin	-	-	-	-	**CRS6100L3D**	650	-	-
6.100"	.943" pin	**SIR6100NLW**	595	-	-	-	-	-	-
6.100"	.945" pin	**SIR6100MLW**	595	-	-	**CRS6100M3D**	620	-	-
6.125"	.927" pin	-	-	**FSI6125O**	610	**CRS6125O3D**	620	**CRS6125O4D**	700
6.460"	.927" pin	-	-	-	-	**CRS6460O3D***	645	-	-
6.560"	.927" pin	-	-	-	-	**CRS6560O3D***	650	-	-
1.889" JOURNAL									
LENGTH	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
6.460"	.927" pin	-	-	-	-	**CRS6460H3D***	645	-	-
6.560"	.943" pin	-	-	-	-	**CRS6560H3D***	650	-	-

* Available with ARP 2000 or L19 bolts only.

Center counterweighted billet 4340 steel LS crankshaft.
P/N 334740006100

Not for use in pollution controlled vehicles.

CRANKSHAFTS

Bobweight listed is bobweight of crank when new +/- 2% GUARANTEED

The O.E. crank does not use a crank key for the damper, but some aftermarket dampers and blower hubs do. For this reason, All Eagle LS cranks include a 3/16" keyway for the damper or blower hub.

Due to thin counterweights, pendulum undercutting option is not available on Eagle LS crankshafts.

FORGED 4140

- Forged 4140 steel with multi stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

FORGED 4340

- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

STROKE	BOBWT.	MIN. ROD	NOTES	24t RELUCTOR	58t RELUCTOR	WT.	24t RELUCTOR	58t RELUCTOR	WT.
3.622"	1800	6.100"		**534636226100**	**534736226100**	55	**434636226100**	**434736226100**	56
3.800"	1800	6.125"		-	-		**434638006100**	**434738006100**	55
3.900"	1800	6.125"		-	-		**434639006100**	**434739006100**	55
4.000"	1800	6.125"		**534640006100**	**534740006100**	55	**434640006100**	**434740006100**	54
4.100"	1800	6.125"		-	-		**434641006100**	**434741006100**	53
4.125"	1800	6.125"		-	-		**434641256100**	**434741256100**	54
4.250"	1800	6.460"	tall deck	-	-		**434642506560**	**434742506560**	55
4.375"	call	6.460"	1.889" journal, tall deck	-	-		**434643756460**	**434743756460**	55

LONG SNOUT (4.006") FOR DRY SUMP OILING

STROKE	BOBWT.	MIN. ROD	NOTES	24t RELUCTOR	58t RELUCTOR	24t RELUCTOR	58t RELUCTOR	WT.
4.000"	1800	6.125"	-	-	-	-	**442740006100**	54
4.125"	1800	6.125"	-	-	-	-	**442741256100**	54
4.250"	1800	6.460"	tall deck block	-	-	-	**442742506560**	55
4.375"	call	6.460"	1.889" journal, tall deck	-	-	-	**442743756460**	55

NEW!

LS9 WITH 9 BOLT FLANGE

STROKE	BOBWT.	MIN. ROD	NOTES	LS9 58t RELUCTOR	LARGE 58t RELUCTOR	WT.
3.622"	1800	6.100"	-	**442536226100**	**442636226100**	55
4.000"	1800	6.125"	-	**442540006100**	**442640006100**	54
4.125"	1800	6.125"	-	**442541256100**	**442641256100**	54

NEW!

BILLET CRANKSHAFTS

Bobweight listed is bobweight of crank when new +/- 2% GUARANTEED

Center counterweights provide superior stability, strength, and rigidity in high RPM and high horsepower applications.

Due to thin counterweights, pendulum undercutting option is not available on Eagle LS crankshafts.

Limited production.

BILLET 4340

- Billet 4340 steel with multi-stage heat treatment
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection
- Center counterweights provide superior stability and rigidity at high RPM and horsepower
- Fits into a stock block without modification

BILLET 4340 STEEL CENTER-COUNTERWEIGHTED

STROKE	BOBWT.	MIN. ROD	NOTES	no RELUCTOR	24t RELUCTOR	58t RELUCTOR	WT.
3.622"	1800	6.100"	-	**334536236100**	**334636236100**	**334736236100**	59
4.000"	1800	6.125"	-	**334540016100**	**334640016100**	**334740016100**	59

CHEVROLET 4.8L, 5.3L, 5.7L LS1 ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.

Assemblies include crank, rods, pistons, rings, and racing bearings.

Heavy duty assemblies include rod bolt upgrade and application-specific pistons (see description).

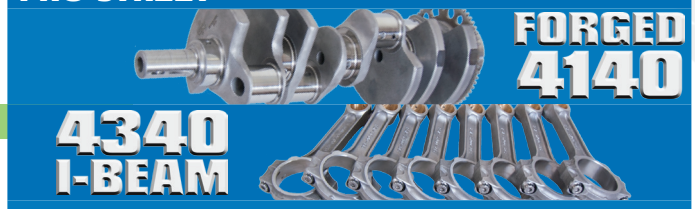
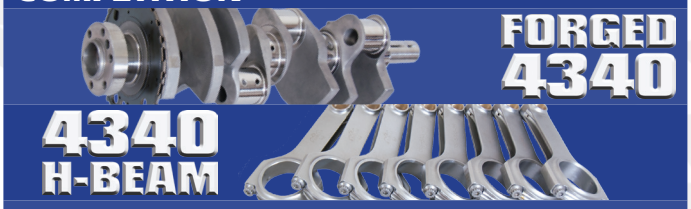
Compression ratios calculated considering uncut block, 3.900" bore size, and .040" head gasket thickness.

					DISPLACEMENT									
STROKE	ROD	PISTON	61cc	66cc	3.780	3.800	3.810	3.820	3.898	3.900	3.903	3.905	3.913	4.000
3.622"	6.125"	2618 JE -20cc F/I inv. dome	9.1	8.7	-	-	-	-	346	-	-	347	-	-
3.622"	6.125"	2618 Mahle -16cc inv. dome	9.4	9.0	-	-	-	-	-	-	-	347	-	-
3.622"	6.100"	4032 Mahle -4.2cc inv. dome	10.8	10.1	325	329	-	-	-	-	-	-	-	-
3.622"	6.125"	4032 Mahle -4cc flat top	10.3	9.7	-	-	-	-	346	-	-	347	-	-
3.800"	6.125"	2618 DSS -29cc inv. dome	8.6	8.2	341	-	347	348	362	-	364	-	366	-
3.800"	6.125"	4032 DSS -15cc inv. dome	9.8	9.3	341	-	347	348	362	-	364	-	366	382
3.800"	6.125"	4032 -5cc DSS flat top	11.0	10.4	341	-	347	348	362	-	364	-	366	382
3.800"	6.125"	2618 6cc DSS dome	12.8	11.9	341	-	347	348	362	-	364	-	366	382
3.900"	6.125"	2618 DSS -29cc inv. dome	8.8	8.4	350	-	356	358	372	-	373	-	375	-
3.900"	6.125"	4032 DSS -15cc inv. dome	10.1	9.6	350	-	356	358	372	-	373	-	375	392
3.900"	6.125"	4032 -5cc DSS flat top	11.3	10.6	350	-	356	358	372	-	373	-	375	392
3.900"	6.125"	2618 6cc DSS dome	13.1	12.2	350	-	356	358	372	-	373	-	375	392
4.000"	6.125"	2618 JE -30cc F/I inv. dome	8.6	8.3	-	-	-	-	382	-	-	383	-	-
4.000"	6.125"	4032 DSS -29cc inv. dome	8.6	8.3	359	363	365	367	-	-	-	-	-	402
4.000"	6.125"	4032 DSS -29cc inv. dome	8.6	8.3	-	-	-	-	382	382	383	383	385	-
4.000"	6.125"	2618 Mahle -26cc inv. dome	9.1	8.7	-	-	-	-	-	-	-	383	-	-
4.000"	6.125"	2618 CP -18.2cc F/I inv. dome	9.3	8.9	-	-	-	-	-	-	-	383	-	-
4.000"	6.125"	Mahle -16cc inv. dome	9.6	9.2	-	363	-	-	-	-	-	-	-	-
4.000"	6.125"	4032 DSS -15cc inv. dome	9.7	9.3	359	363	365	367	-	-	-		-	402
4.000"	6.125"	4032 DSS -15cc inv. dome	9.7	9.3	-	-	-	-	382	382	383	383	385	-
4.000"	6.125"	2618 JE -5cc heavy duty flat top	10.9	10.5	-	-	-	-	382	-	-	383	-	-
4.000"	6.125"	4032 DSS -5cc flat top	11.6	10.9	359	363	365	367	-	-	-		-	402
TOP SELLER 4.000"	6.125"	4032 Mahle -6cc flat top	11.5	11.0	-	-	-	-	-	-	-	383	-	-
4.000"	6.125"	4032 DSS -5cc flat top	11.6	10.9	-	-	-	-	382	382	383	383	385	-
4.000"	6.125"	Mahle 0cc dome	12.3	11.5	-	363	-	-	-	-	-	-	-	-

LS Head Castings

706, 852, 862	4.8L, 5.3L	61cc
243, 799	LS2, LS6, truck	64.5cc
241, 853	LS1	67cc
806	LS1	69cc
035, 317, 373, 873	LQ4, LQ9	71cc
716, 821, 863	LS3, LSA	68cc
823, 5364, 2716	L92	68cc
8452	LS7	70cc

Not for use in pollution controlled vehicles.

PRO STREET				COMPETITION			
							
For naturally-aspirated competition use. Rod bolt upgrades available.				For all competition engines. Rod bolt upgrades available.			
UNBALANCED		BALANCED		UNBALANCED		BALANCED	
24 t	58 t	24 t	58 t	24 t	58 t	24 t	58 t
-	-	-	-	32911	32941	B32911	B32941
62900*	62916*	B62900*	B62916*	12900	12916	B12900	B12916
-	-	-	-	12878	12978	B12878	B12978
-	-	-	-	12902	12918	B12902	B12918
63711	63771	B63711	B63771	13711	13771	B13711	B13771
63713	63773	B63713	B63773	13713	13773	B13713	B13773
63715	63775	B63715	B63775	13715	13775	B13715	B13775
63716	63776	B63716	B63776	13716	13776	B13716	B13776
63811	63871	B63811	B63871	13811	13871	B13811	B13871
63813	63873	B63813	B63873	13813	13873	B13813	B13873
63815	63875	B63815	B63875	13815	13875	B13815	B13875
63816	63876	B63816	B63876	13816	13876	B13816	B13876
-	-	-	-	32913	32943	B32913	B32943
62702	62762	B62702	B62762	12702	12762	B12702	B12762
63702	63762	B63702	B63762	13702	13762	B13702	B13762
63906	63922	B63906	B63922	12906	12922	B12906	B12922
-	-	-	-	32914	32944	B32914	B32944
63881	63981	B63881	B63981	12881	12981	B12881	B12981
62704	62764	B62704	B62764	12704	12764	B12704	B12764
63704	63764	B63704	B63764	13704	13764	B13704	B13764
-	-	-	-	32915	32945	B32915	B32945
62700	62760	B62700	B62760	12700	12760	B12700	B12760
63912	63983	B63912	B63983	12912	12983	B12912	B12983
63700	63760	B63700	B63760	13700	13760	B13700	B13760
63880	63980	B63880	B63980	12880	12980	B12880	B12980

12922

Not for use in pollution controlled vehicles.

CHEVROLET LS2 ASSEMBLIES

CHEVROLET 6.0L LS2, LQ4, LQ9 ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.

Assemblies include crank, rods, pistons, rings, and racing bearings.

Heavy duty assemblies include rod bolt upgrade and application-specific pistons (see description).

Compression ratios calculated considering uncut block, 4.030” bore size, and .040” head gasket thickness.

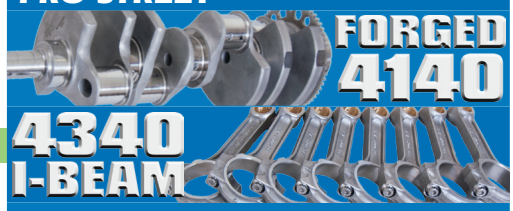
						DISPLACEMENT			
STROKE	ROD	PISTON	61cc	66cc	72cc	4.005	4.010	4.030	4.060
3.622”	6.125”	2618 Mahle -12cc inv. dome	10.0	9.5	8.8	365	366	370	-
3.622”	6.125”	4032 Icon -4cc flat top	11.0	10.5	9.8	365	366	370	-
3.622”	6.125”	4032 Mahle -5.8cc flat top	10.9	10.4	9.7	365	366	370	-
3.800”	6.125”	2618 DSS -24cc inv. dome	9.5	9.1	8.6	383	-	388	394
3.800”	6.125”	4032 DSS -15cc inv. dome	10.4	9.9	9.3	383	-	388	394
3.800”	6.125”	4032 -5cc DSS flat top	11.6	11.0	10.3	383	-	388	394
3.800”	6.125”	2618 6cc DSS dome	13.5	12.6	11.6	383	-	388	394
3.900”	6.125”	2618 DSS -24cc inv. dome	9.7	9.3	8.8	393	-	398	404
3.900”	6.125”	4032 DSS -15cc inv. dome	10.3	10.1	9.5	393	-	398	404
3.900”	6.125”	4032 -5cc DSS flat top	11.9	11.2	10.5	393	-	398	404
3.900”	6.125”	2618 6cc DSS dome	13.8	12.9	11.9	393	-	398	404
4.000”	6.125”	2618 Arias -29cc inv. dome	9.6	9.1	8.5	403	-	408	-
4.000”	6.125”	2618 Mahle -25cc inv. dome	9.5	9.0	8.4	403	404	408	-
4.000”	6.125”	2618 CP -27.8cc inv. dome	9.5	9.0	8.4	403	-	408	-
4.000”	6.125”	4032 DSS -29cc inv. dome	9.5	9.0	8.4	403	404	408	414
TOP SELLER 4.000”	6.125”	4032 DSS -15cc inv. dome	10.9	10.4	9.8	403	404	408	414
4.000”	6.125”	2618 Mahle -14cc inv. dome	11.0	10.5	9.9	403	-	408	-
4.000”	6.125”	4032 Mahle -12cc inv. dome	11.3	10.8	10.2	403	404	408	-
4.000”	6.125”	4032 SRP -10cc inv. dome	11.4	10.9	10.3	403	404	408	-
4.000”	6.125”	4032 DSS -5cc flat top	12.1	11.5	10.8	403	404	408	414
4.000”	6.125”	2618 Arias -3.1cc flat top	12.4	11.8	11.0	403	-	408	-
TOP SELLER 4.000”	6.125”	4032 Mahle -5.8cc flat top	12.1	11.4	10.7	403	404	408	-
4.125”	6.125”	2618 Mahle -20cc inv. dome	10.9	10.4	9.8	416	417	421	-
4.125”	6.125”	4032 Mahle -5.8cc flat top	12.9	12.1	11.3	416	417	421	-

* 4.000” bore size

Tatum Motorsports Dragon

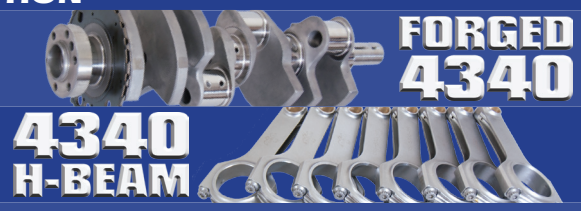
Not for use in pollution controlled vehicles.

PRO STREET



For naturally-aspirated competition use. Rod bolt upgrades available.

COMPETITION



For all competition engines. Rod bolt upgrades available.

UNBALANCED		BALANCED		UNBALANCED			BALANCED		
24 t	58 t	24 t	58 t	24 t	58 t	58t + LONG SNOUT	24 t	58 t	58t + LONG SNOUT
-	-	-	-	12932	12940	-	B12932	B12940	-
62820*	62821*	B62820*	B62821*	12710	12771	-	B12710	B12771	-
-	-	-	-	12934	12942	-	B12934	B12942	-
63711	63771	B63711	B63771	13711	13771	-	B13711	B13771	-
63713	63773	B63713	B63773	13713	13773	-	B13713	B13773	-
63715	63775	B63715	B63775	13715	13775	-	B13715	B13775	-
63716	63776	B63716	B63776	13716	13776	-	B13716	B13776	-
63811	63871	B63811	B63871	13811	13871	-	B13811	B13871	-
63813	63873	B63813	B63873	13813	13873	-	B13813	B13873	-
63815	63875	B63815	B63875	13815	13875	-	B13815	B13875	-
63816	63876	B63816	B63876	13816	13876	-	B13816	B13876	-
62822	62823	B62822	B62823	12822	12823	12833	B12822	B12823	B12833
63906	63922	B63906	B63922	12906	12922	12722	B12906	B12922	B12722
-	-	-	-	12154	12854	12855	B12154	B12854	B12855
63732	62772	B63732	B62772	13732	13792	-	B13732	B13792	-
62714	62774	B62714	B62774	12714	12774	-	B12714	B12774	-
-	-	-	-	12908	12924	-	B12908	B12924	-
62910	62926	B62910	B62926	12910	12926	12726	B12910	B12926	B12726
-	-	-	-	12830	12831	12841	B12830	B12831	B12841
62710	62770	B62710	B62770	12712	12772	-	B12712	B12772	-
62826	62827	B62826	B62827	12826	12827	12837	B12826	B12827	B12837
62938	62946	B62938	B62946	12938	12946	-	B12938	B12946	-
-	-	-	-	12935	12955	-	B12935	B12955	-
62919*	62952*	B62919*	B62952*	12919	12952	-	B12919	B12952	-

*uses 4340 crankshaft

12823

Not for use in pollution controlled vehicles.

CHEVROLET LS3 ASSEMBLIES

CHEVROLET 6.2L LS3, L92, LSA ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.

Assemblies include crank, rods, pistons, rings, and racing bearings.

Heavy duty assemblies include rod bolt upgrade and application-specific pistons (see description).

Compression ratios calculated considering uncut block, 4.065” bore size, and .040” head gasket thickness.

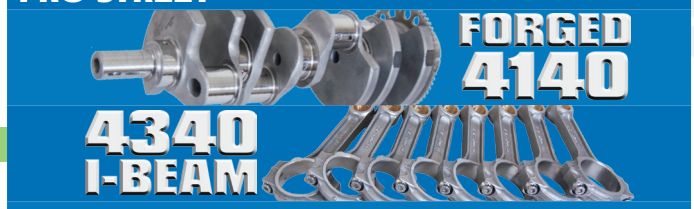
					DISPLACEMENT								
STROKE	ROD	PISTON	66cc	72cc	4.005	4.030	4.040	4.060	4.065	4.070	4.075	4.125	4.155
3.622”	6.125”	2618 Mahle -12cc inv. dome	9.7	9.3	-	370	-	-	376	377	378	-	-
3.622”	6.125”	4032 Icon -4cc flat top	10.8	10.4	365	370	-	-	376	377	378	-	-
3.622”	6.125”	4032 Mahle -5.8cc flat top	10.8	10.4	365	370	-	-	376	377	378	-	-
3.800”	6.125”	2618 DSS -24cc inv. dome	9.2	8.7	383	388	390	394	395	396	397	406	412
3.800”	6.125”	4032 DSS -15cc inv. dome	10.0	9.5	383	388	390	394	395	396	397	406	412
3.800”	6.125”	4032 -5cc DSS flat top	11.2	10.4	383	388	390	394	395	396	397	406	412
3.800”	6.125”	2618 6cc DSS dome	12.8	11.8	383	388	390	394	395	396	397	406	412
3.900”	6.125”	2618 DSS -24cc inv. dome	9.4	8.9	393	398	400	404	405	406	407	417	423
3.900”	6.125”	4032 DSS -15cc inv. dome	10.3	9.7	393	398	400	404	405	406	407	417	423
3.900”	6.125”	4032 -5cc DSS flat top	11.4	10.7	393	398	400	404	405	406	407	417	423
3.900”	6.125”	2618 6cc DSS dome	13.1	12.1	393	398	400	404	405	406	407	417	423
4.000”	6.125”	4032 DSS -29cc inv. dome	9.1	8.8	403	408	410	414	415	416	417	428	434
4.000”	6.125”	2618 Mahle -25cc inv. dome	9.8	9.5	403	408	-	414	415	416	417	-	-
4.000”	6.125”	2618 Mahle -14/-18cc inv. dome	10.3	9.9	403	408	-	-	415	416	417	428	434
4.000”	6.125”	4032 DSS -15cc inv. dome	10.3	9.9	403	408	410	414	415	416	417	428	434
4.000”	6.125”	4032 SRP Pro -10cc inv. dome	10.8	10.4	403	408	-	-	415	416	-	-	-
4.000”	6.125”	4032 DSS -5cc flat top	11.4	11.0	403	408	410	414	415	416	417	428	434
TOP SELLER 4.000”	6.125”	4032 Mahle -5.8cc flat	11.4	11.0	403	408	-	-	415	416	-	428	-
4.000”	6.125”	2618 Diamond -2cc H.D. flat top	11.8	11.3	-	-	-	-	-	416	-	428	429*
4.125”	6.125”	2618 Mahle -20cc inv. dome	10.6	10.0	-	-	-	-	428	429	430	-	-
4.125”	6.125”	4032 Mahle -5.8cc flat top	12.3	11.5	417	421	-	-	428	429	430	-	-

* 4.130” bore size

12938

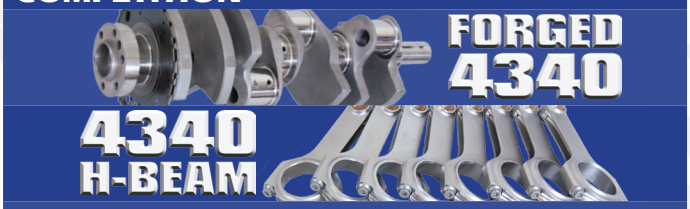
Not for use in pollution controlled vehicles.

PRO STREET



For naturally-aspirated competition use. Rod bolt upgrades available.

COMPETITION



For all competition engines. Rod bolt upgrades available.

PRO STREET UNBALANCED 24 t	PRO STREET UNBALANCED 58 t	PRO STREET BALANCED 24 t	PRO STREET BALANCED 58 t	COMPETITION UNBALANCED 24 t	COMPETITION UNBALANCED 58 t	COMPETITION BALANCED 24 t	COMPETITION BALANCED 58 t
62932	62940	B62932	B62940	12932	12940	B12932	B12940
62820	62821	B62820	B62821	12710	12771	B12710	B12771
-	-	-	-	12934	12942	B12934	B12942
63711*	63771*	B63711*	B63771*	13711	13771	B13711	B13771
63713*	63773*	B63713*	B63773*	13713	13773	B13713	B13773
63715*	63775*	B63715*	B63775*	13715	13775	B13715	B13775
63716*	63776*	B63716*	B63776*	13716	13776	B13716	B13776
63811*	63871*	B63811*	B63871*	13811	13871	B13811	B13871
63813*	63873*	B63813*	B63873*	13813	13873	B13813	B13873
63815*	63875*	B63815*	B63875*	13815	13875	B13815	B13875
63816*	63876*	B63816*	B63876*	13816	13876	B13816	B13876
63732	63792	B63732	B63792	13732	13792	B13732	B13792
62906	62922	B62906	B62922	12906	12922	B12906	B12922
-	-	-	-	12908	12924	B12908	B12924
63731	63791	B63731	B63791	13731	13791	B13731	B13791
63733	63793	B63733	B63793	12920	12950	B12920	B12950
63730	63790	B63730	B63790	13730	13790	B13730	B13790
62938	62946	B62938	B62946	12938	12946	B12938	B12946
-	-	-	-	32925	32955	B32925	B32955
-	-	-	-	12935	12955	B12935	B12955
62919*	62952*	B62919*	B62952*	12919	12952	B12919	B12952

*uses 4340 crankshaft

12908

Not for use in pollution controlled vehicles.

CHEVROLET LS7 ASSEMBLIES

CHEVROLET 7.0L LS7, LSX ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.

Assemblies include crank, rods, pistons, rings, and racing bearings.

Heavy duty assemblies include rod bolt upgrade and application-specific pistons (see description).

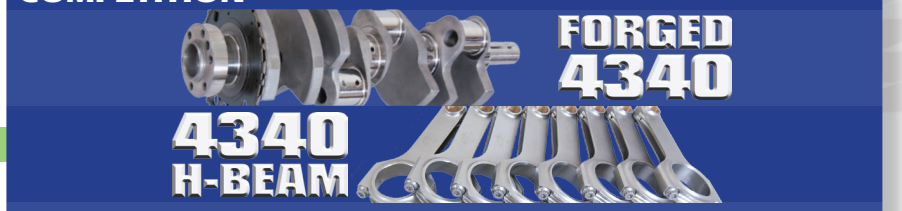
Compression ratios calculated considering uncut block, 4.125” bore size, and .040” head gasket thickness.

					DISPLACEMENT			
STROKE	ROD	PISTON	66cc	70cc	4.125	4.130	4.135	4.155
3.800”	6.125”	2618 DSS -29cc inv. dome	9.4	9.0	406	407	-	412
3.800”	6.125”	4032 DSS -15cc inv. dome	10.3	9.9	406	407	-	412
3.800”	6.125”	4032 -5cc DSS flat top	11.5	11.0	406	407	-	412
3.800”	6.125”	2618 6cc DSS dome	13.1	12.5	406	407	-	412
3.900”	6.125”	2618 DSS -29cc inv. dome	9.7	9.3	417	418	-	423
3.900”	6.125”	4032 DSS -15cc inv. dome	10.5	10.1	417	418	-	423
3.900”	6.125”	4032 -5cc DSS flat top	11.7	11.2	417	418	-	423
3.900”	6.125”	2618 6cc DSS dome	13.4	12.8	417	418	-	423
4.000”	6.125”	2618 Diamond -23cc F/I inv. dome	10.0	9.6	428	429	-	-
4.000”	6.125”	2618 Mahle -18cc inv. dome	10.5	10.0	428	429	431	434
4.000”	6.125”	2618 CP -4.6cc flat top	12.1	11.5	428	-	-	-
4.125”	6.125”	4032 Mahle -5.8cc flat top	12.3	11.8	441	-	-	-
4.125”	6.125”	2618 CP -5cc flat top	12.4	11.9	441	442	443	448
4.125”	6.125”	2618 CP +5cc dome	14.1	13.3	441	442	443	448

12825

Not for use in pollution controlled vehicles.

