



v 18.2



## **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 2400 balanced rotating assemblies. We offer premium forged 4340 crankshafts and H-Beam rods for serious performance applications, and quality cast steel cranks and I-Beam rods for the weekend racer.



## 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 certified steel in production of their steel cranks and rods. 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.

**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 GUIDE

Application											
	5140 I-Beam	4340 I-Beam	4340 H-Beam	Lightweight H-Beam	Upgraded H-Beam & Extreme Duty	Cast	4340	LW 4340	Hypereutectic	forged 4032	forged 2618
pump gas daily driver, no power adders	🔧	●	●	●	●	🔧	●	●	🔧	●	!
pump gas performance, no power adders	!	🔧	🔧	●	●	!	🔧	●	●	🔧	!
pump gas, nitrous, low boost	STOP	●	🔧	●	●	STOP	🔧	●	STOP	🔧	●
race gas, alcohol, nitrous, high boost	STOP	●	●	!	🔧	STOP	🔧	!	STOP	!	🔧
4x4 off-road, 33"+ tires	●	🔧	🔧	●	●	STOP	🔧	●	●	🔧	●
Marine performance	!	●	●	●	🔧	STOP	🔧	!	●	🔧	●
drag racing	!	●	●	!	🔧	STOP	🔧	●	●	🔧	●
road racing	STOP	●	●	🔧	●	STOP	●	🔧	!	🔧	●
unlimited sprint car	STOP	!	●	!	🔧	STOP	🔧	●	!	●	🔧
late model dirt track	●	●	●	🔧	●	STOP	●	🔧	●	🔧	●
2bbl restricted dirt track	●	●	●	🔧	●	●	●	🔧	●	🔧	●
dirt track claimer	🔧	●	●	●	●	🔧	●	●	🔧	●	●
tractor pull, mud bog	STOP	●	●	!	🔧	STOP	🔧	!	!	🔧	●

## 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 application-specific pistons (see description).

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

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	-
3.750"	6.000"	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.

# CRANKSHAFT LISTINGS

## CRANKSHAFTS

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

### GOOD



**CAST STEEL**  
 .092" radiuses  
 Excellent alternative to O.E. crankshaft. Recommended for use in pump-gas street engines, no power-adders.

### BETTER

**4140 STEEL**  
 .125" radiuses

Recommended for use in pump-gas performance engines, power-adders OK.

### BEST



**4340 STEEL**  
 .125" radiuses  
 Recommended for use in competition engines, anything goes.

### 2 PIECE REAR SEAL

STROKE	NOTES	BOBWEIGHT
3.000"	"302" stroke	1855
3.250"	"327" stroke	1855
3.480"	"305/350" stroke	1855

CAST STEEL	WT.
-	-
-	-
<b>103503480</b>	49

FORGED 4140 STEEL	WT.
-	-
-	-
<b>535034805700</b>	?

FORGED 4340 STEEL	WT.
<b>435030005700</b>	52
<b>435032505700</b>	52
<b>435034805700</b>	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.

## 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.

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

GOOD		BETTER		FORGED 4140 STEEL CRANK		BEST		FORGED 4340 STEEL CRANK		
CAST CRANKSHAFT 'SIR' I-BEAM RODS 3/8" ARP 8740 bolts HYPEREUTECTIC PISTONS Pump gas street car, no power adders		HYPEREUTECTIC or FORGED PISTONS Pump gas performance, Mild power adder with forged piston only		HYPEREUTECTIC or FORGED PISTONS Pump gas performance, Mild power adder with forged piston only		HYPEREUTECTIC or FORGED PISTONS Pump gas performance, Mild power adder with forged piston only		H-BEAM RODS ARP 2000 or L19 bolt upgrade available PREMIUM FORGED PISTONS Competition use. Race gas, power adders OK.		
BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	
400 MAINS	400 MAINS 350 MAINS	400 MAINS 350 MAINS	400 MAINS 350 MAINS	400 MAINS 350 MAINS	400 MAINS 350 MAINS	400 MAINS 350 MAINS	400 MAINS 350 MAINS	400 MAINS 350 MAINS	400 MAINS 350 MAINS	
-	-	-	-	-	-	-	-	-	-	
-	<b>62500</b>	<b>62600</b>	<b>62508</b>	<b>62608</b>	<b>B62500</b>	<b>B62600</b>	<b>12500</b>	<b>12600</b>	<b>12500</b>	<b>12600</b>
-	<b>62501</b>	<b>62605</b>	<b>62508</b>	<b>62608</b>	<b>B62508</b>	<b>B62608</b>	<b>12508</b>	<b>12608</b>	<b>12508</b>	<b>12608</b>
<b>B13470</b>	-	-	-	-	-	-	-	-	-	-
-	<b>62501</b>	<b>62605</b>	<b>62501</b>	<b>62605</b>	<b>B62501</b>	<b>B62605</b>	<b>12501</b>	<b>12605</b>	<b>12501</b>	<b>12605</b>
-	<b>62503</b>	<b>62603</b>	<b>62503</b>	<b>62603</b>	<b>B62503</b>	<b>B62603</b>	<b>12503</b>	<b>12603</b>	<b>12503</b>	<b>12603</b>

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.

HOW TO USE THIS CATALOG



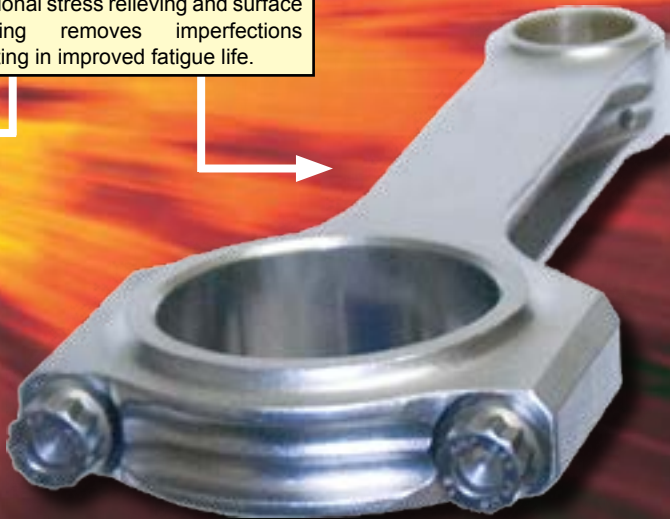
# EXTREME DUTY



**Extreme Duty Connecting Rods**

Eagle is proud to announce the next step in connecting rod development. Eagle's new Extreme Duty connecting rods are forged in our unique two-piece forging using our proprietary nickel/chromium steel that exceeds ASME E-4340 steel standards for tensile strength and yield strength. Extreme Duty rods feature extensive surface finishing engineered to remove surface imperfections to further enhance fatigue strength. 3/8" ARP Custom Age 625+ bolts hold everything together for the ultimate in extreme power handling and durability. Eagle Extreme Duty connecting rods are the ultimate connecting rod for your extreme powerplant.

Additional stress relieving and surface finishing removes imperfections resulting in improved fatigue life.



270,000 psi tensile strength, 3/8" ARP Custom Age 625+ bolts

ENGINE	PART NO.
Honda B18A/B, B20B/Z	<b>CRS5394AXD</b>
Honda B18C VTEC	<b>CRS5430AXD</b>
Honda H22	<b>CRS5630HXD</b>
Honda K24	<b>CRS5984KXD</b>
Subaru EJ20, EJ257	<b>CRS5137SXD</b>
Nissan SR20DET	<b>CRS5365NXD</b>

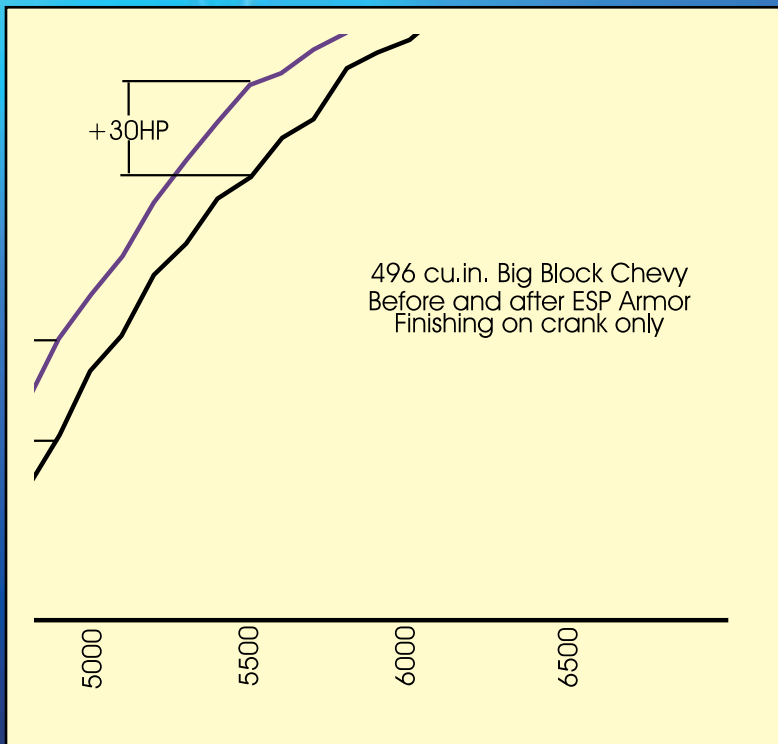
ENGINE	PART NO.
Nissan RB26DETT	<b>CRS4783NXD</b>
Toyota 3SGTE	<b>CRS5428TXD</b>
Toyota 2JZGTE	<b>CRS5590TXD</b>
Mitsubishi 4G63 7 bolt	<b>CRS5900MBXD</b>
Mitsubishi 4G63 6 bolt w/ 22mm pin	<b>CRS5900MCXD</b>
Mitsubishi 4B11T	<b>CRS5659MXD</b>

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



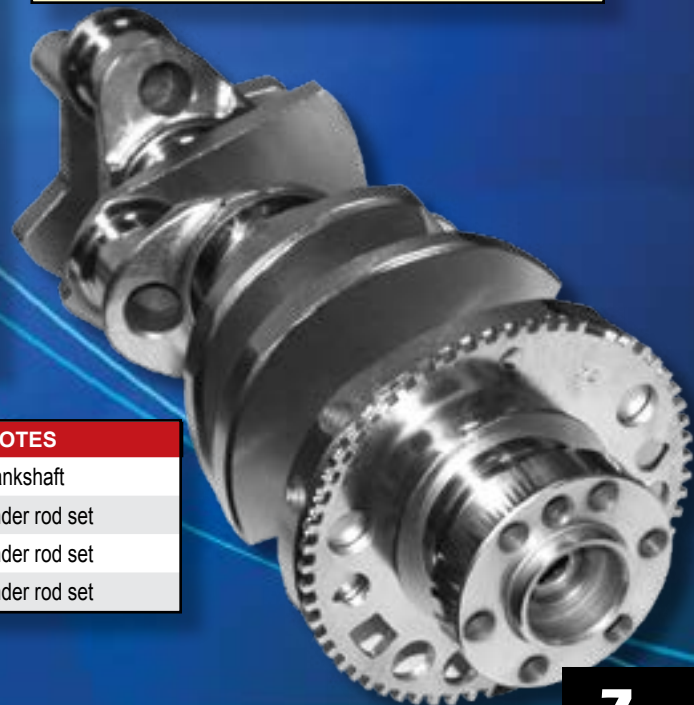
## ESP ARMOR

ESP Armor is a revolutionary new surface finishing process that is available only through Eagle. Similar processes exist, but ESP armor is unique because it is NOT A COATING, nor is it a chemical etching process. ESP Armor is a unique surface finishing process that results in an incredibly slick surface. This has many benefits. First and foremost is reduce bearing friction. By giving the oil a slicker surface to slide along, the bearing friction is reduced. This will also be evident in slower oil heating, reduced windage losses, and improved corrosion resistance. You will also notice that your bearings will live longer as a result of ESP Armor. The finish is unmistakable. Although it resembles chrome, it is not a coating that might flake off or wear out. Eagle is so confident in the effects ESP Armor has on our rods and cranks that we include a ONE YEAR LIMITED WARRANTY against breakage when ESP Armor is used on any 4340 steel crankshaft or H-beam rod. Many customers have tried it and all have been not only pleased, but surprised by the results. You've got to see it, and use it, to believe it!



### ESP Armor Dyno Test

Our test engine was a 700 hp big block Chevy (496 CID) drag race engine. The test was performed in a controlled environment by an independent dyno tuning facility. Absolutely nothing was changed in the second session except the crankshaft had been finished with ESP Armor. The engine gained 30 hp in two separate rpm points, and gained 19 hp at peak. These results are consistent with our first test done with a typical street 383 CID Chevy small block.



PART NO.	NOTES
AR 100	crankshaft
AR 504	8 cylinder rod set
AR 502	6 cylinder rod set
AR 500	4 cylinder rod set



# BRIGGS & STRATTON

## BILLET ALUMINUM RODS

Billet SAE 7075-T651 aluminum  
 1/4" ARP 2000 rod bolts  
 Serrated cap mating surface for precise cap location  
 Sizing performed with Sunnen Krossgrinding System  
 Perfect for use in junior dragsters



LENGTH	WEIGHT	ROD JOURNAL	PART NO.
4.375"	135	.998"	<b>CRS CR4375BS</b>
4.375"	125	.875"	<b>CRS CR4375SS</b>
4.500"	140	.998"	<b>CRS CR4500BS</b>

DESCRIPTION	PART NO.
replacement rod bolt	<b>871200</b>
replacement rod bolt washer	<b>871300</b>

## BILLET STEEL CRANKSHAFTS

Billet SAE 4340 steel with multi-stage heat treatment  
 Micropolished journals feature 3 r.a. or better  
 .125" fillet radiuses improve strength and rigidity  
 Shot-peened, stress-relieved, and nitrided for superior durability  
 Recommended for use up to 50hp  
 Designed around 320g bobweight



STROKE	ROD JOURNAL	PART NO.
3.000"	.875"	<b>CS3000875</b>
3.000"	.998"	<b>CS3000998</b>

DESCRIPTION	PART NO.
48 tooth cam sprocket, .500" width	<b>G35948C</b>
crank sprocket, 3 keyways, .500" width	<b>G1763W24S</b>
crank sprocket, 4 keyways, .500" width	<b>G1841W24S</b>



DESCRIPTION	PART NO.
52 tooth cam sprocket, .473" width	<b>G33752C</b>
crank sprocket, 1 keyway, .473" width	<b>G1761N26S</b>
crank sprocket, 3 keyways, .473" width	<b>G1763N26S</b>
crank sprocket, 4 keyways, .473" width	<b>G1764W26S</b>



DESCRIPTION	PART NO.
Starter nut	<b>6251N</b>
small snout bearing	<b>1616Z</b>
main bearing, .875" ID	<b>6205-14/C3</b>
main bearing, 1.000" ID	<b>6205-16-2RS</b>



# BUICK 3.8 V6

## 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



### CRS H-BEAM

DESCRIPTION	LENGTH	WEIGHT	PIN SIZE	PART NUMBER
3.8L V6 turbo	5.967"	600	.938"	<b>CRS5967B3D</b>
3.8L V6 turbo stroker	6.300"	620	.927"	<b>CRS6300V3D</b>

## FORGED 4140 STEEL CRANKS

Non-twist forged from SAE 4140 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%. Approximate weight is 47 pounds.

### 4140 STEEL



STROKE	BOBWEIGHT	MIN. ROD	BALANCE	PART NUMBER
3.400"	880	5.967"	internal	<b>523134005967</b>
3.400"	880	5.967"	external	<b>523134005967E</b>
3.625"	880	5.967"	internal	<b>523136255967</b>

## COMPETITION ASSEMBLIES

Forged 4140 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.



STROKE	ROD	PISTON	48cc	DISPLACEMENT					INTERNAL BAL.	EXTERNAL BAL.
				3.810	3.815	3.819	3.820	3.830		
3.400"	5.967"	2618 JE -28.6cc inv. dome	8.2	233	233	-	234	235	<b>45100</b>	<b>45200</b>
3.400"	5.967"	4032 Wiseco -25cc inv. dome	8.1	-	-	-	234	235	<b>45102</b>	<b>45202</b>
3.625"	6.300"	2618 CP -26.2cc inv. dome	8.6	-	-	249	-	-	<b>45101</b>	-
3.625"	6.300"	2618 CP -26.2cc inv. dome, 9310 pin	8.6	-	-	249	-	-	<b>45101U</b>	-





# 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)

## CRS H-BEAM



APPLICATION	LENGTH	WEIGHT	PIN SIZE
M52, M54, S50, S52	5.313" 135.0mm	540	22mm
M40, M42, M44	5.313" 135.0mm	540	22mm

PART NO.
<b>CRS5313B63D</b>
<b>CRS5313B43D</b>

# 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

## CRS H-BEAM



LENGTH	WEIGHT	PIN SIZE	NOTES
5.943"	545	22mm	up to 1999

PART NO.
<b>CRS5943C3D</b>

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.

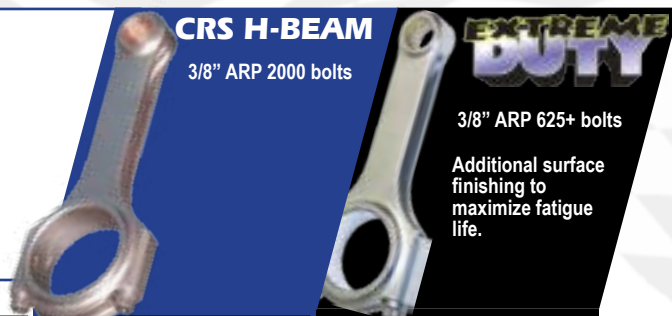


BMW, CADILLAC

# CHEVROLET 4 CYL & 6 CYL

## H-BEAM RODS

Forged 4340 steel  
 Stock journal and pin size  
 Bushed small end for full-floating piston pins  
 Big end sized with Sunnen Krossgrinder  
 Alignment sleeves for precise cap location  
 weight matched sets +/- 1g



APPLICATION	LENGTH	WEIGHT	PIN SIZE	BOLTS
LN2 OHV 2.2L	5.590"	580	.800"	3/8" ARP 2000
LD9 2.4L Quad4	5.710"	550	22mm	3/8" ARP 2000
2.2L Ecotec	5.765"	520	20mm	3/8" ARP 2000
2.3L Quad4	5.806"	590	22mm	3/8" ARP 2000
4.3 even fire V6	5.700"	665	.927"	3/8" ARP 2000
250 CID I-6	5.700"	515	.927"	7/16" ARP 8740

H-BEAM
<b>CRS5590C3D</b>
<b>CRS5710C3D</b>
<b>CRS5765C3D</b>
<b>CRS5806C3D</b>
<b>CRS570063D</b>
<b>CRS5700SLW6</b>

EXTREME DUTY
<b>CRS5590CXD</b>
<b>CRS5710CXD</b>
<b>CRS5765CXD</b>
<b>CRS5806CXD</b>
-
-

## CAST CRANKSHAFTS

Excellent alternative to O.E. crank  
 .092" radiuses so standard bearings may be used.  
 Recommended for use in pump gas street engines, no power adders.  
 Approximate weight is 33 pounds.

### CAST STEEL



APPLICATION	STROKE	NOTES
173 CID V6	2.992"	matches factory casting # 817

PART NO.
<b>10173817</b>



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.

CHEVROLET 4 & 6 CYL



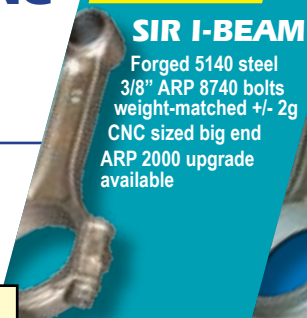
# CHEVROLET SMALL BLOCK

CHEVROLET SMALL BLOCK

## CONNECTING RODS

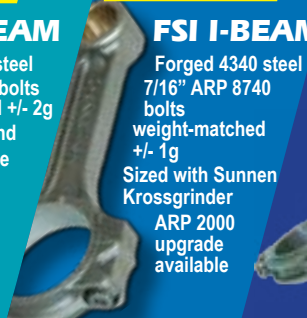
.927" pin size  
Alignment sleeves for precise cap location

### GOOD



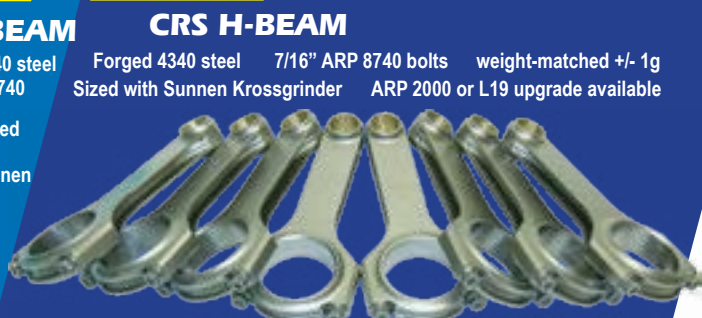
**SIR I-BEAM**  
Forged 5140 steel  
3/8" ARP 8740 bolts  
weight-matched +/- 2g  
CNC sized big end  
ARP 2000 upgrade available

### BETTER



**FSI I-BEAM**  
Forged 4340 steel  
7/16" ARP 8740 bolts  
weight-matched +/- 1g  
Sized with Sunnen Krossgrinder  
ARP 2000 upgrade available

### BEST



**CRS H-BEAM**  
Forged 4340 steel 7/16" ARP 8740 bolts weight-matched +/- 1g  
Sized with Sunnen Krossgrinder ARP 2000 or L19 upgrade available

#### 2.100" ROD JOURNALS

LENGTH	NOTES
5.565"	-
5.700"	press-fit
5.700"	-
5.850"	-
5.950"	-
6.000"	-
6.100"	-
6.125"	-
6.200"	-
6.250"	-
6.300"	-

"SIR" I-BEAM	WT.
-	-
<b>SIR5700BPLW</b>	550
<b>SIR5700BBLW</b>	560
<b>SIR5850BBLW</b>	580
<b>SIR5950BBLW</b>	585
<b>SIR6000BBLW</b>	570
-	-
<b>SIR6125BBLW</b>	600
<b>SIR6200BBLW</b>	610
<b>SIR6250BBLW</b>	615
-	-

"FSI" I-BEAM	WT.
-	-
-	-
<b>FSI5700B</b>	580
-	-
<b>FSI6000B</b>	605
-	-
-	-
-	-
-	-
-	-
-	-

"CRS" H-BEAM	WT.	w/ARP 2000	w/ARP L19
<b>CRS5565B3D</b>	635	<b>CRS5565B3D2000</b>	<b>CRS5565B3DL19</b>
-	-	-	-
<b>CRS5700B3D</b>	630	<b>CRS5700B3D2000</b>	<b>CRS5700B3DL19</b>
<b>CRS5850B3D</b>	630	<b>CRS5850B3D2000</b>	<b>CRS5850B3DL19</b>
<b>CRS5950B3D</b>	650	<b>CRS5950B3D2000</b>	<b>CRS5950B3DL19</b>
<b>CRS6000B3D</b>	640	<b>CRS6000B3D2000</b>	<b>CRS6000B3DL19</b>
<b>CRS6100L3D</b>	650	<b>CRS6100L3D2000</b>	<b>CRS6100L3DL19</b>
<b>CRS6125B3D</b>	620	<b>CRS6125B3D2000</b>	<b>CRS6125B3DL19</b>
<b>CRS6200B3D</b>	640	<b>CRS6200B3D2000</b>	<b>CRS6200B3DL19</b>
<b>CRS6250B3D</b>	650	<b>CRS6250B3D2000</b>	<b>CRS6250B3DL19</b>
<b>CRS6300B3D</b>	660	<b>CRS6300B3D2000</b>	<b>CRS6300B3DL19</b>

#### 2.000" ROD JOURNALS

LENGTH	NOTES
5.700"	press-fit
5.700"	-
5.850"	-
6.000"	-

"SIR" I-BEAM	WT.
<b>SIR5700SPLW</b>	590
<b>SIR5700SBLW</b>	595
-	-
<b>SIR6000SBLW</b>	640

"FSI" I-BEAM	WT.
-	-
-	-
-	-
-	-

"CRS" H-BEAM	WT.	w/ARP 2000	w/ARP L19
-	-	-	-
<b>CRS5700S3D</b>	640	<b>CRS5700S3D2000</b>	<b>CRS5700S3DL19</b>
<b>CRS5850S3D</b>	650	<b>CRS5850S3D2000</b>	<b>CRS5850S3DL19</b>
<b>CRS6000S3D</b>	660	<b>CRS6000S3D2000</b>	<b>CRS6000S3DL19</b>

#### 1.889" ROD JOURNALS

LENGTH	NOTES
5.700"	press-fit
5.700"	-
5.850"	-
6.000"	-

"SIR" I-BEAM	WT.
<b>SIR5700SPLW</b>	590
<b>SIR5700SBLW</b>	595
-	-
<b>SIR6000SBLW</b>	640

"FSI" I-BEAM	WT.
-	-
-	-
-	-
-	-

"CRS" H-BEAM	WT.	w/ARP 2000	w/ARP L19
-	-	-	-
<b>CRS5700H3D</b>	640	<b>CRS5700H3D2000</b>	<b>CRS5700H3DL19</b>
<b>CRS5850H3D</b>	650	<b>CRS5850H3D2000</b>	<b>CRS5850H3DL19</b>
<b>CRS6000H3D</b>	660	<b>CRS6000H3D2000</b>	<b>CRS6000H3DL19</b>

## EXTREME STROKER RODS

CNC machined for extra cam clearance  
Recommended for use with 3.875" or longer stroke

#### 2.100" ROD JOURNALS

LENGTH	NOTES
6.000"	CNC machined for extra cam clearance

"FSI" I-BEAM	WT.
<b>FSI5700BST</b>	600

"CRS" H-BEAM	WT.	w/ARP 2000	w/ARP L19
<b>CRS6000BST</b>	650	<b>CRS6000BST2000</b>	-



# 305/350 CRANKSHAFTS

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

## GOOD

### CAST STEEL

.092" radiuses  
Excellent alternative to O.E. crankshaft.  
Recommended for use in pump-gas street engines, no power-adders.



## BETTER

### 4140 STEEL

.125" radiuses

Recommended for use in pump-gas performance engines, power-adders OK.



## BEST

### 4340 STEEL

.125" radiuses

Recommended for use in competition engines, anything goes.

### 2 PIECE REAR SEAL

STROKE	NOTES	BOBWEIGHT
3.000"	"302" stroke	1855
3.250"	"327" stroke	1855
3.480"	"305/350" stroke	1855
3.500"		1855
3.562"		1855
3.625"		1855
3.750"		1855
3.750"	external balance	1855
3.750"	2.000" rod journal, ext. balance	1855
3.875"	6.000" rod or longer	1855
4.000"	6.000" rod or longer	1855
4.125"	6.000" rod or longer	1855

CAST STEEL	WT.
-	-
-	-
<b>103503480</b>	49
-	-
-	-
-	-
<b>103503750571*</b>	47
<b>103503750</b>	48
<b>103503752</b>	47
-	-
-	-
-	-

FORGED 4140 STEEL	WT.
-	-
-	-
-	-
-	-
-	-
-	-
<b>535037505700</b>	47
-	-
-	-
-	-
-	-
-	-

FORGED 4340 STEEL	WT.
<b>435030005700</b>	52
<b>435032505700</b>	52
<b>435034805700</b>	53
<b>435035005700</b>	53
<b>435035625700</b>	54
<b>435036255700</b>	54
<b>435037505700</b>	54
-	-
-	-
<b>435038756000</b>	56
<b>435040006000</b>	57
<b>435041256000</b>	57

### 1 PIECE REAR SEAL

STROKE	NOTES	BOBWEIGHT
3.000"	"302" stroke	1855
3.250"	"327" stroke	1855
3.480"	"305/350" stroke	1855
3.750"		1855
3.750"	external balance	1855
3.750"	int. front/ext. rear balance	1855
3.800"		1850
3.875"	6.000" rod or longer	1855

CAST STEEL	WT.
-	-
-	-
<b>103523480</b>	49
<b>103523750571*</b>	47
<b>103523750</b>	48
<b>10352375057E</b>	47
<b>103523800571</b>	47
-	-

FORGED 4140 STEEL	WT.
-	-
-	-
-	-
<b>535337505700</b>	47
-	-
<b>5353375057E</b>	47
-	-
-	-

FORGED 4340 STEEL	WT.
<b>435330005700</b>	52
<b>435332505700</b>	52
<b>435334805700</b>	53
<b>435037505700</b>	54
-	-
-	-
-	-
<b>435338756000</b>	56

\*1750 bobweight

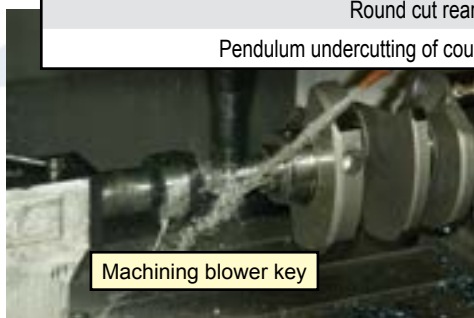
## CRANKSHAFT OPTIONS

Available only at the time of purchase

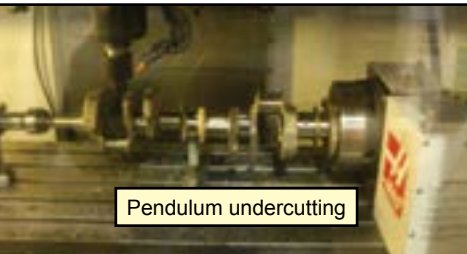


ESP Armor

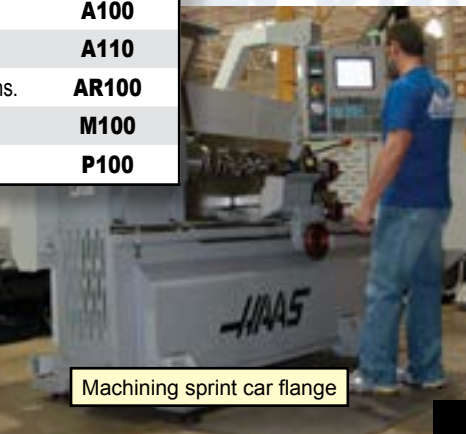
DESCRIPTION	PART NO.
machine snout for second 3/16" keyway	<b>A100</b>
machine snout for second 1/4" keyway	<b>A110</b>
ESP Armor surface finish reduces bearing friction and improves oil shedding. 1.5%- 4% typical power gains.	<b>AR100</b>
Round cut rear flange for sprint car use	<b>M100</b>
Pendulum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



Machining blower key



Pendulum undercutting



Machining sprint car flange

CHEVROLET SMALL BLOCK



# CHEVROLET 305



## CHEVY 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.

Standard bore size is 3.736".

Compression ratios calculated considering uncut block, 3.766" bore size, and .040" head gasket thickness.

### CAST CRANKSHAFT

**'SIR' I-BEAM RODS**  
3/8" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**  
Pump gas street car, no power adders

STROKE	ROD	PISTON	58cc	64cc	DISPLACEMENT		
					030	040	060
3.480"	5.700"	hyper. KB -12cc inv. dome	9.2	8.6	311	312	316
3.480"	5.700"	hyper. KB -5cc flat top	10.0	9.3	311	312	316
3.750"	5.700"	hyper. KB -10cc inv. dome	10.1	9.4	334	336	340

INTERNAL BALANCE		EXTERNAL BALANCE	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
<b>13100</b>	<b>B13100E</b>	-	-
<b>13101</b>	<b>B13101E</b>	-	-
-	-	<b>13102</b>	<b>B13102E</b>

## CHEVY 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.

### CAST CRANKSHAFT

**'SIR' I-BEAM RODS**  
3/8" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**  
Pump gas street car, no power adders

STROKE	ROD	PISTON	58cc	64cc	DISPLACEMENT		
					030	040	060
3.480"	5.700"	hyper. KB -12cc inv. dome	9.2	8.6	311	312	316
3.480"	5.700"	hyper. KB -5cc flat top	10.0	9.3	311	312	316
3.750"	5.700"	hyper. KB -10cc inv. dome	10.1	9.4	334	336	340

INTERNAL BALANCE		EXTERNAL BALANCE	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
<b>13100L</b>	<b>B13100L</b>	-	-
<b>13101L</b>	<b>B13101L</b>	-	-
-	-	<b>13102L</b>	<b>B13102L</b>

# CHEVROLET 305/350



CATEGORY	PAGES
small block rods	<b>12</b>
small block cranks	<b>13</b>
305 assemblies	<b>14</b>
350 external balance assemblies	<b>15</b>
350 2pc rear seal internal balance assemblies	<b>16/17</b>
350 1pc rear seal internal balance assemblies	<b>18/19</b>
circle track & lightweight	<b>20/21</b>
small block 400 rods	<b>22</b>
small block 400 cranks & ext. bal. assemblies	<b>23</b>
small block 400 internal balance assemblies	<b>24/25</b>

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.



## 2pc REAR SEAL EXTERNAL BALANCE ASSEMBLIES

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

Assemblies balanced by Eagle require no additional balancing and include damper and flexplate.

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

CAST CRANKSHAFT

'SIR' I-BEAM RODS

3/8" ARP 8740 bolts

HYPEREUTECTIC or FORGED PISTONS

Pump gas street car, no power adders

STROKE	ROD	PISTON	RINGS	DISPLACEMENT			DISPLACEMENT			UNBALANCED		BALANCED		
				58cc	64cc	76cc	030	040	060	UNBALANCED	BALANCED			
3.750"	6.000"	4032 Icon -18cc inv. dome	FF	9.9	9.4	8.3	383	385	388	<b>13303</b>	<b>B13303E</b>			
<b>TOP SELLER</b>	3.750"	5.700"	hyper. KB -18cc inv. dome	std	9.9	9.4	8.3	383	385	388	<b>13004</b>	<b>B13004E</b>		
3.750"	5.700"	4032 Icon -18cc inv. dome	std	9.9	9.4	8.3	383	385	388	<b>13304</b>	<b>B13304E</b>			
3.750"	5.700"	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	383	385	388	<b>13001</b>	<b>B13001E</b>			
3.750"	6.000"	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	383	385	388	<b>13002</b>	<b>B13002E</b>			
<b>TOP SELLER</b>	3.750"	5.700"	Speed Pro -12cc inv. dome	std	10.4	9.8	8.7	383	385	388	-	<b>B13404E</b>		
<b>TOP SELLER</b>	3.750"	5.700"	Speed Pro -5cc flat top	std	11.2	10.5	9.3	383	385	388	-	<b>B13405E</b>		
<b>TOP SELLER</b>	3.750"	5.700"	hyper. KB -7cc flat top	std	11.2	10.5	9.3	383	385	388	<b>13005</b>	<b>B13005E</b>		
3.750"	5.700"	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	383	385	388	<b>13006</b>	<b>B13006E</b>			
3.750"	6.000"	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	383	385	388	<b>13007</b>	<b>B13007E</b>			
3.750"	5.700"	4032 Icon -3.7cc flat top	FF	11.7	10.9	9.7	383	385	388	<b>13305</b>	<b>B13305E</b>			
3.750"	6.000"	4032 Icon -5cc flat top	FF	11.3	10.5	9.3	383	385	388	<b>13316</b>	<b>B13316E</b>			

## 1pc REAR SEAL EXTERNAL BALANCE 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, 4.030" bore, & .040" head gasket thickness.

CAST CRANKSHAFT

'SIR' I-BEAM RODS

3/8" ARP 8740 bolts

HYPEREUTECTIC or FORGED PISTONS

Pump gas street car, no power adders

STROKE	ROD	PISTON	RINGS	DISPLACEMENT			EXTERNAL BALANCE							
				030	040	060	internal(f), external(r) balance		EXTERNAL BALANCE					
							UNBALANCED	BALANCED	UNBALANCED	BALANCED				
3.480"	5.700"	4032 SRP -24cc inv. dome	FF	8.8	8.3	7.5	355	356	360	<b>13020L</b>	<b>B13020L</b>	-	-	
3.480"	5.700"	press-fit Speed Pro -10cc inv. dome	std	9.5	8.9	8.0	355	356	360	-	<b>B13403L</b>	-	-	
3.480"	5.700"	hyper. KB -12cc inv. dome	std	9.7	9.1	8.2	355	356	360	<b>13201L</b>	<b>B13201L</b>	-	-	
<b>TOP SELLER</b>	3.480"	5.700"	press-fit Speed Pro -7cc flat top	std	10.3	9.6	8.5	355	356	360	-	<b>B13402L</b>	-	-
3.480"	5.700"	hyper. KB -7cc flat top	std	10.3	9.6	8.5	355	356	360	<b>13202L</b>	<b>B13202L</b>	-	-	
3.480"	6.000"	hyper. KB -7cc flat top	std	10.3	9.6	8.5	355	356	360	<b>13205L</b>	<b>B13205L</b>	-	-	
3.480"	6.000"	"claimer" KB -5cc flat top	std	10.6	9.9	8.8	355	356	360	<b>13208L</b>	<b>B13208L</b>	-	-	
3.480"	5.700"	4032 Mahle -5cc flat top	FF	10.3	9.6	8.5	355	356	360	<b>13021L</b>	<b>B13021L</b>	-	-	
3.480"	6.000"	4032 Mahle -5cc flat top	FF	10.3	9.6	8.5	355	356	360	<b>13022L</b>	<b>B13022L</b>	-	-	
3.480"	5.700"	4032 Icon -3.7cc flat top	FF	10.8	10.1	9.1	383	385	388	<b>13302L</b>	<b>B13302L</b>	-	-	
3.480"	6.000"	4032 Icon -3.7cc flat top	FF	10.8	10.1	9.1	383	385	388	<b>13311L</b>	<b>B13311L</b>	-	-	
3.750"	6.000"	4032 Icon -18cc inv. dome	FF	9.9	9.4	8.4	383	385	388	<b>13573</b>	<b>B13573</b>	<b>13303L</b>	<b>B13303L</b>	
3.750"	5.700"	hyper. KB -18cc inv. dome	std	9.9	9.4	8.4	383	385	388	<b>13554L</b>	<b>B13554L</b>	<b>13004L</b>	<b>B13004L</b>	
3.750"	5.700"	4032 Icon -18cc inv. dome	std	9.9	9.4	8.4	383	385	388	<b>13574</b>	<b>B13574</b>	<b>13304L</b>	<b>B13304L</b>	
3.750"	5.700"	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	383	385	388	<b>13551L</b>	<b>B13551L</b>	<b>13001L</b>	<b>B13001L</b>	
3.750"	6.000"	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	383	385	388	<b>13552L</b>	<b>B13552L</b>	<b>13002L</b>	<b>B13002L</b>	
<b>TOP SELLER</b>	3.750"	5.700"	Speed Pro -12cc inv. dome	std	10.4	9.8	8.7	383	385	388	-	<b>B13504L</b>	-	<b>B13404L</b>
<b>TOP SELLER</b>	3.750"	5.700"	Speed Pro -5cc flat top	std	11.2	10.5	9.3	383	385	388	-	<b>B13505L</b>	-	<b>B13405L</b>
3.750"	5.700"	hyper. KB -7cc flat top	std	11.2	10.5	9.3	383	385	388	<b>13555L</b>	<b>B13555L</b>	<b>13005L</b>	<b>B13005L</b>	
3.750"	5.700"	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	383	385	388	<b>13556L</b>	<b>B13556L</b>	<b>13006L</b>	<b>B13006L</b>	
3.750"	6.000"	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	383	385	388	<b>13557L</b>	<b>B13557L</b>	<b>13007L</b>	<b>B13007L</b>	
3.750"	5.700"	4032 Icon -3.7cc flat top	FF	11.7	10.9	9.7	383	385	388	<b>13565L</b>	<b>B13565L</b>	<b>13305L</b>	<b>B13305L</b>	
3.750"	6.000"	4032 Icon -5cc flat top	FF	11.3	10.5	9.3	383	385	388	<b>13566L</b>	<b>B13566L</b>	<b>13316L</b>	<b>B13316L</b>	

CHEVROLET 350 EXTERNAL BALANCE



## INTERNAL BALANCE 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 (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.

CHEVROLET 350 2 PIECE REAR SEAL

	STROKE	ROD	PISTON	RINGS	58cc	64cc	76cc	DISPLACEMENT			
								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 L19	2618 JE -22cc F.I. inv. dome	FF	8.8	8.3	7.8	-	355	-	-
TOP SELLER	3.480"	5.700" press-fit	Speed Pro -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	Speed Pro -7cc flat top	std	10.3	9.6	8.5	350	355	356	360
TOP SELLER	3.480"	5.700"	Speed Pro -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
	3.500"	6.000"	4032 Mahle -5cc flat top	FF	10.6	9.9	9.0	352	357	359	362
	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"	Speed Pro -12cc inv. dome	std	10.4	9.8	8.7	377	383	385	388
TOP SELLER	3.750"	5.700"	Speed Pro -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	377	383	385	388
TOP SELLER	3.750"	6.000"	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	377	383	385	388
	3.750"	5.700"	4032 Icon -3.7cc flat top	FF	11.7	10.9	9.6	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	-	383	385	388
	3.875"	6.000" extreme stroke ARP 2000	4032 Mahle -18cc inv. dome	FF	10.1	9.5	8.5	-	395	397	-
	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 Mahle -5cc flat top	FF	11.9	11.1	9.8	-	408	410	414





**GOOD**  
CAST CRANKSHAFT

'SIR' I-BEAM RODS  
3/8" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**  
Pump gas street car, no power adders

**BETTER** FORGED 4140 STEEL CRANK

'FSI' I-BEAM RODS  
7/16" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**  
Pump gas performance, Mild power adder with forged piston only

**BEST** FORGED 4340 STEEL CRANK

H-BEAM RODS  
ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**  
Competition use, Race gas, power adders OK.

GOOD		BETTER		BEST	
UNBALANCED	INTERNALLY BALANCED	UNBALANCED	INTERNALLY BALANCED	UNBALANCED	INTERNALLY BALANCED
13020	B13020E	62029	B62029	12029	B12029
-	-	-	-	35100	B35100
-	B13403E	-	-	-	-
13201	B13201E	-	-	-	-
-	B13402E	-	-	-	-
-	B13401E	-	-	-	-
13202	B13202E	-	-	-	-
13205	B13205E	-	-	-	-
13208	B13208E	-	-	-	-
13021	B13021E	62001	B62001	12001	B12001
13022	B13022E	62003	B62003	12003	B12003
13302	B13302E	62302	B62302	12302	B12302
13311	B13311E	62311	B62311	12311	B12311
-	-	62004	B62004	12004	B12004
-	-	62020	B62020	12020	B12020
-	-	62006	B62006	12006	B12006
-	-	-	-	35120	B35120
-	-	62046	B62046	-	-
-	-	-	-	35130	B35130
13323	B13323E	62303	B62303	12303	B12303
13054	B13054E	-	-	-	-
13324	B13324E	62304	B62304	12304	B12304
13051	B13051E	62007	B62007	12007	B12007
13052	B13052E	62010	B62010	12010	B12010
-	B13454E	-	-	-	-
-	B13455E	-	-	-	-
13055	B13055E	-	-	-	-
13056	B13056E	62008	B62008	12008	B12008
13057	B13057E	62011	B62011	12011	B12011
13325	B13325E	62305	B62305	12305	B12305
13326	B13326E	62316	B62316	12316	B12316
-	-	62009	B62009	12009	B12009
-	-	62012	B62012	12012	B12012
-	-	62077	B62077	12077	B12077
-	-	-	-	12015	B12015
-	-	-	-	12013	B12013
-	-	-	-	12014	B12014

CHEVROLET 350 2 PIECE REAR SEAL



## INTERNAL BALANCE 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.

CHEVROLET 350 1PC REAR SEAL

TOP  
SELLER

STROKE	ROD	PISTON	RINGS	58cc	64cc	76cc	DISPLACEMENT			
							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"	2618 JE -22cc inv. dome	FF	8.8	8.3	7.8	-	355	-	-
3.480"	5.700"	4032 Mahle -5cc flat top	FF	10.3	9.6	9.0	350	355	356	360
3.480"	6.000"	4032 Mahle -5cc flat top	FF	10.3	9.6	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"	2618 JE -31cc inv. dome	FF	8.7	8.2	7.8	-	383	-	-
3.750"	6.000"	2618 JE -28cc inv. dome	FF	8.9	8.4	7.9	-	383	-	389
3.750"	5.700"	4032 Mahle -26cc inv. dome	FF	9.0	8.6	7.8	-	383	385	-
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"	Speed Pro -12cc inv. dome	std	10.4	9.8	8.7	377	383	385	388
3.750"	5.700"	Speed Pro -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	377	383	385	388
3.750"	5.850"	4032 SRP -5cc flat top	FF	11.5	10.8	9.3	-	383	-	-
3.750"	6.000"	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	377	383	385	388
3.750"	5.700"	4032 Icon -3.7cc flat top	FF	11.7	10.9	9.6	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	-	383	385	388
3.800"	5.850"	4032 Mahle -26cc inv. dome	FF	9.1	8.7	7.7	-	388	-	-
3.800"	5.850"	4032 Mahle -20cc inv. dome	FF	10.1	9.5	8.5	-	388	-	-
3.875"	6.000" extreme stroke ARP 2000	4032 Mahle -18cc inv. dome	FF	10.1	9.5	8.5	-	395	397	-
3.875"	6.000" extreme stroke ARP 2000	4032 Mahle -5cc flat top	FF	11.6	10.8	9.6	-	395	397	-



## LATE MODEL INTERNAL BALANCE FLEXPLATE

Internal balance for Chevy small block 1 piece rear seal including LT1.  
Street use only - NOT SFI approved.

DESCRIPTION	PART NO.
168 tooth int. balance, 14 1/8" diameter	<b>FRA159ESP</b>
153 tooth int. balance, 12 7/8" diameter	<b>FRA160ESP</b>



**GOOD**

**CAST CRANKSHAFT**

'SIR' I-BEAM RODS  
3/8" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**

Pump gas street car, no power adders

**BETTER**

**FORGED 4140 STEEL CRANK**

'FSI' I-BEAM RODS  
7/16" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**

Pump gas performance, Mild power adder with forged piston only

**BEST**

**FORGED 4340 STEEL CRANK**

**H-BEAM RODS**  
ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**

Competition use. Race gas, power adders OK.