COMPETITION



For all competition engines. Rod bolt upgrades available.

UNBALANCED			BALANCED		
24 t	58 t	58t + LONG SNOUT	24 t	58 t	58t + LONG SNOUT
13711	13771	-	B13711	B13771	-
13713	13773	-	B13713	B13773	-
13715	13775	-	B13715	B13775	--
13716	13776	-	B13716	B13776	-
13811	13871	-	B13811	B13871	-
13813	13873	-	B13813	B13873	-
13815	13875	-	B13815	B13875	-
13816	13876	-	B13816	B13876	-
32920	32950	32952	B32920	B32950	B32952
12908	12924	-	B12908	B12924	-
12846	12845	12856	B12846	B12845	B12856
12919	12952	12954	B12919	B12952	B12954
12824	12825	-	B12824	B12825	-
-	12835	-	-	B12835	-

Eagle's digital rod scale enables us to precisely measure the big and small ends of every rod to provide them in weight-matched sets without the need for grinding which can result in stress-risers and shorten the fatigue life and strength of a connecting rod.

CHEVROLET BIG BLOCK

CONNECTING RODS

.990" pin size

Alignment sleeves for precise cap location

For ARP 2000 or L19 bolts, add "2000" or "L19" to the end of the part number.

5140 I-BEAM
- 7/16" ARP 8740 bolts
- ARP 2000 available
- Weight-matched +/- 2g

4340 I-BEAM
- 7/16" ARP 8740 bolts
- ARP 2000 available
- Weight-matched +/- 2g

4340 H-BEAM
- 7/16" ARP 8740 bolts
- ARP 2000 & L19 available
- Weight-matched +/- 1g
- 2 piece forging for superior strength
- Sized with Sunnen Krossgrinding System

NEW! 4TH DESIGN
- 7/16" ARP 2000 bolts
- fully CNC machined
- Improved big end for strength and stability.
- Weight-matched +/- 1g

2.100" JOURNAL		5140 I-BEAM		4340 I-BEAM		4340 H-BEAM		4TH DESIGN	
LENGTH	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
6.135"	press-fit	**SIR6135P**	830	-	-	-	-	-	-
6.135"		**SIR6135B**	830	**FSI6135**	775	**CRS61353D**	765	-	-
6.385"		**SIR6385B**	840	**FSI6385**	785	**CRS63853D**	770	**CRS63854D**	805
6.535"		-	-	-	-	**CRS65353D**	805	-	-
6.635"		-	-	-	-	**CRS66353D**	810	-	-
6.660"		-	-	-	-	**CRS66603D***	820	-	-
6.700"		**SIR6700B**	865	**FSI6700**	785	**CRS67003D**	800	-	-
6.800"		**SIR6800B**	870	**FSI6800**	790	**CRS68003D**	805	**CRS68004D**	835
7.100"		-	-	-	-	**CRS71003D**	830	-	-

* Available with ARP 2000 or L19 bolts only.

Eagle team members sizing H-Beam rods with the Sunnen Krossgrinding system in our City of Industry, California location. The Sunnen Krossgrinder is like no other rod sizing machine and produces a perfect finished size for the rod big end.

Not for use in pollution controlled vehicles.

CHEVROLET BIG BLOCK

CRANKSHAFTS

Bobweight listed is bobweight of crank new +/- 2% GUARANTEED

Designed for internal balance without heavy metal unless otherwise noted.

CAST STEEL
- .092" radiuses , O.E. bearings OK
- For use in street engines - no power adders
- External balance

FORGED 4140
- Forged 4140 steel with multi stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

FORGED 4340
- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

FORGED 4340 CENTER COUNTERWEIGHTS
- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

2PC REAR SEAL			CAST STEEL		FORGED 4140		FORGED 4340		FORGED 4340 CENTER COUNTERWEIGHTS	
STROKE	BOBWT	MIN. ROD	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
3.766"	2350	6.135"	-	-	-	-	**439637666135**	68	**439637676135**	75
4.000"	2350	6.135"	**104544000***	63	**545440026135**	76	**445440026135**	65	**445440016135**	72
4.250"	2350	6.385"	**104544250*^**	64	**545442526385**	78	**445442546385**	67	**445442526385**	74
4.375"	2300	6.385"	-	-	-	-	-	-	**445443756385**	74
4.500"	2350	6.535"	-	-	-	-	-	-	**445445006535**	76
4.625	2400	6.660"	-	-	-	-	-	-	**450246256600**	76
4.750"	2425	6.660"	-	-	-	-	-	-	**450247506600**	77

1PC REAR SEAL										
STROKE	BOBWT	MIN. ROD	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
4.000"	2300	6.135"	**104564000***	64	-	-	**445640046135**	69	-	-
4.250"	2350	6.385"	**104564250*^**	65	-	-	**445642546385**	68	**445642526385**	77
4.500"	2350	6.535"	-	-	-	-	-	-	**445645006535**	77

* external balance

^ 2420 bobweight

CHEVY BIG BLOCK REAR SEAL ADAPTER

Allows the use of 2 piece rear seal crank in 1 piece rear seal block.

Silicone in place or use optional fastener for mechanical assembly.

APPLICATION	PART NUMBER
Chevy 2pc rear seal crank in Chevy 1pc rear seal block	**EAG 500**

CHEVROLET 409

FORGED STEEL CRANKSHAFTS

Forged SAE 4340 steel with non-twist forging and multi-stage heat-treatment.

Shot-peened, stress relieved, and nitrided for superior durability.

Micropolished journals feature a 3 r.a. or better.

.125" radiuses improve strength and rigidity. Chamfered or narrowed bearings required.

FORGED 4340

STROKE	BOBWEIGHT	MIN. ROD	PART NUMBER	WEIGHT
4.000"	2350	6.135"	**440940026135**	70

CHEVROLET 409

ROTATING ASSEMBLIES

Forged 2618 Ross pistons and plasma-moly standard gap rings and performance bearings.

Internal balancing may require heavy metal depending on components.

Order by actual bore size.

				DISPLACEMENT		PRO STREET		COMPETITION	
						For naturally-aspirated competition use. Rod bolt upgrades available.		For all competition engines. Rod bolt upgrades available.	
STROKE	ROD	PISTON	C/R	4.342	4.372	UNBALANCED	BALANCED	UNBALANCED	BALANCED
4.000”	6.135”	2618 Ross +.365” dome	10.5	474	480	**61800**	**B61800**	**11800**	**B11800**
4.000”	6.135”	2618 Ross +.365” Edelbrock dome	10.5	474	480	**61803**	**B61803**	**11803**	**B11803**
4.000”	6.135”	2618 Icon 89.1cc dome	11.0	475*	482*	**61805**	**B61805**	**11805**	**B11805**

*Bore sizes with Icon pistons are 4.350” and 4.380”

CHEVROLET 396/402 SMALL BORE BIG BLOCK

CHEVY 396/402 BIG BLOCK ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use.

Assemblies balanced by Eagle require no additional balancing.

includes crank, rods, pistons, rings, and racing bearings.

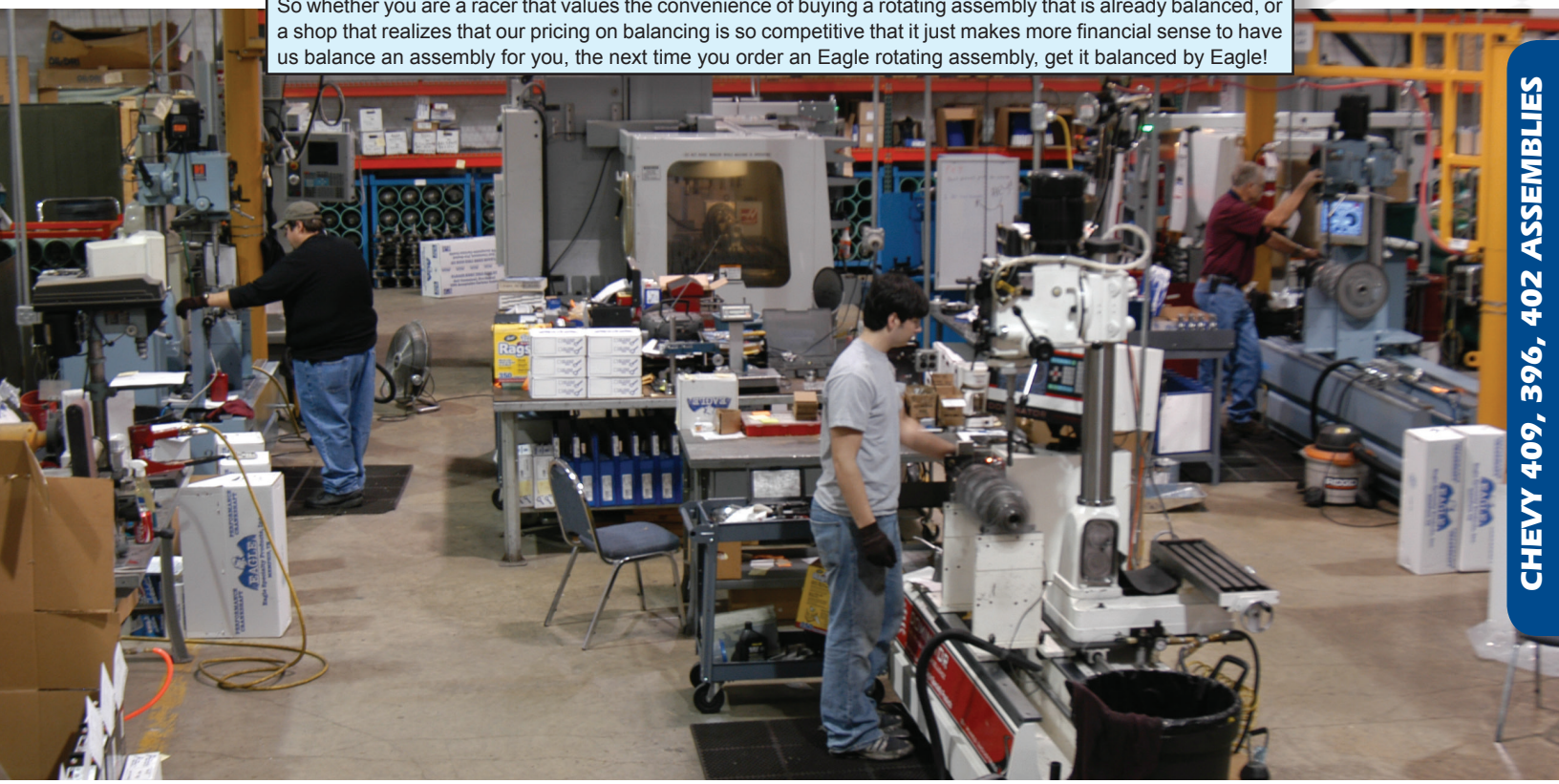
Compression ratios calculated considering uncut block, 4.155” bore, & .040” head gasket thickness.

Order by actual bore size.

			COMPRESSION RATIO		DISPLACEMENT			
STROKE	ROD	PISTON	100cc	118cc	4.125	4.155	4.165	4.185
3.766”	6.135”	4032 Icon 17cc closed chamber dome	9.8	8.4	403	409	411	414
3.766”	6.135”	4032 Icon 41cc open chamber dome	n/a	10.3	403	409	411	414
4.000”	6.135”	hyper. KB 17cc closed chamber dome	10.2	8.8	428	434	436	440
4.000”	6.135”	4032 Icon 17cc open chamber dome	n/a	8.8	428	434	436	440
4.250”	6.385”	4032 Icon 12cc combination dome	10.3	8.9	454	461	463	468

Not for use in pollution controlled vehicles.

Eagle's balancing department consists of three Hines computerized balancers that are constantly in use. Eagle balances more crankshafts in a day than a lot of machine shops do all year. To say we have experience is an understatement. Our balancing technicians' only job is to balance crankshafts. It's all they do, all day, every day. So whether you are a racer that values the convenience of buying a rotating assembly that is already balanced, or a shop that realizes that our pricing on balancing is so competitive that it just makes more financial sense to have us balance an assembly for you, the next time you order an Eagle rotating assembly, get it balanced by Eagle!



STREET & STRIP		PRO STREET		COMPETITION	
Recommended for use in naturally-aspirated pump-gas street vehicles.		For naturally-aspirated competition use. Rod bolt upgrades available		For all competition engines. Rod bolt upgrades available.	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	68302	B68302	18302	B18302
-	-	68304	B68304	18304	B18304
18214	B18214	-	-	-	-
18215	B18215	68215	B68215	18315	B18315
18216	B18216	68216	B68216	18316	B18316

CHEVY BIG BLOCK 2pc REAR SEAL ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.

Assemblies balanced by Eagle require no additional balancing.

includes crank, rods, pistons, rings, and bearings (OE style bearings with cast crank, racing bearings with forged crank).

Heavy duty assemblies include rod bolt upgrade and application-specific pistons (see description).

Compression ratios calculated considering uncut block, 4.310” bore size, and .040” head gasket thickness. Standard bore size is 4.250”.

			COMPRESSION RATIO					DISPLACEMENT				
STROKE	ROD	PISTON	100cc	108cc	112cc	118cc	124cc	000	030	060	070	100
3.766”	6.135”	4032 Icon 10.2cc closed chamber dome	9.7	9.1	8.8	8.4	8.1	427	434	440	442	448
3.766”	6.135”	4032 ProTru 21cc dome	n/a	n/a	9.5	9.1	8.6	427	434	440	-	-
3.766”	6.135”	4032 Icon 28.2cc closed chamber dome	11.5	10.6	10.2	9.7	9.2	427	434	440	442	448
3.766”	6.135”	4032 Icon 41cc dome	n/a	n/a	11.6	10.9	10.3	427	434	440	442	448
4.000”	6.385”	2618 F/I JE -14.5cc inv. dome	8.4	8.0	7.8	7.5	7.3	-	-	467	-	-
4.000”	6.135”	2618 F/I JE -3cc flat top	9.2	8.6	8.3	8.0	7.7	-	460	467	-	-
4.000”	6.385”	2618 F/I JE -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	-	-
4.000”	6.135”	hyper. KB -3cc flat top	9.2	8.7	8.4	8.1	7.8	-	460	467	469	476
4.000”	6.135”	4032 Icon -3cc flat top	9.2	8.6	8.3	8.0	7.7	454	460	467	469	476
4.000”	6.135”	4032 Mahle or SRP -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	469	476
4.000”	6.385”	4032 SRP -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	469	476
4.000”	6.135”	hyper. KB 12cc closed chamber dome	n/a	n/a	9.4	9.0	8.6	454	460	467	469	476
4.000”	6.135”	4032 SRP 14cc closed chamber dome	10.5	9.8	9.5	9.1	8.7	-	460	467	-	-
4.000”	6.135”	2618 Icon 18cc closed chamber dome	10.9	10.2	9.9	9.4	9.0	454	460	467	469	476
4.000”	6.135”	4032 Icon 18.3cc closed chamber dome	11.0	10.2	9.9	9.4	9.0	454	460	467	469	476
TOP SELLER 4.000”	6.135”	Speed Pro 22cc dome	n/a	n/a	10.1	9.6	9.1	454	460	467	-	476
4.000”	6.135”	hyper. KB +25.5cc dome	n/a	n/a	10.5	10.0	9.5	-	460	467	469	476
4.000”	6.135”	2618 Icon 27cc closed chamber dome	12.0	11.0	10.6	10.1	9.6	454	460	467	469	476
4.000”	6.135”	2618 Mahle +28cc dome	n/a	n/a	10.7	10.2	9.7	-	460	467	-	-
4.000”	6.385”	2618 Mahle +28cc dome	n/a	n/a	10.7	10.2	9.7	-	460	467	-	-
4.000”	6.135”	2618 Icon +38cc dome	n/a	n/a	11.7	11.0	10.4	454	460	467	469	476
4.000”	6.385”	2618 JE +42cc dome	n/a	n/a	12.3	11.6	10.9	-	460	467	469	476
4.000”	6.135”	2618 Icon +43cc dome	n/a	n/a	12.4	11.7	10.9	454	460	467	469	476
4.000”	6.385”	2618 Mahle +48cc dome	n/a	n/a	13.2	12.3	11.6	-	460	467	-	-
4.000”	6.535”	2618 SRP +48cc dome	n/a	n/a	13.2	12.3	11.6	-	460	467	469	476
4.250”	6.385”	2618 F/I JE -3cc flat top	9.7	9.1	8.9	8.5	8.2	-	-	496	-	-
4.250”	6.385”	4032 Mahle -3cc flat top	9.7	9.1	8.9	8.5	8.2	-	489	496	498	505
4.250”	6.385”	hyper. KB -3cc flat top	9.7	9.1	8.9	8.5	8.2	482	489	496	498	505
4.250”	6.385”	hyper KB 17cc closed chamber dome	11.4	10.7	10.3	9.8	9.4	482	489	496	498	505
TOP SELLER 4.250”	6.385”	4032 Mahle +18cc dome	n/a	n/a	10.4	9.9	9.5	-	489	496	498	505
4.250”	6.385”	4032 Icon +23cc dome	n/a	n/a	10.8	10.3	9.8	-	489	496	498	505
4.250”	6.385”	2618 Mahle +43cc dome	n/a	n/a	13.2	12.4	11.7	-	489	496	498	505
4.250”	6.385”	2618 Mahle +43cc dome	n/a	n/a	13.2	12.4	11.7	-	489	496	498	505
4.250”	6.535”	2618 JE +44cc dome	n/a	n/a	13.3	12.5	11.8	-	489	496	498	505
4.375”	6.385”	4032 Mahle +18cc dome	n/a	n/a	11.1	10.6	10.1	-	504	511	-	-
4.375”	6.385”	4032 Mahle +41cc dome	n/a	n/a	14.0	13.1	12.3	-	-	511	-	-

Not for use in pollution controlled vehicles.

STREET & STRIP		PRO STREET		COMPETITION	
CAST STEEL 5140 I-BEAM		FORGED 4140 4340 I-BEAM		FORGED 4340 4340 H-BEAM	
Recommended for use in naturally-aspirated pump-gas street vehicles..		For naturally-aspirated competition use. Rod bolt upgrades available		For all competition engines. Rod bolt upgrades available.	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
		68208*	B68208*	68308	B68308
-	-	68209*	B68209*	-	-
		68210*	B68210*	68310	B68310
-	-	68211*	B68211*	68311	B68311
-	-	-	-	35300	B35300
-	-	-	-	35310	B35310
-	-	-	-	35315	B35315
18200	B18200	-	-	-	-
18331	B18331	61331	B61331	11321	B11321
18000	B18000	-	-	11000	B11000
18004	B18004	-	-	11004	B11004
18201	B18201	-	-	-	-
18001	B18001	61327	B61327	11001	B11001
18322	B18322	61322	B61322	11322	B11322
18320	B18320	18420	B18420	11420	B11420
-	B18401	-	-	-	-
18202	B18202	-	-	-	-
18324	B18324	61324	B61324	11324	B11324
18002	B18002	61002	B61002	11002	B11002
18005	B18005	-	-	11005	B11005
18325	B18325	61325	B61325	11325	B11325
-	-	-	-	35316	B35316
18326	B18326	61326	B61326	11326	B11326
-	-	-	-	11006	B11006
-	-	-	-	11007	B11007
-	-	-	-	35320	B35320
18020	B18020	F1011	BF1011	11011	B11011
18021	B18021	-	-	-	-
18023	B18023				
18022	B18022	F1012	BF1012	11012	B11012
18321	B18321	18421	B18421	11421	B11421
-	-	F1013	BF1013	11013	B11013
-	-	-	-	35700	B35700
-	-	-	-	35710	B35710
-	-	-	-	11014	B11014
-	-	-	-	11016	B11016

*uses 4340 crankshaft

CHEVY BIG BLOCK 1pc REAR SEAL ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use.

Assemblies balanced by Eagle require no additional balancing. Not for use with engines that require a reluctor.

includes crank, rods, pistons, rings, and bearings (OE style bearings with cast crank, racing bearings with forged crank).

Heavy duty assemblies include rod bolt upgrade and application-specific pistons (see description).

Compression ratios calculated considering uncut block, 4.310” bore size, and .040” head gasket thickness. Standard bore size is 4.250”.

			COMPRESSION RATIO					DISPLACEMENT				
STROKE	ROD	PISTON	100cc	108cc	112cc	118cc	124cc	000	030	060	070	100
4.000”	6.385”	2618 F/I JE -14.5cc inv. dome	8.4	8.0	7.8	7.5	7.3	-	-	467	-	-
4.000”	6.135”	2618 F/I JE -3cc flat top	9.2	8.6	8.3	8.0	7.7	-	460	467	-	-
4.000”	6.385”	2618 F/I JE -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	-	-
4.000”	6.135”	hyper. KB -3cc flat top	9.2	8.7	8.4	8.1	7.8	-	460	467	469	476
4.000”	6.135”	4032 Icon -3cc flat top	9.2	8.6	8.3	8.0	7.7	454	460	467	469	476
4.000”	6.135”	4032 Mahle or SRP -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	469	476
4.000”	6.385”	4032 SRP -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	469	476
4.000”	6.135”	hyper. KB 12cc dome	n/a	n/a	9.4	9.0	8.6	454	460	467	469	476
4.000”	6.135”	4032 SRP 14cc closed chamber dome	10.5	9.8	9.5	9.1	8.7	-	460	467	-	-
4.000”	6.135”	2618 Icon 18cc closed chamber dome	10.9	10.2	9.9	9.4	9.0	454	460	467	469	476
4.000”	6.135”	4032 Icon 18.3cc closed chamber dome	11.0	10.2	9.9	9.4	9.0	454	460	467	469	476
4.000”	6.135”	Speed Pro 22cc dome	n/a	n/a	10.1	9.6	9.1	454	460	467	-	476
4.000”	6.135”	hyper. KB +25.5cc dome	n/a	n/a	10.5	10.0	9.5	-	460	467	469	476
4.000”	6.135”	2618 Icon 27cc closed chamber dome	12.0	11.0	10.6	10.1	9.6	454	460	467	469	476
4.000”	6.135”	2618 Mahle +28cc dome	n/a	n/a	10.7	10.2	9.7	-	460	467	-	-
4.000”	6.385”	2618 Mahle +28cc dome	n/a	n/a	10.7	10.2	9.7	-	460	467	-	-
4.000”	6.135”	2618 Icon +38cc dome	n/a	n/a	11.7	11.0	10.4	454	460	467	469	476
4.000”	6.385”	2618 JE +42cc dome	n/a	n/a	12.3	11.6	10.9	-	460	467	469	476
4.000”	6.135”	2618 Icon +43cc dome	n/a	n/a	12.4	11.7	10.9	454	460	467	469	476
4.000”	6.385”	2618 Mahle +48cc dome	n/a	n/a	13.2	12.3	11.6	-	460	467	-	-
4.000”	6.535”	2618 SRP +48cc dome	n/a	n/a	13.2	12.3	11.6	-	460	467	469	476
4.250”	6.385”	2618 F/I JE -3cc flat top	9.7	9.1	8.9	8.5	8.2	-	-	496	-	-
4.250”	6.385”	4032 Mahle -3cc flat top	9.7	9.1	8.9	8.5	8.2	-	489	496	498	505
4.250”	6.385”	hyper. KB -3cc flat top	9.7	9.1	8.9	8.5	8.2	482	489	496	498	505
4.250”	6.385”	hyper KB 17cc closed chamber dome	11.4	10.7	10.3	9.8	9.4	482	489	496	498	505
TOP SELLER 4.250”	6.385”	4032 Mahle +18cc dome	n/a	n/a	10.4	9.9	9.5	-	489	496	498	505
4.250”	6.385”	4032 Icon +23cc dome	n/a	n/a	10.8	10.3	9.8	-	489	496	498	505
4.250”	6.385”	2618 Mahle +43cc dome	n/a	n/a	13.2	12.4	11.7	-	489	496	498	505
4.250”	6.385”	2618 Mahle +43cc dome	n/a	n/a	13.2	12.4	11.7	-	489	496	498	505
4.250”	6.535”	2618 JE +44cc dome	n/a	n/a	13.3	12.5	11.8	-	489	496	498	505

Jesse James
Eagle Motorsports

Not for use in pollution controlled vehicles.

STREET & STRIP		PRO STREET		COMPETITION	
CAST STEEL 5140 I-BEAM		FORGED 4340 4340 I-BEAM		FORGED 4340 4340 H-BEAM	
Recommended for use in naturally-aspirated pump-gas street vehicles.		For naturally-aspirated competition use. Rod bolt upgrades available		For all competition engines. Rod bolt upgrades available.	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	-	-	35300L	B35300L
-	-	-	-	35310L	B35310L
-	-	-	-	35315L	B35315L
18200L	B18200L	-	-	-	-
18331L	B18331L	61331L	B61331L	11321L	B11321L
18000L	B18000L	-	-	11100	B11100
18004L	B18004L	-	-	11102	B11102
18201L	B18201L	-	-	-	-
18001L	B18001L	61327L	B61327L	11327L	B11327L
18322L	B18322L	61322L	B61322L	11322L	B11322L
18320L	B18320L	18420L	B18420L	11420L	B11420L
-	B18401L	-	-	-	-
18202L	B18202L	-	-	-	-
18324L	B18324L	61324L	B61324L	11324L	B11324L
18002L	B18002L	61106	B61106	11106	B11106
18005L	B18005L	-	-	11107	B11107
18325L	B18325L	61325L	B61325L	11325L	B11325L
-	-	-	-	35731L	B35731L
18326L	B18326L	61326L	B61326L	11326L	B11326L
-	-	-	-	11109	B11109
-	-	-	-	11110	B11110
-	-	-	-	35320L	B35320L
18020L	B18020L	-	-	11111	B11111
18021L	B18021L	-	-	-	-
18023L	B18023L				
18022L	B18022L	61113	B61113	11113	B11113
18321L	B18321L	18421L	B18421L	11421L	B11421L
-	-	61114	B61114	11114	B11114
-	-	-	-	35700L	B35700L
-	-		-	35710L	B35710L

Jon Simikic
High Performance World

Not for use in pollution controlled vehicles.

CHEVY BIG BLOCK 502 ROTATING ASSEMBLIES

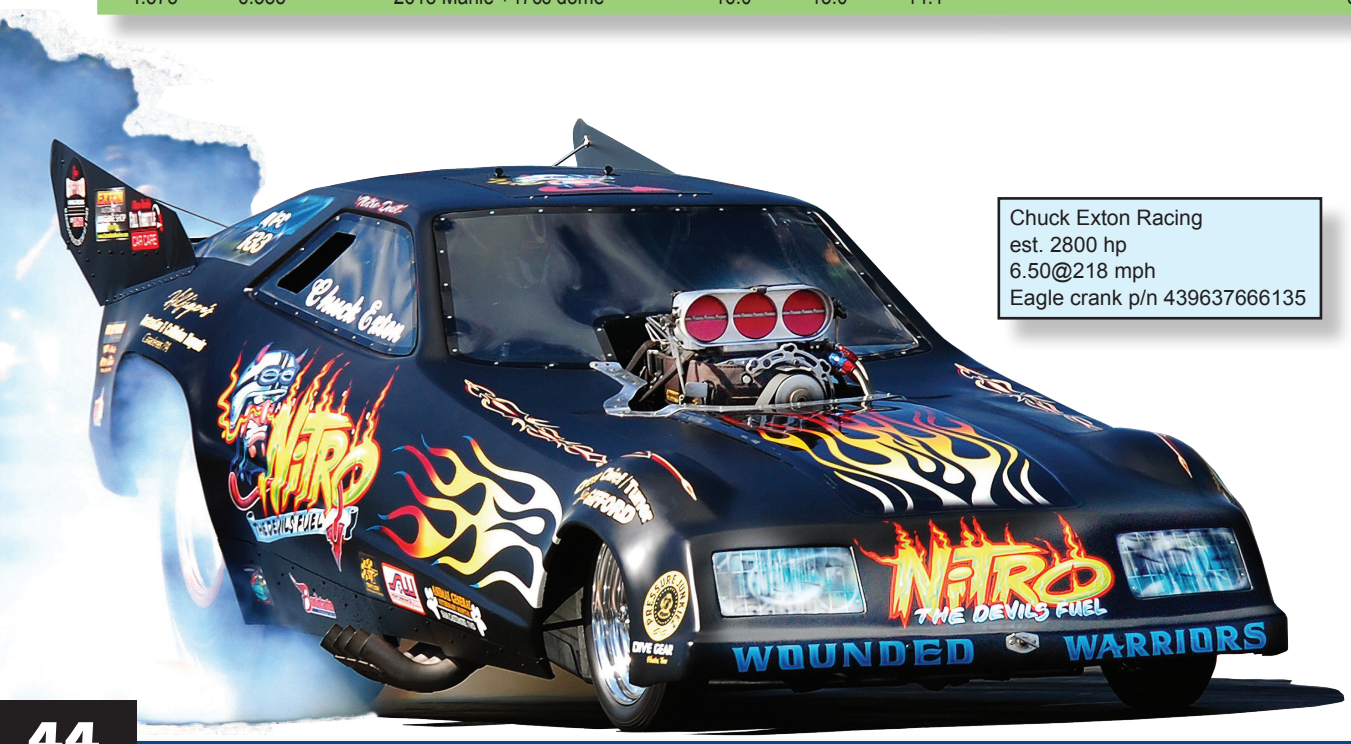
Unbalanced assemblies MUST be balanced by qualified machine shop before use.

Assemblies balanced by Eagle require no additional balancing. Includes crank, rods, pistons, rings, and racing bearings.

Heavy duty assemblies include rod bolt upgrade and appllcation-specific pistons (see description).

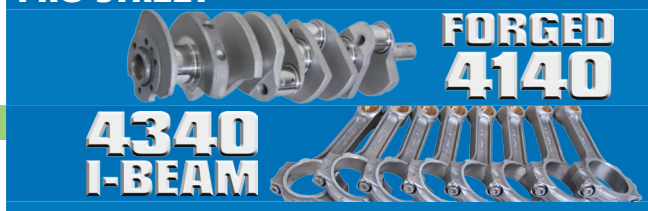
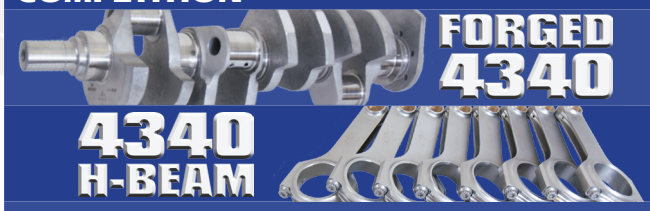
Compression ratios calculated considering uncut block, 4.530” bore size, and .040” head gasket thickness. Standard bore size is 4.470”.

STANDARD DECK			COMPRESSION RATIO			DISPLACEMENT					
STROKE	ROD	PISTON	112cc	118cc	124cc	4.470	4.500	4.530	4.560	4.600	4.625
4.000”	6.385”	2618 JE -28cc F/I inv. dome	7.8	7.5	7.3	-	509	516	523	532	538
4.000”	6.135”	2618 JE -11.5cc inv. dome	8.6	8.3	8.0	-	509	516	-	-	
4.000”	6.135”	4032 SRP -3cc flat top	9.1	8.7	8.4	502	509	516	-	-	
4.000”	6.135”	4032 SRP +17cc dome	10.5	10.0	9.6	502	509	516	523	-	
4.000”	6.385”	4032 SRP +17cc dome	10.5	10.0	9.6	502	509	516	523	-	
4.000”	6.135”	2618 SRP +41cc dome	13.2	12.4	11.7	502	509	516	-	-	
4.000”	6.385”	2618 SRP +41/+39cc dome	13.0	12.3	11.6	-	509	516	523	532	
4.250”	6.385”	2618 JE -20cc F/I inv. dome	8.6	8.3	8.0	-	541	548	555	565	
4.250”	6.385”	4032 Mahle/SRP -3cc flat top	9.6	9.2	8.9	534	541	548	555	565	
4.250”	6.385”	4032 SRP +10cc dome	10.7	10.2	9.8	534	541	548	-	-	-
4.250”	6.385”	4032 Mahle +13cc dome	10.9	10.4	10.0	-	541	548	555	565	-
4.250”	6.535”	2618 JE +29.9cc nitrous dome	12.5	11.8	11.2	-	-	-	-	565	-
4.250”	6.385”	4032 SRP +36cc dome	13.4	12.6	11.9	534	541	548	555	565	-
4.250”	6.385”	2618 JE +37cc dome	13.4	12.6	11.9	-	541	548	555	565	
4.250”	6.535”	2618 JE +40cc dome	13.8	13.0	12.3	-	541	548	555	565	
4.250”	6.535”	2618 JE +46cc gas ported dome	14.7	13.8	13.0	-	-	-	555	565	571
4.375”	6.535”	2618 Mahle +40cc dome	14.6	13.7	13.0	-	-	-	-	582	588
4.375”	6.535”	2618 JE +46cc gas ported dome	15.6	14.6	13.7	-	-	-	572	-	-
4.375”	6.385”	2618 Mahle +47cc dome	16.0	15.0	14.1	-	-	-	-	582	588



Chuck Exton Racing
est. 2800 hp
6.50@218 mph
Eagle crank p/n 439637666135

Not for use in pollution controlled vehicles.

PRO STREET				COMPETITION			
							
For naturally-aspirated competition use. Rod bolt upgrades available				For all competition engines. Rod bolt upgrades available.			
2PC REAR SEAL		1PC REAR SEAL		2PC REAR SEAL		1PC REAR SEAL	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	-	-	35400	B35400	35400L	B35400L
-	-	-	-	11616	B11616	11127	B11127
61600	B61600	61600L	B61600L	11600	B11600	11128	B11128
-	-	-	-	11601	B11601	11150	B11150
61605*	B61605*	62133*	B62133*	11605	B11605	11133	B11133
-	-	-	-	11603	B11603	11134	B11134
-	-	-	-	11606	B11606	11135	B11135
-	-	-	-	35410	B35410	35410L	B35410L
-	-	-	-	11610	B11610	11137	B11137
-	-	-	-	11620	B11620	11120	B11120
61610*	B61610*	61133*	B61133*	11611	B11611	11138	B11138
-	-	-	-	35725	B35725	35725L	B35725L
-	-	-	-	11621	B11621	11121	B11121
-	-	-	-	35720	B35720	35720L	B35720L
-	-	-	-	35730	B35730	35730L	B35730L
-	-	-	-	35726	B35726	35726L	B35726L
-	-	-	-	35742	B35742	-	-
-	-	-	-	35727	B35727	-	-
-	-	-	-	35740	B35740	-	-

*includes 4340 crankshaft

Gary Box
Box Performance
1663 HP
Eagle crank & rods

Not for use in pollution controlled vehicles.

CHEVY TALL DECK BIG BLOCK 427/454 ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use.

Assemblies balanced by Eagle require no additional balancing. Includes crank, rods, pistons, rings, and racing bearings.

Compression ratios calculated using 10.200” deck height, 4.310” bore size, and .040” head gasket thickness.

Standard bore size is 4.250”. 2 piece rear seal only.

10.2” TALL DECK			COMPRESSION RATIO					DISPLACEMENT				
STROKE	ROD	PISTON	100cc	108cc	112cc	118cc	124cc	000	030	060	070	100
4.250”	6.535”	4032 SRP -3cc flat top	9.8	9.2	8.9	8.5	8.2	-	489	496	498	-
4.250”	6.535”	4032 SRP +17cc dome	n/a	n/a	10.3	9.8	9.4	-	489	496	498	-
4.250”	6.800”	4032 Mahle +18cc dome	n/a	n/a	10.7	10.2	9.7	-	489	496	498	505
4.250”	6.535”	2618 SRP +43cc dome	n/a	n/a	13.2	12.4	11.7	-	489	496	498	505
4.250”	6.800”	2618 Mahle +43cc dome	n/a	n/a	13.7	12.9	12.1	-	489	496	498	505
4.500”	6.660”	4032 Mahle -3cc flat top	10.3	9.7	9.4	8.9	8.7	-	518	525	528	535
4.500”	6.660”	2618 Mahle +18cc dome	n/a	n/a	10.9	10.4	9.9	-	518	525	528	535
4.500”	6.660”	4032 Mahle +43cc dome	n/a	n/a	13.7	12.9	12.3	-	518	525	528	535
4.500”	6.700”	2618 SRP +48cc dome	n/a	n/a	15.4	14.2	13.4	-	518	525	528	535

CHEVY TALL DECK BIG BLOCK 502 ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use.

Assemblies balanced by Eagle require no additional balancing. Includes crank, rods, pistons, rings, and racing bearings.

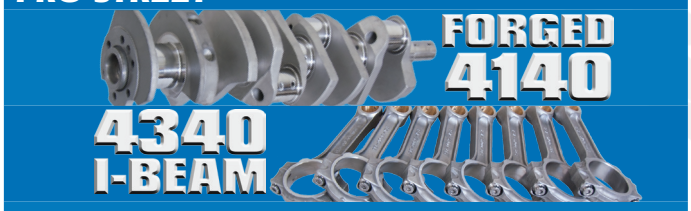
Heavy duty assemblies include rod bolt upgrade and applIcation-specific pistons (see description).

Compression ratios calculated considering uncut block, 4.530” bore size, and .040” head gasket thickness. Standard bore size is 4.470”.

10.2” TALL DECK			COMPRESSION RATIO			DISPLACEMENT						
STROKE	ROD	PISTON	112cc	118cc	124cc	4.470	4.500	4.530	4.560	4.600	4.610	4.625
4.250”	6.535”	2618 JE -20cc inv. dome	8.6	8.3	8.0	-	541	-	555	565	-	-
4.250”	6.535”	4032 SRP -3cc flat top	9.6	9.2	8.9	-	541	548	-	-	-	-
4.250”	6.800”	4032 SRP +10cc dome	10.9	10.4	9.9	534	541	548	555	-	-	-
4.250”	6.800”	2618 SRP +36/+33cc dome	13.8	13.0	12.2	534	541	548	555	565	-	-
4.375”	6.700”	2618 JE +44cc nitrous dome	15.0	14.1	13.3	-	-	-	-	582	584	-
4.500”	6.535”	2618 JE -28cc F/I inv. dome	8.6	8.4	8.1	-	573	-	588	598	-	605
4.500”	6.660”	4032 Mahle -3cc flat top	10.1	9.7	9.3	-	573	-	588	598	-	-
4.500”	6.660”	4032 Mahle +13cc dome	11.8	11.3	10.8	-	573	580	588	598	-	-
4.500”	6.700”	4032 SRP 41cc dome	14.9	13.9	13.2	-	573	580	568	596	-	-
4.500”	6.535”	2618 JE +42cc dome	14.9	13.9	13.2	-	573	580	588	598	-	605
4.500”	6.800”	2618 Mahle +47cc dome	15.6	14.6	13.8	-	-	-	-	598	-	605
4.625”	6.800”	2618 JE +46cc gas ported dome	15.9	14.9	14.1	-			604	615	618	623
4.625”	6.800”	2618 JE +49cc dome	16.5	15.4	14.5	-	589	596	604	615	618	623
4.750”	6.700”	2618 JE -3cc flat top	11.2	10.7	10.3	-	604	612	620	632	-	638
4.750”	6.700”	4032 DSS -3cc flat top	10.9	10.4	10.0	-	604	612	620	632	-	638
4.750”	6.700”	2618 JE +29cc nitrous dome	14.6	13.8	13.1	-	-	-	-	632	634	-
4.750”	6.700”	2618 Mahle +42cc dome	16.7	15.7	14.7	-	-	-	-	632	-	638
4.750”	6.700”	2618 Mahle +47cc dome	17.8	16.5	15.5	-	-	-	-	632	-	638

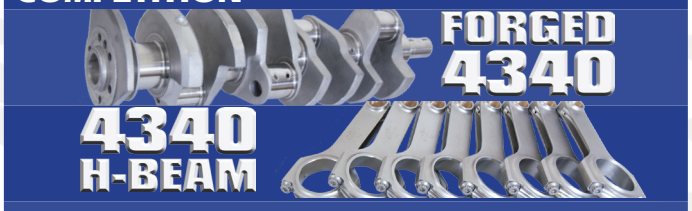
Not for use in pollution controlled vehicles.

PRO STREET



For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION



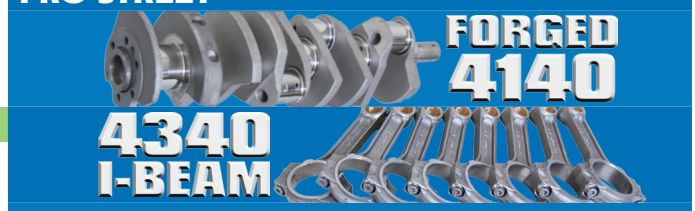
For all competition engines. Rod bolt upgrades available.

PRO STREET				COMPETITION			
2PC REAR SEAL		1PC REAR SEAL		2PC REAR SEAL		1PC REAR SEAL	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
61608^	B61608^	-	-	11508	B11508	11808	B11808
61609^	B61609^	-	-	11509	B11509	11809	B11809
61612	B61612	61712*	B61712*	11512	B11512	11812	B11812
61610^	B61610^	-	-	11510	B11510	11810	B11810
61613	B61613	61713*	B61713*	11513	B11513	11813	B11813
-	-	-	-	11514	B11514	11814	B11814
-	-	-	-	11515	B11515	11815	B11815
-	-	-	-	11516	B11516	11816	B11816
61618*	B61618*	61718*	B61718*	11518	B11518	11818	B11818

^ uses H-Beam rods

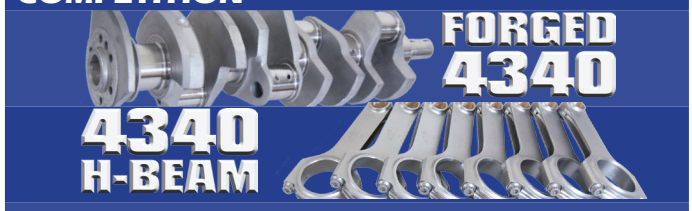
*includes 4340 crankshaft

PRO STREET



For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION



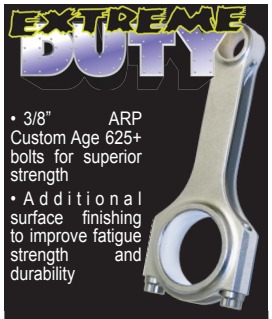
For all competition engines. Rod bolt upgrades available.

PRO STREET				COMPETITION			
2PC REAR SEAL		1PC REAR SEAL		2PC REAR SEAL		1PC REAR SEAL	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
61217^	B61217^	-	-	11917	B11917	11147	B11147
61210^	B61210^	-	-	11910	B11910	11148	B11148
61213	B61213	61313*	B61313*	11913	B11913	11151	B11151
61214	B61214	61314*	B61314*	11914	B11914	11152	B11152
-	-	-	-	35728	B35728	-	-
-	-	-	-	35752	B35752	35752L	B35752L
-	-	-	-	11920	B11920	11920L	B11920L
-	-	-	-	11921	B11921	11921L	B11921L
61253*	B61253*	61353*	B61353*			11153	B11153
-	-	-	-	35753	B35753	35753L	B35753L
-	-	-	-	35751	B35751	35751L	B35751L
-	-	-	-	35755	B35755	-	-
-	-	-	-	35754	B35754	-	-
-	-	-	-	35756	B35756	-	-
-	-	-	-	11625	B11625	-	-
-	-	-	-	35757	B35757	-	-
-	-	-	-	35850	B35850	-	-
-	-	-	-	35851	B35851	-	-

CHRYSLER 4 CYL

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
3/8" ARP 2000 rod bolts, unless otherwise noted.
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.
Recommended for competition use up to 900hp.



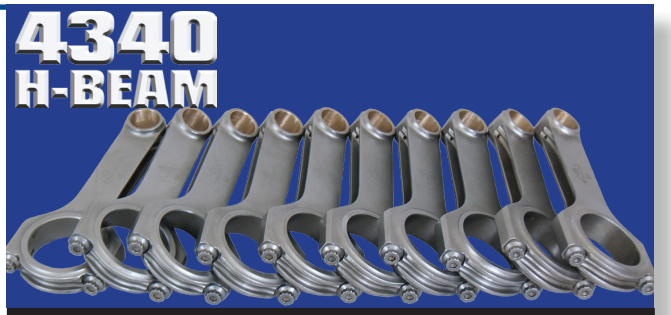
ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES	PART NUMBER	PART NUMBER
2.0	5.472"	535	21mm	all Neon SOHC & DOHC	CRS5472N3D	CRS5472NXD
2.4 SRT4	5.945"	575	22mm		CRS5945D3D	CRS5945DXD

Gary Howell
Howell Automotive

CHRYSLER 8.0L V10

4340 STEEL H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
7/16" ARP rod bolts, .984" pin size.
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g. Will not fit 8.3L V10
Recommended for competition use.



ENGINE	LENGTH	WEIGHT	PIN SIZE	PART NUMBER	w/ ARP 2000	w/ ARP L19
8.0L V10	6.123"	680	.984"	CRS6123D10	CRS6123D102000	CRS6123D10L19

Not for use in pollution controlled vehicles.

4340 STEEL H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
7/16" ARP 8740 rod bolts (ARP 2000 and L19 available).
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.
Recommended for competition use.

LENGTH	PIN SIZE	NOTES	PART NO.	w/ ARP 2000	WEIGHT
6.358"	1.094"	O.E. dimensions	**CRS6358C3D**	**CRS6358C3D2000**	850

FORGED STEEL CRANKSHAFTS

Forged SAE 4340 steel with non-twist forging and multi-stage heat-treatment.
Shot-peened, stress relieved, and nitrided for superior durability.
Designed for internal balance without heavy metal. Bobweight guaranteed +/- 2%.
.125" radiuses improve strength and rigidity. Chamfered or narrowed bearings required.

STROKE	BOBWEIGHT	MIN. ROD LENGTH	NOTES	PART NUMBER	WEIGHT
4.150"	2550	6.760"	6 bolt flange only	**440041506760**	70

COMPETITION ASSEMBLIES

Forged 4340 steel crankshaft, forged 4340 steel H-Beam rods.
7/16" ARP 8740 capscrew rod bolts (ARP 2000 & L19 available).
Forged 4032 Mahle pistons and plasma-moly file fit rings and performance bearings.
Designed for internal balance with no heavy metal needed.
Standard bore size is 4.342". 6 bolt rear flange. 8 bolt available upon request.

For all competition engines. Rod bolt upgrades available.

	STROKE	ROD	PISTON	RINGS	COMP. RATIO 72cc	COMP. RATIO 80cc	COMP. RATIO 84cc	DISPLACEMENT 008	DISPLACEMENT 033	UNBALANCED	BALANCED
	4.150"	6.760"	4032 Diamond -20cc inv. dome	FF	10.5	9.8	9.5	-	499	**21105**	**B21105**
NEW!	4.150"	6.760"	4032 Mahle -8cc flat top	FF	11.7	10.8	10.5	-	499	**21103**	**B21103**
NEW!	4.150"	6.760"	4032 Diamond -3.4cc flat top	FF	12.2	11.3	10.9	-	499	**21104**	**B21104**

CHRYSLER SMALL BLOCK

CONNECTING RODS

.984" pin size

Alignment sleeves for precise cap location

5140 I-BEAM

- 3/8" ARP 8740 bolts
- ARP 2000 available
- Weight-matched +/- 2g

4340 H-BEAM

- 7/16" ARP 8740 bolts
- ARP 2000 / L19 available
- Weight-matched +/- 1g
- 2 piece forging for superior strength
- Big end sized on Sunnen Krossgrinding System

LENGTH	NOTES	5140 I-BEAM PART NO.	WT.	4340 H-BEAM PART NO.	w/ ARP 2000	w/ ARP L19	WT.
6.123"	O.E. dimensions	**SIR6123CB**	605	**CRS6123C3D**	**CRS6123C3D2000**	**CRS6123C3DL19**	680

ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.

Includes crank, rods, pistons, rings, & bearings (OE replacement bearings with cast crank, racing bearings with forged crank).

Compression ratios calculated considering uncut block, +.030" bore size, and .040" head gasket thickness.

For 5.9L Magnum engine, use kits for 360.

318 block, 3.910" standard bore				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	60cc	65cc	70cc	000	030	040	060
3.310"	6.123"	4032 ProTru -5cc flat top	FF	10.2	9.6	9.1	318	323	-	-
4.000"	6.123"	2618 Icon -23cc inv. dome	FF	9.5	9.1	8.8	-	390	392	396
4.000"	6.123"	2618 Icon -4.7cc flat top	FF	12.1	11.4	10.8	-	390	392	396

340 block, 4.040" standard bore				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	60cc	65cc	70cc	000	030	040	060
3.310	6.123"	hyper KB -6cc flat top	FF	10.2	9.6	9.1	339	345	346	350
3.310	6.123"	4032 Icon -7cc flat top	FF	10.1	9.6	9.1	339	345	346	-
3.310"	6.123"	4032 Mahle -5cc flat top	FF	10.2	9.6	9.1	339	345	-	-
4.000"	6.123"	2618 Mahle -28cc inv. dome	FF	9.5	9.1	8.8	410	416	-	-
4.000"	6.123"	2618 Mahle -5cc flat top	FF	12.1	11.4	10.8	410	416	-	-

360 block, 4.000" standard bore				COMPRESSION RATIO			DISPLACEMENT					
STROKE	ROD	PISTON	RINGS	60cc	65cc	70cc	000	030	040	060	070	080
3.580"	6.123"	hyper KB -18cc inv. dome	FF	9.4	9.0	8.6	360	365	367	371	-	-
3.580"	6.123"	4032 Icon -7cc flat top	FF	10.6	10.1	9.5	360	365	367	371	-	-
3.580"	6.123"	4032 Mahle -5cc flat top	FF	10.8	10.2	9.7	-	365	367	371	-	-
3.580"	6.123"	hyper KB -5cc flat top	FF	10.9	10.3	9.7	-	365	367	371	-	-
3.580"	6.123"	hyper KB 2.8cc quench dome	FF	11.2	10.5	10.0	360	365	367	371	-	-
4.000"	6.123"	2618 Mahle -28cc inv. dome	FF	9.4	9.0	8.7	-	408	410	-	416	-
4.000"	6.123"	4032 Icon -23cc inv. dome	FF	9.6	9.2	8.8	402	408	410	414	416	418
4.000"	6.123"	hyper KB -25cc inv. dome	FF	9.8	9.3	9.0	402	408	410	414	-	-
4.000"	6.123"	2618 Icon -20.5cc inv. dome	FF	10.2	9.7	9.3	402	408	410	414	416	418
4.000"	6.123"	4032 Icon -13cc inv. dome	FF	10.6	10.1	9.6	402	408	410	414	416	418
4.000"	6.123"	4032 Mahle -16cc inv. dome	FF	10.6	10.1	9.6	-	408	410	-	-	-
4.000"	6.123"	4032 Mahle -5cc flat top	FF	12.0	11.3	10.7	-	408	410	-	416	-

TOP SELLER

Not for use in pollution controlled vehicles.

CRANKSHAFTS

Designed for internal balance without heavy metal.

Bobweight listed is bobweight of crank when new +/- 2% GUARANTEED

Requires special pilot bushing for manual transmission applications.
318 & 340 engines use part number PB3. 360 use part number PB2.