UNBALANCED		INTERNALLY BALANCED		UNBALANCED		INTERNALLY BALANCED		UNBALANCED		INTERNALLY BALANCED																																																																																																																																																																															
-	-	62129	B62129	12129	B12129	-	-	-	-	36100	B36100	-	-	62101	B62101	12101	B12101	-	-	62103	B62103	12103	B12103	-	-	62302L	B62302L	12302L	B12302L	-	-	62311L	B62311L	12311L	B12311L	-	-	62104	B62104	12104	B12104	-	-	62106	B62106	12106	B12106	-	-	-	-	36120	B36120	-	-	-	-	36130	B36130	-	-	62146	B62146	-	-	13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113
-	-	-	-	36100	B36100	-	-	62101	B62101	12101	B12101	-	-	62103	B62103	12103	B12103	-	-	62302L	B62302L	12302L	B12302L	-	-	62311L	B62311L	12311L	B12311L	-	-	62104	B62104	12104	B12104	-	-	62106	B62106	12106	B12106	-	-	-	-	36120	B36120	-	-	-	-	36130	B36130	-	-	62146	B62146	-	-	13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113						
-	-	62101	B62101	12101	B12101	-	-	62103	B62103	12103	B12103	-	-	62302L	B62302L	12302L	B12302L	-	-	62311L	B62311L	12311L	B12311L	-	-	62104	B62104	12104	B12104	-	-	62106	B62106	12106	B12106	-	-	-	-	36120	B36120	-	-	-	-	36130	B36130	-	-	62146	B62146	-	-	13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113												
-	-	62103	B62103	12103	B12103	-	-	62302L	B62302L	12302L	B12302L	-	-	62311L	B62311L	12311L	B12311L	-	-	62104	B62104	12104	B12104	-	-	62106	B62106	12106	B12106	-	-	-	-	36120	B36120	-	-	-	-	36130	B36130	-	-	62146	B62146	-	-	13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																		
-	-	62302L	B62302L	12302L	B12302L	-	-	62311L	B62311L	12311L	B12311L	-	-	62104	B62104	12104	B12104	-	-	62106	B62106	12106	B12106	-	-	-	-	36120	B36120	-	-	-	-	36130	B36130	-	-	62146	B62146	-	-	13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																								
-	-	62311L	B62311L	12311L	B12311L	-	-	62104	B62104	12104	B12104	-	-	62106	B62106	12106	B12106	-	-	-	-	36120	B36120	-	-	-	-	36130	B36130	-	-	62146	B62146	-	-	13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																														
-	-	62104	B62104	12104	B12104	-	-	62106	B62106	12106	B12106	-	-	-	-	36120	B36120	-	-	-	-	36130	B36130	-	-	62146	B62146	-	-	13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																				
-	-	62106	B62106	12106	B12106	-	-	-	-	36120	B36120	-	-	-	-	36130	B36130	-	-	62146	B62146	-	-	13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																										
-	-	-	-	36120	B36120	-	-	-	-	36130	B36130	-	-	62146	B62146	-	-	13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																
-	-	-	-	36130	B36130	-	-	62146	B62146	-	-	13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																						
-	-	62146	B62146	-	-	13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																												
13323L	B13323L	62303L	B62303L	12303L	B12303L	13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																		
13054L	B13054L	-	-	-	-	13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																								
13324L	B13324L	62304L	B62304L	12304L	B12304L	13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																														
13051L	B13051L	62107	B62107	12107	B12107	13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																				
13052L	B13052L	62110	B62110	12110	B12110	-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																										
-	B13454L	-	-	-	-	-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																
-	B13455L	-	-	-	-	13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																						
13055L	B13055L	-	-	-	-	13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																												
13056L	B13056L	62108	B62108	12108	B12108	-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																																		
-	-	-	-	12125	B12125	13057L	B13057L	62111	B62111	12111	B12111	13325L	B13325L	62305L	B62305L	12305L	B12305L	13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																																								
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13326L	B13326L	62316L	B62316L	12316L	B12316L	-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																																																										
-	-	62109	B62109	12109	B12109	-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																																																																
-	-	62112	B62112	12112	B12112	-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																																																																						
-	-	62136	B62136	12136	B12136	13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																																																																												
13060L	B13060L	-	-	-	-	13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																																																																																		
13061L	B13061L	-	-	-	-	-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																																																																																								
-	-	-	-	12115	B12115	-	-	-	-	12113	B12113																																																																																																																																																																														
-	-	-	-	12113	B12113																																																																																																																																																																																				

*All stock stroke cast cranks are OE balance (internal front, external rear). See page 15.*

**CHEVROLET 350 1PC REAR SEAL**

# CHEVROLET CIRCLE TRACK LIGHTWEIGHT

## LIGHTWEIGHT RODS

bushed for full-floating .927" piston pin.  
Weight-matched to +/- 1g  
Alignment sleeves for precise cap location

## SIR I-BEAM

3/8" ARP 8740 bolts  
ARP 2000 upgrade available



## CRS H-BEAM

3/8" ARP 2000 bolts  
Forged 4340 steel



2.100" ROD JOURNALS

LENGTH	WEIGHT
5.700"	540
6.000"	545
6.125"	550
6.200"	555

PART NO.
<b>SIR5700CM</b>
-
-
-

PART NO.
<b>CRS5700BLW</b>
<b>CRS6000BLW</b>
<b>CRS6125BLW</b>
<b>CRS6200BLW</b>

2.000" ROD JOURNALS

LENGTH	WEIGHT
5.700"	535
6.000"	545
6.125"	550

PART NO.
-
-
-

PART NO.
<b>CRS5700SLW</b>
<b>CRS6000SLW</b>
<b>CRS6125SLW</b>

1.889" ROD JOURNALS

LENGTH	WEIGHT
6.200"	575
6.250"	580

PART NO.
-
-

PART NO.
<b>CRS6200HJ</b>
<b>CRS6250HJ</b>

CHEVROLET CIRCLE TRACK & LIGHTWEIGHT



Ronny Howard  
Nesbit, MS

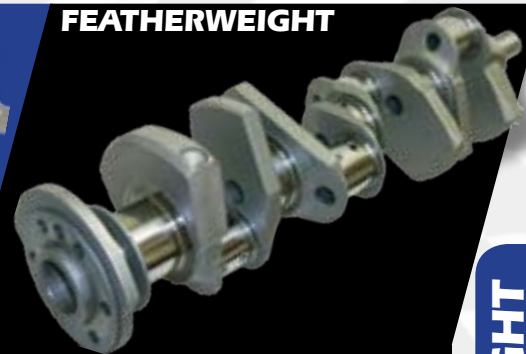
## LIGHTWEIGHT CRANKS

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.

### LIGHTWEIGHT



### FEATHERWEIGHT



2 piece rear seal only!

2.100" ROD  
JOURNALS

STROKE	MIN. ROD
3.350"	5.700"
3.480"	5.700"
3.480"	5.700"
3.500"	5.700"
3.550"	5.700"
3.750"	5.700"

BOBWEIGHT	PART NUMBER	WEIGHT
1820	<b>4350335057LA</b>	49
1750	<b>4350348057LW</b>	47
1820	<b>4350348057LA</b>	49
1820	<b>4350350057LA</b>	48
1820	<b>4350355057LA</b>	49
1820	<b>4350375057LA</b>	49

BOBWEIGHT	PART NUMBER	WEIGHT
-	-	-
-	-	-
1670	<b>4350348057FW</b>	46
1670	<b>4350350057FW</b>	46
-	-	-
-	-	-

2.000" ROD  
JOURNALS

STROKE	MIN. ROD
3.480"	5.700"
3.500"	5.700"
3.750"	5.700"
3.875"	6.000"
4.000"	6.000"

BOBWEIGHT	PART NUMBER	WEIGHT
1850	<b>4349348057LA</b>	48
1850	<b>4349350057LA</b>	48
1850	<b>4349375057LA</b>	49
1850	<b>4349387560LA</b>	49
1850	<b>4349400060LA</b>	50

1.889" ROD  
JOURNALS

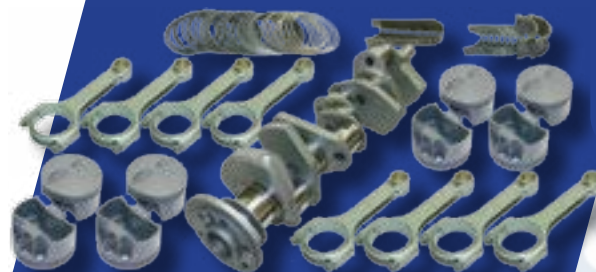
STROKE	MIN. ROD
3.000"	5.700"
3.500"	5.700"
3.750"	5.700"

BOBWEIGHT	PART NUMBER	WEIGHT
1820	<b>4348300057LA</b>	48
-	-	-
1820	<b>4348350057LA</b>	48
1820	<b>4348375057LA</b>	49

BOBWEIGHT	PART NUMBER	WEIGHT
1650	<b>4348300057FW</b>	44
1650	<b>4348335057FW</b>	45
-	-	-
-	-	-

## LIGHTWEIGHT ASSEMBLIES

Forged 4340 steel lightweight crankshaft.  
 Forged 4340 steel lightweight H-Beam rods.  
 3/8" ARP 2000 capscrew rod bolts.  
 Forged pistons and plasma-moly file fit rings.  
 Performance racing bearings.  
 Designed for internal balance with no heavy metal needed.  
 Standard bore size is 4.000"



2 piece rear seal only!

STROKE	ROD	PISTON	58cc	64cc	76cc
3.480"	5.700"	4032 LW Mahle -2cc flat top	10.6	9.9	8.8
3.480"	6.000"	4032 LW Mahle -2cc flat top	10.6	9.9	8.8
3.480"	6.125"	4032 LW Mahle -2cc flat top	10.6	9.9	8.8
3.750"	6.000"	4032 LW Mahle -2cc flat top	12.0	10.9	9.6

DISPLACEMENT		
030	040	060
355	356	360
355	356	360
355	356	360
383	385	388

UNBALANCED	
LW CRANK	FW CRANK
<b>17120</b>	<b>17220</b>
<b>17121</b>	<b>17221</b>
<b>17122</b>	<b>17222</b>
<b>17130</b>	-

BALANCED	
LW CRANK	FW CRANK
<b>B17120</b>	<b>B17220</b>
<b>B17121</b>	<b>B17221</b>
<b>B17122</b>	<b>B17222</b>
<b>B17130</b>	-



# CHEVROLET 400

CHEVROLET 400

## CONNECTING RODS

.927" pin size  
Alignment sleeves for precise cap location

### GOOD

#### SIR I-BEAM

Forged 5140 steel  
3/8" ARP 8740 bolts  
weight-matched +/- 2g  
CNC sized big end  
ARP 2000 upgrade available

### BETTER

#### FSI I-BEAM

Forged 4340 steel  
7/16" ARP 8740 bolts  
weight-matched +/- 1g  
Sized with Sunnen Krossgrinder  
ARP 2000 upgrade available

### BEST

#### CRS H-BEAM

Forged 4340 steel  
7/16" ARP 8740 bolts

weight-matched +/- 1g  
Sized with Sunnen Krossgrinder  
ARP 2000 or L19 upgrade available



LENGTH	NOTES	"SIR" I-BEAM		"FSI" I-BEAM		"CRS" H-BEAM			
		WT.		WT.		WT.	w/ARP 2000	w/ARP L19	
5.565"	-	-	-	-	-	<b>CRS5565B3D</b>	635	<b>CRS5565B3D2000</b>	<b>CRS5565B3DL19</b>
5.700"	press-fit	<b>SIR5700BPLW</b>	550	-	-	-	-	-	-
5.700"	-	<b>SIR5700BBLW</b>	550	<b>FSI5700B</b>	580	<b>CRS5700B3D</b>	630	<b>CRS5700B3D2000</b>	<b>CRS5700B3DL19</b>
5.850"	-	<b>SIR5850BBLW</b>	580	-	-	<b>CRS5850B3D</b>	630	<b>CRS5850B3D2000</b>	<b>CRS5850B3DL19</b>
5.950"	-	<b>SIR5950BBLW</b>	585	-	-	<b>CRS5950B3D</b>	650	<b>CRS5950B3D2000</b>	<b>CRS5950B3DL19</b>
6.000"	-	<b>SIR6000BBLW</b>	570	<b>FSI6000B</b>	605	<b>CRS6000B3D</b>	640	<b>CRS6000B3D2000</b>	<b>CRS6000B3DL19</b>
6.100"	-	-	-	-	-	<b>CRS6100L3D</b>	650	<b>CRS6100L3D2000</b>	<b>CRS6100L3DL19</b>
6.125"	-	<b>SIR6125BBLW</b>	600	-	-	<b>CRS6125B3D</b>	620	<b>CRS6125B3D2000</b>	<b>CRS6125B3DL19</b>
6.200"	-	<b>SIR6200BBLW</b>	610	-	-	<b>CRS6200B3D</b>	640	<b>CRS6200B3D2000</b>	<b>CRS6200B3DL19</b>
6.250"	-	<b>SIR6250BBLW</b>	615	-	-	<b>CRS6250B3D</b>	650	<b>CRS6250B3D2000</b>	<b>CRS6250B3DL19</b>
6.300"	-	-	-	-	-	<b>CRS6300B3D</b>	660	<b>CRS6300B3D2000</b>	<b>CRS6300B3DL19</b>

## EXTREME STROKER RODS

CNC machined for extra cam clearance  
Recommended for use with 3.875" or longer stroke

2.100" ROD JOURNALS



LENGTH	NOTES	"FSI" I-BEAM	WT.	"CRS" H-BEAM	WT.	w/ARP 2000	w/ARP L19
6.000"	CNC machined for extra cam clearance	<b>FSI6000BST</b>	600	<b>CRS6000BST</b>	650	<b>CRS6000BST2000</b>	-

## CRANKSHAFTS

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

### GOOD



#### CAST STEEL

.092" radiuses  
Excellent alternative to O.E. crankshaft.  
Recommended for use in pump-gas street engines, no power-adders.

### BEST



#### 4340 STEEL

.125" radiuses  
Recommended for use in competition engines, anything goes.

STROKE	MIN. ROD	NOTES
3.480"	5.700"	
3.750"	5.700"	external balance, some pistons will work with 5.565" rods
3.750"	5.700"	internal balance
3.800"	6.000"	
3.875"	6.000"	
4.000"	6.000"	
4.125"	6.000"	

PART NO.	BOBWEIGHT
-	-
<b>104003750</b>	1860
<b>10400375057I</b>	1800
-	-
-	-
-	-
-	-

PART NO.	BOBWEIGHT
<b>440034805700</b>	1900
-	-
<b>440037505700</b>	1900
<b>440038006000</b>	1900
<b>440038756000</b>	1900
<b>440040006000</b>	1900
<b>440041256000</b>	1875

CHEVROLET 400

## 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
use with Chevy 350 bearings in 400 block

PART NO.
<b>King MB5224AM</b>

## EXTERNAL BALANCE ASSEMBLIES

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

Assemblies balanced by Eagle require no additional balancing and include damper and flexplate.

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

### CAST CRANKSHAFT

'SIR' I-BEAM RODS  
3/8" ARP 8740 bolts

### HYPEREUTECTIC PISTONS

Pump gas street car, no power adders

STROKE	ROD	PISTON	RINGS	58cc	64cc	76cc
3.750"	5.700"	hyper. KB -30cc inv. dome	std	9.3	8.8	8.0
3.750"	5.700"	4032 Mahle -20cc inv. dome	FF	10.0	9.5	8.6
3.750"	6.000"	4032 Mahle -16cc inv. dome	FF	10.4	9.8	8.8
3.750"	5.700"	Speed Pro -6cc flat top	std	11.6	10.8	9.6
3.750"	5.700"	hyper. KB -7cc flat top	std	11.7	11.0	9.7
3.750"	5.700"	4032 Mahle -5cc flat top	FF	11.8	11.0	9.7
3.750"	6.000"	4032 Mahle -5cc flat top	FF	11.8	11.0	9.7

DISPLACEMENT			
000	030	040	060
-	407	409	413
401	407	409	-
-	407	409	-
401	407	409	413
-	407	409	413
401	407	409	-
401	407	409	-

UNBALANCED	BALANCED
<b>13008</b>	<b>B13008</b>
<b>13012</b>	<b>B13012</b>
<b>13011</b>	<b>B13011</b>
-	<b>B13460</b>
<b>13010</b>	<b>B13010</b>
<b>13014</b>	<b>B13014</b>
<b>13015</b>	<b>B13015</b>

TOP SELLER



## 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 application-specific pistons (see description).

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

CHEVROLET 400

TOP SELLER

STROKE	ROD	PISTON	RINGS	58cc	64cc	76cc	000	020	030	040	060
3.480	6.250"	2618 JE +6.2cc dome	FF	12.3	11.4	10.0	372	376	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	378	380	-	-
3.625"	6.000"	2618 JE +12.9cc dome	FF	14.6	13.3	11.4	388	391	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"	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	10.4	9.8	8.8	401	-	407	409	-
3.750"	5.700"	Speed Pro -6cc flat top	std	11.6	10.8	9.6	401	-	407	409	413
3.750"	5.700"	4032 Mahle -5cc flat top	FF	11.8	11.0	9.7	401	-	407	409	-
3.750"	6.000"	4032 Mahle -5cc flat top	FF	11.8	11.0	9.7	401	-	407	409	-
3.750"	6.125"	2618 JE +6.2cc dome	FF	13.6	12.5	10.9	-	405	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	405	407	409	-
3.750"	6.000"	2618 JE +10.8cc dome	FF	14.5	13.3	11.5	401	405	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	-	410	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 Mahle -5cc flat top	FF	12.1	11.3	10.0	414	-	420	422	-
3.875"	*6.000"	2618 JE +5.6cc dome	FF	13.9	12.8	11.1	414	418	420	422	426
3.875"	6.000"	2618 JE +10.8cc dome	FF	15.0	13.7	11.8	414	418	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	432	434	436	-
4.000"	6.000"	2618 JE +10.8cc dome	FF	15.4	14.1	12.2	428	432	434	436	-





**GOOD**

**CAST CRANKSHAFT**  
**'SIR' I-BEAM RODS**  
 3/8" ARP 8740 bolts  
**HYPEREUTECTIC PISTONS**  
 Pump gas street car, no power adders

**BETTER**

**FORGED 4340 STEEL CRANK**

**'FSI' I-BEAM RODS**  
 7/16" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**  
 Pump gas performance, Mild power adder with forged piston only

**BEST**

**FORGED 4340 STEEL CRANK**

**H-BEAM RODS**  
 ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**  
 Competition use. Race gas, power adders OK.

	INTERNALLY BALANCED		UNBALANCED		INTERNALLY BALANCED		UNBALANCED		INTERNALLY 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
	-	-	62500	62600	B62500	B62600	12500	12600	B12500	B12600
	-	-	62508	62608	B62508	B62608	12508	12608	B12508	B12608
	B13470	-	-	-	-	-	-	-	-	-
	-	-	62501	62605	B62501	B62605	12501	12605	B12501	B12605
	-	-	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
	-	-	-	-	-	-	12032	12132	B12032	B12132
	-	-	-	-	-	-	35640	35540	B35640	B35540
	-	-	-	-	-	-	35650	35550	B35650	B35550
	-	-	-	-	-	-	12055	12155	B12055	B12155
	-	-	-	-	-	-	12056	12156	B12056	B12156
	-	-	-	-	-	-	12023	12117	B12023	B12117
	-	-	-	-	-	-	12057	12157	B12057	B12157
	-	-	-	-	-	-	35660	35560	B35660	B35560
	-	-	-	-	-	-	35670	35570	B35670	B35570

**CHEVROLET 400**



# CHEVROLET LS

## CONNECTING RODS

Forged 4340 steel  
 7/16" ARP 8740 bolts  
 weight-matched +/- 1g  
 Sized with Sunnen Krossgrinder  
 Alignment sleeves for precise cap location

### BETTER

#### FSI I-BEAM

ARP 2000  
 upgrade  
 available



### BEST

#### CRS H-BEAM



#### 2.100" ROD JOURNALS

LENGTH	PIN SIZE	NOTES
6.100"	.927"	
6.100"	.945"	O.E. dimensions
6.125"	.927"	
6.460"	.927"	
6.560"	.927"	

"FSI" I-BEAM	WT.
-	-
-	-
<b>FSI61250</b>	610
-	-
-	-

PART NO.	WT.	w/ ARP 2000	w/ ARP L19
<b>CRS6100L3D</b>	650	<b>CRS6100L3D2000</b>	<b>CRS6100L3DL19</b>
<b>CRS6100M3D</b>	620	<b>CRS6100M3D2000</b>	<b>CRS6100M3DL19</b>
<b>CRS612503D</b>	620	<b>CRS612503D2000</b>	<b>CRS612503DL19</b>
-	645	<b>CRS646003D2000</b>	<b>CRS646003DL19</b>
-	650	<b>CRS656003D2000</b>	<b>CRS656003DL19</b>

#### 1.889" ROD JOURNALS

LENGTH	PIN SIZE	NOTES
6.460"	.927"	
6.560"	.927"	

"FSI" I-BEAM	WT.
-	-
-	-

PART NO.	WT.	w/ ARP 2000	w/ ARP L19
-	645	<b>CRS6460H3D2000</b>	<b>CRS6460H3DL19</b>
-	650	<b>CRS6560H3D2000</b>	<b>CRS6560H3DL19</b>

## 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.

#### 4.8L, 5.3L, 5.7L LS1

STROKE	ROD	PISTON	61cc	66cc
3.622"	6.125"	2618 JE -20cc F/I inv. dome	9.1	8.7
3.622"	6.125"	2618 Mahle -16cc inv. dome	9.4	9.0
3.622"	6.125"	4032 Mahle -4cc flat top	11.0	10.5
4.000"	6.125"	2618 JE -30cc F/I inv. dome	8.6	8.3
4.000"	6.125"	4032 DSS -29cc inv. dome	8.6	8.3
4.000"	6.125"	4032 DSS -29cc inv. dome	8.6	8.3
4.000"	6.125"	2618 Mahle -26cc inv. dome	9.1	8.7
4.000"	6.125"	2618 JE -20cc F/I inv. dome	9.3	8.9
4.000"	6.125"	Mahle -16cc inv. dome	9.6	9.2
4.000"	6.125"	4032 DSS -15cc inv. dome	9.7	9.3
4.000"	6.125"	4032 DSS -15cc inv. dome	9.7	9.3
4.000"	6.125"	2618 JE -5cc heavy duty flat top	10.9	10.5
4.000"	6.125"	4032 DSS -5cc inv. dome	10.9	10.5
4.000"	6.125"	4032 DSS -5cc inv. dome	10.9	10.5
4.000"	6.125"	Mahle 0cc dome	10.9	10.9
4.000"	6.125"	4032 Mahle -6cc flat top	11.5	11.0
4.000"	6.125"	2618 JE +10cc nitrous dome	14.3	13.3
4.125"	6.125"	2618 Arias -4cc flat top	12.6	12.0

DISPLACEMENT										
3.780	3.800	3.810	3.820	3.898	3.900	3.903	3.905	3.913	4.000	
-	-	-	-	346	-	-	347	-	-	
-	-	-	-	-	-	-	347	-	-	
-	-	-	-	-	346	-	347	-	-	
-	-	-	-	346	-	-	347	-	-	
359	363	365	367	-	-	-	-	-	402	
-	-	-	-	382	382	383	383	385	-	
-	-	-	-	-	-	-	383	-	-	
-	-	-	-	382	-	-	383	-	-	
-	363	-	-	-	-	-	-	-	-	
359	363	365	367	-	-	-	-	-	402	
-	-	-	-	382	382	383	383	385	-	
-	-	-	-	382	-	-	383	-	-	
359	363	365	367	-	-	-	-	-	402	
-	-	-	-	382	382	383	383	385	-	
-	363	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	383	-	-	
-	-	-	-	-	382	-	383	-	402	
-	-	-	-	-	-	-	395	-	-	

CHEVROLET LS

TOP SELLER

## 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 5/16" keyway for the damper or blower hub.

STROKE	BOBWEIGHT	MIN. ROD	NOTES
3.622"	1800	6.100"	
4.000"	1800	6.125"	
4.125"	1800	6.125"	
4.250"	1800	6.460"	tall deck block
4.375"	call	6.460"	1.889" rod journal, tall deck block

58 tooth reluctor, long snout for dry sump oiling

STROKE	BOBWEIGHT	MIN. ROD	NOTES
4.000"	1800	6.125"	long snout
4.125"	1800	6.125"	long snout
4.250"	1800	6.460"	long snout, tall deck block
4.375"	call	6.460"	1.889" rod journal, tall deck block

### BETTER

#### 4140 STEEL

.125" radiuses  
Recommended for use in pump-gas performance engines, power-adders OK.

### BEST

#### 4340 STEEL

.125" radiuses  
Recommended for use in competition engines, anything goes.



24t RELUCTOR	58t RELUCTOR
-	-
<b>534640006100</b>	<b>534740006100</b>
-	-
-	-
-	-

24t RELUCTOR	58t RELUCTOR
<b>434636226100</b>	<b>434736226100</b>
<b>434640006100</b>	<b>434740006100</b>
<b>434641256100</b>	<b>434741256100</b>
<b>434642506560</b>	<b>434742506560</b>
<b>434643756460</b>	<b>434743756460</b>

58t RELUCTOR
<b>442740006100</b>
<b>442741256100</b>
<b>442742506560</b>
<b>442743756460</b>

CHEVROLET LS

### BETTER

#### FORGED 4140 STEEL CRANK

'FSI' I-BEAM RODS  
7/16" ARP 8740 bolts

#### HYPEREUTECTIC or FORGED PISTONS

Pump gas performance, Mild power adder with forged piston only

### BEST

#### FORGED 4340 STEEL CRANK

H-BEAM RODS

ARP 2000 or L19 bolt upgrade available

#### PREMIUM FORGED PISTONS

Competition use. Race gas, power adders OK.