CAST STEEL

- Excellent alternative to O.E. crank
- .092" radiuses so O.E. bearings can be used
- Recommended for use in street engines - no power adders

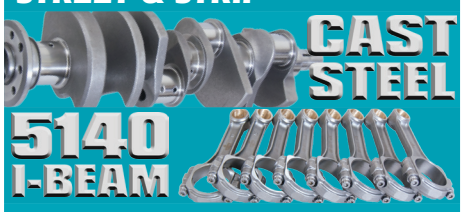
FORGED 4340

- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection
- Designed for internal balance

318/340 MAINS							
STROKE	MIN .ROD	NOTES	BOBWEIGHT	PART NO.	WT.	PART NO.	WT.
3.310"	6.123"	318, 340 stock stroke	1820	**103403310**	53	**434033106123**	57
4.000"	6.123"		1820	**103404000**	53	**434040006123**	57

360 MAINS							
STROKE	MIN. ROD	NOTES	BOBWEIGHT	PART NO.	WT.	PART NO.	WT.
3.580"	6.123"	360 stock stroke	1820	**103603580**	57	**436035806123**	61
4.000"	6.123"		1820	**103604000**	56	**436040006123**	61
NEW! 4.125"	6.200"		1820	-		**436041256200**	
NEW! 4.250"	6.200"		1820	-		**436042506200**	

STREET & STRIP



Recommended for use in naturally-aspirated pump-gas street vehicles.

PRO STREET

For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION

For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
20550	**B20550**	**20350**	**B20350**	-	-
20551	**B20551**	-	-	**20151**	**B20151**
-	-	-	-	**20152**	**B20152**

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
20510	**B20510**	**20310**	**B20310**	-	-
20503	**B20503**	**20303**	**B20303**	**20103**	**B20103**
20504	**B20504**	-	-	**20104**	**B20104**
20505	-	-	-	**20105**	**B20105**
20506	-	-	-	**20106**	**B20106**

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
20605	**B20605**	**20405**	**B20405**	-	-
20602	**B20602**	**20402**	**B20402**	**20202**	**B20202**
20507	**B20507**	**20301**	**B20301**	**20107**	**B20107**
20600	**B20600**	**20400**	**B20400**	-	-
20607	**B20607**	**20407**	**B20407**	-	-
20508	**B20508**	-	-	**20108**	**B20108**
20603	**B20603**	**20403**	**B20403**	**20203**	**B20203**
20608	**B20608**	-	-	-	-
20609	**B20609**	**20409**	**B20409**	**20209**	**B20209**
20604	**B20604**	**20404**	**B20404**	**20204**	**B20204**
20502	**B20502**	-	-	**20102**	**B20102**
20509	**B20509**	**20410**	**B20410**	**20109**	**B20109**

CHRYSLER LATE MODEL HEMI

4340 STEEL H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.

7/16" ARP 8740 rod bolts (ARP 2000 and L19 available).

Alignment sleeves for precise cap location.

Sizing performed with Sunnen Krossgrinding system.

Weight-matched to +/- 1g. Recommended for competition use.

ENGINE	LENGTH	WEIGHT	ROD JOURNAL	PIN SIZE	PART NUMBER	w/ ARP 2000	w/ ARP L19
5.7L/6.1L	6.243"	640	2.126"	.927"	**CRS6243H3D**	**CRS6243H3D2000**	**CRS6243H3DL19**
6.4L	6.243"	640	2.126"	.945"	**CRS6243C3D**	**CRS6243C3D2000**	**CRS6243C3DL19**
6.1L	6.243"	640	2.126"	.984"	**CRS6243R3D**	**CRS6243R3D2000**	**CRS6243R3DL19**
stroker	6.125"	660	2.000"	.927"	**CRS6125SO3D**	**CRS6125SO3D2000**	**CRS6125SO3DL19**

COMPETITION ASSEMBLIES

Forged 4340 steel crankshaft, forged 4340 steel H-Beam rods with 7/16" ARP 8740 rod bolts (ARP 2000 & L19 available).

Forged pistons and plasma-moly file fit rings and performance bearings.

Engines equipped with variable valve timing require a spacer behind crank gear.

5.7L			COMP. RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	64.5cc	72.5cc	85cc	3.927	3.937	3.947	3.957
4.050"	6.125"	2618 Icon -21.2cc inv. dome	9.6	8.9	8.1	392	394	396	398
4.050"	6.125"	2618 Icon -7cc inv. dome	11.1	10.2	9.1	392	394	396	398
4.050"	6.125"	2618 Diamond -6.3cc inv. dome	11.2	10.3	9.1	392	394	-	-
4.050"	6.125"	4032 Mahle -2cc flat top	12.0	10.9	9.6	392	394	396	-
4.050"	6.125"	2618 Diamond 6.3cc dome	13.2	11.9	10.3	392	394	-	-
4.050"	6.125"	4032 Mahle 6cc dome	13.3	12.0	10.4	392	394	396	-
4.050"	6.125"	2618 Icon 8.7cc dome	13.6	12.2	10.6	392	394	396	398

6.1L, 32t only			COMP. RATIO			DISPLACEMENT						
STROKE	ROD	PISTON	64.5cc	72.5cc	85cc	4.060	4.065	4.070	4.075	4.080	4.085	4.090
4.050"	6.125"	2618 Diamond -26.5cc inv. dome	9.7	9.0	8.2	420	-	422	-	424	-	-
4.050"	6.125"	2618 Icon -22cc inv. dome	10.1	9.7	8.7	-	421	-	423	-	425	
4.050"	6.125"	2618 Diamond -13.1cc inv. dome	11.1	10.2	9.1	420	-	422	-	424	-	426
4.050"	6.125"	2618 Icon -12.5cc inv. dome	11.1	10.3	9.1	-	421	-	423	-	425	-
4.050"	6.125"	4032 Mahle -12cc inv. dome	11.3	10.5	9.3	-	421	-	-	424	-	426
4.050"	6.125"	2618 Diamond -2.4cc flat top	12.5	11.5	9.9	420	-	422	-	424	-	-

6.2L,6.4L, 58t only			COMP. RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	64.5cc	72.5cc	85cc	4.090	4.095	4.100	4.125
4.050"	6.125"	2618 DSS -23cc inv. dome	10.1	9.4	8.5	426	427	428	433
4.050"	6.125"	2618 Icon -22cc inv. dome	10.2	9.5	8.6	-	427	-	-
4.050"	6.125"	2618 DSS -18cc inv. dome	10.6	9.9	8.9	426	427	428	433
4.050"	6.125"	2618 Icon -12.5cc inv. dome	11.2	10.4	9.3	-	427	-	-
4.050"	6.125"	4032 DSS -7cc inv. dome	12.0	11.0	9.7	426	427	428	433
4.050"	6.125"	2618 DSS 4cc dome	13.7	12.4	10.8	426	427	428	433

Not for use in pollution controlled vehicles.

FORGED STEEL CRANKSHAFTS

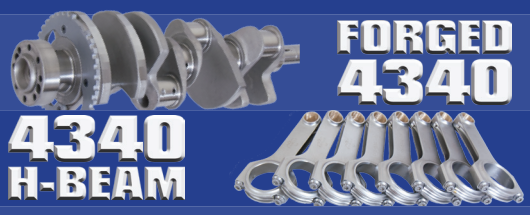
Forged SAE 4340 steel with non-twist forging and multi-stage heat-treatment.
Shot-peened, stress relieved, and nitrided for superior durability.
Micropolished journals feature a 3 r.a. or better.
.125" radiuses improve strength & rigidity, use chamfered or narrow bearings.
Windage tray must be clearanced. Use Mopar Perf. #P5249822 woodruff key.

STROKE	BOBWEIGHT	MIN. ROD LENGTH	NOTES	32t RELUCTOR	58t (2009-12)	58t (2013 & up)	WT
4.050"	1750	6.125"	2.000" rod journals	**439240506125**	**439340506125**	**439440506125**	58
4.080"	1750	6.125"	2.000" rod journals	**439240806125**	**439340506125**	**439440806125**	58

Modern Hemi 58 tooth reluctor differences

2009-2012	0.170" width
2013 & up	0.130" width

COMPETITION



For all competition engines. Rod bolt upgrades available.

32 tooth reluctor (up to 2008)		58 tooth reluctor (2009-2012)		58 tooth reluctor (2013 & up)	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
23113	**B23113**	**23213**	**B23213**	**23513**	**B23513**
23114	**B23114**	**23214**	**B23214**	**23514**	**B23514**
23112	**B23112**	**23212**	**B23212**	**23512**	**B23512**
23150	**B23150**	**23250**	**B23250**	**23550**	**B23550**
23111	**B23111**	**23211**	**B23211**	**23511**	**B23511**
23100	**B23100**	**23200**	**B23200**	**23500**	**B23500**
23115	**B23115**	**23215**	**B23215**	**23515**	**B23515**

UNBALANCED	BALANCED
23301	**B23301**
23313	**B23313**
23302	**B23302**
23314	**B23314**
23300	**B23300**
23304	**B23304**

58 tooth reluctor (2009-2012)		58 tooth reluctor (2013 & up)	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
23401	**B23401**	**23601**	**B23601**
23413	**B23413**	**23613**	**B23613**
23402	**B23402**	**23602**	**B23602**
23414	**B23414**	**23614**	**B23614**
23403	**B23403**	**23603**	**B23603**
23404	**B23404**	**23604**	**B23604**

Clint Anderson
CNC Motorsports

Modern Hemi Engine specs

5.7L	3.917" bore	3.578" stroke
6.1L	4.055" bore	3.578" stroke
6.2L "Hellcat"	4.090" bore	3.578" stroke
6.4L "Apache"	4.090" bore	3.724" stroke

Not for use in pollution controlled vehicles.

4340 STEEL H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
7/16" ARP 8740 rod bolts (ARP 2000 and L19 available).
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.
Recommended for competition use.

LENGTH	PIN SIZE	NOTES	PART NO.	w/ ARP 2000	w/ ARP L19	WEIGHT
6.760"	1.094"	O.E. dimensions	CRS6760C3D	CRS6760C3D2000	-	875
6.760"	.990"		CRS6760B3D	CRS6760B3D2000	-	880
6.860"	1.030"	426 hemi	CRS6860C3D	CRS6860C3D2000	-	890
7.100"	.990"	2.200" rod journal, 1.007" width	CRS7100C3D	CRS7100C3D2000	CRS7100C3DL19	840

Chrysler 400 parts listed on page 53.

440 COMPETITION ASSEMBLIES, CONVENTIONAL HEAD

7/16" ARP 8740 capscrew rod bolts (ARP 2000 & L19 available).
Forged pistons and plasma-moly file fit rings and performance bearings.
Designed for internal balance with no heavy metal needed. Standard Bore size is 4.320"
Compression calculated at 4.360" bore, .040" gasket, and uncut block.

			COMP. RATIO			DISPLACEMENT		
STROKE	ROD	PISTON	72cc	80cc	88cc	030	040	055
3.750"	6.760"	2618 Icon -12cc step dish	10.2	9.5	9.0	446	448	451
NEW! 3.750"	6.760"	4032 SRP -6cc flat top	10.7	9.9	9.3	446	448	451
3.750"	6.760"	4032 Mahle -8cc flat top	10.6	9.8	9.2	446	-	-
3.750"	6.760"	2618 Diamond 8.6cc dome*	11.4	10.5	9.8	446	448	-
4.150"	6.760"	2618 JE -29cc inv. dome	9.6	9.0	8.5	493	495	499
NEW! 4.150"	6.760"	4032 Mahle -24.6cc inv. dome	10.1	9.5	8.9	493	-	499
NEW! 4.150"	6.760"	2618 Icon -23.7cc step dish	10.2	9.6	9.0	493	495	499
TOP SELLER 4.150"	6.760"	4032 Mahle -8cc flat top	11.6	10.8	10.1	493	-	499
NEW! 4.250"	7.100"	2618 Icon -26.7cc step dish	10.3	9.7	9.1	505	507	511
4.250"	7.100"	4032 Mahle -8cc flat top	11.8	11.0	10.3	505	-	511
NEW! 4.375"	7.100"	2618 Icon -30.4cc step dish	10.3	9.7	9.1	520	522	526
4.375"	7.100"	4032 Mahle -8cc flat top	12.1	11.3	10.6	520	-	-
NEW! 4.500"	7.100"	2618 Icon -12cc step dish	11.3	10.6	10.0	-	-	541
4.500"	7.100"	4032 Mahle -8cc flat top	12.5	11.6	10.8	535	-	541

* This piston is designed with around .060" of deck clearance. Significant increase in compression can be realized by zero decking the block.

NEW!

426 HEMI COMPETITION ASSEMBLIES

7/16" ARP 8740 capscrew rod bolts (ARP 2000 & L19 available). 8 bolt flange only.
Forged pistons and plasma-moly file fit rings and performance bearings.
Internal balancing mat require heavy metal depending on components. Standard Bore size is 4.250".
Compression calculated at 4.290" bore, .040" gasket, and uncut block.

			COMP. RATIO		DISPLACEMENT		
STROKE	ROD	PISTON	168cc	178cc	030	040	060
3.750"	6.860"	4032 Diamond 85cc dome	10.0	9.2	431	-	437
3.750"	6.860"	2618 Diamond 112cc dome	13.4	11.9	431	-	437
4.150"	6.860"	2618 Icon 70.6cc dome	9.7	9.0	477	480	484
4.150"	6.860"	2618 Icon 81.5cc dome	10.6	9.7	477	480	484
4.150"	6.860"	2618 Icon 90.5cc dome	11.5	10.5	477	480	484

Not for use in pollution controlled vehicles.

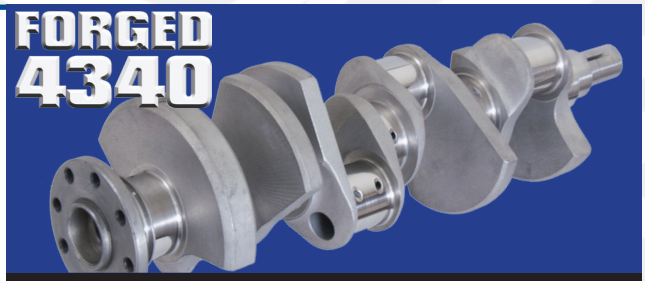
FORGED STEEL CRANKSHAFTS

Forged SAE 4340 steel with non-twist forging and multi-stage heat-treatment.

Shot-peened, stress relieved, and nitrided for superior durability.

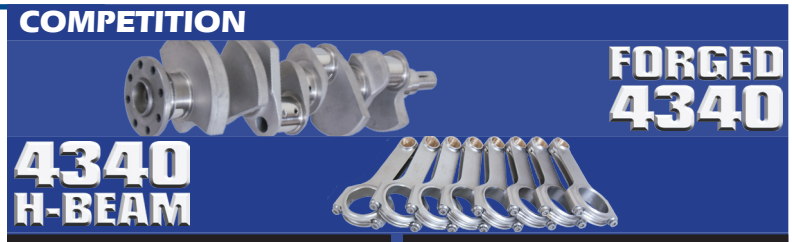
Designed for internal balance without heavy metal. Bobweight guaranteed +/- 2%.

.125" radiuses improve strength and rigidity. Chamfered or narrowed bearings required.



STROKE	BOBWEIGHT	MIN. ROD	NOTES	6 BOLT FLANGE	8 BOLT FLANGE	WT.
3.750"	2550	6.760"		**444037506760**	**444237506760**	68
4.150"	2550	6.760"		**444041506760**	**444241506760**	69
4.250"	2500	7.100"	2.200" rod journals	-	**444242507100**	67
4.375"	2500	7.100"	2.200" rod journals	-	**444243757100**	69
4.500"	2500	7.100"	2.200" rod journals	-	**444245007100**	68
4.625"	2500	7.100"	2.200" rod journals	-	**444246257100**	68

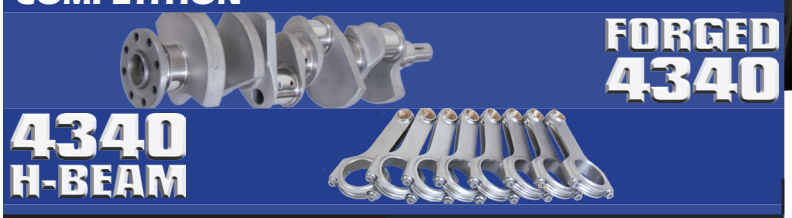
COMPETITION



6 BOLT FLANGE		8 BOLT FLANGE	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
21207	**B21207**	**22207**	**B22207**
21200	**B21200**	**22200**	**B22200**
21204	**B21204**	**22204**	**B22204**
21208	**B21208**	**22208**	**B22208**
21206	**B21206**	**22206**	**B22206**
21213	**B21213**	**22213**	**B22213**
21209	**B21209**	**22209**	**B22209**
21201	**B21201**	**22201**	**B22201**
-	-	**22210**	**B22210**
-	-	**21202**	**B21202**
-	-	**22211**	**B22211**
-	-	**21203**	**B21203**
-	-	**22212**	**B22212**
-	-	**21205**	**B21205**

Scott Koffel
Lake Erie Monster
Koffel's Place
photo credit: Michael Davis

COMPETITION



UNBALANCED	BALANCED
22301	**B22301**
22302	**B22302**
22305	**B22305**
22307	**B22307**
22308	**B22308**

Not for use in pollution controlled vehicles.

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
3/8" ARP 2000 rod bolts, unless otherwise noted.
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.

ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES	PART NUMBER	PART NUMBER
Pinto 2000cc	5.700"	515	.927"	2.000" journal, 1.029" width	**CRS5700PLW**	-
1.9/2.0 Zetec	5.483"	535	20mm		**CRS5483F3D**	**CRS5483FXD**
2.0 EcoBoost	6.136"	580	22.5mm		**CRS6136E3D**	**CRS6136EXD**
2.3 EcoBoost	5.876"	570	22.5mm		**CRS5876E3D**	**CRS5876EXD**
MZR 2.3L	5.927"	580	22.5mm	DI 2.3L turbo	**CRS5927M23D**	**CRS5927M2XD**
3.5/3.7 EcoBoost	6.011"	680	23mm		**CRS6011E3D**	-

Eagle rods are sold in weight-matched sets. We accomplish this without grinding on the surface of the rod in order to balance them. Such grinding creates stress risers in the rod and can lead to decreased fatigue life and ultimately failure of the rod. Eagle rods are produced in large batches. After finishing, the final step is to weigh each rod on a specialized scale and group them by weight - not only total weight, but big end and small end split as well. Once they are all weighed and sorted, they are packaged in weight-matched sets within a prescribed tolerance. When ordering single replacement rods, please specify the weight you need. In order to preserve the integrity of the rod, do not just order a rod and grind on it to make it match weight.

Not for use in pollution controlled vehicles.

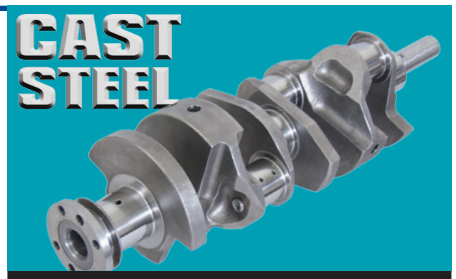
CONNECTING RODS

Forged SAE 4340 steel from 2 piece forging.
ARP rod bolts. Weight-matched +/- 1g.
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
3.210" minimum cylinder bore size.

LENGTH	WEIGHT	PIN SIZE	NOTES	PART NUMBER	w/ ARP 2000
7.000"	565	.750"	stock journal, 5/16" bolts	-	**CRS7000F3D**
7.000"	610	.750"	2.000" journal, 3/8" bolts	**CRS7000C3D8740**	**CRS7000C3D**

CRANKSHAFTS

An excellent alternative to O.E. crank.
Designed for 1947 & newer blocks.
.092" radiuses so standard bearings can be used.
Target bobweight guaranteed +/- 2% designed for internal balance.
Recommended for use in pump gas street engines, no power adders.



STROKE	BOBWEIGHT	MIN. ROD	NOTES	PART NUMBER	WEIGHT
4.000"	1650	7.000"	2.000" rod journals	**102394000**	59
4.125"	1650	7.000"	2.000" rod journals	**102394125**	61
4.250"	1650	7.000"	2.000" rod journals	**102394250**	61

ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use.
Assemblies balanced by Eagle require no additional balancing.
Cast crank designed for internal balance without heavy metal.
Order by actual bore size.
Recommended for use in pump-gas, street engines. No power adders.

STREET & STRIP

Recommended for use in naturally-aspirated pump-gas street vehicles.

				DISPLACEMENT					
STROKE	ROD	PISTON	RINGS	3.248	3.312	3.342	3.375	UNBALANCED	BALANCED
4.000"	7.000"	2618 Ross +14cc dome	Grant std. gap	-	276	281	286	**14300**	**B14300**
4.000"	7.000"	2618 Ross +14cc dome	metric file fit	265	276	-	286	**14320**	**B14320**
4.125"	7.000"	2618 Ross +14cc dome	Grant std. gap	-	284	289	295	**14302**	**B14302**
4.125"	7.000"	2618 Ross +14cc dome	metric file fit	-	284	-	-	**14322**	**B14322**
4.250"	7.000"	2618 Ross +14cc dome	Grant std. gap	-	293	-	-	**14304**	**B14304**
4.250"	7.000"	2618 Ross +14cc dome	metric file fit	-	293	-	-	**14324**	**B14324**

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
3/8" ARP 8740, 2000, or Custom Age 625+ rod bolts
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.

ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES	PART NUMBER	w/ ARP 2000	EXTREME DUTY
4.6 / Coyote	5.933"	605	22mm		**CRS5933F8740**	**CRS5933F3D**	**CRS5933FXD**
4.6 stroker	5.850"	570	22mm	1.889" rod journal	**CRS5850F8740**	**CRS5850F3D**	-
4.6/Coyote stroker	5.950"	565	22mm	2.000" rod journal, .935" width	-	**CRS5950SF3D**	**CRS5950SFXD**
4.6 stroker	5.950"	560	22mm	1.889" rod journal	**CRS5950F8740**	**CRS5950F3D**	-
5.4	6.657"	630	22mm		-	**CRS6657F3D**	-
6.8 V10	6.657"	630	22mm	set of 10	-	**CRS6657F3D10**	-

ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use.
Assemblies balanced by Eagle require no additional balancing.

All Eagle 4.6 cranks feature an 8-bolt rear flange. Appropriate flywheel or flexplate must be used.

Compression ratios calculated considering uncut block, 3.572" bore size, and .040" head gasket thickness.

2 VALVE HEADS				COMP. RATIO		DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	44cc	52cc	000	020	030	3.700
3.554"	5.933"	2618 Arias -17cc inv. dome	FF	9.7	8.7	282	285	-	-
3.554"	5.933"	4032 DSS -18cc inv. dome*	FF	9.2	8.4	282	285	287	306
3.554"	5.933"	4032 SRP Pro -3cc flat top	FF	11.7	10.3	282	285	-	-
3.554"	5.933"	M142P Mahle 0cc flat top	FF	12.9	10.8	282	285	-	-
3.750"	5.950"	2618 DSS -21cc inv. dome	FF	9.2	8.4	297	301	302	322
3.750"	5.950"	2618 Arias -22cc inv. dome	FF	9.5	8.6	297	301	-	-
3.750"	5.950"	2618 DSS -13cc inv. dome	FF	10.2	9.2	297	301	302	322
3.750"	5.950"	4032 DSS -6cc flat top	FF	11.2	10.0	297	301	302	322
3.750"	5.950"	2618 Arias -4cc flat top	FF	12.2	10.9	-	301	-	-

3 VALVE HEADS				COMP. RATIO	DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	50cc	000	020	030	3.700
3.554"	5.933"	2618 Arias -17cc inv. dome	FF	9.0	-	285		-
3.750"	5.850"	2618 CP -20cc inv. dome	FF	8.8	-	301	-	-
3.750"	5.950"	2618 Arias -19cc inv. dome	FF	9.3	297	301	-	-
3.750"	5.950"	2618 DSS -16cc inv. dome	FF	9.1	297	301	302	322
3.750"	5.850"	2618 CP -14cc inv. dome	FF	9.5	-	301	-	-
3.750"	5.950"	2618 DSS -8cc inv. dome	FF	10.0	297	301	302	322

4 VALVE HEADS				COMP. RATIO	DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	52.6cc	000	020	030	3.700
3.554"	5.933"	2618 Arias -17cc inv. dome	FF	8.6	-	285	-	-
3.554"	5.933"	M142P Mahle -16cc inv. dome	FF	8.7	281	285	287	-
3.554"	5.933"	M142P Mahle 0cc flat top	FF	10.7	281	285	-	-
3.750"	5.950"	2618 Arias -17cc inv. dome	FF	9.0	-	301	-	-
3.750"	5.950"	2618 DSS -15cc inv. dome	FF	8.9	297	301	302	322
3.750"	5.950"	2618 DSS -7cc inv. dome	FF	9.8	297	301	302	322
3.750"	5.950"	2618 Arias -4cc flat top	FF	10.8	-	301	-	-

* Will work with Trick Flow Twisted Wedge heads (38cc)

Not for use in pollution controlled vehicles.

CRANKSHAFTS

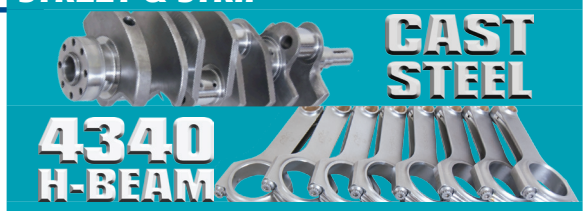
Designed for internal balance without heavy metal.
Bobweight listed is bobweight of crank when new +/- 2% GUARANTEED
Center counterweights and 8 bolt flange like a Cobra crank.
Clearancing of center main webbing required in some 2V blocks.