UNBALANCED		BALANCED		UNBALANCED		BALANCED	
24 t	58 t	24 t	58 t	24 t	58 t	24 t	58 t
-	-	-	-	<b>32911</b>	<b>32941</b>	<b>B32911</b>	<b>B32941</b>
<b>62900*</b>	<b>62916*</b>	<b>B62900*</b>	<b>B62916*</b>	<b>12900</b>	<b>12916</b>	<b>B12900</b>	<b>B12916</b>
-	-	-	-	<b>12902</b>	<b>12918</b>	<b>B12902</b>	<b>B12918</b>
-	-	-	-	<b>32913</b>	<b>32943</b>	<b>B32913</b>	<b>B32943</b>
<b>62702</b>	<b>62762</b>	<b>B62702</b>	<b>B62762</b>	-	-	-	-
<b>63702</b>	<b>63762</b>	<b>B63702</b>	<b>B63762</b>	-	-	-	-
<b>63906</b>	<b>63922</b>	<b>B63906</b>	<b>B63922</b>	<b>12906</b>	<b>12922</b>	<b>B12906</b>	<b>B12922</b>
-	-	-	-	<b>32914</b>	<b>32944</b>	<b>B32914</b>	<b>B32944</b>
<b>63881</b>	<b>63981</b>	<b>B63881</b>	<b>B63981</b>	<b>12881</b>	<b>12981</b>	<b>B12881</b>	<b>B12981</b>
<b>62704</b>	<b>62764</b>	<b>B62704</b>	<b>B62764</b>	-	-	-	-
<b>63704</b>	<b>63764</b>	<b>B63704</b>	<b>B63764</b>	-	-	-	-
-	-	-	-	<b>32915</b>	<b>32945</b>	<b>B32915</b>	<b>B32945</b>
<b>62700</b>	<b>62760</b>	<b>B62700</b>	<b>B62760</b>	-	-	-	-
<b>63700</b>	<b>63760</b>	<b>B63700</b>	<b>B63760</b>	-	-	-	-
<b>63880</b>	<b>63980</b>	<b>B63880</b>	<b>B63980</b>	<b>12880</b>	<b>12980</b>	<b>B12880</b>	<b>B12980</b>
<b>63912</b>	<b>63983</b>	<b>B63912</b>	<b>B63983</b>	<b>12912</b>	<b>12983</b>	<b>B12912</b>	<b>B12983</b>
-	-	-	-	<b>32916</b>	<b>32946</b>	<b>B32916</b>	<b>B32946</b>
-	-	-	-	<b>12808</b>	-	<b>B12808</b>	-

\*uses forged 4340 steel crank



## CHEVROLET 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.

### LS2, LQ4, LQ9

STROKE	ROD	PISTON	61cc	66cc	72cc	DISPLACEMENT			
						4.005	4.010	4.030	4.060
3.622"	6.125"	4032 Icon -5.5cc flat top	11.0	10.5	9.8	365	-	-	-
3.622"	6.125"	4032 Mahle -4cc flat top	11.0	10.5	9.8	365	366	370	-
3.622"	6.125"	2618 Diamond +10cc H.D. dome	13.5	12.8	12.0	-	-	408	-
4.000"	6.125"	2618 Arias -29cc inv. dome	9.6	9.1	8.5	403	-	408	414
4.000"	6.125"	2618 Mahle -28cc 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	-
4.000"	6.125"	4032 DSS -29cc inv. dome	9.5	9.0	8.4	-	-	-	414
4.000"	6.125"	2618 Diamond -28cc F/I inv. dome	9.7	9.2	8.6	403	404	408	-
4.000"	6.125"	2618 Diamond -17cc inv. dome	10.7	10.2	9.7	403	404	408	-
4.000"	6.125"	4032 DSS -15cc inv. dome	10.9	10.4	9.8	403	404	408	-
4.000"	6.125"	4032 DSS -15cc inv. dome	10.9	10.4	9.8	-	-	-	414
4.000"	6.125"	4032 Mahle -12cc inv. dome	11.3	10.8	10.2	403	404	408	-
4.000"	6.125"	2618 JE -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	-
4.000"	6.125"	4032 DSS -5cc flat top	12.1	11.5	10.8	-	-	-	414
4.000"	6.125"	2618 Arias -3.1cc flat top	12.4	11.8	11.0	403	-	408	-
4.000"	6.125"	4032 Mahle -4cc flat top	12.1	11.4	10.7	403	-	408	-
4.125"	6.125"	4032 DSS GSX -29cc inv. dome	9.8	9.3	8.7	403	404	408	414
4.125"	6.125"	4032 DSS GSX -15cc inv. dome	11.2	10.6	10.0	403	404	408	414
4.125"	6.125"	4032 DSS GSX -5cc flat top	12.2	11.5	10.8	403	404	408	414

**TOP  
SELLER**

### LS Head Castings

706, 852, 862	4.8L, 5.3L	61cc
243, 799	LS2, LS6, truck	64.5cc
706, 852, 862	4.8L, 5.3L	61cc
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

**LS2 ASSEMBLIES**

**BETTER**
**FORGED 4140 STEEL CRANK**
**'FSI' I-BEAM RODS**  
 7/16" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**

 Pump gas performance, Mild power  
 adder with forged piston only

**BEST**

**FORGED 4340 STEEL CRANK**
**H-BEAM RODS**

ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**

Competition use. Race gas, power adders OK.

	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
	<b>62820</b>	<b>62821</b>	<b>B62820</b>	<b>B62821</b>	<b>12710</b>	<b>12771</b>	<b>12721</b>	<b>B12710</b>	<b>B12771</b>	<b>B12721</b>
	-	-	-	-	<b>12902</b>	<b>12918</b>	-	<b>B12902</b>	<b>B12918</b>	-
	-	-	-	-	<b>32828</b>	<b>32829</b>	<b>32839</b>	<b>B32828</b>	<b>B32829</b>	<b>B32839</b>
	-	-	-	-	<b>12822</b>	<b>12823</b>	<b>12833</b>	<b>B12822</b>	<b>B12823</b>	<b>B12833</b>
	-	-	-	-	<b>12906</b>	<b>12922</b>	<b>12722</b>	<b>B12906</b>	<b>B12922</b>	<b>B12722</b>
	<b>62712</b>	<b>62722</b>	<b>B62712</b>	<b>B62722</b>	-	-	-	-	-	-
	<b>63712</b>	<b>63722</b>	<b>B63712</b>	<b>B63722</b>	-	-	-	-	-	-
	-	-	-	-	<b>32842</b>	<b>32833</b>	<b>32843</b>	<b>B32842</b>	<b>B32833</b>	<b>B32843</b>
	-	-	-	-	<b>32844</b>	<b>32835</b>	<b>32845</b>	<b>B32844</b>	<b>B32835</b>	<b>B32845</b>
	<b>62714</b>	<b>62774</b>	<b>B62714</b>	<b>B62774</b>	-	-	-	-	-	-
	<b>63714</b>	<b>63774</b>	<b>B63714</b>	<b>B63774</b>	-	-	-	-	-	-
	-	-	-	-	<b>12910</b>	<b>12926</b>	<b>12726</b>	<b>B12910</b>	<b>B12926</b>	<b>B12726</b>
	-	-	-	-	<b>12830</b>	<b>12831</b>	<b>12841</b>	<b>B12830</b>	<b>B12831</b>	<b>B12841</b>
	<b>62710</b>	<b>62770</b>	<b>B62710</b>	<b>B62770</b>	-	-	-	-	-	-
	<b>63710</b>	<b>63770</b>	<b>B63710</b>	<b>B63770</b>	-	-	-	-	-	-
	-	-	-	-	<b>12826</b>	<b>12827</b>	<b>12837</b>	<b>B12826</b>	<b>B12827</b>	<b>B12837</b>
	-	-	-	-	<b>12917</b>	<b>12930</b>	<b>12730</b>	<b>B12917</b>	<b>B12930</b>	<b>B12730</b>
	-	-	-	-	<b>12718</b>	<b>12778</b>	<b>12888</b>	<b>B12718</b>	<b>B12778</b>	<b>B12888</b>
	-	-	-	-	<b>12717</b>	<b>12777</b>	<b>12887</b>	<b>B12717</b>	<b>B12777</b>	<b>B12887</b>
	-	-	-	-	<b>12716</b>	<b>12776</b>	<b>12886</b>	<b>B12716</b>	<b>B12776</b>	<b>B12886</b>



## CHEVROLET 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.

### LS3 / L92/ LSA heads

STROKE	ROD	PISTON	68cc	72cc	DISPLACEMENT									
					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	365	-	-	-	-	-	377	-	-	-
3.622"	6.125"	2618 Diamond +10cc H.D. dome	12.6	11.9	-	-	-	-	376	-	-	387	-	-
4.000"	6.125"	4032 DSS -29cc inv. dome	9.1	8.8	403	408	410	-	-	-	-	-	-	-
4.000"	6.125"	4032 DSS -29cc inv. dome	9.1	8.8	-	-	-	414	415	416	417	428	434	-
4.000"	6.125"	2618 Mahle -20/-25cc inv. dome	9.8	9.5	403	408	-	414	415	416	417	428	434	-
4.000"	6.125"	4032 DSS -15cc inv. dome	10.3	9.9	403	408	410	-	-	-	-	-	-	-
4.000"	6.125"	4032 DSS -15cc inv. dome	10.3	9.9	-	-	-	414	415	416	417	428	434	-
4.000"	6.125"	4032 SRP Pro -10cc inv. dome	10.8	10.4	403	408	-	-	-	-	-	-	-	-
4.000"	6.125"	4032 DSS -5cc flat top	11.4	11.0	403	408	410	-	-	-	-	-	-	-
4.000"	6.125"	4032 DSS -5cc flat top	11.4	11.0	-	-	-	414	415	416	417	428	434	-
4.000"	6.125"	4032 Mahle -4cc flat	11.6	11.1	403	408	-	-	415	416	-	-	-	-
4.000"	6.125"	2618 Diamond -2cc H.D. flat top	11.8	11.3	-	-	-	-	-	416	-	428	-	-
4.125"	6.125"	2618 Diamond -29cc F/I inv. dome	9.3	9.0	-	-	-	-	-	429	-	441	-	-
4.125"	6.125"	4032 Mahle -8cc flat top	11.4	10.9	-	-	-	-	-	429	-	441	-	-

## CHEVROLET 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.

### LS7, LSX, sleeved blocks

STROKE	ROD	PISTON	66cc	70cc	DISPLACEMENT			
					4.125	4.130	4.135	4.155
4.000"	6.125"	2618 Arias -29cc inv. dome	9.5	9.1	428	-	-	-
4.000"	6.125"	2618 Diamond -23cc F/I inv. dome	10.0	9.6	428	430	-	-
4.000"	6.125"	2618 Arias -4.5cc flat top	12.1	11.5	428	-	-	-
4.125"	6.125"	4032 Mahle -8cc inv. dome	11.9	11.4	441	-	-	-
4.125"	6.125"	2618 CP -4.6cc flat top	12.4	11.8	441	442	442	447
4.125"	6.125"	2618 CP +5cc dome	13.9	13.2	-	442	442	447

### BETTER

#### FORGED 4140 STEEL CRANK

**'FSI' I-BEAM RODS**  
7/16" ARP 8740 bolts

#### HYPEREUTECTIC or FORGED PISTONS

Pump gas performance, Mild power adder with forged piston only

UNBALANCED		BALANCED	
24 t	58 t	24 t	58 t
62932	62940	B62932	B62940
-	-	-	-
62732	62792	B62732	B62792
63732	63792	B63732	B63792
62936	62944	B62936	B62944
62731	62791	B62731	B62791
63731	63791	B63731	B63791
-	-	-	-
62730	62790	B62730	B62790
63730	63790	B63730	B63790
62938	62946	B62938	B62946
-	-	-	-
-	-	-	-
62919	62952	B62919	B62952

### BEST

#### FORGED 4340 STEEL CRANK

**H-BEAM RODS**  
ARP 2000 or L19 bolt upgrade available

#### PREMIUM FORGED PISTONS

Competition use. Race gas, power adders OK.

UNBALANCED		BALANCED	
24 t	58 t	24 t	58 t
12932	12940	B12932	B12940
32921	32951	B32921	B32951
-	-	-	-
-	-	-	-
12936	12944	B12936	B12944
-	-	-	-
-	-	-	-
12920	12950	B12920	B12950
-	-	-	-
-	-	-	-
12938	12946	B12938	B12946
32922	32952	B32922	B32952
12923	12953	B12923	B12953
12919	12952	B12919	B12952



#### FORGED 4340 STEEL CRANK

**H-BEAM RODS**  
ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**  
Competition use. Race gas, power adders OK.

UNBALANCED			BALANCED		
24 t	58 t	58t + LONG SNOOT	24 t	58 t	58t + LONG SNOOT
12822	12823	12833	B12822	B12823	B12833
32920	32950	32952	B32920	B32950	B32952
12826	12827	12837	B12826	B12827	B12837
12919	12952	12954	B12919	B12952	B12954
12828	12829	12839	B12828	B12829	B12839
12824	12825	12835	B12824	B12825	B12835



# CHEVROLET 409

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. Approximate weight is 70 pounds.



STROKE	BOBWEIGHT	MIN. ROD
4.000"	2350	6.135"

PART NO.
440940026135

## ROTATING ASSEMBLIES

Forged 4340 steel crankshaft, forged 4340 steel H-Beam rods. 7/16" ARP 8740 capscrew rod bolts (ARP 2000 & L19 available). Forged 2618 Ross pistons and plasma-moly file fit rings and performance bearings. Designed for internal balance with no heavy metal needed. Order by actual bore size.

**BETTER**

**FORGED 4340 STEEL CRANK**

'FSI' I-BEAM RODS  
7/16" ARP 8740 bolts

**FORGED PISTONS**  
Pump gas street car, no power adders

**BEST**

**FORGED 4340 STEEL CRANK**

**H-BEAM RODS**  
ARP 2000 or L19 bolt upgrade available

**FORGED PISTONS**  
Competition use. Race gas, power adders OK.

STROKE	ROD	PISTON	RINGS	C/R	DISPLACEMENT	
					4.342	4.375
4.000"	6.135"	2618 Ross +.365" dome	std.	10.5	474	480
4.000"	6.135"	2618 Ross +.365" Edelbrock dome	std.	10.5	474	480

UNBALANCED	INTERNALLY BALANCED
61800	B61800
61803	B61803

UNBALANCED	INTERNALLY BALANCED
11800	B11800
11803	B11803

# CHEVROLET 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. Standard bore size used is 4.125".

**BETTER**

**FORGED 4340 STEEL CRANK**

'FSI' I-BEAM RODS  
7/16" ARP 8740 bolts

**FORGED PISTONS**  
Pump gas street car, no power adders

**BEST**

**FORGED 4340 STEEL CRANK**

**H-BEAM RODS**  
ARP 2000 or L19 bolt upgrade available

**FORGED PISTONS**  
Competition use. Race gas, power adders OK.

STROKE	ROD	PISTON	100cc	118cc	DISPLACEMENT			
					000	030	040	060
3.766"	6.135"	4032 ProTru 21cc closed ch. dome	10.1	N/A	403	409	-	-
3.766"	6.135"	4032 ProTru 38cc closed ch. dome	12.1	9.9	403	409	-	-
4.000"	6.135"	2618 Icon 18cc closed ch. dome	10.3	8.8	428	434	436	440
4.000"	6.135"	2618 Icon 27cc closed ch. dome	11.3	9.5	428	434	436	440
4.000"	6.135"	2618 Icon 43cc open ch. dome	N/A	11.1	426	434	436	440

UNBALANCED	INTERNALLY BALANCED
68202	B68202
68204	B68204
68205	B68205
68206	B68206
68207	B68207

UNBALANCED	INTERNALLY BALANCED
-	-
-	-
18305	B18305
18306	B18306
18307	B18307



# CHEVROLET BIG BLOCK

## CONNECTING RODS

.990" pin size  
2.200" rod journal size.  
Alignment sleeves for precise cap location

### GOOD

#### SIR I-BEAM

Forged 5140 steel  
3/8" ARP 8740 bolts  
weight-matched +/- 2g  
CNC sized big end  
ARP 2000 upgrade available

### BETTER

#### FSI I-BEAM

Forged 4340 steel  
7/16" ARP 8740 bolts  
weight-matched +/- 1g  
Sized with Sunnen Krossgrinder  
ARP 2000 upgrade available

### BEST

#### CRS H-BEAM

Forged 4340 steel 7/16" ARP 8740 bolts weight-matched +/- 1g  
Sized with Sunnen Krossgrinder ARP 2000 or L19 upgrade available



LENGTH	NOTES
6.135"	press-fit
6.135"	
6.385"	
6.535"	
6.635"	
6.660"	
6.700"	
6.800"	
7.100"	

"SIR" I-BEAM	WT.
<b>SIR6135P</b>	830
<b>SIR6135B</b>	830
<b>SIR6385B</b>	840
-	-
-	-
-	-
<b>SIR6700B</b>	865
<b>SIR6800B</b>	870
-	-

"FSI" I-BEAM	WT.
-	-
<b>FSI6135</b>	775
<b>FSI6385</b>	785
-	-
-	-
-	-
-	-
<b>FSI6800</b>	790
-	-

PART NO.	w/ ARP 2000	w/ ARP L19	WEIGHT
-	-	-	-
<b>CRS61353D</b>	<b>CRS61353D2000</b>	<b>CRS61353DL19</b>	765
<b>CRS63853D</b>	<b>CRS63853D2000</b>	<b>CRS63853DL19</b>	770
<b>CRS65353D</b>	<b>CRS65353D2000</b>	<b>CRS65353DL19</b>	805
<b>CRS66353D</b>	<b>CRS66353D2000</b>	<b>CRS66353DL19</b>	810
-	<b>CRS66603D2000</b>	<b>CRS66603DL19</b>	820
<b>CRS67003D</b>	<b>CRS67003D2000</b>	<b>CRS67003DL19</b>	800
<b>CRS68003D</b>	<b>CRS68003D2000</b>	<b>CRS68003DL19</b>	805
<b>CRS71003D</b>	<b>CRS71003D2000</b>	<b>CRS71003DL19</b>	830

CHEVROLET BIG BLOCK

## CRANKSHAFTS

Bobweight listed is bobweight of crank new +/- 2% GUARANTEED  
Designed for internal balance without heavy metal unless otherwise noted.

\* external balance

^ 2420 bobweight

2 PIECE REAR SEAL

STROKE	BOBWEIGHT	MIN. ROD	NOTES
3.766"	2350	6.135"	
4.000"	2350	6.135"	
4.250"	2350	6.385"	
4.250"	2300	6.385"	center counterweights
4.375"	2300	6.385"	center counterweights
4.500"	2350	6.535"	center counterweights
4.625"	2400	6.660"	center counterweights
4.750"	2425	6.660"	center counterweights

1 PIECE REAR SEAL

STROKE	BOBWEIGHT	MIN. ROD	NOTES
4.000"	2350	6.135"	
4.250"	2350	6.385"	
4.250"	2300	6.385"	center counterweights
4.375"	2300	6.385"	center counterweights
4.500"	2350	6.535"	center counterweights

### GOOD

#### CAST STEEL

.092" radiuses

Excellent alternative to O.E. crankshaft.  
Recommended for use in pump-gas street engines, no power-adders.



### BETTER

#### 4140 STEEL

.125" radiuses

Recommended for use in pump-gas performance engines, power-adders OK.



### BEST

#### 4340 STEEL

.125" radiuses

Recommended for use in competition engines, anything goes.

PART NO.	WT.
-	-
<b>104544000*</b>	63
<b>104544250*^</b>	64
-	-
-	-
-	-
-	-
-	-

PART NO.	WT.
-	-
-	-
<b>545442526385</b>	78
-	-
-	-
-	-
-	-
-	-

PART NO.	WT.
<b>439637666135</b>	68
<b>445440026135</b>	65
<b>445442546385</b>	67
<b>445442526385</b>	74
<b>445443756385</b>	74
<b>445445006535</b>	76
<b>450246256600</b>	76
<b>450247506600</b>	77

PART NO.	WT.
<b>104564000*</b>	64
<b>104564250*^</b>	65
-	-
-	-
-	-

PART NO.	WT.
-	-
-	-
-	-
-	-
-	-

PART NO.	WT.
<b>445640046135</b>	69
<b>445642546385</b>	68
<b>445642526385</b>	77
<b>445643756385</b>	75
<b>445645006535</b>	77



## 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.

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".

standard deck height (9.800"), open chamber heads

STROKE	ROD	PISTON	DISPLACEMENT							
			112cc	118cc	124cc	000	030	060	070	100
<b>NEW!</b> 3.766"	6.135"	4032 ProTru +21cc dome	9.5	9.1	8.6	427	434	440	-	-
3.766"	6.135"	4032 Icon +41cc dome	11.6	10.9	10.3	-	434	440	442	448
4.000"	6.385"	2618 F/I JE -14.5cc inv. dome	7.8	7.5	7.3	-	-	467	-	-
4.000"	6.135"	2618 F/I JE -3cc flat top	8.3	8.0	7.7	-	460	467	-	-
4.000"	6.385"	2618 F/I JE -3cc flat top	8.4	8.1	7.8	-	460	467	-	-
4.000"	6.135"	Speed Pro -2cc flat top	8.4	8.1	7.8	454	460	467	469	476
4.000"	6.135"	4032 Icon -3cc flat top	8.3	8.0	7.7	454	460	467	469	476
4.000"	6.135"	4032 Mahle -3cc flat top	8.4	8.1	7.8	-	460	467	469	476
4.000"	6.385"	4032 SRP -3cc flat top	8.4	8.1	7.8	-	460	467	469	-
4.000"	6.135"	hyper. KB +12cc dome	9.4	9.0	8.6	-	460	467	469	476
4.000"	6.385"	4032 SRP +17cc dome	9.8	9.3	8.9	454	460	-	-	-
4.000"	6.135"	4032 Icon +18.3cc dome	9.9	9.4	9.0	454	460	467	469	476
<b>NEW!</b> 4.000"	6.135"	4032 ProTru +21cc dome	10.0	9.5	9.1	454	460	467	-	-
<b>TOP SELLER</b> 4.000"	6.135"	Speed Pro +22cc dome	10.1	9.6	9.1	454	460	467	469	476
4.000"	6.135"	hyper. KB +25.5cc dome	10.5	10.0	9.5	-	460	467	469	476
4.000"	6.135"	2618 Mahle +28cc dome	10.7	10.2	9.7	-	460	467	-	476
4.000"	6.385"	2618 Mahle +28cc dome	10.7	10.2	9.7	-	460	467	-	-
<b>NEW!</b> 4.000"	6.385"	4032 ProTru +32cc dome	11.1	10.5	10.0	454	460	467	-	-
4.000"	6.135"	2618 Icon +38cc dome	11.7	11.0	10.4	-	460	467	469	476
<b>NEW!</b> 4.000"	6.385"	2618 JE +42cc dome	12.3	11.6	10.9	454	460	467	469	476
4.000"	6.135"	2618 Icon +43cc dome	12.4	11.7	10.9	-	460	467	469	476
4.000"	6.385"	2618 Mahle +48cc dome	13.2	12.3	11.6	-	460	467	-	-
4.000"	6.535"	2618 SRP +48cc dome	13.2	12.3	11.6	-	460	467	469	476
4.250"	6.385"	2618 F/I JE -3cc flat top	8.9	8.5	8.2	-	-	496	-	-
<b>NEW!</b> 4.250"	6.385"	4032 ProTru -3cc flat top	8.9	8.5	8.2	454	489	496	498	-
4.250"	6.385"	4032 Mahle -3cc flat top	8.9	8.5	8.2	-	489	496	498	505
4.250"	6.385"	hyper. KB -3cc flat top	8.9	8.5	8.2	-	489	496	498	505
<b>TOP SELLER</b> 4.250"	6.385"	4032 Mahle +18cc dome	10.4	9.9	9.5	-	489	496	498	505
<b>NEW!</b> 4.250"	6.385"	4032 ProTru +21cc dome	10.5	10.1	9.6	454	489	496	-	-
4.250"	6.385"	4032 Icon +23cc dome	10.8	10.3	9.8	-	489	496	498	505
4.250"	6.385"	2618 Mahle +43cc dome	13.2	12.4	11.7	-	489	496	498	505
4.250"	6.385"	2618 Mahle +43cc dome	13.2	12.4	11.7	-	489	496	498	505
4.250"	6.535"	2618 JE +44cc dome	13.3	12.5	11.8	-	489	496	498	505
4.375"	6.385"	4032 Mahle +18cc dome	11.1	10.6	10.1	-	504	511	-	-
4.375"	6.385"	4032 Mahle +41cc dome	14.0	13.1	12.3	-	-	511	-	-

CHEVY BIG BLOCK 2PC REAR SEAL ASSEMBLIES



**GOOD**

**'SIR' I-BEAM RODS**  
7/16" ARP 8740 bolts



**CAST CRANKSHAFT  
HYPEREUTECTIC or  
FORGED PISTONS**

Pump gas street car, no power adders

**BETTER**

**FORGED 4340 STEEL CRANK**

**'FSI' I-BEAM RODS**  
7/16" ARP 8740 bolts

**HYPEREUTECTIC or  
FORGED PISTONS**  
Pump gas performance. Mild power  
adder with forged piston only

**BEST**

**FORGED 4340 STEEL CRANK**

**H-BEAM RODS**  
ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**  
Competition use. Race gas,  
power adders OK.

	EXTERNALLY BALANCED	UNBALANCED	EXTERNALLY BALANCED	UNBALANCED	INTERNALLY BALANCED	UNBALANCED	INTERNALLY BALANCED
	-	-	-	<b>68209</b>	<b>B68209</b>	-	-
	-	-	-	<b>68211</b>	<b>B68211</b>	<b>68311</b>	<b>B68311</b>
	-	-	-	-	-	<b>35305</b>	<b>B35305</b>
	-	-	-	-	-	<b>35310</b>	<b>B35310</b>
	-	-	-	-	-	<b>35315</b>	<b>B35315</b>
	<b>B18400</b>	-	-	-	-	-	-
	-	<b>18331</b>	<b>B18331</b>	<b>61331</b>	<b>B61331</b>	<b>11321</b>	<b>B11321</b>
	-	<b>18000</b>	<b>B18000</b>	-	-	<b>11000</b>	<b>B11000</b>
	-	<b>18004</b>	<b>B18004</b>	-	-	<b>11004</b>	<b>B11004</b>
	-	<b>18201</b>	<b>B18201</b>	-	-	-	-
	-	-	-	<b>61327</b>	<b>B61327</b>	<b>11327</b>	<b>B11327</b>
	-	<b>18320</b>	<b>B18320</b>	<b>18420</b>	<b>B18420</b>	<b>11420</b>	<b>B11420</b>
	-	<b>18323</b>	<b>B18323</b>	<b>68323</b>	<b>B68323</b>	-	-
	<b>B18401</b>	-	-	-	-	-	-
	-	<b>18202</b>	<b>B18202</b>	-	-	-	-
	-	<b>18002</b>	<b>B18002</b>	-	-	<b>11002</b>	<b>B11002</b>
	-	<b>18005</b>	<b>B18005</b>	-	-	<b>11005</b>	<b>B11005</b>
	-	<b>18328</b>	<b>B18328</b>	<b>61328</b>	<b>B61328</b>	-	-
	-	<b>18325</b>	<b>B18325</b>	<b>61325</b>	<b>B61325</b>	<b>11325</b>	<b>B11325</b>
	-	-	-	-	-	<b>35728</b>	<b>B35728</b>
	-	<b>18326</b>	<b>B18326</b>	<b>61326</b>	<b>B61326</b>	<b>11326</b>	<b>B11326</b>
	-	-	-	-	-	<b>11006</b>	<b>B11006</b>
	-	-	-	-	-	<b>11007</b>	<b>B11007</b>
	-	-	-	-	-	<b>35320</b>	<b>B35320</b>
	-	<b>18329</b>	<b>B18329</b>	<b>61329</b>	<b>B61329</b>	-	-
	-	<b>18020</b>	<b>B18020</b>	<b>F1011</b>	<b>BF1011</b>	<b>11011</b>	<b>B11011</b>
	-	<b>18021</b>	<b>B18021</b>	-	-	-	-
	-	<b>18022</b>	<b>B18022</b>	<b>F1012</b>	<b>BF1012</b>	<b>11012</b>	<b>B11012</b>
	-	<b>18330</b>	<b>B18330</b>	<b>61330</b>	<b>B61330</b>	-	-
	-	<b>18321</b>	<b>B18321</b>	<b>18421</b>	<b>B18421</b>	<b>11421</b>	<b>B11421</b>
	-	-	-	<b>F1013</b>	<b>BF1013</b>	<b>11013</b>	<b>B11013</b>
	-	-	-	-	-	<b>35700</b>	<b>B35700</b>
	-	-	-	-	-	<b>35710</b>	<b>B35710</b>
	-	-	-	-	-	<b>11014</b>	<b>B11014</b>
	-	-	-	-	-	<b>11016</b>	<b>B11016</b>

**CHEVY BIG BLOCK 2PC REAR SEAL ASSEMBLIES**



## 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.

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".

standard deck height (9.800"), closed chamber heads

STROKE	ROD	PISTON	100cc	108cc	DISPLACEMENT			
					030	060	070	100
<b>NEW!</b> 3.766"	6.135"	4032 Icon +10.2cc closed dome	9.7	9.1	434	440	442	448
3.766"	6.135"	4032 Icon 28.2cc closed dome	11.5	10.6	434	440	442	448
4.000"	6.385"	2618 F/I JE -14.5cc inv. dome	8.4	8.0	-	467	-	-
4.000"	6.135"	2618 F/I JE -3cc flat top	9.2	8.6	460	467	-	-
4.000"	6.385"	2618 F/I JE -3cc flat top	9.2	8.6	460	467	-	-
4.000"	6.135"	Speed Pro -2cc flat top	9.2	8.6	460	467	469	476
4.000"	6.135"	4032 Icon -3cc flat top	9.2	8.6	460	467	469	476
4.000"	6.135"	4032 Mahle -3cc flat top	9.2	8.6	460	467	469	476
4.000"	6.385"	4032 SRP -3cc flat top	9.2	8.6	460	467	469	-
4.000"	6.135"	4032 SRP +14cc closed dome	10.5	9.8	460	467	469	-
4.000"	6.135"	4032 Icon +18cc closed dome	10.9	10.2	460	467	469	476
4.000"	6.135"	2618 Icon +27cc closed dome	12.0	11.0	460	467	469	476
<b>NEW!</b> 4.250"	6.385"	2618 F/I JE -3cc flat top	9.7	9.1	-	496	-	-
4.250"	6.385"	4032 ProTru -3cc flat top	9.7	9.1	489	496	498	-
4.250"	6.385"	4032 Mahle -3cc flat top	9.7	9.1	489	496	498	505
4.250"	6.385"	hyper. KB -3cc flat top	9.7	9.1	489	496	498	505
4.250"	6.385"	hyper KB +17cc closed dome	11.4	10.7	489	496	498	505

## CHEVY TALL DECK 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 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.

tall deck height (10.200"), open chamber heads

STROKE	ROD	PISTON	112cc	118cc	124cc	DISPLACEMENT			
						030	060	070	100
4.250"	6.535"	4032 SRP -3cc flat top	8.9	8.5	8.2	489	496	498	505
4.250"	6.535"	4032 SRP +17cc dome	10.3	9.8	9.4	489	496	498	-
4.250"	6.800"	4032 Mahle +18cc dome	10.7	10.2	9.7	489	496	498	505
4.250"	6.535"	2618 SRP +43cc dome	13.2	12.4	11.7	489	496	498	505
4.250"	6.800"	2618 Mahle +43cc dome	13.7	12.9	12.1	489	496	498	505
<b>NEW!</b> 4.500"	6.660"	4032 Mahle -3cc flat top	9.4	8.9	8.7	518	525	528	535
<b>NEW!</b> 4.500"	6.660"	4032 Mahle +18cc dome	10.9	10.4	9.9	518	525	528	535
<b>NEW!</b> 4.500"	6.660"	4032 Mahle +43cc dome	13.7	12.9	12.3	518	525	528	535
4.500"	6.700"	2618 SRP +48cc dome	15.4	14.3	13.4	518	525	528	535

CHEVY BIG BLOCK 2PC REAR SEAL ASSEMBLIES



**GOOD**

**CAST CRANKSHAFT**

**'SIR' I-BEAM RODS**  
7/16" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**  
Pump gas street car, no power adders

**BETTER**

**FORGED 4140 STEEL CRANK**

**'FSI' I-BEAM RODS**  
7/16" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**  
Pump gas performance, Mild power adder with forged piston only

**BEST**

**FORGED 4340 STEEL CRANK**

**H-BEAM RODS**  
ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**  
Competition use. Race gas, power adders OK.

UNBALANCED		EXTERNALLY BALANCED		UNBALANCED		INTERNALLY BALANCED		UNBALANCED		INTERNALLY BALANCED	
-	-	-	-	68208	B68208	68308	B68308	68308	B68308	68310	B68310
-	-	-	-	68210	B68210	-	-	68310	B68310	-	-
-	-	-	-	-	-	-	-	35305	B35305	-	-
-	-	-	-	-	-	-	-	35310	B35310	-	-
-	-	-	-	-	-	-	-	35315	B35315	-	-
-	B18400	-	-	-	-	-	-	-	-	-	-
18331	B18331	61331	B61331	61331	B61331	11321	B11321	11321	B11321	11321	B11321
18000	B18000	-	-	-	-	11000	B11000	11000	B11000	11000	B11000
18004	B18004	-	-	-	-	11004	B11004	11004	B11004	11004	B11004
18001	B18001	-	-	-	-	11001	B11001	11001	B11001	11001	B11001
18322	B18322	61322	B61322	61322	B61322	11322	B11322	11322	B11322	11322	B11322
18324	B18324	61324	B61324	61324	B61324	11324	B11324	11324	B11324	11324	B11324
-	-	-	-	-	-	35320	B35320	35320	B35320	-	-
18329	B18329	61329	B61329	61329	B61329	-	-	-	-	-	-
18020	B18020	F1011	BF1011	F1011	BF1011	11011	B11011	11011	B11011	11011	B11011
18021	B18021	-	-	-	-	-	-	-	-	-	-
18023	B18023	-	-	-	-	-	-	-	-	-	-

**FORGED 4340 STEEL CRANK**

**H-BEAM RODS**  
ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**  
Competition use. Race gas, power adders OK.

UNBALANCED	INTERNALLY BALANCED
11508	B11508
11509	B11509
11512	B11512
11510	B11510
11513	B11513
11514	B11514
11515	B11515
11516	B11516
11518	B11518

**CHEVY BIG BLOCK 2PC REAR SEAL ASSEMBLIES**



## 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.

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".

standard deck height (9.800"), open chamber heads

STROKE	ROD	PISTON	DISPLACEMENT			DISPLACEMENT			
			112cc	118cc	124cc	030	060	070	100
4.000"	6.385"	2618 F/I JE -14.5cc inv. dome	7.8	7.5	7.3	-	467	-	-
4.000"	6.135"	2618 F/I JE -3cc flat top	8.3	8.0	7.7	460	467	-	-
4.000"	6.385"	2618 F/I JE -3cc flat top	8.4	8.1	7.8	460	467	-	-
4.000"	6.135"	Speed Pro -2cc flat top	8.4	8.1	7.8	460	467	469	476
4.000"	6.135"	4032 Icon -3cc flat top	8.3	8.0	7.7	460	467	469	476
4.000"	6.135"	4032 Mahle -3cc flat top	8.4	8.1	7.8	460	467	469	476
4.000"	6.385"	4032 SRP -3cc flat top	8.4	8.1	7.8	460	467	469	-
4.000"	6.135"	hyper. KB +12cc dome	9.4	9.0	8.6	460	467	469	476
4.000"	6.385"	4032 SRP +17cc dome	9.8	9.3	8.9	460	-	-	-
4.000"	6.135"	4032 Icon +18.3cc dome	9.9	9.4	9.0	460	467	469	476
<b>NEW!</b>	4.000"	4032 ProTru +21cc dome	10.0	9.5	9.1	460	467	-	-
4.000"	6.135"	Speed Pro +22cc dome	10.1	9.6	9.1	460	467	469	476
4.000"	6.135"	hyper. KB +25.5cc dome	10.5	10.0	9.5	460	467	469	476
4.000"	6.135"	2618 Mahle +28cc dome	10.7	10.2	9.7	460	467	-	476
4.000"	6.385"	2618 Mahle +28cc dome	10.7	10.2	9.7	460	467	-	-
<b>NEW!</b>	4.000"	4032 ProTru +32cc dome	11.1	10.5	10.0	460	467	-	-
4.000"	6.135"	2618 Icon +38cc dome	11.7	11.0	10.4	460	467	469	476
4.000"	6.385"	2618 JE +42cc dome	12.3	11.6	10.9	460	467	469	476
4.000"	6.135"	2618 Icon +43cc dome	12.4	11.7	10.9	460	467	469	476
4.000"	6.385"	2618 Mahle +48cc dome	13.2	12.3	11.6	460	467	-	-
4.000"	6.535"	2618 SRP +48cc dome	13.2	12.3	11.6	460	467	469	476
<b>NEW!</b>	4.250"	2618 F/I JE -3cc flat top	8.9	8.5	8.2	-	496	-	-
<b>NEW!</b>	4.250"	4032 ProTru -3cc flat top	8.9	8.5	8.2	489	496	498	-
4.250"	6.385"	4032 Mahle -3cc flat top	8.9	8.5	8.2	489	496	498	505
4.250"	6.385"	hyper. KB -3cc flat top	8.9	8.5	8.2	489	496	498	505
<b>TOP SELLER</b>	4.250"	4032 Mahle +18cc dome	10.4	9.9	9.5	489	496	498	505
<b>NEW!</b>	4.250"	4032 ProTru +21cc dome	10.5	10.1	9.6	489	496	-	-
4.250"	6.385"	4032 Icon +23cc dome	10.8	10.3	9.8	489	496	498	505
4.250"	6.385"	2618 Mahle +43cc dome	13.2	12.4	11.7	489	496	498	505
4.250"	6.385"	2618 Mahle +43cc dome	13.2	12.4	11.7	489	496	498	505
4.250"	6.535"	2618 JE +44cc dome	13.3	12.5	11.8	489	496	498	505
4.375"	6.385"	4032 Mahle +18cc dome	11.1	10.6	10.1	504	511	-	-
4.375"	6.385"	4032 Mahle +41cc dome	14.0	13.1	12.3	-	511	-	-

CHEVY BIG BLOCK 1PC REAR SEAL ASSEMBLIES



**GOOD**

**CAST CRANKSHAFT**

**'SIR' I-BEAM RODS**  
7/16" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**  
Pump gas street car, no power adders

**BETTER**

**FORGED 4340 STEEL CRANK**

**'FSI' I-BEAM RODS**  
7/16" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**  
Pump gas performance, Mild power adder with forged piston only

**BEST**

**FORGED 4340 STEEL CRANK**

**H-BEAM RODS**  
ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**  
Competition use, Race gas, power adders OK.

UNBALANCED		EXTERNALLY BALANCED		UNBALANCED		INTERNALLY BALANCED		UNBALANCED		INTERNALLY BALANCED	
-	-	-	-	-	-	-	-	35305L	B35305L	-	-
-	-	-	-	-	-	-	-	35310L	B35310L	-	-
-	-	-	-	-	-	-	-	35315L	B35315L	-	-
-	-	B18400L	-	-	-	-	-	-	-	-	-
18331	-	B18331L	-	61331L	-	B61331L	-	11321L	-	B11321L	-
18000	-	B18000L	-	-	-	-	-	11100	-	B11100	-
18004	-	B18004L	-	-	-	-	-	11102	-	B11102	-
18201	-	B18201L	-	-	-	-	-	-	-	-	-
-	-	-	-	61327L	-	B61327L	-	11327L	-	B11327L	-
18320	-	B18320L	-	18420L	-	B18420L	-	11420L	-	B11420L	-
18323	-	B18323L	-	68323L	-	B68323L	-	-	-	-	-
-	-	B18401L	-	-	-	-	-	-	-	-	-
18202	-	B18202L	-	-	-	-	-	-	-	-	-
18002	-	B18002L	-	-	-	-	-	11106	-	B11106	-
18005	-	B18005L	-	-	-	-	-	11107	-	B11107	-
18328	-	B18328L	-	61328L	-	B61328L	-	-	-	-	-
18325	-	B18325L	-	61325L	-	B61325L	-	11325	-	B11325	-
-	-	-	-	-	-	-	-	35728L	-	B35728L	-
18326	-	B18326L	-	61326L	-	B61326L	-	11326	-	B11326	-
-	-	-	-	-	-	-	-	11109	-	B11109	-
-	-	-	-	-	-	-	-	11110	-	B11110	-
-	-	-	-	-	-	-	-	35320L	-	B35320L	-
18329	-	B18329L	-	61329L	-	B61329L	-	-	-	-	-
18020	-	B18020L	-	-	-	-	-	11111	-	B11111	-
18021	-	B18021L	-	-	-	-	-	-	-	-	-
18022	-	B18022L	-	61113	-	B61113	-	11113	-	B11113	-
18330	-	B18330L	-	61330L	-	B61330L	-	-	-	-	-
18321	-	B18321L	-	18421L	-	B18421L	-	11421L	-	B11421L	-
-	-	-	-	61114	-	B61114	-	11114	-	B11114	-
-	-	-	-	-	-	-	-	35700L	-	B35700L	-
-	-	-	-	-	-	-	-	35710L	-	B35710L	-
-	-	-	-	-	-	-	-	11115	-	B11115	-
-	-	-	-	-	-	-	-	11116	-	B11116	-

**CHEVY BIG BLOCK 1PC REAR SEAL ASSEMBLIES**



# 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 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".

standard deck height (9.800")

STROKE	ROD	PISTON	112cc	118cc	124cc
4.000"	6.385"	2618 JE -28cc F/I inv. dome	7.8	7.5	7.3
4.000"	6.135"	2618 JE -11.5cc inv. dome	8.6	8.3	8.0
<b>NEW!</b> 4.000"	6.135"	4032 ProTru -3cc flat top	9.1	8.7	8.4
4.000"	6.135"	4032 Mahle -3cc flat top	9.1	8.7	8.4
4.000"	6.135"	4032 SRP +17cc dome	10.5	10.0	9.6
4.000"	6.385"	4032 SRP +17cc dome	10.5	10.0	9.6
4.000"	6.135"	2618 SRP +41cc dome	13.2	12.4	11.7
4.000"	6.385"	2618 SRP +41/+39cc dome	13.0	12.3	11.6
4.250"	6.385"	2618 JE -20cc F/I inv. dome	8.6	8.3	8.0
4.250"	6.385"	4032 Mahle/SRP -3cc flat top	9.6	9.2	8.9
<b>NEW!</b> 4.250"	6.385"	4032 SRP +10cc dome	10.7	10.2	9.8
4.250"	6.385"	4032 ProTru +15cc dome	11.0	10.5	10.0
<b>NEW!</b> 4.250"	6.535"	2618 JE +29.9cc nitrous dome	12.5	11.8	11.2
4.250"	6.385"	2618 JE +37cc dome	13.4	12.6	11.9
4.250"	6.535"	2618 JE +40cc dome	13.8	13.0	12.3
<b>NEW!</b> 4.250"	6.535"	2618 JE +46cc gas ported dome	14.7	13.8	13.0
<b>NEW!</b> 4.375"	6.385"	4032 ProTru +12/+8cc dome	11.2	10.6	10.2
4.375"	6.535"	2618 Mahle +40cc dome	14.6	13.7	13.0
<b>NEW!</b> 4.375"	6.535"	2618 JE +46cc gas ported dome	15.6	14.6	13.7
4.375"	6.385"	2618 Mahle +47cc dome	16.0	15.0	14.1

DISPLACEMENT					
4.470	4.500	4.530	4.560	4.600	4.625
-	509	516	523	532	
-	509	516	-	-	
502	509	516	-	-	-
502	509	516	-	-	
502	509	516	-	-	
502	509	516	-	-	
502	509	516	-	-	
-	509	516	523	532	
-	541	548	555	565	
534	541	-	555	565	
534	541	548	-	-	-
-	541	548	-	-	-
-	-	-	-	565	571
-	541	548	555	565	
-	541	548	555	565	
-	-	-	555	565	571
-	557	564	-	582	588
-	-	-	-	582	588
-	-	-	572	582	588
-	-	-	-	582	588

tall deck height (10.200")

STROKE	ROD	PISTON	112cc	118cc	124cc
4.250"	6.535"	2618 JE -20cc inv. dome	8.6	8.3	8.0
4.250"	6.535"	4032 SRP -3cc flat top	9.6	9.2	8.9
4.250"	6.800"	4032 SRP +10cc dome	10.9	10.4	9.9
4.250"	6.800"	2618 SRP +36/+33cc dome	13.8	13.0	12.2
<b>NEW!</b> 4.375"	6.700"	2618 JE +44cc nitrous dome	15.0	14.1	13.3
4.500"	6.535"	2618 JE -28cc F/I inv. dome	8.6	8.4	8.1
<b>NEW!</b> 4.500"	6.660"	4032 Mahle -3cc flat top	10.1	9.7	9.3
<b>NEW!</b> 4.500"	6.660"	4032 Mahle +18cc dome	11.8	11.3	10.8
4.500"	6.535"	2618 JE +42cc dome	14.9	13.9	13.2
4.500"	6.800"	2618 Mahle +42cc dome	14.8	13.9	13.1
4.500"	6.800"	2618 Mahle +47cc dome	15.6	14.6	13.8
<b>NEW!</b> 4.625"	6.800"	2618 JE +46cc gas ported dome	15.9	14.9	14.1
4.625"	6.800"	2618 JE +49cc dome	16.5	15.4	14.5
4.750"	6.700"	2618 JE -3cc flat top	11.2	10.7	10.3
4.750"	6.660"	4032 Mahle -3cc flat top	11.8	11.3	10.8
<b>NEW!</b> 4.750"	6.700"	2618 JE +29cc nitrous dome	14.6	13.8	13.1
4.750"	6.700"	2618 Mahle +42cc dome	16.7	15.7	14.7
4.750"	6.700"	2618 Mahle +47cc dome	17.8	16.5	15.5

DISPLACEMENT						
4.470	4.500	4.530	4.560	4.600	4.610	4.625
-	541	-	555	565	-	-
-	541	548	-	-	-	-
534	541	548	555	-	-	-
534	541	548	555	565	-	-
-	-	-	-	582	-	-
-	573	580	588	598	-	605
-	573	580	-	598	-	-
-	573	580	588	598	-	-
-	573	580	588	598	-	605
-	-	-	-	598	-	605
-	-	-	-	598	-	605
-	-	-	604	615	618	623
-	589	596	604	615	-	623
-	-	-	-	632	-	638
-	604	-	-	632	-	-
-	-	-	-	632	634	638
-	-	-	-	632	-	638
-	-	-	-	632	-	638

CHEVY 502 ASSEMBLIES







# 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.

### CRS H-BEAM

3/8" ARP 2000 bolts



### EXTREME DUTY

3/8" ARP 625+ bolts

Additional surface finishing to maximize fatigue life.



ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES
2.0	5.472"	535	21mm	all Neon SOHC & DOHC
2.0 long rod	5.608"	550	21mm	requires custom piston
2.4 SRT4	5.945"	575	22mm	

CRS H-BEAM
<b>CRS5472N3D</b>
<b>CRS5608N3D</b>
<b>CRS5945D3D</b>

EXTREME DUTY
<b>CRS5472NXD</b>
-
<b>CRS5945DXD</b>

# 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.

### CRS H-BEAM



ENGINE	LENGTH	WEIGHT
8.0L V10	6.123"	680

"CRS" H-BEAM	w/ARP 2000	w/ARP L19
<b>CRS6123D10</b>	<b>CRS6123D102000</b>	<b>CRS6123D10L19</b>

# 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.

### CRS H-BEAM



ENGINE	LENGTH	WEIGHT	JOURNAL	PIN SIZE
5.7L/6.1L	6.243"	640	2.125"	.927"
5.7L/6.1L	6.243"	640	2.125"	.945"
stroker	6.125"	660	2.000"	.927"

"CRS" H-BEAM	w/ARP 2000	w/ARP L19
<b>CRS6243H3D</b>	<b>CRS6243H3D2000</b>	<b>CRS6243H3DL19</b>
<b>CRS6243C3D</b>	<b>CRS6243C3D2000</b>	<b>CRS6243C3DL19</b>
<b>CRS6125SO3D</b>	<b>CRS6125SO3D2000</b>	<b>CRS6125SO3DL19</b>



# CHRYSLER LATE MODEL HEMI

## 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. Approximate weight is 65 pounds.



APPLICATION	STROKE	BOBWEIGHT	MIN. ROD LENGTH	NOTES
32 tooth reluctor	4.050"	1780	6.125"	2.000" rod journals
58 tooth reluctor	4.050"	1780	6.125"	2.000" rod journals

PART NO.
<b>439240506125</b>
<b>439340506125</b>

## 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. Standard bore sizes: 5.7L - 3.917", 6.1L - 4.055", 6.4L - 4.090". Engines equipped with variable valve timing require a spacer behind crank gear. Use Arrington part number API-SPCR-A.