CAST STEEL
- Excellent alternative to O.E. crank
- .092" radiuses so O.E. bearings can be used
- Recommended for use in street engines - no power adders

FORGED 4340
- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

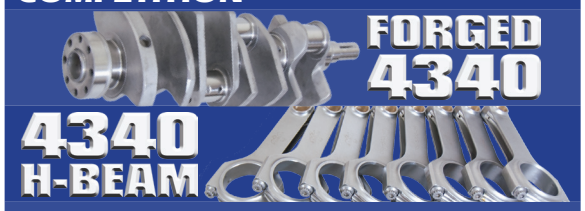
4.6 (all)					CAST STEEL		FORGED 4340	
STROKE	MIN. ROD	ROD JOURNAL	NOTES	BOBWEIGHT	PART NO.	WT.	PART NO.	
3.543"	5.933"	2.086"	stock stroke 4.6	1600	-	-	**428135435933**	52
3.554"	5.933"	2.086"		1600	-	-	**428135545933**	52
3.750"	5.850"	1.889"		1550	**102813750**	46	**428137505850**	51
3.750"	5.950"	1.889"		1600	-	-	**428137505950**	52
NEW! 3.750"	5.950"	2.000"		1600	-	-	**428137502000**	52

STREET & STRIP



Recommended for use in naturally-aspirated pump-gas street vehicles.

COMPETITION



For all competition engines. Rod bolt upgrades available.

UNBALANCED		BALANCED		UNBALANCED		BALANCED	
ROMEO	WINDSOR	ROMEO	WINDSOR	ROMEO	WINDSOR	ROMEO	WINDSOR
-	-	-	-	**14400**	**14400W**	**B14400**	**B14400W**
-	-	-	-	**14409**	**14409W**	**B14409**	**B14409W**
-	-	-	-	**14401**	**14401W**	**B14401**	**B14401W**
-	-	-	-	**14405**	**14405W**	**B14405**	**B14405W**
				14406	**14406W**	**B14406**	**B14406W**
16404	**16404W**	**B16404**	**B16404W**	**14404**	**14404W**	**B14404**	**B14404W**
16407	**16407W**	**B16407**	**B16407W**	**14407**	**14407W**	**B14407**	**B14407W**
16408	**16408W**	**B16408**	**B16408W**	**14408**	**14408W**	**B14408**	**B14408W**
16403	**16403W**	**B16403**	**B16403W**	**14403**	**14403W**	**B14403**	**B14403W**

The easiest way to distinquish a "Romeo" 2V engine from a "Windsor" is the "Romeo uses valve covers with 11 bolts and the "Windsor" valve covers have 14 bolts.

UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	**14410**	**B14410**
-	-	**14429**	**B14429**
16414	**B16414**	**14414**	**B14414**
		14427	**B14427**
-	-	**14428**	**B14428**
		14413	**B14413**

UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	**14420**	**B14420**
-	-	**14421**	**B14421**
-	-	**14422**	**B14422**
16424	**B16424**	**14424**	**B14424**
		14431	**B14431**
		14432	**B14432**
-	-	**14423**	**B14423**

Not for use in pollution controlled vehicles.

NEW! FORD 5.0L COYOTE

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
3/8" ARP 8740, 2000, or Custom Age 625+ rod bolts
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.

- 3/8" ARP Custom Age 625+ bolts for superior strength
- Additional surface finishing to improve fatigue strength and durability

ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES	PART NUMBER	w/ ARP 2000	EXTREME DUTY
4.6 / Coyote	5.933"	605	22mm		CRS5933F8740	CRS5933F3D	CRS5933FXD
Coyote stroker	5.950"	565	22mm	2.000" rod journal, .935" width	-	CRS5950SF3D	CRS5950SFXD

NEW! ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use.
Assemblies balanced by Eagle require no additional balancing.

Compression ratios calculated considering uncut block, 3.650" bore size, and .040" head gasket thickness.

Heavy Duty assemblies include Extreme Duty rods and piston pin upgrade when available.

Standard bore is 3.630"

				COMP. RATIO		DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	57cc	59cc	000	010	020	3.700
3.650"	5.933" XD	2618 Mahle -13.1cc inv. dome	FF	8.9	8.8	-	304	-	-
3.650"	5.933"	2618 DSS -11cc inv. dome	FF	9.2	9.0	302	304	305	314
3.650"	5.933" XD	2618 Traum -9.6cc inv. dome	FF	9.3	-	302	304	305	314
3.650"	5.933" XD	M142P Mahle -4.2cc flat top	FF	9.9	9.8	302	304	-	-
3.650"	5.933"	2618 DSS -4cc flat top	FF	10.0	9.9	302	304	305	314
3.650"	5.933"	2618 Traum -1.3cc flat top	FF	10.4	-	302	304	305	314
3.650"	5.933"	4032 DSS 1cc dome	FF	10.7	10.6	302	304	305	314
3.650"	5.933"	M142P Mahle 3cc dome	FF	10.9	10.8	302	304	-	-
3.650"	5.933"	2618 Traum 6cc dome	FF	11.5	-	302	304	305	314
3.650"	5.933"	2618 Mahle 10.2cc dome	FF	12.2	12.1	302	304	-	-
3.750"	5.950" XD	2618 Traum -12.9cc inv. dome	FF	9.2	-	310	312	314	322
3.750"	5.950"	2618 DSS -11cc inv. dome	FF	9.1	9.0	310	312	314	322
3.750"	5.950" XD	2618 DSS -4cc flat top	FF	9.9	9.8	310	312	314	322
3.750"	5.950"	2618 Traum -1.3cc flat top	FF	10.6	-	310	312	314	322
3.750"	5.950"	4032 DSS 1cc dome	FF	10.6	10.5	310	312	314	322
3.750"	5.950"	M142P Mahle 1.4cc dome	FF	10.9	10.8	310	312	-	-
3.750"	5.950"	2618 Traum 4.3cc dome	FF	11.5	-	310	312	314	322

Not for use in pollution controlled vehicles.

CRANKSHAFTS

Designed for internal balance without heavy metal.

Bobweight listed is bobweight of crank when new +/- 2% GUARANTEED

FORGED 4340

- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

5.0 "Coyote"						
STROKE	MIN. ROD	ROD JOURNAL	NOTES	BOBWEIGHT	PART NO.	WT.
3.650"	5.933"	2.086"	stock stroke 5.0	1680	**428236505933**	52
NEW! 3.750"	5.950"	2.000"		1680	**428237502000**	52

428237502000

COMPETITION

FORGED 4340

4340 H-BEAM

For all competition engines. Rod bolt upgrades available.

GEN 1 & 2 (2011-2017)		GEN 3 D/I (2018 & UP) 3.700" BORE ONLY	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
14501	B14501	14501	B14501
14502	B14502	14532	B14532
14503	B14503	-	-
14504	B14504	14504	B14504
14505	B14505	14535	B14535
14506	B14506	-	-
14507	B14507	14537	B14537
14508	B14508	14508	B14508
14509	B14509	-	-
14510	B14510	14510	B14510
14511	B14511	-	-
14512	B14512	14542	B14542
14513	B14513	14543	B14543
14514	B14514	-	-
14515	B14515	14545	B14545
14516	B14516	14516	B14516
14517	B14517	-	-

CONNECTING RODS

Alignment sleeves for precise cap location

LENGTH	PIN	NOTES	5140 I-BEAM • Weight-matched +/- 2g • 3/8" ARP 8740 bolts • ARP 2000 available PART NO.	WT.	4340 I-BEAM • Weight-matched +/- 2g • 7/16" ARP 8740 bolts • ARP 2000 available PART NO.	WT.	4340 H-BEAM • 2 piece forging for superior strength • Big end sized on Sunnen Krossgrinding System PART NO.	WT.	w/ARP 2000	NEW! 4TH DESIGN • 7/16" ARP 2000 bolts PART NO.	WT.
5.090"	.912"	press-fit pin	SIR5090FP	525	-	-	-	-	-	-	-
5.090"	.912"		SIR5090FB	525	-	-	CRS5090F3D	590	CRS5090F3D2000	-	-
5.155"	.912"	289, Boss 302	-	-	-	-	CRS5155F3D	595	CRS5155F3D2000	-	-
5.400"	.927"	2.100" journal, .8315" width	SIR5400CB	525	-	-	CRS5400C3D	580	CRS5400C3D2000	-	-
5.400"	.927"	2.123" (O.E.) journal	SIR5400FB	525	FSI5400FB	550	CRS5400S3D	585	CRS5400S3D2000	CRS5400S4D	630

ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by a machine shop. Assemblies balanced by Eagle require no additional balancing.

STROKE	ROD	PISTON	RINGS	COMP. RATIO 58cc	COMP. RATIO 64cc	DISPLACEMENT 000	030	040	060	125	155
NEW! 2.870"	5.155"	4032 Mahle -6.5cc flat top	FF	8.9	8.3	-	293	295	-	-	-
2.870"	5.155"	2618 Icon 6.8cc dome	FF	10.8	9.9	-	293	295	-	-	-
3.000"	5.090"	4032 SRP -14.5cc inv. dome	FF	8.5	8.0	-	306	308	311	-	-
3.000"	5.090"	hyper. KB -6.5cc flat top	FF	9.4	8.8	302	306	308	311	-	-
3.000"	5.090"	4032 Mahle -6.5cc flat top	FF	9.4	8.8	-	306	308	-	-	-
3.000"	5.090"	4032 SRP +18cc dome	FF	13.1	11.9	-	306	308	-	-	-
3.250"	5.400" ARP2000	2618 Ross -20.7cc F.I. inv. dome	FF	8.6	8.1	-	-	333	-	348	-
3.250"	5.400"	4032 Mahle -16cc inv. dome	FF	8.9	8.4	-	332	333	-	348	353
3.250"	5.400"	4032 Icon -11cc flat top	FF	9.5	8.9	327	332	333	337		-
3.250"	5.400"	hyper. KB -10cc inv. dome	FF	9.6	9.0	327	332	333	337	348	-
3.250"	5.400"	4032 Mahle -6.2cc Twisted Wedge flat top	FF	10.0	9.3	-	332	333	-	-	-
3.250"	5.400"	4032 Mahle -6cc flat top	FF	10.0	9.3	-	332	333	-	348	-
TOP SELLER 3.250"	5.400"	hyper Silv-O-Lite -5cc flat top	std	10.2	9.5	-	332	333	-	-	-
3.250"	5.400" ARP2000	2618 JE -5cc heavy duty flat top	FF	10.4	9.6	-	332	-	-	348	-
3.250"	5.400"	4032 Mahle +7cc dome	FF	11.8	10.9	-	332	-	-	-	-
3.400"	5.400" ARP2000	2618 Ross -24.8cc F.I. inv. dome	FF	8.5	8.1	-	347	-	-	-	-
3.400"	5.400"	4032 DSS -18cc IN/TW inv. dome *	FF	9.2	8.7	342	347	349	352	364	369
3.400"	5.400"	4032 Mahle -16cc inv. dome	FF	9.3	8.8	-	347	349	352	364	-
3.400"	5.400"	hyper. KB -16cc inv. dome	FF	9.3	8.8	342	347	349	352	-	-
3.400"	5.400"	4032 Icon -11cc flat top	FF	9.8	9.2	342	347	349	352	-	-
3.400"	5.400"	4032 SRP -12.5cc inv. dome	FF	9.9	9.3	342	347	349	-	-	-
3.400"	5.400"	hyper. KB -6.5cc flat top	FF	10.3	9.7	342	347	349	352	-	-
3.400"	5.400"	4032 Mahle -6.2cc Twisted Wedge flat top	FF	10.3	9.7	-	347	349	-	-	-
TOP SELLER 3.400"	5.400"	4032 Mahle -6cc flat top	FF	10.3	9.7	342	347	349	352	364	369
TOP SELLER 3.400"	5.400"	hyper Silv-O-Lite -5cc flat top	std	10.5	9.8	-	347	349	-	-	-
3.400"	5.400" ARP2000	2618 JE -5cc H.D. Twisted Wedge flat top	FF	10.7	10.0	-	347	-	-	364	-
3.400"	5.400" ARP2000	2618 JE -5cc heavy duty flat top	FF	10.7	10.0	-	347	-	-	364	-
3.400"	5.400"	2618 Mahle +7cc dome	FF	12.3	11.4	-	347	-	-	-	-

* Works with both regualr and twisted wedge heads.

Not for use in pollution controlled vehicles.

CRANKSHAFTS

Can be used in either 1 pc or 2 pc rear seal blocks.
Bobweight listed is bobweight of crank +/- 2% GUARANTEED
Cast cranks designed for 28in-oz balance unless otherwise noted.
Forged cranks designed for internal balance without heavy metal.

CAST STEEL
- Excellent alternative to O.E. crank
- .092" radiuses so O.E. bearings can be used
- Recommended for use in street engines - no power adders

FORGED 4340
- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

STROKE	MIN. ROD	JOURNAL	NOTES	CAST STEEL PART NO.	BOBWEIGHT	WT.	FORGED 4340 PART NO.	BOBWEIGHT	WT.
NEW! 2.870"	5.090"	2.123"	O.E. 289 stroke	-	-	-	**430228705090**	1750	45
3.000"	5.090"	2.123"	50 in-oz balance	**103023000-50**	1835	38	-	-	
3.000"	5.090"	2.123"		**103023000**	1835	39	**430230015090**	1750	46
3.250"	5.400"	2.123"		**103023252**	1650	40	**430232525400**	1750	47
3.400"	5.400"	2.123"		**103023402**	1650	41	**430234025400**	1750	47

STREET & STRIP

CAST STEEL 5140 I-BEAM

Recommended for use in naturally-aspirated pump-gas street vehicles.

PRO STREET

FORGED 4340 4340 I-BEAM

For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION

FORGED 4340 4340 H-BEAM

For all competition engines. Rod bolt upgrades available.

STREET & STRIP UNBALANCED	BALANCED 157t flexplate	BALANCED 164t flexplate	BALANCED 164t flywheel	BALANCED 157t flywheel	PRO STREET UNBALANCED	PRO STREET BALANCED	COMPETITION UNBALANCED	COMPETITION BALANCED
-	-	-	-	-	-	-	**14016**	**B14016**
-	-	-	-	-	-	-	**14017**	**B14017**
-	-	-	-	-	-	-	**14001**	**B14001**
16002	**B16002EA**	**B16002MA**	**B16002ES**	**B16002MS**	-	-	-	-
16012	**B16012EA**	**B16012MA**	**B16012ES**	**B16012MS**	**64002**	**B64002**	**14002**	**B14002**
16018	**B16018EA**	**B16018MA**	**B16018ES**	**B16018MS**	**64008**	**B64008**	**14008**	**B14008**
-	-	-	-	-	-	-	**34050**	**B34050**
16005	**B16005EA**	**B16005MA**	**B16005ES**	**B16005MS**	**64005**	**B64005**	**14005**	**B14005**
16351	**B16351EA**	**B16351MA**	**B16351ES**	**B16351MS**	**64251**	**B64251**	**14251**	**B14251**
16021	**B16021EA**	**B16021MA**	**B16021ES**	**B16021MS**	-	-	-	-
16031	**B16031EA**	**B16031MA**	**B16031ES**	**B16031MS**	**64031**	**B64031**	**14031**	**B14031**
16006	**B16006EA**	**B16006MA**	**B16006ES**	**B16006MS**	**64006**	**B64006**	**14006**	**B14006**
	B16621EA	**B16621MA**	**B16621ES**	**B16621MS**	-	-	-	-
-	-	-	-	-	-	-	**34051**	**B34051**
-	-	-	-	-	**64007**	**B64007**	**14007**	**B14007**
-	-	-	-	-	-	-	**34052**	**B34052**
16034	**B16034EA**	**B16034MA**	**B16034ES**	**B16034MS**	**64034**	**B64034**	**14034**	**B14034**
16040	**B16040EA**	**B16040MA**	**B16040ES**	**B16040MS**	**64040**	**B64040**	**14040**	**B14040**
16023	**B16023EA**	**B16023MA**	**B16023ES**	**B16023MS**	-	-	-	-
16323	**B16323EA**	**B16323MA**	**B16323ES**	**B16323MS**	**64223**	**B64223**	**14223**	**B14223**
16004	**B16004EA**	**B16004MA**	**B16004ES**	**B16004MS**	**64004**	**B64004**	**14004**	**B14004**
16022	**B16022EA**	**B16022MA**	**B16022ES**	**B16022MS**	-	-	-	-
16033	**B16033EA**	**B16033MA**	**B16033ES**	**B16033MS**	**64033**	**B64033**	**14033**	**B14033**
16003	**B16003EA**	**B16003MA**	**B16003ES**	**B16003MS**	**64003**	**B64003**	**14003**	**B14003**
-	**B16622EA**	**B16622MA**	**B16622ES**	**B16622MS**	-	-	-	-
-	-	-	-	-	-	-	**34054**	**B34054**
-	-	-	-	-	-	-	**34053**	**B34053**
-	-	-	-	-	**64013**	**B64013**	**14013**	**B14013**

351 CLEVELAND

CONNECTING RODS

.912" pin size unless otherwise noted.

Alignment sleeves for precise cap location.

LENGTH	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	w/ ARP 2000	WT.	PART NO.	WT.
5.780"	Use 351W rod bearings	-	-	-	-	**CRS5780F3D**	**CRS5780F3D2000**	660	-	-
6.000"	.927" pin Chev 350 rod for stroker	**SIR6000BBLW**	570	**FSI6000B**	605	**CRS6000B3D**	**CRS6000B3D2000**	640	**CRS6000B4D**	695

ROTATING ASSEMBLIES

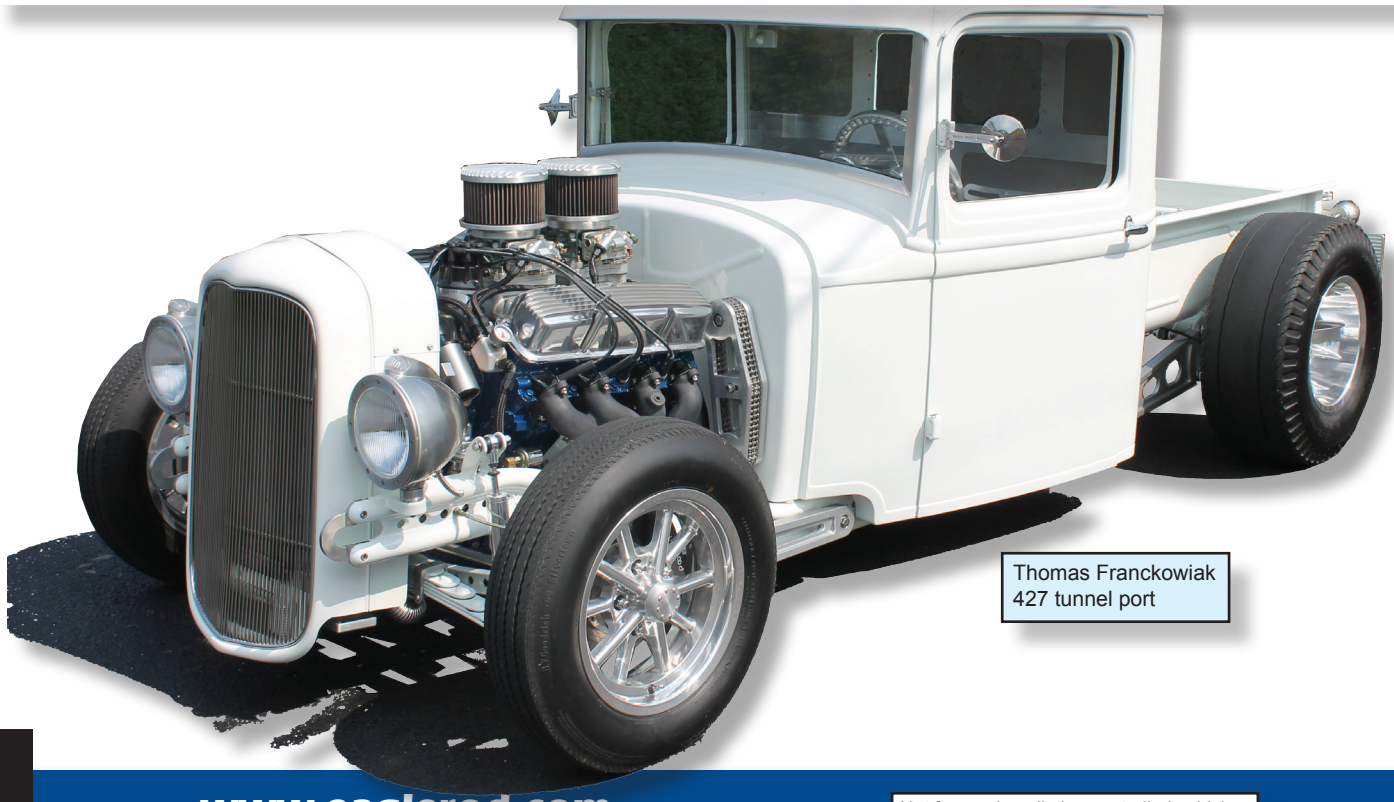
Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.

Assemblies include crank, rods, pistons, rings, and bearings (OE replacement bearings with cast crank, racing bearings with forged crank).

Cast crank designed for 28 in-oz balance. Forged crank designed for internal balance without heavy metal.

Compression ratios calculated considering uncut block, 4.030" bore size, and .040" head gasket thickness.

				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	60cc	72cc	80cc	000	030	040	060
3.850"	6.000"	4032 Icon -20cc inv. dome	FF	9.9	8.9	8.3	-	393	395	-
3.850"	6.000"	4032 Mahle -3cc flat top	FF	12.3	10.7	9.7	-	393	395	-
4.000"	6.000"	4032 Mahle -20cc inv. dome	FF	10.4	9.3	8.7	-	408	-	-
4.000"	6.000"	4032 DSS -18cc inv. dome	FF	10.4	9.3	8.7	402	408	410	414
4.000"	6.000"	4032 Mahle -3.2cc flat top	FF	12.7	11.0	10.2	-	408	-	-



Thomas Franckowiak
427 tunnel port

Not for use in pollution controlled vehicles.

CRANKSHAFTS

Bobweight listed is bobweight of crank +/- 2% GUARANTEED

Cast cranks are designed for 28in-oz external balance.

Forged cranks are designed for internal balance without heavy metal unless H-Beam rods are used.

Eagle 351C cranks have 351W snouts. In order to use a 351C timing set, a .375" spacer (included) must be placed behind the timing gear in order to align the timing chain correctly.

CAST STEEL

- Excellent alternative to O.E. crank
- .092" radiuses so O.E. bearings can be used
- Recommended for use in street engines - no power adders

FORGED 4340

- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

STROKE	MIN. ROD	JOURNAL	NOTES	CAST STEEL PART NO.	BOBWEIGHT	WT.	FORGED 4340 PART NO.	BOBWEIGHT	WT.
3.500"	6.000"	2.100"		-	-	-	**435635006000**	1700	57
3.850"	6.000"	2.100"		**103563850**	1900	50	**435638506000**	1700	59
4.000"	6.000"	2.100"		-	-	-	**435640006000**	1700	61

STREET & STRIP

Recommended for use in naturally-aspirated pump-gas street vehicles.

PRO STREET

For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION

For all competition engines. Rod bolt upgrades available.

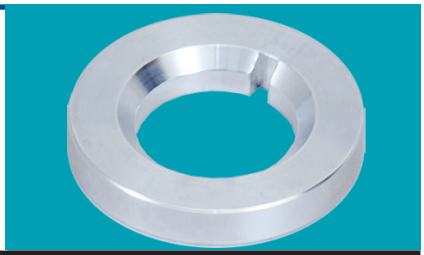
STREET & STRIP UNBALANCED	STREET & STRIP BALANCED	PRO STREET UNBALANCED	PRO STREET BALANCED	COMPETITION UNBALANCED	COMPETITION BALANCED
16803	-	**64803**	**B64803**	**14803**	**B14803**
16800	-	**64800**	**B64800**	**14800**	**B14800**
-	-	**64700**	**B64700**	**14700**	**B14700**
-	-	**64701**	**B64701**	**14701**	**B14701**
-	-	**64702**	**B64702**	**14702**	**B14702**

NEW!

FORD 351C TIMING CHAIN CRANK SPACER

Required spacer for use with Eagle crankshafts and 351C timing chain.

Street use only - NOT SFI approved.



DESCRIPTION	PART NUMBER
.375" thickness	**EAG 351SPACER**

FORD 351 WINDSOR

CONNECTING RODS

Alignment sleeves for precise cap location

For ARP 2000 or L19 bolts, add "2000" or "L19" to the end of the part number.

2.100" JOURNAL		5140 I-BEAM		4340 I-BEAM		4340 H-BEAM		4TH DESIGN	
LENGTH	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
5.956"	.912" press-fit pin	**SIR5956FP**	550	-	-	-	-	-	-
5.956"	.912" pin	**SIR5956FB**	550	-	-	**CRS5956F3D**	640	-	-
6.200"	.927" pin, 2.1" journal	**SIR6200BBLW**	610	-	-	**CRS6200B3D**	640	**CRS6200B4D**	690
6.250"	.927" pin, 2.1" journal	**SIR6250BBLW**	615	**FSI6250B**	-	**CRS6250B3D**	650	**CRS6250B4D**	700
6.300"	.927" pin, 2.1" journal	-	-	-	-	**CRS6300B3D**	665	-	-

ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by a machine shop before use. Balanced assemblies require no additional balancing.

Includes crank, rods, pistons, rings, and bearings (OE replacement bearings with cast crank, racing bearings with forged crank).

Cast crank designed for 28 in-oz balance. Forged crank designed for internal balance without heavy metal.

Compression ratios calculated considering 9.500" block height, 4.030" bore size, and .040" head gasket thickness.