5.7L, 32t (up to 2008)

**NEW!**

STROKE	ROD	PISTON	68cc	74cc	85cc
4.050"	6.125"	2618 Diamond -6.3cc inv. dome	10.4	9.9	9.0
4.050"	6.125"	4032 Mahle -2cc flat top	11.1	10.5	9.4
4.050"	6.125"	2618 Diamond 6.3cc dome	12.1	11.4	10.1
4.050"	6.125"	4032 Mahle 6cc dome	12.2	11.5	10.2
4.050"	6.125"	2618 Diamond 11.5cc dome	12.9	12.1	10.6

DISPLACEMENT		
3.927	3.937	3.947
392	394	396
392	394	396
392	394	396
392	-	396
392	394	396

UNBALANCED	BALANCED
<b>23112</b>	<b>B23112</b>
<b>23150</b>	<b>B23150</b>
<b>23111</b>	<b>B23111</b>
<b>23100</b>	<b>B23100</b>
<b>23110</b>	<b>B23110</b>

5.7L, 58t (2009 and up)

**NEW!**

STROKE	ROD	PISTON	68cc	74cc	85cc
4.050"	6.125"	2618 Diamond -6.3cc inv. dome	10.4	9.9	9.0
4.050"	6.125"	4032 Mahle -2cc flat top	11.1	10.5	9.4
4.050"	6.125"	2618 Diamond 6.3cc dome	12.1	11.4	10.1
4.050"	6.125"	4032 Mahle 6cc dome	12.2	11.5	10.2
4.050"	6.125"	2618 Diamond 11.5cc dome	12.9	12.1	10.6

DISPLACEMENT		
3.927	3.937	3.947
392	394	396
392	394	396
392	394	396
392	-	396
392	394	396

UNBALANCED	BALANCED
<b>23212</b>	<b>B23212</b>
<b>23250</b>	<b>B23250</b>
<b>23211</b>	<b>B23211</b>
<b>23200</b>	<b>B23200</b>
<b>23210</b>	<b>B23210</b>

6.1L, 32t only

**NEW!**

STROKE	ROD	PISTON	68cc	74cc	85cc
4.050"	6.125"	2618 Diamond -26.5cc inv. dome	9.2	8.8	8.1
4.050"	6.125"	2618 Diamond -13.1cc inv. dome	10.3	9.8	9.0
4.050"	6.125"	4032 Mahle -12cc inv. dome	10.5	10.0	9.1
4.050"	6.125"	2618 Diamond -2.4cc flat top	11.5	10.9	9.8

DISPLACEMENT			
4.060	4.070	4.080	4.090
420	422	424	426
420	422	424	426
421*	-	424	426
420	422	424	426

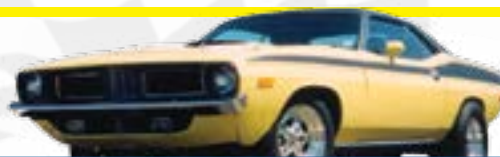
UNBALANCED	BALANCED
<b>23301</b>	<b>B23301</b>
<b>23302</b>	<b>B23302</b>
<b>23300</b>	<b>B23300</b>
<b>23304</b>	<b>B23304</b>

\* 4.065" bore

CHRYSLER LATE MODEL HEMI



# CHRYSLER SMALL BLOCK



## CONNECTING RODS

.984" pin size

Alignment sleeves for precise cap location

### GOOD

#### SIR I-BEAM

Forged 5140 steel  
3/8" ARP 8740 bolts  
weight-matched +/- 2g  
CNC sized big end  
ARP 2000 upgrade available

### BEST

7/16" ARP 8740 bolts  
weight-matched +/- 1g

### CRS H-BEAM

Forged 4340 steel

Sized with Sunnen Krossgrinder  
ARP 2000 or L19 upgrade available



LENGTH	NOTES
6.123"	O.E. dimensions

"SIR" I-BEAM	WT.
<b>SIR6123CB</b>	605

"CRS" H-BEAM	WT.	w/ARP 2000	w/ARP L19
<b>CRS6123C3D</b>	680	<b>CRS6123C3D2000</b>	<b>CRS6123C3DL19</b>

## 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.

318 block, standard bore 3.910"



STROKE	ROD	PISTON	RINGS	60cc	65cc	70cc
3.310"	6.123"	4032 ProTru -5cc flat top	FF	10.2	9.6	9.1
4.000"	6.123"	2618 Icon -23cc inv. dome	FF	9.5	9.1	8.8
4.000"	6.123"	2618 Icon -4.7cc flat top	FF	12.1	11.4	10.8

DISPLACEMENT			
000	030	040	060
318	323	-	-
-	390	392	396
-	390	392	396

340 block, standard bore 4.040"



STROKE	ROD	PISTON	RINGS	60cc	65cc	70cc
3.310	6.123"	hyper KB -6cc flat top	FF	10.2	9.6	9.1
3.310	6.123"	4032 Icon -7cc flat top	FF	10.1	9.6	9.1
3.310"	6.123"	4032 Mahle -5cc flat top	FF	10.2	9.6	9.1
4.000"	6.123"	2618 Mahle -28cc inv. dome	FF	9.5	9.1	8.8
4.000"	6.123"	2618 Mahle -5cc flat top	FF	12.1	11.4	10.8

DISPLACEMENT			
000	030	040	060
339	345	346	350
339	345	346	-
339	345	-	-
410	416	-	-
410	416	-	-

360 block, standard bore 4.000"



STROKE	ROD	PISTON	RINGS	60cc	65cc	70cc
3.580"	6.123"	hyper KB -18cc inv. dome	FF	9.4	9.0	8.6
3.580"	6.123"	4032 Icon -7cc flat top	FF	10.6	10.1	9.5
3.580"	6.123"	4032 Mahle -5cc flat top	FF	10.8	10.2	9.7
3.580"	6.123"	hyper KB -5cc flat top	FF	10.9	10.3	9.7
3.580"	6.123"	hyper KB 2.8cc quench dome	FF	11.2	10.5	10.0
4.000"	6.123"	2618 Mahle -28cc inv. dome	FF	9.4	9.0	8.7
4.000"	6.123"	4032 Icon -23cc inv. dome	FF	9.6	9.2	8.8
4.000"	6.123"	hyper KB -23.5cc inv. dome	FF	9.9	9.4	9.1
4.000"	6.123"	2618 Icon -20.5cc inv. dome	FF	10.2	9.7	9.3
4.000"	6.123"	4032 Icon -13cc inv. dome	FF	10.6	10.1	9.6
4.000"	6.123"	4032 Mahle -16cc inv. dome	FF	10.6	10.1	9.6
4.000"	6.123"	4032 Mahle -5cc flat top	FF	12.0	11.3	10.7

DISPLACEMENT					
000	030	040	060	070	080
360	365	367	371	-	-
360	365	367	371	-	-
-	365	367	371	-	-
-	365	367	371	-	-
360	365	367	371	-	-
-	408	410	414	-	-
402	408	410	414	416	418
402	408	410	414	-	-
402	408	410	414	416	418
402	408	410	414	416	418
-	408	410	414	-	-
-	408	410	414	-	-

# 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.

318 / 340 mains

STROKE	MIN. ROD	NOTES	BOBWEIGHT
3.310"	6.123"	318, 340 stock stroke	2050
4.000"	6.123"		2050

360 mains

STROKE	MIN. ROD	NOTES	BOBWEIGHT
3.580"	6.123"	360 stock stroke	2050
4.000"	6.123"		2050

## GOOD

### CAST STEEL



.092" radiuses  
 Excellent alternative to O.E. crankshaft.  
 Recommended for use in pump-gas street engines, no power-adders.

PART NO.	WEIGHT
103403310	53
103404000	53

## BEST

### 4340 STEEL



.125" radiuses  
 Recommended for use in competition engines, anything goes.

PART NO.	WEIGHT
434033106123	57
434040006123	57

PART NO.	WEIGHT
103603580	57
103604000	56

PART NO.	WEIGHT
436035806123	61
436040006123	61

## GOOD

### CAST CRANKSHAFT

'SIR' I-BEAM RODS  
 3/8" ARP 8740 bolts

HYPEREUTECTIC or FORGED PISTONS  
 Pump gas street car, no power adders

UNBALANCED	BALANCED
20550	B20550
-	-
-	-

## BETTER

### FORGED 4340 STEEL CRANK

'FSI' I-BEAM RODS  
 7/16" ARP 8740 bolts

HYPEREUTECTIC or FORGED PISTONS  
 Pump gas performance, Mild power adder with forged piston only

UNBALANCED	BALANCED
20350	B20350
-	-
-	-

## BEST

### FORGED 4340 STEEL CRANK

H-BEAM RODS  
 ARP 2000 or L19 bolt upgrade available

PREMIUM FORGED PISTONS  
 Competition use. Race gas, power adders OK.

UNBALANCED	BALANCED
-	-
20151	B20151
20152	B20152

UNBALANCED	BALANCED
20510	B20510
20503	B20503
20504	B20504
20505	-
20506	-

UNBALANCED	BALANCED
20310	B20310
20303	B20303
-	-
-	-
-	-

UNBALANCED	BALANCED
-	-
20103	B20103
20104	B20104
20105	-
20106	-

UNBALANCED	BALANCED
20605	B20605
20602	B20602
20507	B20507
-	B20600
20607	B20607
-	-
20603	B20603
20608	B20608
20604	B20604
20502	B20502
20610*	B20610*

UNBALANCED	BALANCED
20405	B20405
20402	B20402
-	-
20400	B20400
20407	B20407
-	-
20403	B20403
-	-
20404	B20404
-	-
20410*	B20410*

UNBALANCED	BALANCED
-	-
20202	B20202
20107	B20107
-	-
-	-
20108	B20108
20203	B20203
-	-
20209	B20209
20204	B20204
20102	B20102
20109	B20109

\*Uses 4032 Wiseco ProTru pistons.



# CHRYSLER 400

## 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.

### CRS H-BEAM



LENGTH	WEIGHT	PIN SIZE
6.358"	850	1.094"

"CRS" H-BEAM	w/ARP 2000	w/ARP L19
<b>CRS6358C3D</b>	<b>CRS6358C3D2000</b>	<b>CRS6358C3DL19</b>

## 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.  
 Approximate weight is 70 pounds.

### 4340 STEEL

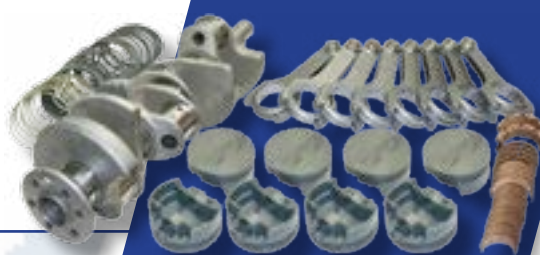


STROKE	BOBWEIGHT	MIN. ROD
4.150"	2550	6.760"

6 BOLT FLANGE	8 BOLT FLANGE
<b>440041506760</b>	<b>440241506760</b>

## 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 flange (8 bolt flange available)

STROKE	ROD	PISTON	RINGS	72cc	80cc	84cc
4.150"	6.760"	4032 Mahle -8cc flat top	FF	11.7	10.8	10.5

DISPLACEMENT	
008	033
-	499

UNBALANCED	BALANCED
<b>21103</b>	<b>B21103</b>



# CHRYSLER RB

## 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	WEIGHT	PIN SIZE	NOTES
6.760"	875	1.094"	O.E. dimensions
6.760"	880	.990"	
6.860"	890	1.030"	426 hemi
7.100"	840	.990"	2.200" rod journal, 1.007" width

## CRS H-BEAM



"CRS" H-BEAM	w/ARP 2000	w/ARP L19
<b>CRS6760C3D</b>	<b>CRS6760C3D2000</b>	<b>CRS6760C3DL19</b>
<b>CRS6760B3D</b>	<b>CRS6760B3D2000</b>	<b>CRS6760B3DL19</b>
<b>CRS6860C3D</b>	<b>CRS6860C3D2000</b>	<b>CRS6860C3DL19</b>
<b>CRS7100C3D</b>	<b>CRS7100C3D2000</b>	<b>CRS7100C3DL19</b>

CHRYSLER RB

## 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.  
 Approximate weight is 70 pounds.

STROKE	BOBWEIGHT	MIN. ROD	NOTES
3.750"	2550	6.760"	
4.150"	2550	6.760"	
4.250"	2500	7.100"	2.200" rod journals
4.375"	2500	7.100"	2.200" rod journals
4.500"	2500	7.100"	2.200" rod journals

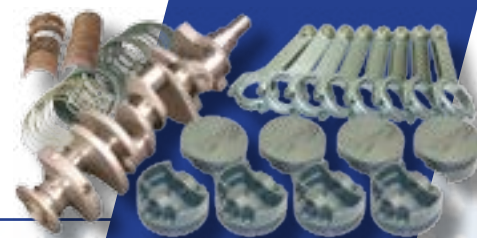
## 4340 STEEL



6 BOLT FLANGE	8 BOLT FLANGE
<b>444037506760</b>	<b>444237506760</b>
<b>444041506760</b>	<b>444241506760</b>
-	<b>444242507100</b>
-	<b>444243757100</b>
-	<b>444245007100</b>

## COMPETITION ASSEMBLIES

Forged 4340 steel crankshaft, forged 4340 steel H-Beam rods.  
 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"



STROKE	FLANGE	ROD	PISTON	RINGS	72cc	80cc	84cc	DISPLACEMENT			UNBALANCED	BALANCED
								030	040	055		
3.750"	6 bolt*	6.760"	4032 SRP -8cc flat top	FF	10.6	9.8	9.5	446	448	451	<b>21200</b>	<b>B21200</b>
3.750"	6 bolt*	6.760"	4032 Mahle -8cc flat top	FF	10.6	9.8	9.5	446	448	451	<b>21204</b>	<b>B21204</b>
4.150"	6 bolt*	6.760"	2618 JE -29cc inv. dome	FF	9.5	9.0	8.8	493	495	499	<b>21206</b>	<b>B21206</b>
4.150"	6 bolt*	6.760"	4032 Mahle -8cc flat top	FF	11.6	10.8	10.4	493	-	499	<b>21201</b>	<b>B21201</b>
4.250"	8 bolt	7.100"	4032 Mahle -8cc flat top	FF	11.9	11.0	10.7	505	-	511	<b>21202</b>	<b>B21202</b>
4.375"	8 bolt	7.100"	4032 Mahle -8cc flat top	FF	12.2	11.3	10.9	520	-	-	<b>21203</b>	<b>B21203</b>
4.500"	8 bolt	7.100"	4032 Mahle -8cc flat top	FF	12.5	11.6	11.2	535	-	541	<b>21205</b>	<b>B21205</b>

**NEW!**  
**TOP SELLER**

\*8 bolt flange available



# FORD 4 CYL, 6 CYL, & ECOBOOST

## 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.

## CRS H-BEAM

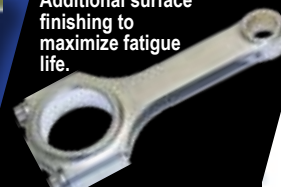
3/8" ARP 2000 bolts



## EXTREME DUTY

3/8" ARP 625+ bolts

Additional surface finishing to maximize fatigue life.



ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES
Pinto 2000cc	5.700"	515	.927"	2.000" journal, 1.029" width
1.9/2.0 Zetec	5.483"	535	20mm	
2.0 EcoBoost	6.136"	580	22.5mm	
2.3 EcoBoost	5.876"	570	22.5mm	
2.3 Duratec	6.094"	565	21mm	non-turbo
MZR 2.3L	5.927"	580	22mm	DI 2.3L turbo
MZR 2.3L	5.927"	580	22.5mm	DI 2.3L turbo
3.5/3.7 EcoBoost	6.011"	680	22.5mm	
96-03 3.8 V6	6.090"	605	.912"	use 351W rod bearings

CRS H-BEAM
<b>CRS5700PLW</b>
<b>CRS5483F3D</b>
<b>CRS6136E3D</b>
<b>CRS5876E3D</b>
<b>CRS6094F3D</b>
<b>CRS5927M13D</b>
<b>CRS5927M23D</b>
<b>CRS6011E3D</b>
<b>CRS6090F3D</b>

EXTREME DUTY
-
<b>CRS5483FXD</b>
<b>CRS6136EXD</b>
<b>CRS5876EXD</b>
<b>CRS6094FXD</b>
<b>CRS5927M1XD</b>
<b>CRS5927M2XD</b>
<b>CRS6011EXD</b>
-

FORD 4 CYL & 6 CYL

NEW!

NEW!





# FORD 8BA FLATHEAD

FORD 8BA FLATHEAD

## 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.

### CRS H-BEAM



LENGTH	PIN SIZE	NOTES
7.000"	.750"	stock journal, 5/16" bolts
7.000"	.750"	2.000" journal, 3/8" bolts

"CRS" H-BEAM	WT.	w/ARP 2000
-	565	<b>CRS7000F3D</b>
<b>CRS7000C3D8740</b>	610	<b>CRS7000C3D</b>

## 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.

### CAST STEEL



STROKE	MIN. ROD	NOTES
4.000"	7.000"	2.000" rod journals
4.000"	7.000"	2.139" rod journals
4.125"	7.000"	2.000" rod journals
4.250"	7.000"	2.000" rod journals

PART NO.	BOBWEIGHT	WEIGHT
<b>102394000</b>	1650	59
<b>1023940002139</b>	1650	59
<b>102394125</b>	1650	61
<b>102394250</b>	1650	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.

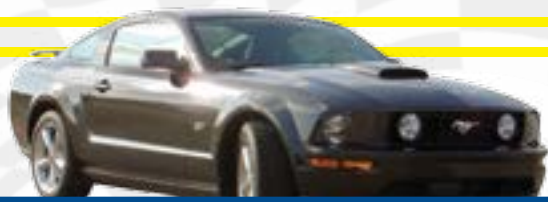
**CAST CRANKSHAFT**  
**'CRS' H-BEAM RODS**  
 ARP 8740 bolts  
**FORGED PISTONS**  
 Pump gas street car, no power adders



STROKE	ROD	PISTON	RINGS
4.000"	7.000"	4032 Mahle +13cc dome	metric file fit
4.000"	7.000"	2618 Ross +14cc dome	Grant std. gap
4.000"	7.000"	2618 Ross +14cc dome	metric file fit
4.125"	7.000"	4032 Mahle +13cc dome	metric file fit
4.125"	7.000"	2618 Ross +14cc dome	Grant std. gap
4.125"	7.000"	2618 Ross +14cc dome	metric file fit
4.250"	7.000"	4032 Mahle +13cc dome	metric file fit
4.250"	7.000"	2618 Ross +14cc dome	Grant std. gap
4.250"	7.000"	2618 Ross +14cc dome	metric file fit

3.312	3.342	3.375
276	281	286
276	281	286
276	-	286
284	289	295
284	289	295
284	-	-
293	298	304
293	-	-
293	-	-

UNBALANCED	BALANCED
<b>14321</b>	<b>B14321</b>
<b>14300</b>	<b>B14300</b>
<b>14320</b>	<b>B14320</b>
<b>14323</b>	<b>B14323</b>
<b>14302</b>	<b>B14302</b>
<b>14322</b>	<b>B14322</b>
<b>14325</b>	<b>B14325</b>
<b>14304</b>	<b>B14304</b>
<b>14324</b>	<b>B14324</b>



# FORD 4.6 MOD MOTOR

## H-BEAM RODS

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

## CRS H-BEAM



ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES
4.6	5.933"	605	22mm	
4.6 stroker	5.850"	570	22mm	1.889" rod journal
4.6 stroker	5.950"	560	22mm	1.889" rod journal
5.4	6.657"	630	22mm	
6.8 V10	6.657"	630	22mm	set of 10

w/ ARP 8740	w/ ARP 2000	WEIGHT
<b>CRS5933F8740</b>	<b>CRS5933F3D</b>	605
<b>CRS5850F8740</b>	<b>CRS5850F3D</b>	570
<b>CRS5950F8740</b>	<b>CRS5950F3D</b>	560
-	<b>CRS6657F3D</b>	630
-	<b>CRS6657F3D10</b>	630

## 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 (52cc), "PI" heads (44cc)

STROKE	ROD	PISTON	RINGS	44cc	52cc
3.554"	5.933"	2618 Arias -17cc inv. dome	FF	9.7	8.7
3.554"	5.933"	4032 DSS -10cc inv. dome*	FF	10.0	9.0
3.554"	5.933"	4032 SRP Pro -3cc flat top	FF	11.7	10.3
3.554"	5.933"	4032 Mahle 0cc flat top	FF	12.9	10.8
3.750"	5.950"	2618 Arias -22cc inv. dome	FF	9.5	8.6
3.750"	5.950"	2618 Arias -4cc flat top	FF	12.2	10.9

DISPLACEMENT			
000	020	030	3.700
282	285	-	-
282	285	287	306
282	285	-	-
282	285	-	-
297	301	-	-
297	301	-	-

\* Will work with Trick Flow Twisted Wedge heads



### 3 valve heads (50cc)

STROKE	ROD	PISTON	RINGS	50cc
3.554"	5.933"	2618 Arias -17cc inv. dome	FF	9.0
3.554"	5.933"	2618 Diamond -6cc flat top	FF	10.2
3.750"	5.850"	2618 CP -20cc inv. dome	FF	8.8
3.750"	5.950"	2618 Arias -19cc inv. dome	FF	9.3
3.750"	5.850"	2618 CP -14cc inv. dome	FF	9.5

DISPLACEMENT		
000	020	030
-	285	-
282	285	287
-	301	-
297	301	-
-	301	-



### 4 valve heads (52.6cc)

STROKE	ROD	PISTON	RINGS	52.6cc
3.554"	5.933"	2618 Mahle -22cc inv. dome	FF	8.1
3.554"	5.933"	2618 Arias -17cc inv. dome	FF	8.6
3.554"	5.933"	4032 Mahle -16cc inv. dome	FF	8.7
3.554"	5.933"	2618 Diamond -2cc flat top	FF	10.4
3.554"	5.933"	4032 Mahle 0cc flat top	FF	10.7
3.750"	5.950"	2618 Arias -17cc inv. dome	FF	9.0
3.750"	5.950"	2618 Arias -4cc flat top	FF	10.8

DISPLACEMENT			
000	020	030	3.700
-	285	-	-
-	285	-	-
281	285	287	-
281	285	-	306
281	285	-	-
-	301	-	-
-	301	-	-



FORD 4.6 & MOD MOTOR

# 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.

## GOOD



### CAST STEEL

.092" radiuses  
 Excellent alternative to O.E. crankshaft.  
 Recommended for use in pump-gas street engines, no power-adders.

## BEST



### 4340 STEEL

.125" radiuses  
 Recommended for use in competition engines, anything goes.