		ASSEMBLY		COMPRESSION RATIO			DISPLACEMENT					
STROKE	ROD	HEIGHT	PISTON	58cc	64cc	72cc	000	030	040	060	125	155
3.500"	6.300"		4032 SRP -5cc flat top	10.7	10.0	9.2	-	357	-	-	-	-
3.750"	6.250"	9.475"	4032 SRP -32cc inv. dome	8.6	8.2	7.7	-	383	-	-	-	-
3.750"	6.250"	9.475"	4032 Mahle -5cc flat top	11.2	10.5	9.7	-	383	-	-	-	-
3.850"	5.956"	9.481"	hyper. KB -22cc inv. dome	9.9	9.3	8.7	387	393	395	399	-	-
3.850"	5.956"	9.481"	4032 Mahle -26cc inv. dome	9.4	8.9	8.3	-	393	395	-	-	-
3.850"	5.956"	9.481"	4032 SRP -14.5cc inv. dome	10.5	9.8	9.2	397	393	395	399	-	-
3.850"	5.956"	9.481"	4032 Mahle -6.5cc flat top	11.4	10.7	9.8	-	393	395	-	-	-
4.000"	6.200"	9.480"	hyper. KB -27.5cc inv. dome	9.5	9.0	8.5	-	408	410	414	-	-
4.000"	6.200"	9.500"	4032 Mahle -28cc inv. dome	9.9	9.3	8.7	-	408	-	-	-	-
4.000"	6.250"	9.495"	2618 Mahle -26cc inv. dome	10.0	9.4	8.8	-	408	410	-	-	-
4.000"	6.250"	9.495"	4032 Mahle -26cc inv. dome	10.0	9.4	8.8	-	408	410	-	428*	-
4.000"	6.250"	9.480"	4032 Mahle -20cc inv. dome	10.2	9.7	9.0	-	408	410	-	-	-
4.000"	6.200"	9.480"	4032 Icon -15.8cc inv. dome	10.5	10.0	9.4	402	408	410	414	-	-
TOP SELLER 4.000"	6.200"	9.480"	4032 Icon -11cc flat top	11.3	10.6	9.8	402	408	410	414	-	-
4.000"	6.200"	9.480"	hyper. KB -6.5cc flat top	11.9	11.1	10.2		408	410	414		
4.000"	6.250"	9.495"	4032 Mahle -6.6cc flat top	12.6	11.7	10.7	402	408	410	414	428*	434*
4.000"	6.200"	9.480"	2618 JE -5cc heavy duty flat top	12.1	11.3	10.3	-	408	410	-	-	-
4.170"	6.250"	9.500"	4032 Mahle -16cc inv. dome	11.5	10.8	10.2	-	425	427	-	-	452*
4.170"	6.250"	9.500"	4032 Mahle -6cc flat top	13.0	12.1	11.3	-	425	427	-	446*	-

Two different deck heights exist for production Ford 351W engines. 1969-1970 blocks will have a 9.480" deck height. From 1971 and up, the deck height is 9.500". For this reason, we have included the assembly height in the listing. This will help you determine if the particular assembly will work in your block. All compression ratios listed are figured for a 9.500" deck height. If you are using a 9.480" block, compression will increase by approximately 0.4.

Not for use in pollution controlled vehicles.

CRANKSHAFTS

Bobweight listed is +/- 2% GUARANTEED

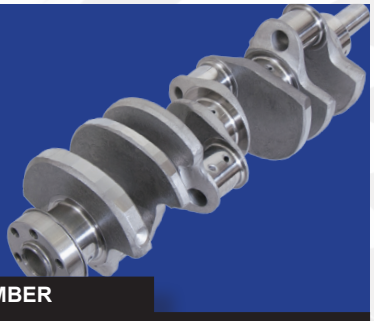
Cast cranks designed for 28in-oz balance.

Forged cranks designed for internal balance without heavy metal.

CAST STEEL

- Excellent alternative to O.E. crank
- .092" radiuses so O.E. bearings can be used
- Recommended for use in street engines - no power adders

FORGED 4340



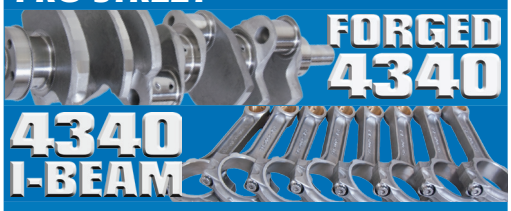
- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

STROKE	MIN. ROD	NOTES	CAST STEEL PART NO.	BOBWEIGHT	WT.	FORGED 4340 PART NUMBER 3.000" MAINS	2.750" MAINS	BOBWEIGHT	WT.
3.500"	6.200"	2.1" journals	-	-		435135006200	435235006200	1900	60
3.750"	6.200"	2.1" journals	103513750	1920	53	-	-	-	-
3.850"	5.956"	O.E. journals	103513850	1900	55	-	-	-	-
3.850"	6.200"	2.1" journals	-	-	-	-	435238506200	1900	60
4.000"	6.200"	2.1" journals	103514000	1920	53	435140006200	435240006200	1900	60
4.170"	6.200"	2.1" journals	-	-	-	435141706200	435241706200	1900	60

STREET & STRIP

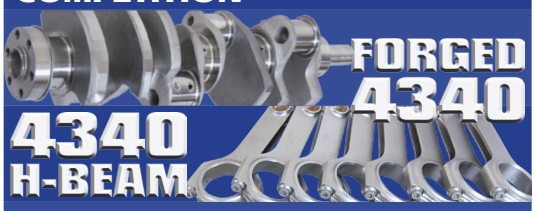
Recommended for use in naturally-aspirated pump-gas street vehicles.

PRO STREET



For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION



For all competition engines. Rod bolt upgrades available.

STREET & STRIP UNBALANCED	STREET & STRIP BALANCED	PRO STREET UNBALANCED 3" MAIN	PRO STREET UNBALANCED 2.75" MAIN	PRO STREET BALANCED 3" MAIN	PRO STREET BALANCED 2.75" MAIN	COMPETITION UNBALANCED 3" MAIN	COMPETITION UNBALANCED 2.75" MAIN	COMPETITION BALANCED 3" MAIN	COMPETITION BALANCED 2.75" MAIN
-	-	-	64620	-	B64620	-	14620	-	B14620
16121	B16121	-	-	-	-	-	-	-	-
16122	B16122	-	-	-	-	-	-	-	-
16526	B16526	-	-	-	-	-	-	-	-
16128	B16128	-	-	-	-	-	-	-	-
16126	B16126	-	-	-	-	-	-	-	-
16131	B16131	-	-	-	-	-	-	-	-
16524	B16524	14804	14806	B14804	B14806	-	-	-	-
16124	B16124	14805	14807	B14805	B14807	14124	14624	B14124	B14624
-	-	-	-	-	-	35123	35623	B35123	B35623
16123	B16123	14823	14843	B14823	B14843	14123	14623	B14123	B14623
16129	B16129	14829	14849	B14829	B14849	14129	14629	B14129	B14629
16137	B16137	64137	64637	B64137	B64637	14137	14637	B14137	B14637
16138	B16138	64138	64638	B64138	B64638	14138	14638	B14138	B14638
16525	B16525	-	-	-	-	-	-	-	-
16125	B16125	64125	64625	B64125	B64625	14125	14625	B14125	B14625
-	-	-	-	-	-	35801	35861	B35801	B35861
-	-	14828	14848	B14828	B14848	14140	14640	B14140	B14640
-	-	64142	64642	B64142	B64642	14142	14642	B14142	B14642

* Kits with 4.125" or 4.155" bore will have .4 higher compression due to large bore size.

FORD BIG BLOCK 429/460

CONNECTING RODS

Sold in weight-matched sets.

Alignment sleeves for precise cap location.

7/16" ARP bolts

LENGTH	PIN	NOTES	5140 I-BEAM PART NO.	WT.	4340 I-BEAM PART NO.	WT.	4340 H-BEAM PART NO.	WT.	w/ ARP 2000	4TH DESIGN PART NO.	WT.
6.605"	1.040"		-	-	-	-	**CRS6605F3D**	835	**CRS6605F3D2000**	-	-
6.605"	.990"		-	-	-	-	**CRS6605F990**	830	-	-	-
6.700"	.990"	2.200" rod journal	**SIR6700B**	865	-	-	**CRS67003D**	800	**CRS67003D2000**	-	-
6.800"	.990"	2.200" rod journal	**SIR6800B**	875	**FSI6800**	790	**CRS68003D**	805	**CRS68003D2000**	**CRS68004D**	835

ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by a machine shop before use. Balanced assemblies require no additional balancing.

includes crank, rods, pistons, rings, and bearings (OE replacement bearings with cast crank, racing bearings with forged crank).

Designed for internal balance without heavy metal.

Compression ratios calculated considering 10.300" block height, 4.420" bore size, and .040" head gasket thickness.

Standard bore size is 4.360"

STANDARD HEADS				COMPRESSION RATIO			DISPLACEMENT		
STROKE	ROD	PISTON	RINGS	70cc	80cc	90cc	030	060	080
3.850"	6.605" H	4032 Race Tech -5cc inv. dome	FF	12.3	11.1	10.0	466	-	-
3.850"	6.605" H	4032 SRP -3cc flat top	FF	12.4	11.2	10.2	466	-	477
4.140"	6.700"	hyper KB-33cc inv. dome	FF	10.2	9.5	8.8	501	508	-
4.140"	6.700"	4032 Mahle -28cc inv. dome	FF	10.5	9.7	9.1	501	-	513
4.140"	6.800"	4032 SRP -3cc flat top	FF	13.2	11.9	10.9	501	-	513
4.140"	6.800"	2618 Icon -3.4cc flat top	FF	13.3	12.0	11.0	501	508	513
4.300"	6.800"	4032 Mahle -38cc inv. dome	FF	10.2	9.4	8.8	521	-	533
NEW! 4.300"	6.800"	2618 Icon -22cc inv. dome	FF	11.6	10.6	9.9	521	528	533
4.300"	6.800"	hyper KB -20.5cc inv. dome	FF	11.7	10.7	10.0	521	528	-
4.300"	6.800"	4032 Mahle -3cc flat top	FF	14.0	12.6	11.5	521	-	533
4.500"	6.700"	4032 Mahle -38cc inv. dome	FF	10.6	9.8	9.2	545	-	557
NEW! 4.500"	6.700"	2618 Icon -22cc inv. dome	FF	12.1	11.1	10.3	545	552	557
4.500"	6.700"	4032 Mahle -3cc flat top	FF	14.6	13.2	12.0	545	-	557

SCJ, P51, AFR HEADS				COMPRESSION RATIO			DISPLACEMENT		
STROKE	ROD	PISTON	RINGS	70cc	80cc	90cc	030	060	080
4.140"	6.700"	4032 Mahle -28cc inv. dome	FF	10.5	9.7	9.1	501	-	513
4.300"	6.800"	4032 Mahle -38cc inv. dome	FF	10.2	9.4	8.8	521	-	533
4.300"	6.800"	2618 Icon -22cc inv. dome	FF	11.6	10.6	9.9	521	528	533
NEW! 4.300"	6.800"	4032 Mahle -4.1cc flat top	FF	13.8	12.5	11.4	521	-	533
4.500"	6.700"	4032 Mahle -38cc inv. dome	FF	10.6	9.8	9.2	545	-	557
4.500"	6.700"	2618 Icon -22cc inv. dome	FF	12.1	11.1	10.3	545	552	557
NEW! 4.500"	6.700"	4032 Mahle -4.1cc flat top	FF	14.4	13.0	11.9	545	-	557

KAASE BOSS 9 HEADS				COMPRESSION RATIO			DISPLACEMENT		
STROKE	ROD	PISTON	RINGS	70cc	84cc	90cc	030	060	080
4.300"	6.800"	4032 Mahle -8.6cc flat top	FF		11.4	10.8	521	-	-
4.500"	6.700"	4032 Mahle -8.6cc flat top	FF		11.9	11.2	545	-	-

Not for use in pollution controlled vehicles.

CRANKSHAFTS

Bobweight listed is bobweight of crank +/- 2% GUARANTEED

All are designed for internal balance without heavy metal.

Pilot opening is 1.850". Step is 1.375"

Ford Motorsport A460 block requires clearancing.

CAST STEEL

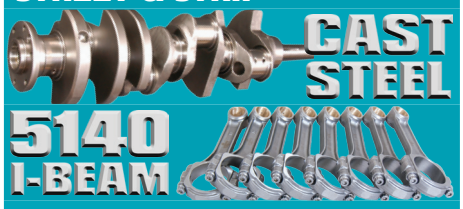
- Excellent alternative to O.E. crank
- .092" radiuses so O.E. bearings can be used
- Recommended for use in street engines - no power adders

FORGED 4340

- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

STROKE	MIN. ROD	JOURNAL	NOTES	CAST STEEL PART NO.	BOBWEIGHT	WT.	FORGED 4340 PART NO.	BOBWEIGHT	WT.
3.850"	6.605"	O.E.	stock stroke	**104603850**	2450	74	-	-	
4.140"	6.700"	2.200"		**104604140**	2350	72	**446041402200**	2350	82
4.300"	6.700"	2.200"		**104604300**	2350	78	**446043002200**	2350	82
4.500"	6.700"	2.200"		-	-		**446045002200**	2350	79
4.625"	6.700"	2.200"		-	-		**446046252200**	2350	80

STREET & STRIP



Recommended for use in naturally-aspirated pump-gas street vehicles.

PRO STREET

For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION

For all competition engines. Rod bolt upgrades available.

STREET & STRIP UNBALANCED	STREET & STRIP BALANCED	PRO STREET UNBALANCED	PRO STREET BALANCED	COMPETITION UNBALANCED	COMPETITION BALANCED
15108	**B15108**	-	-	-	-
15120	**B15120**	-	-	-	-
15100	**B15100**	-	-	-	-
15101	**B15101**	**65015**	**B65015**	**15015**	**B15015**
15102	**B15102**	**65016**	**B65016**	**15016**	**B15016**
-	-	**65020**	**B65020**	**15020**	**B15020**
15107	**B15107**	**65010**	**B65010**	**15010**	**B15010**
15106	**B15106**	**65006**	**B65006**	**15006**	**B15006**
15115	**B15115**	-	-	-	-
15105	**B15105**	**65011**	**B65011**	**15011**	**B15011**
-	-	**65012**	**B65012**	**15012**	**B15012**
-	-	**65009**	**B65009**	**15019**	**B15019**
-	-	**65013**	**B65013**	**15013**	**B15013**

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
15110	**B15110**	**65122**	**B65122**	**15122**	**B15122**
15107	**B15107**	**65010**	**B65010**	**15010**	**B15010**
15117	**B15117**	**65017**	**B65017**	**15017**	**B15017**
15112	**B15112**	**65124**	**B65124**	**15124**	**B15124**
-	-	**65012**	**B65012**	**15012**	**B15012**
-	-	**65029**	**B65029**	**15029**	**B15029**
-	-	**65125**	**B65125**	**15125**	**B15125**

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
15114	-	**65126**	**B65126**	**15126**	**B15126**
-	-	**65127**	**B65127**	**15127**	**B15127**

CONNECTING RODS

7/16" ARP 8740 bolts standard

Alignment sleeves for precise cap location

LENGTH	PIN SIZE	NOTES	PART NO.	WT.	PART NO.	WT.	w/ARP 2000	w/ ARP L19
6.490"	.975"	O.E. dimensions	-	-	**CRS6490F3D**	805	**CRS6490F3D2000**	-
6.635"	.990"	2.200" rod journal	-	-	**CRS66353D**	810	**CRS66353D2000**	**CRS66353DL19**
6.700"	.990"	2.200" rod journal	**SIR6700B**	865	**CRS67003D**	800	**CRS67003D2000**	**CRS67003DL19**

ROTATING ASSEMBLIES

Cast steel crankshaft with performance street bearings. Forged 5140 steel I-Beam rods with 7/16" ARP 8740 rod bolts unless otherwise noted.

Unbalanced kits must be balanced by qualified machine shop before use. Balanced kits require no addidtional balancing and include flexplate.

Recommended for use in pump-gas, street engines. No power adders. Order by actual bore size - not oversize.

Compression ratios calculated at 4.165" bore size. Due to wide range of available bore sizes, actual compression ratio may vary from what's listed.

STROKE	ROD	PISTON	COMP. RATIO 76cc	COMP. RATIO 88cc
3.980"	6.490" H-Beam	hyper KB -28cc inv. dome	8.6	7.9
3.980"	6.490" H-Beam	4032 SRP -22cc inv. dome	9.0	8.2
3.980"	6.490" H-Beam	4032 Diamond -11cc inv. dome	10.0	9.0
3.980"	6.490" H-Beam	4032 Diamond -6.2cc flat top	10.4	9.4
3.980"	6.490" H-Beam	4032 SRP -5cc flat top	10.4	9.4
4.125"	6.700"	4032 Mahle -26cc inv. dome	9.0	8.3
4.125"	6.700"	4032 DSS -20cc inv. dome	9.3	8.5
4.125"	6.700"	2618 Icon -16.3cc inv. dome	9.7	8.8
4.125"	6.700"	4032 Diamond -14cc inv. dome	9.8	8.9
4.125"	6.700"	4032 Mahle -7.5cc flat top	10.5	9.4
4.125"	6.700"	4032 Diamond -6.2cc flat top	10.6	9.5
4.250"	6.700"	4032 Mahle -28cc inv. dome	9.1	8.3
4.250"	6.635" H-Beam	4032 Mahle -26cc inv. dome	9.2	8.5
4.250"	6.700"	4032 Diamond -17 / -21cc inv. dome	9.7	8.8
4.250"	6.700"	4032 Mahle -18 / -20cc inv. dome	9.8	8.9
4.250"	6.635" H-Beam	4032 Mahle -7.5cc flat top	10.9	9.8
4.250"	6.700"	4032 Diamond -6.2cc / -6cc flat top	11.1	9.9
4.250"	6.700"	4032 Mahle -7.4cc / -8.8cc flat top	10.8	9.7

Not for use in pollution controlled vehicles.

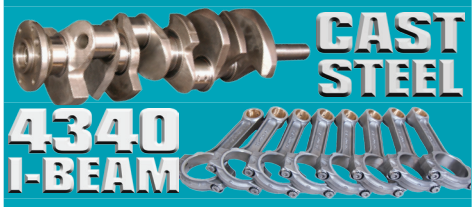
CRANKSHAFTS

Target bobweight guaranteed +/- 2%.
Designed for internal balance except where noted.
4.250” stroke requires cam clearancing.
Pilot opening: 1.850”

STROKE	MIN. ROD	NOTES	CAST STEEL PART NO.	BOBWT.	WT	BILLET 4340 PART NO.	BOBWT.	WT
3.765”	6.490”	stock 390 / 427 stroke, 2.200” rod journals	-	-	-	**342837652200**	2300	78
3.980”	6.490”	stock 428 stroke, internal / external balance	**104283980**	2300	70	-	-	-
4.125”	6.700”	2.200” rod journals	**104284125**	2300	74	-	-	-
4.250”	6.700”	2.200” rod journals	**104284250**	2300	76	-	-	-

Ford FE Standard Bore	
352	4.000”
360, 390, 410	4.050”
406, 428	4.130”
427	4.233”

STREET & STRIP



Recommended for use in naturally-aspirated pump-gas street vehicles.

DISPLACEMENT													
360, 390, 410			406, 428						427				
4.080	4.090	4.100	4.155	4.160	4.165	4.170	4.175	4.185	4.250	4.270	4.280	UNBALANCED	BALANCED
-	-	-	4.150”	-	-	435	-	-	-	-	-	**15710**	**B15710**
416	-	-	432	-	-	-	-	-	-	-	-	**15711**	**B15711**
416	418	420	432	-	434	-	436	438	452	456	458	**15712**	**B15712**
416	418	420	432	-	434	-	436	438	452	456	458	**15708**	**B15708**
416	-	-	432	-	-	-	-	-	-	-	-	**15709**	**B15709**
431	434	-	-	-	-	-	-	-	-	-	-	**15810**	**B15810**
431	434	-	-	449	-	451	-	-	-	-	-	**15819**	**B15819**
431	434	4.110”	-	-	-	-	-	-	-	-	-	**15811**	**B15811**
431	434	436	448	-	450	-	452	454	468	473	475	**15817**	**B15817**
431	434	-	-	-	-	-	-	-	-	-	-	**15822**	**B15822**
431	434	436	448	-	450	-	452	454	468	473	475	**15812**	**B15812**
445	447	-	-	-	-	-	-	-	-	-	-	**15801**	**B15801**
445	447	-	-	-	-	-	-	-	-	-	-	**15714**	**B15714**
445	447	449	461	462	463	464	466	468	482	487	489	**15803**	**B15803**
445	447	449	-	462	-	464	-	-	482	487	489	**15802**	**B15802**
445	447	-	-	-	-	-	-	-	-	-	-	**15716**	**B15716**
445	447	449	461	462	463	464	466	468	482	487	489	**15818**	**B15818**
445	447	-	-	462	-	464	-	-	482	487	489	**15804**	**B15804**

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.

3/8" ARP 2000 rod bolts, unless otherwise noted.

Alignment sleeves for precise cap location.

Sizing performed with Sunnen Krossgrinding system.

Weight-matched to +/- 1g.

Recommended for competition use.

- 3/8" ARP Custom Age 625+ bolts for superior strength
- Additional surface finishing to improve fatigue strength and durability

- 7/16" ARP 2000 bolts

ENGINE	LENGTH		PIN SIZE	NOTES	PART NO.	WT.	PART NO.	PART NO.	WT.
D16 & ZC	5.394"	137.0mm	19mm	all D16 & ZC	**CRS5394H3D**	535	**CRS5394HXD**	-	-
B16	5.290"	134.4mm	21mm	will not fit B16B	**CRS5290H3D**	550	**CRS5290HXD**	-	-
B18A/B, B20B/Z	5.394"	137.0mm	21mm		**CRS5394A3D**	535	**CRS5394AXD**	**CRS5394A4D**	575
special	5.531"	140.5mm	21mm	"long" LS rod	**CRS5531A3D**	520	**CRS5531AXD**	-	-
B18C1/5	5.430"	137.9mm	21mm	GS-R	**CRS5430A3D**	535	**CRS5430AXD**	-	-
F22/H23	5.571"	141.5mm	22mm		**CRS5571H3D**	540	**CRS5571HXD**	-	-
H22	5.630"	143.0mm	22mm		**CRS5630H3D**	550	**CRS5630HXD**	-	-
F20C	6.023"	153.0mm	23mm		**CRS6023A3D**	580	**CRS6023AXD**	-	-
F22C	5.893"	149.7mm	23mm		**CRS5893A3D**	575	**CRS5893AXD**	**CRS5893A4D**	620
K20a2	5.470"	138.9mm	22mm	will not fit K20a3	**CRS5470K3D**	495	**CRS5470KXD**	-	-
K24	5.984"	152.0mm	22mm		**CRS5984K3D**	550	**CRS5984KXD**	**CRS5984K4D**	590

4340 STEEL CRANKSHAFTS

Shot-peened, stress relieved, and nitrided for superior durability.

Designed for internal balance without heavy metal. Bobweight guaranteed +/- 2%.

.125" radiuses improve strength and rigidity. Chamfered or narrowed bearings required.

Recommended for use up to 1000 hp.

ENGINE	STROKE		ROD WIDTH	NOTES	PART NO.	WT.	LIGHTWEIGHT	WT.	PART NO.	WT.
B16 stroker	3.334"	84.7mm	.945"	use 1.030" pin height pistons	**1633341772**	31	**1633341772LW**	27	-	
B18 stroker	3.543"	90.0mm	.945"		**1835431772**	31	-		-	
K20 stroker	3.622"	92.0mm	.945"	5.531" rod with 1.010" piston					**3K2036221772**	
K20 stroker	3.661"	93.0mm	.789"	use 1.043" pin height pistons	-		-		**3K2036615470**	
K20/K24	3.898"	99.0mm	.945"	B-Series rod journals	-		-		**3K2038981772**	
K24 stroker	4.173"	106mm	.789"	use 1.043" pin height pistons	-		-		**3K2041731878**	
NEW! F22C stroker	3.799"	96.5mm	.951"	use 1.067" pin height pistons	-		-		**3F2037995893**	

NEW!

NEW!

Not for use in pollution controlled vehicles.

K20 COMPETITION ASSEMBLIES

Billet 4340 steel crankshaft, forged 4340 steel H-Beam rods.
3/8" ARP 2000 capscrew rod bolts (Extreme Duty upgrade available).
Forged pistons and plasma-moly file fit rings and performance bearings.
Standard bore size is 86.0mm

COMPETITION

For all competition engines. Rod bolt upgrades available.

K20 BLOCK			COMP. RATIO	DISPLACEMENT				
STROKE	ROD	PISTON	50.5cc	86.0	86.5	87.0	UNBALANCED	BALANCED
93mm	5.470	none	-	crank, rods, bearings kit			**82121**	**-**
93mm	5.470	2618 Traum -3.5cc flat top	10.2	2211	2237	2263	**82140**	**B82140**
93mm	5.470	2618 Traum 13.6cc dome	13.6	2211	2237	2263	**82141**	**B82141**

F20C / F22C COMPETITION ASSEMBLIES

Billet 4340 steel crankshaft, forged 4340 steel H-Beam rods.
3/8" ARP 2000 capscrew rod bolts (Extreme Duty upgrade available).
Forged pistons and plasma-moly file fit rings and performance bearings.
Standard bore size is 87.0mm
Sleeved blocks ONLY! Stock FRM cylinders cannot be bored, so aftermarket sleeves are rquired.

COMPETITION

For all competition engines. Rod bolt upgrades available.

F20C/F22C BLOCK			COMP. RATIO	DISPLACEMENT				
STROKE	ROD	PISTON	54cc	87.0	87.5	88.0	UNBALANCED	BALANCED
96.5mm	5.893	none	-	crank, rods, bearings kit			**82220**	**-**
96.5mm	5.893	2618 Traum -3.5cc flat top	10.1	2295	2321	2348	**82221**	**B82221**
96.5mm	5.893	2618 Traum 14.2cc dome	13.6	2295	2321	2348	**82222**	**B82222**

NEW!