STROKE	BOBWEIGHT	ROD JOURNAL	NOTES
3.543"	1600	2.086"	stock stroke 4.6
3.554"	1600	2.086"	
3.750"	1600	1.889"	

PART NO.	WEIGHT
-	-
<b>102813554</b>	48
<b>102813750</b>	46

PART NO.	WEIGHT
<b>428135435933</b>	52
<b>428135545933</b>	52
<b>428137505850</b>	51

## GOOD

### CAST CRANKSHAFT

**H-BEAM RODS**  
 3/8" ARP 8740 bolts

**FORGED PISTONS**  
 Pump gas street car, no power adders

## BEST

### FORGED 4340 STEEL CRANK

**H-BEAM RODS**  
 3/8" ARP 2000 BOLTS

**PREMIUM FORGED PISTONS**  
 Competition use. Race gas, power adders OK.

UNBALANCED		BALANCED	
ROMEO	WINDSOR	ROMEO	WINDSOR
<b>16400</b>	<b>16400W</b>	<b>B16400</b>	<b>B16400W</b>
<b>16402</b>	<b>16402W</b>	<b>B16402</b>	<b>B16402W</b>
<b>16401</b>	<b>16401W</b>	<b>B16401</b>	<b>B16401W</b>
<b>16405</b>	<b>16405W</b>	<b>B16405</b>	<b>B16405W</b>
<b>16404</b>	<b>16404W</b>	<b>B16404</b>	<b>B16404W</b>
-	-	-	-

UNBALANCED		BALANCED	
ROMEO	WINDSOR	ROMEO	WINDSOR
<b>14400</b>	<b>14400W</b>	<b>B14400</b>	<b>B14400W</b>
<b>14402</b>	<b>14402W</b>	<b>B14402</b>	<b>B14402W</b>
<b>14401</b>	<b>14401W</b>	<b>B14401</b>	<b>B14401W</b>
<b>14405</b>	<b>14405W</b>	<b>B14405</b>	<b>B14405W</b>
<b>14404</b>	<b>14404W</b>	<b>B14404</b>	<b>B14404W</b>
<b>14403</b>	<b>14403W</b>	<b>B14403</b>	<b>B14403W</b>

UNBALANCED	BALANCED
<b>16410</b>	<b>B16410</b>
-	-
-	-
<b>16414</b>	<b>B16414</b>
-	-

UNBALANCED	BALANCED
<b>14410</b>	<b>B14410</b>
<b>14430</b>	<b>B14430</b>
<b>14429</b>	<b>B14429</b>
<b>14414</b>	<b>B14414</b>
<b>14428</b>	<b>B14428</b>

UNBALANCED	BALANCED
-	-
<b>16420</b>	<b>B16420</b>
-	-
-	-
-	-
<b>16424</b>	<b>B16424</b>
-	-

UNBALANCED	BALANCED
<b>14425</b>	<b>B14425</b>
<b>14420</b>	<b>B14420</b>
<b>14421</b>	<b>B14421</b>
<b>14416</b>	<b>B14416</b>
<b>14422</b>	<b>B14422</b>
<b>14424</b>	<b>B14424</b>
<b>14423</b>	<b>B14423</b>



**FORD 4.6 & MOD MOTOR**



# FORD 289 / 302

## CONNECTING RODS

Alignment sleeves for precise cap location.

**GOOD**  
**SIR I-BEAM**  
 weight-matched +/- 2g  
 3/8" ARP 8740 bolts  
 Forged 5140 steel



**BETTER**  
**FSI I-BEAM**  
 Forged 4340 steel  
 weight-matched +/- 1g  
 7/16" ARP 8740 bolts



**BEST**

**CRS H-BEAM**  
 Sized with Sunnen Krossgrinder  
 Forged 4340 steel  
 7/16" ARP 8740 bolts  
 weight-matched +/- 1g  
 ARP 2000 upgrade available

LENGTH	PIN SIZE	NOTES	"SIR" I-BEAM		"FSI" I-BEAM		"CRS" H-BEAM		w/ ARP 2000	WT.
			WT.		WT.					
5.090"	.912"	press-fit pin	<b>SIR5090FP</b>	525	-	-	-	-	-	-
5.090"	.912"		<b>SIR5090FB</b>	525	-	-	<b>CRS5090F3D</b>	<b>CRS5090F3D2000</b>	590	
5.155"	.912"	289, Boss 302	-	-	-	-	<b>CRS5155F3D</b>	<b>CRS5155F3D2000</b>	595	
5.315"	.927"	2.100" rod journal, .8315" width	-	-	-	-	<b>CRS5315C3D</b>	<b>CRS5315C3D2000</b>	600	
5.400"	.927"	2.100" rod journal, .8315" width	<b>SIR5400CB</b>	525	-	-	<b>CRS5400C3D</b>	<b>CRS5400C3D2000</b>	580	
5.400"	.927"	2.000" rod journal, .8315" width	-	-	-	-	<b>CRS5400F3D</b>	<b>CRS5400F3D2000</b>	605	
5.400"	.927"	2.123" (O.E.) rod journal	<b>SIR5400FB</b>	525	<b>FSI5400FB</b>	-	<b>CRS5400S3D</b>	<b>CRS5400S3D2000</b>	588	

## ROTATING ASSEMBLIES

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

STROKE	ROD	PISTON	RINGS	58cc	64cc						
						000	030	040	060	125	
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 -6cc flat top	FF	9.4	8.8	302	306	308	311	321	
3.000"	5.090"	4032 SRP +18cc dome	FF	13.1	11.9	-	306	308	311	-	
<b>NEW!</b>	3.250"	5.400"	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	-	-
	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 -6cc flat top	FF	10.0	9.3	-	332	333	-	348
<b>NEW!</b>	3.250"	5.400"	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	-	-	-
<b>NEW!</b>	3.400"	5.400"	2618 Ross -24.8cc F.I. inv. dome	FF	8.5	8.1	-	347	349	-	-
	3.400"	5.400"	4032 Mahle -16cc inv. dome	FF	9.3	8.8	-	347	349	352	364
<b>TOP SELLER</b>	3.400"	5.400"	hyper. KB -16cc inv. dome	FF	9.3	8.8	342	347	349	352	364
	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	-	-	-
	3.400"	5.400"	hyper. KB -6.5cc flat top	FF	10.3	9.7	342	347	349	352	364
<b>TOP SELLER</b>	3.400"	5.400"	4032 Mahle -6cc flat top	FF	10.3	9.7	342	347	349	352	364
<b>TOP SELLER</b>	3.400"	5.400"	hyper SpeedPro -5cc flat top	std	10.5	9.8	342	347	349	-	-
<b>NEW!</b>	3.400"	5.400"	2618 JE -5cc heavy duty flat top	FF	10.7	10.0	-	347	349	-	364
	3.400"	5.400"	2618 Mahle +7cc dome	FF	12.3	11.4	-	347	-	-	-

Twisted Wedge heads

STROKE	ROD	PISTON	RINGS	58cc	64cc			
						030	040	
3.000"	5.090"	4032 Mahle -6cc flat top	FF	9.3	8.7	306	308	
3.250"	5.400"	4032 Mahle -16cc inv. dome	FF	8.9	8.4	332	333	
3.250"	5.400"	4032 Mahle -6cc flat top	FF	10.0	9.3	332	333	
3.400"	5.400"	4032 Mahle -16cc inv. dome	FF	9.3	8.8	347	349	
3.400"	5.400"	4032 Mahle -6cc flat top	FF	10.3	9.7	347	349	
<b>NEW!</b>	3.400"	5.400"	2618 JE -5cc heavy duty flat top	FF	10.7	10.0	347	349

# 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.

## GOOD



## CAST STEEL

.092" radiuses  
 Intended for external 28 in-oz balance unless otherwise noted.  
 Recommended for use in pump-gas street engines, no power-adders.

## BEST



## 4340 STEEL

.125" radiuses  
 Intended for internal balance without heavy metal.  
 Recommended for use in competition engines, anything goes.

STROKE	MIN. ROD	ROD JOURNAL	NOTES
3.000"	5.090"	2.123"	50 in-oz balance
3.000"	5.090"	2.123"	
3.250"	5.400"	2.123"	
3.400"	5.400"	2.123"	
3.470"	5.400"	2.100"	

PART NO.	BOBWEIGHT	WEIGHT
<b>103023000-50</b>	1835	38
<b>103023000</b>	1835	39
<b>103023252</b>	1650	40
<b>103023402</b>	1650	41
-	-	-

PART NO.	BOBWEIGHT	WEIGHT
-	-	-
<b>430230015090</b>	1750	46
<b>430232525400</b>	1750	47
<b>430234025400</b>	1750	47
<b>430234705400</b>	1750	47

## GOOD



## CAST CRANKSHAFT

'SIR' I-BEAM RODS  
 3/8" ARP 8740 bolts

HYPEREUTECTIC or FORGED PISTONS  
 Pump gas street car, no power adders

## BETTER

FORGED 4340 STEEL CRANK  
 'FSI' I-BEAM RODS  
 7/16" ARP 8740 bolts

HYPEREUTECTIC or FORGED PISTONS  
 Pump gas performance, Mild power adder with forged piston only

## BEST

FORGED 4340 STEEL CRANK  
 H-BEAM RODS  
 ARP 2000 bolt upgrade available  
 PREMIUM FORGED PISTONS  
 Competition use. Race gas, power adders OK.

UNBALANCED	BALANCED			
	157t flexplate	164t flexplate	164t flywheel	157t flywheel
-	-	-	-	-
<b>16002</b>	<b>B16002EA</b>	<b>B16002MA</b>	<b>B16002ES</b>	<b>B16002MS</b>
-	-	-	-	-
-	-	-	-	-
<b>16005</b>	<b>B16005EA</b>	<b>B16005MA</b>	<b>B16005ES</b>	<b>B16005MS</b>
<b>16351</b>	<b>B16351EA</b>	<b>B16351MA</b>	<b>B16351ES</b>	<b>B16351MS</b>
<b>16021</b>	<b>B16021EA</b>	<b>B16021MA</b>	<b>B16021ES</b>	<b>B16021MS</b>
<b>16006</b>	<b>B16006EA</b>	<b>B16006MA</b>	<b>B16006ES</b>	<b>B16006MS</b>
-	-	-	-	-
-	-	-	-	-
<b>16040</b>	<b>B16040EA</b>	<b>B16040MA</b>	<b>B16040ES</b>	<b>B16040MS</b>
<b>16023</b>	<b>B16023EA</b>	<b>B16023MA</b>	<b>B16023ES</b>	<b>B16023MS</b>
<b>16323</b>	<b>B16323EA</b>	<b>B16323MA</b>	<b>B16323ES</b>	<b>B16323MS</b>
<b>16004</b>	<b>B16004EA</b>	<b>B16004MA</b>	<b>B16004ES</b>	<b>B16004MS</b>
<b>16022</b>	<b>B16022EA</b>	<b>B16022MA</b>	<b>B16022ES</b>	<b>B16022MS</b>
<b>16003</b>	<b>B16003EA</b>	<b>B16003MA</b>	<b>B16003ES</b>	<b>B16003MS</b>
-	<b>B16422EA</b>	<b>B16422MA</b>	<b>B16422ES</b>	<b>B16422MS</b>
-	-	-	-	-
-	-	-	-	-

UNBALANCED	BALANCED
<b>64001</b>	<b>B64001</b>
-	-
<b>64002</b>	<b>B64002</b>
<b>64008</b>	<b>B64008</b>
-	-
<b>64005</b>	<b>B64005</b>
<b>64251</b>	<b>B64251</b>
-	-
<b>64006</b>	<b>B64006</b>
-	-
<b>64007</b>	<b>B64007</b>
-	-
<b>64040</b>	<b>B64040</b>
-	-
<b>64223</b>	<b>B64223</b>
<b>64004</b>	<b>B64004</b>
-	-
<b>64003</b>	<b>B64003</b>
-	-
-	-
<b>64013</b>	<b>B64013</b>

UNBALANCED	BALANCED
<b>14001</b>	<b>B14001</b>
-	-
<b>14002</b>	<b>B14002</b>
<b>14008</b>	<b>B14008</b>
<b>34050</b>	<b>B34050</b>
<b>14005</b>	<b>B14005</b>
<b>14251</b>	<b>B14251</b>
-	-
<b>14006</b>	<b>B14006</b>
<b>34051</b>	<b>B34051</b>
<b>14007</b>	<b>B14007</b>
<b>34052</b>	<b>B34052</b>
<b>14040</b>	<b>B14040</b>
-	-
<b>14223</b>	<b>B14223</b>
<b>14004</b>	<b>B14004</b>
-	-
<b>14003</b>	<b>B14003</b>
-	-
<b>34053</b>	<b>B34053</b>
<b>14013</b>	<b>B14013</b>

UNBALANCED	BALANCED			
	157t flexplate	164t flexplate	164t flywheel	157t flywheel
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
<b>16032</b>	<b>B16032EA</b>	<b>B16032MA</b>	<b>B16032ES</b>	<b>B16032MS</b>
<b>16033</b>	<b>B16033EA</b>	<b>B16033MA</b>	<b>B16033ES</b>	<b>B16033MS</b>
-	-	-	-	-

UNBALANCED	BALANCED
<b>64028</b>	<b>B64028</b>
<b>64030</b>	<b>B64030</b>
<b>64031</b>	<b>B64031</b>
<b>64032</b>	<b>B64032</b>
<b>64033</b>	<b>B64033</b>
-	-

UNBALANCED	BALANCED
<b>14028</b>	<b>B14028</b>
<b>14030</b>	<b>B14030</b>
<b>14031</b>	<b>B14031</b>
<b>14032</b>	<b>B14032</b>
<b>14033</b>	<b>B14033</b>
<b>34054</b>	<b>B34054</b>

FORD 289 / 302



# 351 CLEVELAND

## CONNECTING RODS

.912" pin size  
Alignment sleeves for precise cap location.  
Uses 351W rod bearings.

## CRS H-BEAM

7/16" ARP 8740 bolts  
Forged 4340 steel  
Sized with Sunnen Krossgrinder  
weight-matched +/- 1g  
ARP 2000 upgrade available



LENGTH	NOTES
5.780"	Use 351W rod bearings

"CRS" H-BEAM	WT.	w/ARP 2000
<b>CRS5780F3D</b>	660	<b>CRS5780F3D2000</b>

## 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.

STROKE	ROD	PISTON	RINGS	60cc	72cc	80cc	030	040	125
3.850"	6.000"	4032 Mahle -20cc inv. dome	FF	10.5	9.4	8.8	-	-	412
3.850"	6.000"	4032 Mahle -3cc flat top	FF	12.3	10.7	9.7	393	395	412
4.000"	6.000"	4032 Mahle -20cc inv. dome	FF	10.5	9.3	8.7	408	-	-
4.000"	6.000"	4032 Mahle -3cc flat top	FF	12.7	11.0	10.2	408	-	428



part number 14702 shown

FORD 351 CLEVELAND

## CRANKSHAFTS

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

Cast cranks designed for 28in-oz balance.

Forged cranks designed for internal balance without heavy metal.

Eagle 351C cranks have 351W snouts. In order to use a 351C timing set, a .375" spacer must be placed behind the timing gear in order to align the timing chain correctly. Special timing sets are produced by Rollmaster. Part number CS3110 or CS3130.

### GOOD



#### CAST STEEL

.092" radiuses

Intended for external 28 in-oz balance.

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

### BEST



#### 4340 STEEL

.125" radiuses

Intended for internal balance without heavy metal.

Recommended for use in competition engines, anything goes.

STROKE	MIN. ROD	NOTES
3.850"	6.000"	
4.000"	6.000"	

PART NO.	BOBWEIGHT	WEIGHT
<b>103523850</b>	1900	50
-	-	-

PART NO.	BOBWEIGHT	WEIGHT
<b>435638506000</b>	1765	59
<b>435640006000</b>	1765	61

### GOOD

#### CAST CRANKSHAFT

'SIR' I-BEAM RODS  
3/8" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**  
Pump gas street car, no power adders

### BETTER

#### FORGED 4340 STEEL CRANK

'FSI' I-BEAM RODS  
7/16" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**  
Pump gas performance, Mild power adder with forged piston only

### BEST

#### FORGED 4340 STEEL CRANK

H-BEAM RODS  
ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**  
Competition use. Race gas, power adders OK.

UNBALANCED	BALANCED
-	-
<b>16800</b>	<b>B16800</b>
-	-
-	-

UNBALANCED	BALANCED
<b>64801</b>	<b>B64801</b>
<b>64800</b>	<b>B64800</b>
<b>64700</b>	<b>B64700</b>
<b>64702</b>	<b>B64702</b>

UNBALANCED	BALANCED
<b>14801</b>	<b>B14801</b>
<b>14800</b>	<b>B14800</b>
<b>14700</b>	<b>B14700</b>
<b>14702</b>	<b>B14702</b>

FORD 351 CLEVELAND





# FORD 351 WINDSOR

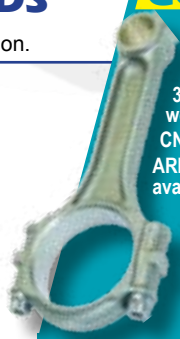
## CONNECTING RODS

Alignment sleeves for precise cap location.

### GOOD

#### SIR I-BEAM

Forged 5140 steel  
3/8" ARP 8740 bolts  
weight-matched +/- 2g  
CNC sized big end  
ARP 2000 upgrade  
available



### BETTER

#### FSI I-BEAM

Forged 4340 steel  
7/16" ARP 8740  
bolts  
weight-matched  
+/- 1g  
Sized with Sunnen  
Krossgrinder  
ARP 2000  
upgrade  
available



### BEST

#### CRS H-BEAM

Forged 4340 steel 7/16" ARP 8740 bolts  
weight-matched +/- 1g  
ARP 2000 upgrade available  
Sized with Sunnen Krossgrinder



FORD 351 WINDSOR

LENGTH	PIN SIZE	NOTES
5.956"	.912"	press-fit pin
5.956"	.912"	
6.200"	.927"	2.100" rod journal
6.250"	.927"	2.100" rod journal
6.300"	.927"	2.100" rod journal

"SIR" I-BEAM	WT.	"FSI" I-BEAM	WT.
<b>SIR5956FP</b>	550	-	-
<b>SIR5956FB</b>	550	-	-
<b>SIR6200BBLW</b>	610	-	-
<b>SIR6250BBLW</b>	615	<b>FSI6250B</b>	-
-	-	-	-

"CRS" H-BEAM	w/ ARP 2000	WT.
-	-	-
<b>CRS5956F3D</b>	<b>CRS5956F3D2000</b>	640
<b>CRS6200B3D</b>	<b>CRS6200B3D2000</b>	640
<b>CRS6250B3D</b>	<b>CRS6250B3D2000</b>	650
<b>CRS6300B3D</b>	<b>CRS6300B3D2000</b>	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.

STROKE	ROD	HEIGHT	PISTON	58cc	64cc	72cc	DISPLACEMENT							
							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 SRP -5cc inv. dome	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	397	393	395	399	-	-	-	-
<b>NEW!</b> 3.850"	5.956"	9.481"	4032 ProTru -7cc 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"	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	-	-	-	-	-
<b>NEW!</b> 4.000"	6.200"	9.480"	4032 ProTru -15cc/-19cc inv. dome	10.8	10.1	9.4	-	408	410	414	428	434	-	-
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	-	-	-	-
<b>TOP SELLER</b> 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	419	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. Using a 9.480" block, if applicable, will increase compression approximately 0.4.



# CRANKSHAFTS

Bobweight listed is +/- 2% GUARANTEED

Cast cranks designed for 28in-oz balance.

Forged cranks designed for internal balance without heavy metal.

## GOOD



### CAST STEEL

.092" radiuses

Intended for external 28 in-oz balance.

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

## BEST



### 4340 STEEL

.125" radiuses

Intended for internal balance without heavy metal.

Recommended for use in competition engines, anything goes.

STROKE	MIN. ROD	NOTES
3.500"	6.200"	2.1" journals
3.750"	6.200"	2.1" journals
3.850"	5.956"	O.E. journals
3.850"	6.200"	2.1" journals
4.000"	6.200"	2.1" journals
4.170"	6.200"	2.1" journals

PART NO.	BOBWEIGHT	WEIGHT
-	-	-
<b>103513750</b>	1920	53
<b>103513850</b>	1900	55
-	-	-
<b>103514000</b>	1920	53
-	-	-

3.000" MAINS	2.750" MAINS	BOBWEIGHT	WEIGHT
<b>435135006200</b>	<b>435235006200</b>	1900	61
-	<b>435237506200</b>	1900	60
-	-	-	-
-	<b>435238506200</b>	1900	60
<b>435140006200</b>	<b>435240006200</b>	1900	60
<b>435141706200</b>	<b>435241706200</b>	1900	60

FORD 351 WINDSOR

## GOOD

**CAST CRANKSHAFT**  
**'SIR' I-BEAM RODS**  
3/8" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**

Pump gas street car, no power adders

## BETTER

**FORGED 4340 STEEL CRANK**

**'FSI' I-BEAM RODS**  
7/16" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**

Pump gas performance, Mild power adder with forged piston only

## BEST

**FORGED 4340 STEEL CRANK**

**H-BEAM RODS**  
ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**

Competition use. Race gas, power adders OK.

UNBALANCED	BALANCED
-	-
<b>16121</b>	<b>B16121</b>
<b>16122</b>	<b>B16122</b>
<b>16526</b>	<b>B16526</b>
<b>16128</b>	<b>B16128</b>
<b>16131</b>	<b>B16131</b>
<b>16524</b>	<b>B16524</b>
<b>16124</b>	<b>B16124</b>
<b>16123</b>	<b>B16123</b>
<b>16129</b>	<b>B16129</b>
<b>16137</b>	<b>B16137</b>
<b>16138</b>	<b>B16138</b>
<b>16525</b>	<b>B16525</b>
<b>16125</b>	<b>B16125</b>
-	-
-	-
-	-

UNBALANCED		BALANCED	
3" MAIN	2.75" MAIN	3" MAIN	2.75" MAIN
<b>64120</b>	<b>64620</b>	<b>B64120</b>	<b>B64620</b>
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
<b>14804</b>	<b>14806</b>	<b>B14804</b>	<b>B14806</b>
<b>14805</b>	<b>14807</b>	<b>B14805</b>	<b>B14807</b>
<b>14823</b>	<b>14843</b>	<b>B14823</b>	<b>B14843</b>
<b>14829</b>	<b>14849</b>	<b>B14829</b>	<b>B14849</b>
<b>64137</b>	<b>64634</b>	<b>B64137</b>	<b>B64634</b>
<b>64138</b>	<b>64638</b>	<b>B64138</b>	<b>B64638</b>
-	-	-	-
-	-	-	-
<b>14828</b>	<b>14848</b>	<b>B14828</b>	<b>B14848</b>
<b>64142</b>	<b>64642</b>	<b>B64142</b>	<b>B64642</b>

UNBALANCED		BALANCED	
3" MAIN	2.75" MAIN	3" MAIN	2.75" MAIN
<b>14120</b>	<b>14620</b>	<b>B14120</b>	<b>B14620</b>
-	<b>14621</b>	-	<b>B14621</b>
-	<b>14622</b>	-	<b>B14622</b>
-	-	-	-
-	-	-	-
-	-	-	-
<b>14124</b>	<b>14624</b>	<b>B14124</b>	<b>B14624</b>
<b>14123</b>	<b>14623</b>	<b>B14123</b>	<b>B14623</b>
<b>14129</b>	<b>14629</b>	<b>B14129</b>	<b>B14629</b>
-	-	-	-
<b>14138</b>	<b>14638</b>	<b>B14138</b>	<b>B14638</b>
-	-	-	-
<b>14125</b>	<b>14625</b>	<b>B14125</b>	<b>B14625</b>
<b>35801</b>	<b>35861</b>	<b>B35801</b>	<b>B35861</b>
<b>14140</b>	<b>14640</b>	<b>B14140</b>	<b>B14640</b>
<b>14142</b>	<b>14642</b>	<b>B14142</b>	<b>B14642</b>

UNBALANCED		BALANCED	
3" MAIN	2.75" MAIN	3" MAIN	2.75" MAIN
<b>14120</b>	<b>14620</b>	<b>B14120</b>	<b>B14620</b>
-	<b>14621</b>	-	<b>B14621</b>
-	<b>14622</b>	-	<b>B14622</b>
-	-	-	-
-	-	-	-
-	-	-	-
<b>14124</b>	<b>14624</b>	<b>B14124</b>	<b>B14624</b>
<b>14123</b>	<b>14623</b>	<b>B14123</b>	<b>B14623</b>
<b>14129</b>	<b>14629</b>	<b>B14129</b>	<b>B14629</b>
-	-	-	-
<b>14138</b>	<b>14638</b>	<b>B14138</b>	<b>B14638</b>
-	-	-	-
<b>14125</b>	<b>14625</b>	<b>B14125</b>	<b>B14625</b>
<b>35801</b>	<b>35861</b>	<b>B35801</b>	<b>B35861</b>
<b>14140</b>	<b>14640</b>	<b>B14140</b>	<b>B14640</b>
<b>14142</b>	<b>14642</b>	<b>B14142</b>	<b>B14642</b>

UNBALANCED		BALANCED	
3" MAIN	2.75" MAIN	3" MAIN	2.75" MAIN
<b>14120</b>	<b>14620</b>	<b>B14120</b>	<b>B14620</b>
-	<b>14621</b>	-	<b>B14621</b>
-	<b>14622</b>	-	<b>B14622</b>
-	-	-	-
-	-	-	-
-	-	-	-
<b>14124</b>	<b>14624</b>	<b>B14124</b>	<b>B14624</b>
<b>14123</b>	<b>14623</b>	<b>B14123</b>	<b>B14623</b>
<b>14129</b>	<b>14629</b>	<b>B14129</b>	<b>B14629</b>
-	-	-	-
<b>14138</b>	<b>14638</b>	<b>B14138</b>	<b>B14638</b>
-	-	-	-
<b>14125</b>	<b>14625</b>	<b>B14125</b>	<b>B14625</b>
<b>35801</b>	<b>35861</b>	<b>B35801</b>	<b>B35861</b>
<b>14140</b>	<b>14640</b>	<b>B14140</b>	<b>B14640</b>
<b>14142</b>	<b>14642</b>	<b>B14142</b>	<b>B14642</b>


\* 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

Alignment sleeves for precise cap location.