JEEP / AMC STRAIGHT 6

I-BEAM RODS

3/8" ARP 8740 or 2000 rod bolts
Alignment sleeves for precise cap location.
Excellent alternative reconditioning O.E. rods
Sold in weight-matched sets +/- 2g.

ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES	PART NUMBER	w/ ARP 2000
4.0 (87-06)	6.123"	605	.931"	press-fit	**SIR6123JP**	**SIR6123JP2000**
4.0 (87-06)	6.123"	605	.9305"	press-fit	**SIR6123JLP**	**SIR6123JLP2000**
4.0 (87-06)	6.123"	605	.931"	bushed	**SIR6123JB**	**SIR6123JB2000**

DESCRIPTION	PART NO.
replacement rod bolt	**871500**

CRANKSHAFTS

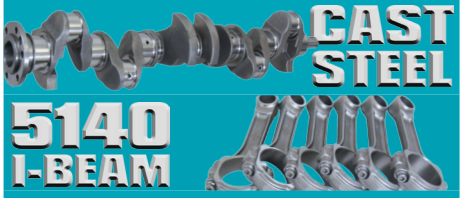
An excellent alternative to O.E. crank. 2 1/6" snout for serpentine pulleys.
.092" radiuses so standard bearings can be used.
Target bobweight guaranteed +/- 2% designed for internal balance.
Recommended for use in pump gas street engines, no power adders.

ENGINE	STROKE	BOBWEIGHT	MIN. ROD	NOTES	PART NUMBER	WT.
4.0	3.440"	1000	5.872"	O.E. dimensions	**102423440**	**57**
4.2	3.895"	1000	5.872"	O.E. Dimensions	**102583895**	**57**
4.0 / 4.2	4.060"	1000	5.872"		**102584060**	**57**

ROTATING ASSEMBLIES

Cast steel crankshaft with performance street bearings.
Forged 5140 steel I-Beam rods with 3/8" ARP 8740 rod bolts.
Forged 4032 pistons and plasma-moly rings.
Unbalanced kits must be balanced by qualified machine shop before use.
Standard bore size: 3.875" (4.0L), 3.750" (4.2L)
Recommended for use in pump-gas, street engines. No power adders.

STREET & STRIP



ARP 2000 rod bolt upgrades available.

STROKE	ROD	PISTON	COMP. RATIO 55cc	COMP. RATIO 60cc	DISPLACEMENT 020	DISPLACEMENT 030	DISPLACEMENT 040	DISPLACEMENT 060	UNBALANCED	BALANCED
3.440"	6.123"	4032 DSS -21cc inv. dome	8.8	8.4	246	247	248	251	**24501**	**B24501**
3.440"	6.123"	4032 DSS -10cc inv. dome	9.9	9.4	-	247	248	251	**24502**	**B24502**
3.895"	6.123"	4032 DSS -27cc inv. dome	9.0	8.6	278	280	281	284	**24503**	**B24503**
3.895"	6.123"	hyper KB -27.5cc inv. dome	9.0	8.6	278	280	281	294	**24512**	**B24512**
3.895"	6.123"	4032 Icon -27cc inv. dome	9.1	8.6	-	280	281	284	**24504**	**B24504**
3.895"	6.123"	4032 DSS -21cc inv. dome	9.5	9.1	278	280	281	284	**24505**	**B24505**
3.895"	6.123"	4032 Icon -21cc inv. dome	9.6	9.1	278	280	281	284	**24506**	**B24506**
3.895"	6.123"	4032 Icon -10.8cc inv. dome	10.7	10.1	278	280	281	284	**24507**	**B24507**
3.895"	6.123"	4032 DSS -10cc inv. dome	10.7	10.1	278	280	281	284	**24508**	**B24508**
4.060"	6.123"	4032 DSS -27cc inv. dome	9.7	9.3	290	292	293	296	**24509**	**B24509**
4.060"	6.123"	4032 DSS -21cc inv. dome	10.4	9.8	290	292	293	296	**24510**	**B24510**
4.060"	6.123"	4032 DSS -10cc inv. dome	11.8	11.1	290	292	293	296	**24511**	**B24511**

Not for use in pollution controlled vehicles.

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
3/8" ARP 2000 rod bolts, unless otherwise noted.
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.
Recommended for competition use up to 900hp.

ENGINE	LENGTH		WEIGHT	PIN SIZE	NOTES	PART NO.	PART NO.
B6 / BP	5.233"	132.9mm	535	20mm	all 1.6 & 1.8 Miata	**CRS5233M3D**	**CRS5233MXD**
MZR 2.3L	5.927"	150.5mm	580	22.5mm	DI 2.3 turbo	**CRS5927M23D**	**CRS5927M2XD**
2.3L	6.094"	154.8mm	565	21mm	2.3L Duratec non-turbo	**CRS6094F3D**	**CRS6094FXD**

24505-030

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
3/8" ARP 2000 rod bolts, unless otherwise noted.
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.
Recommended for competition use up to 900hp.

ENGINE	LENGTH		WEIGHT	PIN SIZE	NOTES	PART NO.	PART NO.
420A	5.472"	139.0mm	535	21mm		**CRS5472N3D**	**CRS5472NXD**
early 4G63	5.900"	150.0mm	575	21mm	"6 bolt" 89-92	**CRS5900MA3D**	**CRS5900MAXD**
late 4G63	5.900"	150.0mm	580	22mm	"7 bolt" 93 & newer	**CRS5900MB3D**	**CRS5900MBXD**
early 4G63	5.900"	150.0mm	575	22mm	for pistons with 22mm pins	**CRS5900MC3D**	**CRS5900MCXD**
4B11T	5.659"	143.7mm	565	23mm	Evo X	**CRS5659M3D**	**CRS5659MXD**

Crank walk is a hot topic among Mitsubishi enthusiasts. The problem is due to inadequate load area on early 7-bolt (93-97) 4G63 engines. These engines had a "half circle" thrust surface that did not provide adequate load capacity to handle severe thrust loads. Mitsubishi's solution to the problem was to change to a "full circle" thrust washer design which effectively doubled the thrust capacity of the engine. This change was implemented for 1998 and later 4G63 engines.

4G63 COMPETITION ASSEMBLIES

Forged 4340 steel crankshaft, forged 4340 steel H-Beam rods.
3/8" ARP 2000 capscrew rod bolts (Extreme Duty upgrade available).
Forged pistons and plasma-moly file fit rings and performance bearings.
Standard bore size is 85.0mm.

STROKE	ROD	PISTON	C/R 47cc	DISPLACEMENT 85.5	DISPLACEMENT 86.0
88mm	5.900"	4032 Mahle -10cc inv. dome	9.0	2021	2045
88mm	5.900"	2618 Mahle -10cc inv. dome	9.0	2021	2045
100mm	5.900"	4032 Mahle -19cc inv. dome	9.0	2297	2324
100mm	5.900"	2618 Mahle -19cc inv. dome	9.0	2297	-

4B11T COMPETITION ASSEMBLIES

Billet 4340 steel crankshaft, forged 4340 steel H-Beam rods.
3/8" ARP 2000 capscrew rod bolts (Extreme Duty upgrade available).
Forged pistons and plasma-moly file fit rings and performance bearings.
Standard bore size is 86.0mm. 90mm pistons require aftermarket sleeves.

K20 BLOCK STROKE	K20 BLOCK ROD	PISTON	COMP. RATIO 49cc	DISPLACEMENT 86.0	DISPLACEMENT 86.5	DISPLACEMENT 90.0
94mm	5.659	none	-	crank, rods, bearings kit		
94mm	5.659	2618 Diamond -12cc inv. dome	9.1	2184	2210	2392
94mm	5.659	2618 Diamond -4.5cc inv. dome	10.1	2184	2210	2392

Not for use in pollution controlled vehicles.

4340 STEEL CRANKSHAFTS

SAE 4340 steel with multi-stage heat-treatment.

Shot-peened, stress relieved, and nitrided for superior durability.

Designed for internal balance without heavy metal. Bobweight guaranteed +/- 2%.

.125" radiuses improve strength and rigidity. Chamfered or narrowed bearings required.

Recommended for use up to 1000 hp.

ENGINE	STROKE		NOTES	6 BOLT P/N	WT.	7 BOLT P/N	WT.	PART NO.	WT.
4G63	3.465"	88mm	stock stroke	**2034655900A6**	34	**2034655900B7**	33	-	
4G63 stroker	3.700"	94mm	use 1.248" pin height pistons	**2037005900A6**	34	**2037005900B7**	35	-	
4G63 stroker	3.819"	97mm	use 1.188" pin height pistons	-		**2038195900B7**	35		
4G64	3.937"	100mm	4G64 stock stroke	**2439375900A6**	34	**2039375900B7**	34	-	
4B11T stroker	3.700"	94mm	use 1.165" pin height pistons	-		-		**34B137015659**	39

COMPETITION

FORGED 4340

4340 H-BEAM

For all competition engines. Rod bolt upgrades available.

89-92 6-BOLT		93-97 7-Bolt		98 & up 7-bolt	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
86200	**B86200**	**86220**	**B86220**	**86140**	**B86140**
86201	**B86201**	**86221**	**B86221**	**86251**	**B86251**
86215	**B86215**	**86235**	**B86235**	**86255**	**B86255**
86216	**B86216**	**86236**	**B86236**	**86256**	**B86256**

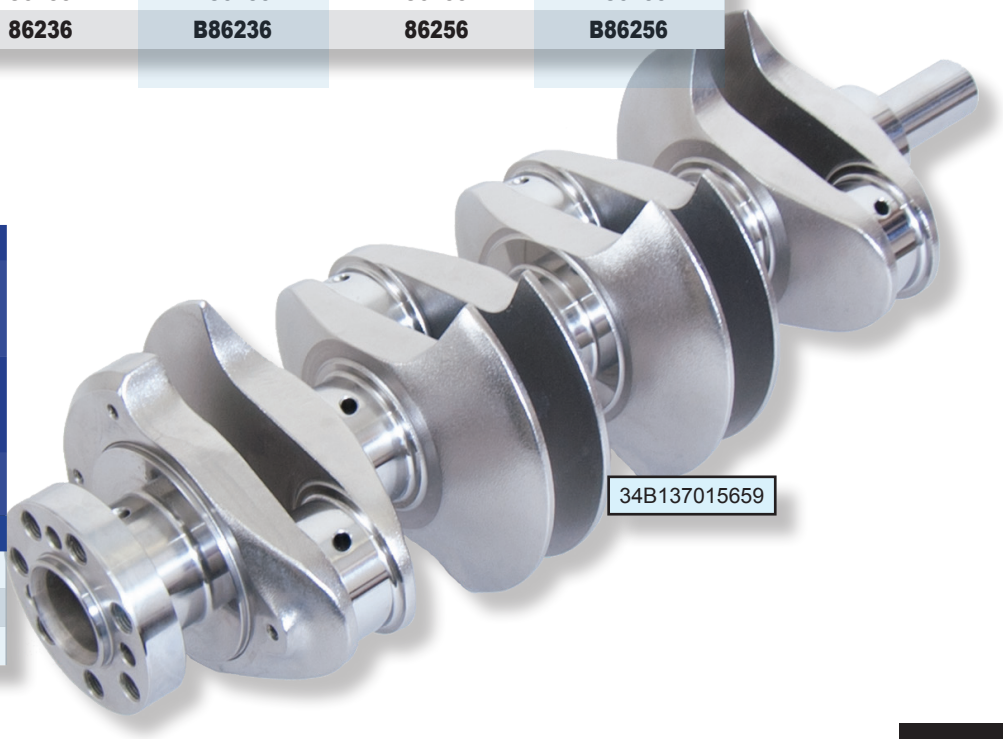
COMPETITION

BILLET 4340

4340 H-BEAM

For all competition engines. Rod bolt upgrades available.

86120	-
86121	**B86121**
86122	**B86122**



H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
3/8" ARP 2000 rod bolts, unless otherwise noted.
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.
Recommended for competition use.

ENGINE	LENGTH		WEIGHT	PIN SIZE	NOTES	PART NO.	PART NO.
RB26 / RB25	4.783"	121.5mm	495	21mm		CRS4783N3D	CRS4783NXD
CA18	5.236"	133.0mm	560	20mm		CRS5236N3D	CRS5236NXD
SR20	5.365"	136.3mm	535	22mm		CRS5365N3D	CRS5365NXD
VQ35	5.680"	144.3mm	555	22mm		CRS5680N3D	CRS5680NXD
VQ37	5.886"	149.5mm	565	22mm		CRS5886N3D	CRS5886NXD
VG30 (90 & up)	6.071"	154.2mm	580	22mm		CRS6071N3D	CRS6071NXD
KA24	6.496"	165.0mm	630	21mm		CRS6496N3D	CRS6496NXD

SR20 COMPETITION ASSEMBLIES

Billet 4340 steel crankshaft, forged 4340 steel H-Beam rods.
3/8" ARP 2000 capscrew rod bolts (Extreme Duty upgrade available).
Forged pistons and plasma-moly file fit rings and performance bearings.
Standard bore size is 86.0mm. Aftermarket sleeves required for 92mm bore.

STROKE	ROD	PISTON	C / R 46.5cc	DISPLACEMENT 86.0	86.5	87.0	92.0
91mm	5.365	none	-	crank, rods, bearings kit			
91mm	5.365	2618 Traum -7.8cc inv. dome	10.2	2114	2139	2164	2420
91mm	5.365	2618 Traum 7.3cc dome	13.0	2114	2139	2164	2420

VVT HEAD STROKE	ROD	PISTON	C / R 41cc	DISPLACEMENT 86.0	86.5	87.0	92.0
91mm	5.365	2618 Traum -7.8cc inv. dome	11.0	2114	2139	2164	2420
91mm	5.365	2618 Traum 7.3cc dome	13.9	2114	2139	2164	2420

RB26DETT COMPETITION ASSEMBLIES

Billet 4340 steel crankshaft, forged 4340 steel H-Beam rods.
3/8" ARP 2000 capscrew rod bolts (Extreme Duty upgrade available).
Forged pistons and plasma-moly file fit rings and performance bearings.
Standard bore size is 86.0mm.

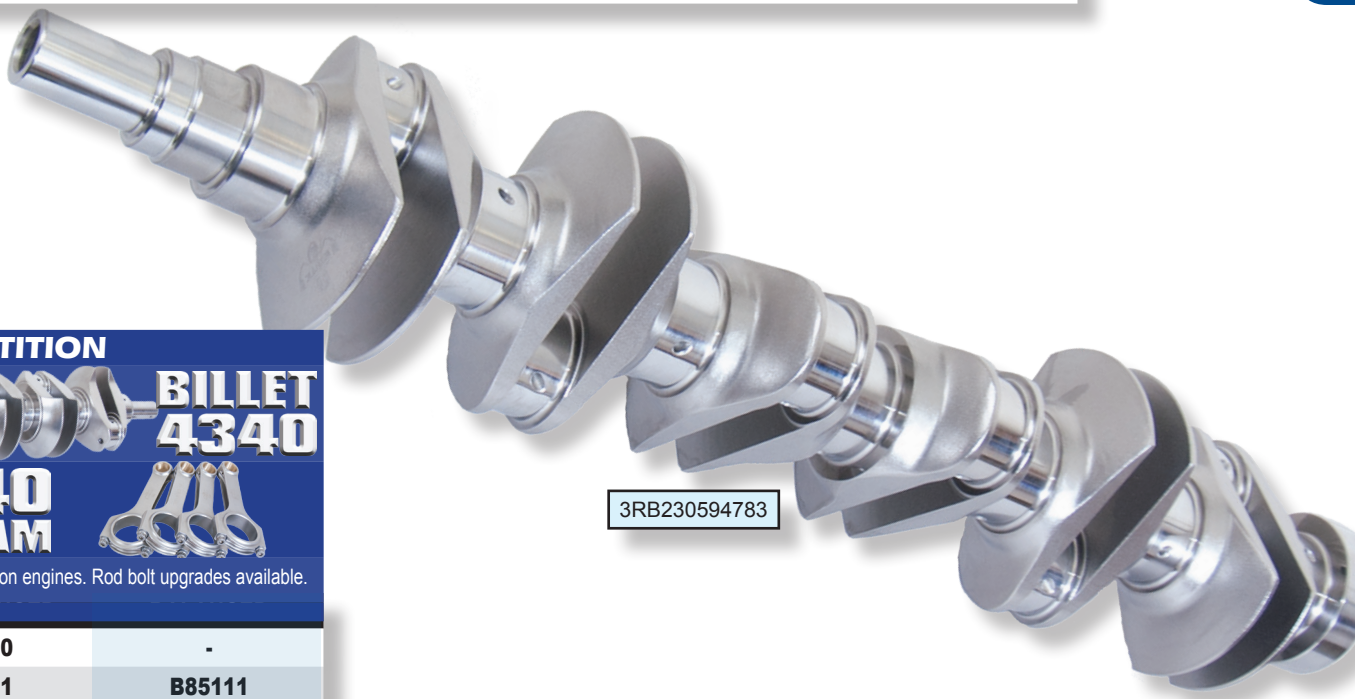
STROKE	ROD	PISTON	C / R 65.5cc	DISPLACEMENT 86.0	86.5	87.0
77.7mm	4.783	none	-	crank, rods, bearings kit		
77.7mm	4.783	2618 Traum 21cc dome	9.8	2708	2740	2771
77.7mm	4.783	2618 Traum 26cc dome	10.8	2708	2740	2771

Not for use in pollution controlled vehicles.

4340 STEEL CRANKSHAFTS

Billet SAE 4340 steel with multi-stage heat-treatment.
Shot-peened, stress relieved, and nitrided for superior durability.
Designed for internal balance without heavy metal. Bobweight guaranteed +/- 2%.
.125" radiuses improve strength and rigidity. Chamfered or narrowed bearings required.

ENGINE	STROKE		NOTES	PART NO.	WT.
SR20 stroker	3.583"	91mm	use with 1.154" pin height pistons	**3SR235855365**	36
RB26 stroker	3.059"	77.7mm	use with 1.112" pin height pistons	**3RB230594783**	42



COMPETITION

For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED
85110	**-**
85111	**B85111**
85112	**B85112**
85113	**B85113**
85114	**B85114**

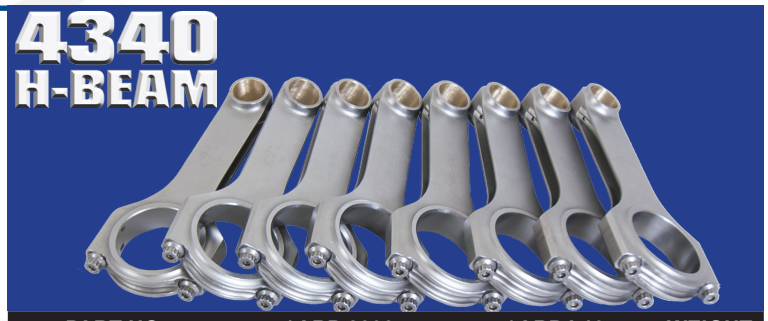
COMPETITION

For all competition engines. Rod bolt upgrades available.

87120	**-**
87121	**B87121**
87122	**B87122**

4340 STEEL H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
7/16" ARP 8740 rod bolts (ARP 2000 and L19 available).
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.
Recommended for competition use.



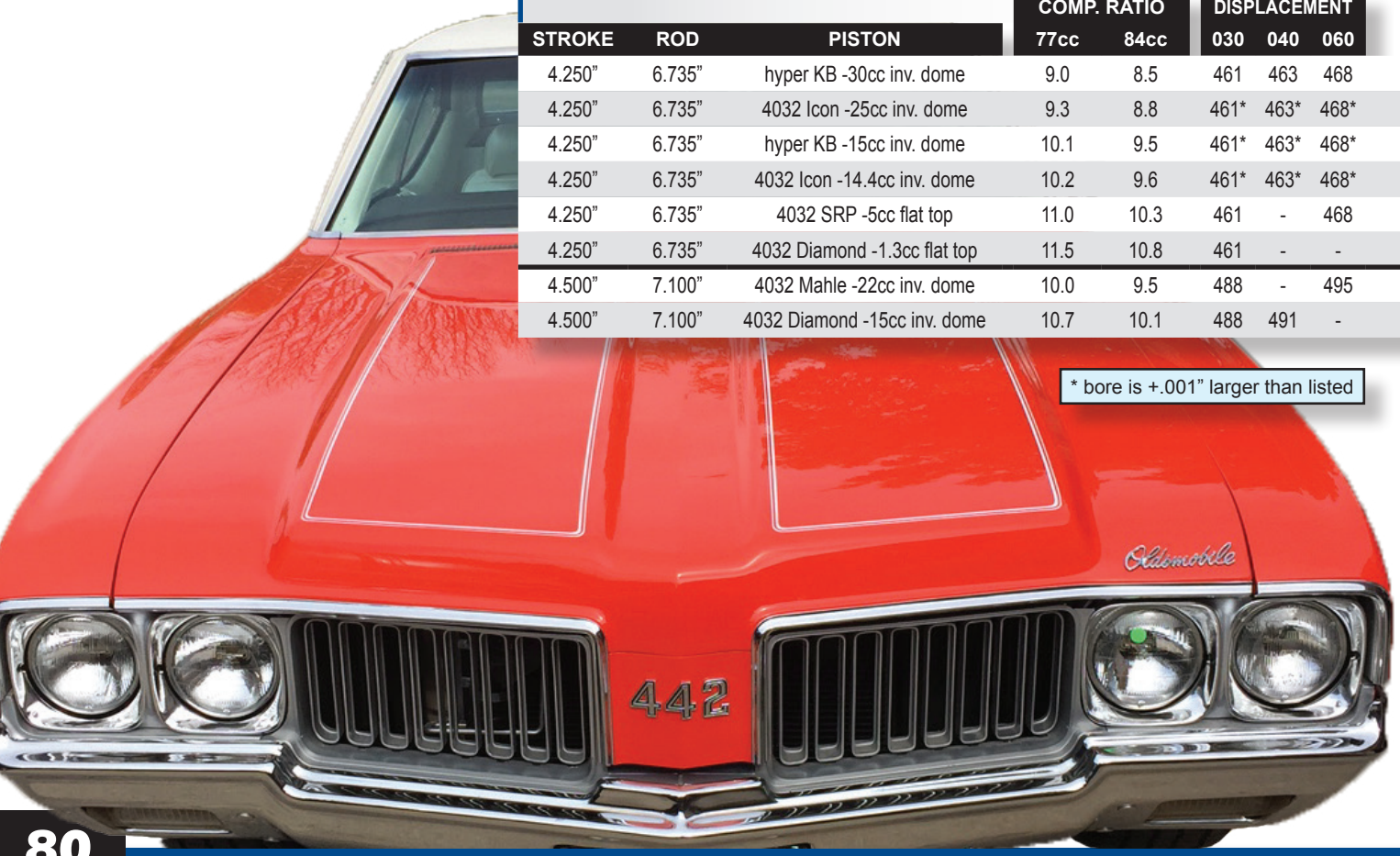
LENGTH	PIN SIZE	NOTES	PART NO.	w/ ARP 2000	w/ ARP L19	WEIGHT
6.735"	.980"	does not fit '68-'69 400 block	CRS6735O3D	CRS6735O3D2000	-	820
7.100"	.990"	2.200" rod journal for use with stroker crank	CRS71003D	CRS71003D2000	CRS71003DL19	825

ROTATING ASSEMBLIES

Cast steel crankshaft with performance street bearings.
Forged 4340 steel H-Beam rods with 7/16" ARP 8740 rod bolts.
hypereutectic or forged 4032 pistons and plasma-moly rings.
Unbalanced kits must be balanced by qualified machine shop before use.
Standard bore size: 4.125"
Recommended for use in pump-gas, street engines. No power adders.

			COMP. RATIO		DISPLACEMENT		
STROKE	ROD	PISTON	77cc	84cc	030	040	060
4.250"	6.735"	hyper KB -30cc inv. dome	9.0	8.5	461	463	468
4.250"	6.735"	4032 Icon -25cc inv. dome	9.3	8.8	461*	463*	468*
4.250"	6.735"	hyper KB -15cc inv. dome	10.1	9.5	461*	463*	468*
4.250"	6.735"	4032 Icon -14.4cc inv. dome	10.2	9.6	461*	463*	468*
4.250"	6.735"	4032 SRP -5cc flat top	11.0	10.3	461	-	468
4.250"	6.735"	4032 Diamond -1.3cc flat top	11.5	10.8	461	-	-
4.500"	7.100"	4032 Mahle -22cc inv. dome	10.0	9.5	488	-	495
4.500"	7.100"	4032 Diamond -15cc inv. dome	10.7	10.1	488	491	-

* bore is +.001" larger than listed



Not for use in pollution controlled vehicles.

CRANKSHAFTS

An excellent alternative to O.E. crank.
.092" radiuses so standard bearings can be used.
Target bobweight guaranteed +/- 2%.
Recommended for use in pump gas street engines, no power adders.
Designed for rope seal. If neoprene seal is used, knurling must be removed.
Pilot opening: 1.370"

STROKE	MIN. ROD	BALANCE	NOTES	PART NO.	BOBWEIGHT	WEIGHT
4.250"	6.735"	external		**104554260**	2425	70
4.500"	7.100"	external	2.200" rod journals, use CRS71003D rods	**104554500**	2350	66

STREET & STRIP

For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED
42101	**B42101**
42103	**B42103**
42108	**B42108**
42104	**B42104**
42100	**B42100**
42106	**B42106**
42105	**B42105**
42107	**B42107**

42105

PONTIAC

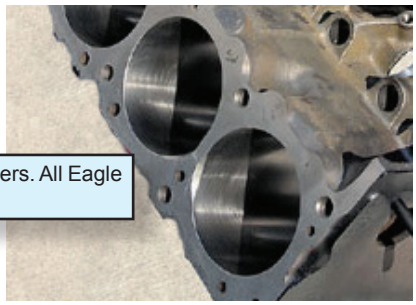
CONNECTING RODS

Sold in weight-matched sets.

Alignment sleeves for precise cap location.

7/16" ARP bolts

LENGTH	PIN	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	w/ ARP 2000	PART NO.	WT.
6.625"	.980"	bushed	-	-	-	-	**CRS6625P3D**	760	**CRS6625P3D2000**	-	-
6.665"	.980"	press-fit	**SIR6625PP**	870	-	-	**CRS6625PP3D**	760	**CRS6625PP3D2000**	-	-
6.800"	.990"	2.200" rod journal	**SIR6800B**	875	**FSI6800**	790	**CRS68003D**	805	**CRS68003D2000**	**CRS68004D**	835



The 1967 Pontiac 400 block has reliefs at the top of the cylinders. All Eagle Pontiac 400 kits are not compatible due to these reliefs.

ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by a machine shop before use. Balanced assemblies require no additional balancing.

includes crank, rods, pistons, rings, and bearings (OE replacement bearings with cast crank, racing bearings with forged crank).

Designed for internal balance without heavy metal.

Compression ratios calculated considering uncut block, 4.155" bore size, and .040" head gasket thickness.

Order by actual bore size.

400 BLOCK				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	75cc	85cc	111cc	4.150	4.155	4.180	4.185
3.750"	6.625"	hypereutectic KB -17cc inv. dome	FF	8.9	8.2	6.9	406	407	410	413
4.250"	6.800"	4032 Mahle -22cc inv. dome	FF	9.6	8.9	7.5	-	461	-	468
TOP SELLER 4.250"	6.800"	4032 Mahle -6cc flat top	FF	11.0	10.1	8.3	-	461	-	468
4.500"	6.800"	2618 DSS -24cc inv. dome	FF	9.9	9.2	7.7	485	(4.160")	494	-
4.500"	6.800"	4032 Mahle -6cc flat top	FF	11.6	10.6	8.7	-	488	-	495

428 / 455 BLOCK				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	75cc	85cc	111cc	4.155	4.185	4.195	4.215
4.210"	6.625" H	hyper KB -30.5cc inv. dome	FF	9.2	8.6	7.3	-	463	465	469
4.210"	6.625" H	hyper KB -6cc inv. dome	FF	11.3	10.3	8.4	-	463	465	469
4.210"	6.625" H	4032 SRP -5cc flat top	FF	11.2	10.2	8.3	-	463	-	-
4.210"	6.625" H	hyper KB 0cc dome	FF	12.1	10.9	8.8	-	463	465	469
4.250"	6.800"	4032 Mahle -22cc inv. dome	FF	9.7	9.0	7.5	461	468	-	-
4.250"	6.800"	4032 Mahle -6cc flat top	FF	11.1	10.2	8.3	461	468	-	-
4.500"	6.800"	4032 Mahle -6cc flat top	FF	11.6	10.6	8.7	488	495	-	-

Not for use in pollution controlled vehicles.

Roger Bolliger
Butler Performance

CRANKSHAFTS

Bobweight listed is bobweight of crank +/- 2% GUARANTEED

All are designed for internal balance without heavy metal.

Pilot opening is 1.704", use Pioneer PB75

Flexplate register is 2.750"

CAST STEEL

- Excellent alternative to O.E. crank
- .092" radiuses so O.E. bearings can be used
- Recommended for use in street engines - no power adders

FORGED 4340

- Forged 4340 steel with multi-stage heat treatment
- Non-twist forging
- .125" radiuses require narrowed bearings
- Nitrided for superior wear protection

400 MAINS (3.000")

STROKE	MIN. ROD	JOURNAL	NOTES	CAST STEEL PART NO.	BOBWEIGHT	WT.	FORGED 4340 PART NO.	BOBWEIGHT	WT.
3.750"	6.625"	O.E.	stock stroke	**104013750**	2280	68	-	-	-
4.210"	6.625"	O.E.		-	-		**440042106625**	2280	75
4.250"	6.700"	2.200"		**104004250**	2280	67	**440042506700**	2280	74
4.500"	6.800"	2.200"		-	-		**440045006800**	2280	75

428 / 455 MAINS (3.250")

STROKE	MIN. ROD	JOURNAL	NOTES	PART NO.	BOBWEIGHT	WT.	PART NO.	BOBWEIGHT	WT.
4.210"	6.625"	O.E.	stock stroke	**104554210**	2280	69	**445542106625**	2280	74
4.250"	6.700"	2.200"		**104554250**	2280	68	**445542506700**	2280	75
4.500"	6.800"	2.200"		-	-		**445545006800**	2280	74

STREET & STRIP

Recommended for use in naturally-aspirated pump-gas street vehicles.

PRO STREET

For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION

For all competition engines. Rod bolt upgrades available.

STREET & STRIP UNBALANCED	STREET & STRIP BALANCED	PRO STREET UNBALANCED	PRO STREET BALANCED	COMPETITION UNBALANCED	COMPETITION BALANCED
52402	**B52402**	-	-	-	-
52401	**B52401**	**61510**	**B61510**	**51510**	**B51510**
52410	**B52410**	**61500**	**B61500**	**51500**	**B51500**
-	-	**61514**	**B61514**	**51514**	**B51514**
-	-	**61501**	**B61501**	**51501**	**B51501**

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
51406	**B51406**	-	-	-	-
51407	**B51407**	-	-	-	-
51402	**B51402**	-	-	**51502**	**B51502**
51408	**B51408**	-	-	-	-
52405	**B52405**	**62505**	**B62505**	**52505**	**B52505**
52413	**B52413**	**61503**	**B61503**	**51503**	**B51503**
-	-	**61504**	**B61504**	**51504**	**B51504**

SUBARU

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
3/8" ARP 2000 rod bolts, unless otherwise noted.
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.
Recommended for competition use.

ENGINE	LENGTH		PIN SIZE	NOTES	PART NO.	WT.	PART NO.	PART NO.	WT.
FA20	5.089"	129.4mm	22mm	Subaru BRZ	**CRS5089S3D**	540	**CRS5089SXD**	-	-
EJ20, EJ257	5.137"	130.5mm	23mm		**CRS5137S3D**	530	**CRS5137SXD**	**CRS5137S4D**	570
EJ long rod	5.232"	132.9mm	23mm		**CRS5232S3D**	535	**CRS5232SXD**	-	-

EJ COMPETITION ASSEMBLIES

Billet 4340 steel crankshaft, forged 4340 steel H-Beam rods.
3/8" ARP 2000 capscrew rod bolts (Extreme Duty upgrade available).
Forged pistons and plasma-moly file fit rings and performance bearings.

CRS5089S3D

EJ20/207, 92mm STANDARD BORE			C/R	DISPLACMENT	
STROKE	ROD	PISTON	56cc	92.5	93.0
79mm	5.137	none	-	crank, rods, bearings kit	
79mm	5.137	4032 Mahle -16cc inv. dome	8.0	2124	2147
79mm	5.137	2618 Mahle -16cc inv. dome	8.0	2124	-

EJ25/257, 99.5mm STANDARD BORE			C/R	DISPLACMENT			
STROKE	ROD	PISTON	56cc	99.5	99.75	100.0	100.5
79mm	5.137	4032 Mahle -22cc inv. dome	8.2	2457	2469	2482	-
79mm	5.137	2618 Mahle -22cc inv. dome	8.2	2457	2469	2482	-
79mm	5.137	2618 Diamond -15.5cc inv. dome	8.4	2457	2469	2482	-
79mm	5.137	2618 Diamond -4.5cc flat top	10.0	2457	2469	2482	-
83mm	5.137	none	-	crank, rods, bearings kit			
83mm	5.137	2618 Diamond -26cc inv. dome	8.2	2582	2594	2608	2634
83mm	5.137	2618 CP -22.1cc inv. dome	8.5	2582	2594	2608	2634
83mm	5.137	2618 CP -17.1cc inv. dome	9.0	2582	2594	2608	2634
83mm	5.137	2618 CP -7.8cc inv. dome	10.0	2582	2594	2608	2634

Not for use in pollution controlled vehicles.

4340 STEEL CRANKSHAFTS

Billet SAE 4340 steel with multi-stage heat-treatment.
Shot-peened, stress relieved, and nitrided for superior durability.
Designed for internal balance without heavy metal. Bobweight guaranteed +/- 2%.
.125" radiuses improve strength and rigidity. Chamfered or narrowed bearings required.
Dual thrust location for use in both phase 1 (3rd journal) and phase 2 (5th journal) blocks.

ENGINE	STROKE		NOTES	PART NO.	WT.
EJ207	2.953"	75mm		**3EJ229535137**	16
EJ257	3.110"	79mm		**3EJ231105137**	17
EJ25 stroker	3.268"	83mm	use with 1.130" pin height pistons	**3EJ232685137**	18

COMPETITION

For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED
89110	**-**
89112	**B89112**
89111	**B89111**

UNBALANCED	BALANCED
89113	**B89113**
89114	**B89114**
89115	**B89115**
89117	**B89117**
89020	**-**
89021	**B89021**
89022	**B89022**
89023	**B89023**
89024	**B89024**

89023

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
3/8" ARP 2000 rod bolts, unless otherwise noted.
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.
Recommended for competition use.

ENGINE	LENGTH		PIN SIZE	NOTES	PART NO.	WT.	PART NO.	PART NO.	WT.
3TC, 2TG	4.850"	123.2mm	22mm		**CRS4850TA3D**	545	**CRS4850TAXD**	-	-
4UGSE	5.089"	129.3mm	22mm	86GT, FR-S	**CRS5089S3D**	540	**CRS5089SXD**	-	-
2RZ	5.315"	135.0mm	24mm		**CRS5315T3D**	600	**CRS5315TXD**	-	-
3SGTE	5.428"	137.9mm	22mm		**CRS5428T3D**	555	**CRS5428TXD**	-	-
2JZGTE	5.590"	142.0mm	22mm		**CRS5590T3D**	590	**CRS5590TXD**	**CRS5590T4D**	645
1UZFE	5.751"	146.0mm	22mm	7/16" ARP 8740 / 2000	**CRS5751T3D**	615	-	-	-
7MGTE	5.984"	152.0mm	22mm		**CRS5984T3D**	615	**CRS5984TXD**	-	-

2JZ COMPETITION ASSEMBLIES

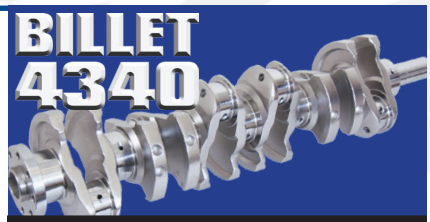
Billet 4340 steel crankshaft, forged 4340 steel H-Beam rods.
3/8" ARP 2000 capscrew rod bolts (Extreme Duty upgrade available).
Forged pistons and plasma-moly file fit rings and performance bearings.
Standard bore size is 86.0mm. Aftermarket sleeves required for 90mm bore.

STROKE	ROD	PISTON	C/R 45cc	DISPLACEMENT 86.0	86.5	87.0	90.0
86mm	5.590"	none	-	crank, rods, bearings kit			
86mm	5.590"	2618 Mahle -14.2cc inv. dome	8.5	2997	3032	3067	-
86mm	5.590"	2618 JE -8cc inv. dome	9.5	2997	3032	3067	-
94mm	5.590	none	-	crank, rods, bearings kit			
94mm	5.590	2618 Diamond -20.7cc inv. dome	8.6	3276	3314	-	3588
94mm	5.590	2618 Diamond -16.2cc inv. dome	9.1	3276	3314	-	3588
94mm	5.590	2618 JE -14cc inv. dome	9.5	3276	3314	-	3588
94mm	5.590	2618 Diamond -8.6cc inv. dome	10.1	3276	3314	-	3588

Not for use in pollution controlled vehicles.

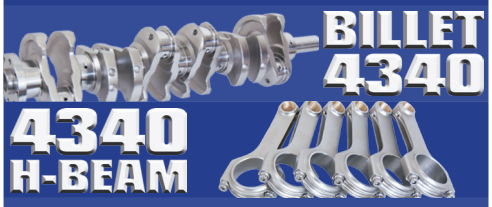
4340 STEEL CRANKSHAFTS

Billet SAE 4340 steel with multi-stage heat-treatment.
Shot-peened, stress relieved, and nitrided for superior durability.
Designed for internal balance without heavy metal. Bobweight guaranteed +/- 2%.
.125" radiuses improve strength and rigidity. Chamfered or narrowed bearings required.



ENGINE	STROKE		NOTES	PART NO.	WT.
2JZ	3.386"	86mm	stock stroke	**32JZ33865590**	49
2JZ stroker	3.543"	90mm	use with 1.260" pin height pistons	**32JZ35435590**	49
2JZ stroker	3.700"	94mm	use with 1.181" pin height pistons	**32JZ37015590**	49

COMPETITION



For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED
87110	**-**
87111	**B87111**
87112	**B87112**
87210	**-**
87211	**B87211**
87212	**B87212**
87213	**B87213**
87214	**B87214**

Jannick Rasmussen

Not for use in pollution controlled vehicles.

VOLKSWAGEN/AUDI

H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging.
3/8" ARP 2000 rod bolts, unless otherwise noted.
Alignment sleeves for precise cap location.
Sizing performed with Sunnen Krossgrinding system.
Weight-matched to +/- 1g.
Recommended for competition use.

ENGINE	LENGTH		WEIGHT	PIN SIZE	NOTES	PART NO.	PART NO.
1.8T, 2.0T	5.669"	144mm	575	20mm		**CRS5669A3D**	**CRS5669AXD**
ABA/ABF	6.260"	159mm	615	20mm	2.0 TSFI	**CRS6260V3D**	**CRS6260VXD**
VR6	6.457"	164mm	555	20mm	5/16" ARP 2000 bolts	**CRS6457V13D**	**-**
VR6	6.457"	164mm	590	20mm	3/8" bolts, minimum 84.5mm bore.	**CRS6457V23D**	**CRS6457V2XD**

SERVICE PARTS

ROD CAP ALIGNMENT SLEEVES

Precise sizing to align rod cap perfectly.

BOLT SIZE	OD	LENGTH	PART NUMBER
7/16"	.500"	.543"	**10000**
5/16"	.375"	.507"	**10003**
3/8"	.438"	.510"	**10004**
3/8"	.441"	.572"	**10005**

SPACER BEARINGS

Simple, effective way to use 350 crank in 400 block. Manufactured by King Bearings.

No machine work required. Install into block, then use 350 bearings inside spacers.

APPLICATION	PART NUMBER
use with Chevy 350 bearings in 400 block	**King MB5224AM**

CHRYSLER PILOT BUSHINGS

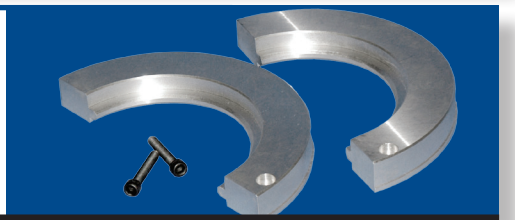
Eagle cranks require a special pilot bushing when used with manual transmission..

APPLICATION	PART NUMBER
Chrysler 318 & 340	**PB3**
Chrysler 360	**PB2**

CHEVY BIG BLOCK REAR SEAL ADAPTER

Allows the use of 2 piece rear seal crank in 1 piece rear seal block.

Silicone in place or use optional fastener for mechanical assembly.



APPLICATION	PART NUMBER
Chevy 2pc rear seal crank in Chevy 1pc rear seal block	**EAG 500**

Not for use in pollution controlled vehicles.

SILICON BRONZE PIN BUSHINGS

Made from silicon bronze.

High oil retention and durability.

Inside dimension is unfinished and must be bored/honed to size.

ID	OD	LENGTH	PART NUMBER
.690”	.810”	.710”	**B748**
.775”	.890”	.708”	**B775**
.770”	.889”	.780”	**B778**
.766”	.876”	.958”	**B788**
.808”	.925”	.930”	**B808**
.808”	.925”	1.030”	**B810**
.808”	.928”	.992”	**B866**
.907”	.973”	1.075”	**B914**
.860”	.973”	1.060”	**B927**
.925”	.973”	1.058”	**B928**
.890”	.995”	1.005”	**B930**
.930”	1.042”	1.050”	**B984**
.988”	1.043”	1.120”	**B991**
.960”	1.078”	1.070”	**B992**
.970”	1.042”	1.230”	**B990C**
.924”	1.042”	1.123”	**B990**
.984”	1.105”	1.235”	**B1040**
1.014”	1.157”	1.240”	**B1092**
1.075”	1.154”	1.240”	**B1094**

REPLACEMENT ROD BOLTS

Manufactured by ARP specifically for use in Eagle rods.

Not the same as “off the shelf” ARP bolts.

ARP Ultra-torque assembly lube included.

Always check big end bore after upgrading or replacing bolts.

THREAD DIA.	TYPE	UHL	EACH	Set of 8	Set of 12	Set of 16
7/16”	8740	1.400”	**12005-1**			**12005**
7/16”	8740	1.600”	**871600**			**12000**
7/16”	8740	1.750”	**871700**			**12080**
7/16”	8740	1.800”	**871800**			**12070**
7/16”	2000	1.400”	**201450**			**20005**
7/16”	2000	1.600”	**201600**			**20000**
7/16”	2000	1.800”	**201800**			**20030**
7/16”	L19	1.600”	**191600**			**14000**
7/16”	L19	1.750”	**191700**			**14020**
3/8”	8740	1.500”	**871500**			**12055**
3/8”	2000	1.500”	**201500**	**20060**	**20065**	**20070**
3/8”	Custom Age 625+	1.500”	**30000-1**	**30000-8**	**30000-12**	**30000-16**
5/16”	2000	1.500”	**201400**	**20050**		

CRANKSHAFT OPTIONS

PENDULUM UNDERCUTTING

Most any crankshaft can have the counterweights pendulum undercut. This process reduces weight by removing material in low-stress locations so the effect on strength is minimal. These areas are difficult to reach and require specialized CNC equipment and tooling. Typical weight reductions are from 2-5 pounds depending on the original design of the crankshaft.

DESCRIPTION	PART NUMBER
Pendulum undercut counterweights	**P100**

2ND KEYWAY FOR BLOWER HUB

Due to the added shearing forces a blower pulley puts on the crankshaft key, a second keyway machined 180 degrees from the original keyway is a popular option. Available on most crankshafts, this is a great way to help reduce key breakages on blower applications.

DESCRIPTION	PART NUMBER
for second 3/16” keyway	**A100**
for second 1/4” keyway	**A110**

ROUND FLANGE FOR SPRINT CAR

A typical rear flywheel flange cannot be used in a sprint car application due to the unique drive system. Eagle can machine the rear flywheel flange round for use in spint cars. This, of course, should be done before balancing.

DESCRIPTION	PART NUMBER
round flywheel flange machining	**M100**

Not for use in pollution controlled vehicles.

TERMS & CONDITIONS

Hours: 8:00 am to 5:00 p.m. C. S. T. Monday - Friday

Ordering: Telephone.....662-796-7373
Fax.....662-796-7374
E-mail.....service@eaglerod.com

Payment:

Cashier's check, company check (upon approval), COD, Mastercard, Visa, and bank wire transfer accepted. Orders paid by credit card must be shipped to the billing address of the card holder. Personal checks require shipment to be held for two weeks for check to clear the bank. We will accept company checks with proper credit approval from our credit department. All orders outside of the U.S. must be paid in advance, no COD.

Shipping:

Shelf stocking orders are normally shipped the same day via UPS or Fed Ex if received by 3:00 p.m. CST. We also use truck freight lines on larger orders. Shipments are F. O. B. Southaven, MS. Full freight credit is allowed on orders of $3500 or more (excluding cast crankshafts). All expenses resulting from refused shipments are the responsibility of the customer. Full payment of this amount is required before further orders will be shipped. No drop-shipments.

Returns:

If you are not completely satisfied with any product purchased from Eagle Specialty Products, Inc., you may return it freight prepaid in new and unused condition within 30 days of purchase for a full refund. Contact our returns department for a return authorization number prior to returning any parts. A copy of the original sales invoice must accompany all returns. No returns allowed on custom or special order parts.

Important Notice:

Except as otherwise described as herein, Eagle Specialty Products, Inc. merchandise is sold without any expressed or implied warranty. Eagle Specialty Products, Inc. shall not, under any circumstances, be liable for special, incidental, or consequential damages including, but not limited to, damages or loss of any property or equipment, loss of profits or revenue, cost of purchased or replacement goods, or claims of customers of the purchaser which may arise and/or result from the sale, installation, or use of these parts. Eagle Specialty Products, Inc. reserves the right to alter the design or initiate product changes without incurring liability or obligation with respect to similar products previously manufactured.

Stock Adjustments:

Stock adjustments are allowed provided an offsetting order of double the value of the return is placed at the same time. Contact our returns department for a return authorization number prior to returning any parts. All returned merchandise must be in new and unused condition and must be current stocking items.

Guarantee:

All Eagle Specialty Products are guaranteed to be free of defects in original material and workmanship. This guarantee is limited to and shall not exceed a period of one (1) year from the original date of purchase. This guarantee is void on all products that show evidence of misapplication, heat, improper installation, abuse, lack of proper maintenance, or alteration from it's original design. Eagle has no control over the assembly and/or modification of components in an engine. Eagle's sole obligation under this guarantee is to repair or replace the defective product, or refund the original purchase price, at it's sole option. There is no further guarantee, either expressed or implied, by Eagle Specialty Products, Inc. or it's agents or representatives.

Warranty:

Standard weight 4340 steel cranks and H-beam rods with optional ESP Armor finishing process come with a twelve (12) month limited manufacturers warranty. Contact our sales department for further details.

Pricing:

Pricing is subject to change without notice.

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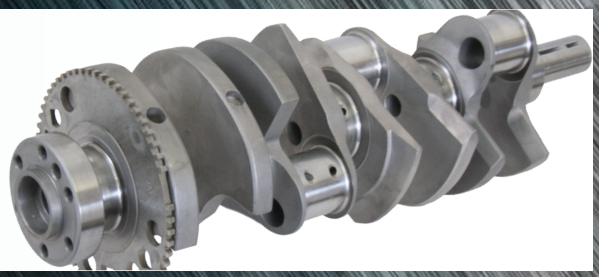
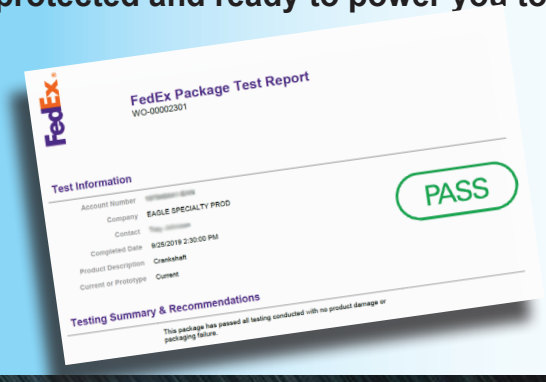
4340 Steel Billet Cranks

Eagle is introducing more billet cranks to our lineup to enhance our short-run produciton for applications where a forging is is not practical. Current applications include center counterweighted LS, Ford 427 FE, Toyota 2JZ, Nissan RB26 and SR20, and others!



Reinforced Crankshaft Packaging!

No more destroyed crankshaft boxes! Eagle's new packaging was subjected to ISTA testing procedures 3A and 6A performed by UPS and FedEx and passed with flying colors! Our new crankshaft packaging has been certified by both UPS and FedEx as a result.We also performed our own "in-house" testing. We literally rolled it off the dock - several times, drug it behind a truck (no joke!), and threw it out the window of a moving truck (we tried to simulate everything). Why spend hundreds of dollars on a precision-machined part just to have the boys in brown destroy it? No More! Now your Eagle crank will arrive at your door well protected and ready to power you to the finish line!



FedEx Package Test Report
WO-00002301

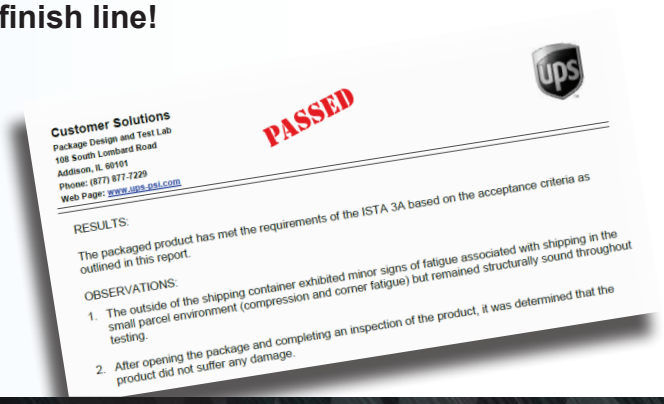
Test Information

Account Number [redacted]
Company EAGLE SPECIALTY PROD
Contact [redacted]
Completed Date 8/26/2019 2:30:00 PM
Product Description Crankshaft
Current or Prototype Current

PASS

Testing Summary & Recommendations

This package has passed all testing conducted with no product damage or packaging failure.



Customer Solutions
Package Design and Test Lab
108 South Lombard Road
Addison, IL 60101
Phone: (877) 877-7229
Web Page: www.ups-psi.com

PASSED

RESULTS:

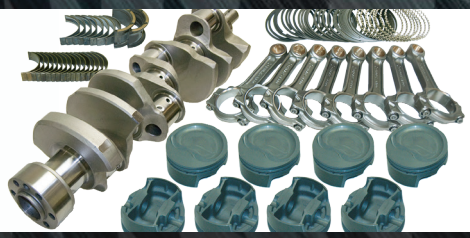
The packaged product has met the requirements of the ISTA 3A based on the acceptance criteria as outlined in this report.

OBSERVATIONS:

1. The outside of the shipping container exhibited minor signs of fatigue associated with shipping in the small parcel environment (compression and corner fatigue) but remained structurally sound throughout testing.
2. After opening the package and completing an inspection of the product, it was determined that the product did not suffer any damage.

Over 400 new rotating assemblies!

Including new I-Beam Competition kits featuring our forged 4340 steel crank, FSI 4340 steel I-Beam rods, and a variety of pistons.



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