GOOD	BETTER	BEST	CRS H-BEAM
 <p><b>SIR I-BEAM</b> Forged 5140 steel 7/16" ARP 8740 bolts weight-matched +/- 2g CNC sized big end ARP 2000 upgrade available</p>	<p><b>FSI I-BEAM</b> Forged 4340 steel 7/16" ARP 8740 bolts weight-matched +/- 1g Sized with Sunnen Krossgrinder ARP 2000 upgrade available</p>	<p>Forged 4340 steel weight-matched +/- 1g Sized with Sunnen Krossgrinder</p>  <p>7/16" ARP 8740 bolts ARP L19 upgrade available Sized with Sunnen Krossgrinder</p>	

LENGTH	PIN SIZE	NOTES
6.605"	1.040"	
6.605"	.990"	
6.700"	.990"	2.200" rod journal
6.800"	.990"	2.200" rod journal

"SIR" I-BEAM	WT.
-	-
-	-
<b>SIR6700B</b>	865
<b>SIR6800B</b>	875

"FSI" I-BEAM	WT.
-	-
-	-
-	-
<b>FSI6800</b>	790

"CRS" H-BEAM	w/ ARP 2000	WT.
<b>CRS6605F3D</b>	<b>CRS6605F3D2000</b>	835
<b>CRS6605F990</b>	-	830
<b>CRS67003D</b>	<b>CRS67003D2000</b>	800
<b>CRS68003D</b>	<b>CRS68003D2000</b>	805

## 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.

	STROKE	ROD	PISTON	RINGS	70cc	80cc	90cc	030	060	080
<b>NEW!</b>	3.850"	6.605" H	4032 ProTru -15cc inv. dome	FF	10.7	9.8	9.1	466	472	-
	3.850"	6.605" H	4032 SRP -3cc flat top	FF	12.4	11.2	10.2	466	-	477
<b>NEW!</b>	4.140"	6.700"	hyper KB-33cc inv. dome	FF	10.1	9.4	8.7	501	508	-
	4.140"	6.700"	4032 Mahle -28cc inv. dome	FF	10.4	9.6	9.0	501	-	-
	4.140"	6.800"	4032 SRP -3cc flat top	FF	13.0	11.8	10.8	501	-	513
	4.140"	6.700"	4032 Mahle -3cc flat top	FF	13.2	11.9	10.9	501	-	513
	4.300"	6.800"	4032 Mahle -38cc inv. dome	FF	10.1	9.3	8.7	521	-	533
<b>NEW!</b>	4.300"	6.800"	hyper KB -20.5cc inv. dome	FF	11.6	10.7	9.9	521	528	-
	4.300"	6.800"	4032 Mahle -3cc flat top	FF	13.9	12.5	11.4	521	-	533
	4.500"	6.700"	4032 Mahle -38cc inv. dome	FF	10.5	9.7	9.1	545	-	557
<b>NEW!</b>	4.500"	6.700"	4032 Mahle -8cc inv. dome	FF	13.9	12.5	11.4	545	-	-
	4.500"	6.700"	4032 Mahle -3cc flat top	FF	14.5	13.0	11.9	545	-	557

**NEW!** SCJ, P-51, & AFR 14 deg. heads

	STROKE	ROD	PISTON	RINGS	70cc	80cc	90cc	030	060	080
	4.140"	6.700"	4032 Mahle -28cc inv. dome	FF	10.4	9.6	9.0	501	-	-
	4.140"	6.700"	4032 Mahle -3cc flat top	FF	13.2	11.9	10.9	501	-	513
	4.300"	6.800"	4032 Mahle -38cc inv. dome	FF	10.1	9.3	8.7	521	-	533
	4.300"	6.800"	4032 Mahle -3cc flat top	FF	13.9	12.5	11.4	521	-	533
	4.500"	6.700"	4032 Mahle -38cc inv. dome	FF	10.5	9.7	9.1	545	-	557
	4.500"	6.700"	4032 Mahle -3cc flat top	FF	14.5	13.0	11.9	545	-	557

**NEW!** Kaase Boss nine heads

	STROKE	ROD	PISTON	RINGS	84cc	90cc	030	060	080
	4.300"	6.800"	4032 Mahle -8cc flat top	FF	11.3	10.8	521	-	-
	4.500"	6.700"	4032 Mahle -19cc inv. dome	FF	11.1	10.3	545	-	-
	4.500"	6.700"	4032 Mahle -8cc flat top	FF	11.8	11.2	545	-	-

# CRANKSHAFTS

Bobweight listed is +/- 2% GUARANTEED

Cast cranks designed for 28in-oz balance.

Forged cranks designed for internal balance without heavy metal.

Pilot opening is 1.850". Step is 1.375"

## GOOD

### CAST STEEL

.092" radiuses

Intended for external 28 in-oz balance.

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

## BEST

### 4340 STEEL

.125" radiuses

Intended for internal balance without heavy metal.

Recommended for use in competition engines, anything goes.

STROKE	MIN. ROD	NOTES
3.850"	6.605"	O.E. journals
4.140"	6.700"	2.2" rod journals
4.300"	6.700"	2.2" rod journals
4.500"	6.700"	2.2" rod journals

PART NO.	BOBWEIGHT	WEIGHT
<b>104603850</b>	2350	
<b>104604140</b>	2350	
<b>104604300</b>	2350	
-	-	

PART NO.	BOBWEIGHT	WEIGHT
-	-	
<b>446041402200</b>	2350	
<b>446043002200</b>	2350	
<b>446045002200</b>	2350	

## GOOD

### CAST CRANKSHAFT

'SIR' I-BEAM RODS  
3/8" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**

Pump gas street car, no power adders

## BETTER

### FORGED 4340 STEEL CRANK

'FS' I-BEAM RODS  
7/16" ARP 8740 bolts

**HYPEREUTECTIC or FORGED PISTONS**

Pump gas performance, Mild power adder with forged piston only

## BEST

### FORGED 4340 STEEL CRANK

**H-BEAM RODS**  
ARP 2000 or L19 bolt upgrade available

**PREMIUM FORGED PISTONS**

Competition use. Race gas, power adders OK.

UNBALANCED	BALANCED
15109	B15109
15120	B15120
15100	B15100
15101	B15101
15102	B15102
-	-
15107	B15107
15109	B15109
15105	B15105
-	-
-	-
-	-

UNBALANCED	BALANCED
-	-
-	-
-	-
65015	B65015
65016	B65016
65014	B65014
65010	B65010
-	-
65011	B65011
65012	B65012
65018	B65018
65013	B65013

UNBALANCED	BALANCED
-	-
15020	B15020
-	-
15015	B15015
15016	B15016
15014	B15014
15010	B15010
-	-
15011	B15011
15012	B15012
15018	B15018
15013	B15013

UNBALANCED	BALANCED
15110	B15110
15111	B15111
15107	B15107
15112	B15112
-	-
-	-

UNBALANCED	BALANCED
65112	B65112
65123	B65123
65010	B65010
65124	B65124
65012	B65012
65125	B65125

UNBALANCED	BALANCED
15122	B15122
15123	B15123
15010	B15010
15124	B15124
15012	B15012
15125	B15125

UNBALANCED	BALANCED
15114	-
-	-
-	-

UNBALANCED	BALANCED
65126	B65126
65128	B65128
65127	B65127

UNBALANCED	BALANCED
15126	B15126
15128	B15128
15127	B15127



FORD BIG BLOCK

# FORD FE

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

## CONNECTING RODS

7/16" ARP 8740 bolts standard  
Alignment sleeves for precise cap location

### GOOD

**SIR I-BEAM**  
Forged 5140 steel  
weight-matched +/- 2g  
CNC sized big end  
ARP 2000 upgrade  
available

### BEST

### CRS H-BEAM

Sized with Sunnen Krossgrinder Forged 4340 steel  
weight-matched +/- 1g ARP 2000 or L19 upgrade available



LENGTH	PIN SIZE	NOTES
6.490"	.975"	O.E. dimensions
6.700"	.990"	2.200" rod journal

"SIR" I-BEAM	WT.
-	-
<b>SIR6700B</b>	865

"CRS" H-BEAM	WT.	w/ARP 2000	w/ARP L19
<b>CRS6490F3D</b>	805	<b>CRS6490F3D2000</b>	-
<b>CRS67003D</b>	800	<b>CRS67003D2000</b>	<b>CRS67003DL19</b>

## 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	MIN. ROD	NOTES
3.980"	6.490"	stock 428 stroke, internal / external balance
4.125"	6.700"	2.200" rod journals, internal balance
4.250"	6.700"	2.200" rod journals, internal balance

PART NO.	BOBWEIGHT	WEIGHT
<b>104283980</b>	2300	70
<b>104284125</b>	2300	74
<b>104284250</b>	2300	76



## 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. Balanced kits require no additional balancing. Recommended for use in pump-gas, street engines. No power adders. Order by actual bore size - not oversize.



360, 390, 410 standard bore: 4.050"

STROKE	ROD	PISTON	76cc	88cc
3.980"	6.490" H	4032 SRP -20cc inv. dome	8.8	8.0
<b>NEW!</b> 3.980"	6.490" H	4032 Diamond -11cc inv. dome	9.7	8.7
3.980"	6.490" H	4032 Mahle -7cc flat top	9.8	8.9
3.980"	6.490" H	4032 SRP -5cc flat top	10.2	9.2
4.125"	6.700"	4032 Mahle -26cc inv. dome	8.7	8.0
4.125"	6.700"	2618 Icon -16.3cc inv. dome	9.5	8.6
<b>NEW!</b> 4.125"	6.700"	4032 Diamond -14cc inv. dome	9.7	8.8
4.125"	6.700"	4032 Mahle -7cc flat top	10.3	9.2
4.250"	6.700"	4032 Mahle -28cc inv. dome	8.8	8.1
4.250"	6.635" H	4032 Mahle -26cc inv. dome	9.0	8.2
4.250"	6.700"	4032 Mahle -18cc inv. dome	9.6	8.7
<b>NEW!</b> 4.250"	6.700"	4032 Diamond -17cc inv. dome	9.7	8.8
4.250"	6.635" H	4032 Mahle -7cc flat top	10.5	9.5
4.250"	6.700"	4032 Mahle -7cc flat top	10.5	9.5

DISPLACEMENT		
4.080	4.090	4.100
416	-	-
416	418	420
416	418*	420*
416	-	-
431	434	-
431	434	-
431	434	436
431	434	436*
445	447	449
445	447	-
445	447	449
445	447	449
445	447	449*
445	447	449

UNBALANCED	BALANCED
<b>15711</b>	<b>B15711</b>
<b>15712</b>	<b>B15712</b>
<b>15708</b>	<b>B15708</b>
<b>15709</b>	<b>B15709</b>
<b>15810</b>	<b>B15810</b>
<b>15811</b>	<b>B15811</b>
<b>15817</b>	<b>B15817</b>
<b>15812</b>	<b>B15812</b>
<b>15800</b>	<b>B15800</b>
<b>15714</b>	<b>B15714</b>
<b>15802</b>	<b>B15802</b>
<b>15803</b>	<b>B15803</b>
<b>15716</b>	<b>B15716</b>
<b>15804</b>	<b>B15804</b>

406, 428 standard bore: 4.130"

STROKE	ROD	PISTON	76cc	88cc
<b>NEW!</b> 3.980"	6.490" H	hyper KB -28cc inv. dome	8.6	7.9
3.980"	6.490" H	4032 SRP -20cc inv. dome	8.8	8.0
<b>NEW!</b> 3.980"	6.490" H	4032 Diamond -14cc inv. dome	9.7	8.8
<b>NEW!</b> 3.980"	6.490" H	4032 Diamond -6cc flat top	10.4	9.4
3.980"	6.490" H	4032 SRP -5cc flat top	10.2	9.2
<b>NEW!</b> 4.125"	6.700"	4032 Diamond -17cc inv. dome	9.8	8.9
<b>NEW!</b> 4.125"	6.700"	4032 Diamond flat top	10.8	9.7
4.250"	6.700"	4032 Mahle -33cc inv. dome	8.7	8.1
4.250"	6.700"	4032 Mahle -20cc inv. dome	9.7	8.8
<b>NEW!</b> 4.250"	6.700"	4032 Diamond -21cc inv. dome	9.7	8.8
4.250"	6.700"	4032 Mahle -7cc flat top	10.9	9.8
<b>NEW!</b> 4.250"	6.700"	4032 Diamond -6cc flat top	11.1	9.9

DISPLACEMENT					
4.155	4.160	4.165	4.170	4.175	4.185
-	-	-	435	-	-
432	-	-	-	-	-
432	-	434	-	436	438
432	-	434	-	436	438
432	-	-	-	-	-
448	-	450	-	452	454
448	-	450	-	452	454
-	462	-	-	-	-
-	462	-	464	-	-
461	462	463	464	466	468
-	462	-	464	-	-
461	462	463	464	466	468

UNBALANCED	BALANCED
<b>15710</b>	<b>B15710</b>
<b>15711</b>	<b>B15711</b>
<b>15712</b>	<b>B15712</b>
<b>15708</b>	<b>B15708</b>
<b>15709</b>	<b>B15709</b>
<b>15817</b>	<b>B15817</b>
<b>15812</b>	<b>B15812</b>
<b>15800</b>	<b>B15800</b>
<b>15802</b>	<b>B15802</b>
<b>15803</b>	<b>B15803</b>
<b>15804</b>	<b>B15804</b>
<b>15818</b>	<b>B15818</b>

427 standard bore: 4.233"

STROKE	ROD	PISTON	76cc	88cc
<b>NEW!</b> 3.980"	6.490" H	4032 Diamond -11cc inv. dome	10.3	9.3
<b>NEW!</b> 3.980"	6.490" H	4032 Diamond -cc flat top	10.8	9.7
<b>NEW!</b> 4.125"	6.700"	4032 Diamond -14cc inv. dome	10.4	9.4
<b>NEW!</b> 4.125"	6.700"	4032 Diamond -cc flat top	11.2	10.0
4.250"	6.700"	4032 Mahle -20cc inv. dome	10.0	9.2
<b>NEW!</b> 4.250"	6.700"	4032 Diamond -17cc inv. dome	10.4	9.4
4.250"	6.700"	4032 Mahle -9cc flat top	11.1	10.3
<b>NEW!</b> 4.250"	6.700"	4032 Diamond -cc flat top	11.5	10.3

DISPLACEMENT		
4.250	4.270	4.280
452	456	458
452	456	458
468	473	475
468	473	475
482	487	489
482	487	489
482	487	489
482	487	489

UNBALANCED	BALANCED
<b>15712</b>	<b>B15712</b>
<b>15708</b>	<b>B15708</b>
<b>15817</b>	<b>B15817</b>
<b>15812</b>	<b>B15812</b>
<b>15802</b>	<b>B15802</b>
<b>15803</b>	<b>B15803</b>
<b>15819</b>	<b>B15819</b>
<b>15804</b>	<b>B15804</b>

\* uses 4032 Diamond pistons



# HONDA / ACURA

## 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.



### CRS H-BEAM

3/8" ARP 2000 bolts

### EXTREME DUTY

3/8" ARP 625+ bolts  
 Additional surface finishing to maximize fatigue life.

HONDA / ACURA

ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES
D16 & ZC	5.394"	137.0mm	535	19mm all D16 & ZC
B16	5.290"	134.4mm	550	21mm will not fit B16B
B18A/B, B20B/Z	5.394"	137.0mm	535	21mm
special	5.531"	140.5mm	520	21mm "long" LS rod
special	5.862"	148.9mm	520	18mm 1.771" journal, 5/16" bolts
Dart B20+	5.967"	151.6mm	555	21mm 1.771" journal, 5/16" bolts
B18C1/5	5.430"	137.9mm	535	21mm
F22/H23	5.571"	141.5mm	540	22mm
H22	5.630"	143.0mm	550	22mm
H22 TypeS	5.630"	143.0mm	550	21.9mm use with TypeS pistons
F20C	6.023"	153.0mm	580	23mm
F22C	5.893"	149.7mm	575	23mm
K20a2	5.470"	138.9mm	495	22mm will not fit K20a3
K24	5.984"	152.0mm	550	22mm

CRS H-BEAM	EXTREME DUTY
<b>CRS5394H3D</b>	<b>CRS5394HXD</b>
<b>CRS5290H3D</b>	<b>CRS5290HXD</b>
<b>CRS5394A3D</b>	<b>CRS5394AXD</b>
<b>CRS5531A3D</b>	<b>CRS5531AXD</b>
<b>CRS5862A3D</b>	<b>CRS5862AXD</b>
<b>CRS5967A3D</b>	<b>CRS5967AXD</b>
<b>CRS5430A3D</b>	<b>CRS5430AXD</b>
<b>CRS5571H3D</b>	<b>CRS5571HXD</b>
<b>CRS5630H3D</b>	<b>CRS5630HXD</b>
<b>CRS5630J3D</b>	<b>CRS5630JXD</b>
<b>CRS6023A3D</b>	<b>CRS6023AXD</b>
<b>CRS5893A3D</b>	<b>CRS5893AXD</b>
<b>CRS5470K3D</b>	<b>CRS5470KXD</b>
<b>CRS5984K3D</b>	<b>CRS5984KXD</b>



## 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 87.0mm

STROKE	ROD	PISTON	50.5cc	87.0	87.5	88.0
93mm	5.470	none	-	crank, rods, bearings kit		
93mm	5.470	2618 Traum -3.5cc inv. dome	10.2	2211	2237	2263
93mm	5.470	2618 Traum 13.6cc dome	13.6	2211	2237	2263

### BILLET 4340 STEEL CRANK

**H-BEAM RODS**  
 3/8" ARP 2000 bolts, Extreme Duty rod upgrade available

**FORGED PISTONS**  
 Competition use. Race gas, power adders OK.

UNBALANCED	BALANCED
<b>82121</b>	-
<b>82140</b>	<b>B82140</b>
<b>82141</b>	<b>B82141</b>



## 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

STROKE	ROD	PISTON	54cc	87.0	87.5	88.0
96.5mm	5.893	none	-	crank, rods, bearings kit		
96.5mm	5.893	2618 Traum -3.5cc inv. dome	10.4	2295	2321	2348
96.5mm	5.893	2618 Traum dome	call	2295	2321	2348

### BILLET 4340 STEEL CRANK

**H-BEAM RODS**  
 3/8" ARP 2000 bolts, Extreme Duty rod upgrade available

**FORGED PISTONS**  
 Competition use. Race gas, power adders OK.

UNBALANCED	BALANCED
<b>82220</b>	-
<b>82221</b>	<b>B82221</b>
<b>82222</b>	<b>B82222</b>

## 4340 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. Recommended for use up to 1000 hp. Approximate weight is 35 pounds.

**FORGED**

**BILLET**



ENGINE	STROKE	ROD WIDTH	NOTES
B16	3.031"	77.0mm .945"	stock B16 stroke
B16 stroker	3.334"	84.7mm .945"	use 1.030" pin height pistons
B18C	3.433"	87.2mm .866"	stock B18C stroke
B18B/B20B	3.504"	89.0mm .945"	stock B18A/B, B20B/Z stroke
B18 stroker	3.543"	90.0mm .945"	
B18 stroker	3.740"	95.0mm .945"	use 1.063" pin height pistons
K20 stroker	3.661"	93.0mm .789"	use 1.043" pin height pistons
F22C stroker	3.799"	96.5mm .951"	use 1.067" pin height pistons

PART NO.	LIGHTWEIGHT	PART NO.
<b>1630311772</b>	-	-
<b>1633341772</b>	<b>1633341772LW</b>	-
<b>1834331772</b>	-	-
<b>1835041772</b>	-	-
<b>1835431772</b>	-	-
<b>1837401772</b>	<b>1837401772LW</b>	-
-	-	<b>3K2036615470</b>
-	-	<b>3F2037995893</b>



HONDA / ACURA

## B-SERIES 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 81.0mm (B16, B18), or 84.0mm (B20)



B16 block, 8.007" deck height

STROKE	ROD	PISTON	41.6cc	42.7cc
77mm	5.290	4032 Mahle -1cc flat top	9.1	8.9
77mm	5.290	4032 Mahle +9cc dome	11.2	10.9
77mm	5.290	2618 Arias -12/-13/-9cc inv. dome	8.3	8.2
77mm	5.290	2618 Arias -3cc flat top	9.9	9.8
77mm	5.290	2618 Arias +2cc dome	10.7	10.6
77mm	5.290	2618 Arias +7.4cc dome	12.0	11.8

DISPLACEMENT					
81.0	81.5	84.0	84.5	85.0	86.0
-	1607	-	-	-	-
1587	1607	-	-	-	-
-	-	1707	1727	1748	-
-	-	1707	1727	1748	1789
-	-	1707	1727	1748	1789
-	-	1707	1727	1748	1789

UNBALANCED	BALANCED
<b>81002</b>	<b>B81002</b>
<b>81003</b>	<b>B81003</b>
<b>81101</b>	<b>B81101</b>
<b>81102</b>	<b>B81102</b>
<b>81103</b>	<b>B81103</b>
<b>81104</b>	<b>B81104</b>

B18/B20 block, 8.340" deck height

STROKE	ROD	PISTON	41.6cc	42.7cc
87.2mm	5.430	4032 Mahle -8cc inv. dome	9.2	9.0
87.2mm	5.430	4032 Mahle -1cc flat top	10.4	10.2
87.2mm	5.430	4032 Mahle +9cc dome	12.8	12.5
87.2mm	5.430	2618 Arias -12/-13/-9cc inv. dome	9.2	9.1
87.2mm	5.430	2618 Arias -3cc flat top	10.7	10.6
87.2mm	5.430	2618 Arias +2cc dome	11.9	11.8
89mm	5.394	4032 Mahle -8cc inv. dome	9.4	9.2
89mm	5.394	4032 Mahle -1cc flat top	10.6	10.4
89mm	5.394	4032 Mahle +9cc dome	13.1	12.7
89mm	5.394	2618 Arias -12/-13/-9 inv. dome	9.5	9.3
89mm	5.394	2618 Arias -3cc flat top	11.1	10.9
89mm	5.394	2618 Arias +2cc dome	12.4	12.1
89mm	5.394	2618 Arias +7.4cc dome	13.8	13.4

DISPLACEMENT					
81.0	81.5	84.0	84.5	85.0	86.0
1797	1820	-	-	-	-
-	1820	-	-	-	-
1797	1820	-	-	-	-
-	-	1933	1956	1979	-
-	-	1933	1956	1979	2026
-	-	1933	1956	1979	2026
1834	1857	-	-	-	-
-	1857	-	-	-	-
1834	1857	-	-	-	-
-	-	1973	1996	2020	-
-	-	1973	1996	2020	2068
-	-	1973	1996	2020	2068
-	-	1973	1996	2020	2068

UNBALANCED	BALANCED
<b>83001</b>	<b>B83001</b>
<b>83002</b>	<b>B83002</b>
<b>83005</b>	<b>B83005</b>
<b>83101</b>	<b>B83101</b>
<b>83102</b>	<b>B83102</b>
<b>83103</b>	<b>B83103</b>
<b>82101</b>	<b>B82101</b>
<b>82102</b>	<b>B82102</b>
<b>82105</b>	<b>B82105</b>
<b>84101</b>	<b>B84101</b>
<b>84102</b>	<b>B84102</b>
<b>84103</b>	<b>B84103</b>
<b>84104</b>	<b>B84104</b>

# MAZDA

## 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
B6 / BP	5.233"	132.9mm	535	20mm all 1.6 & 1.8 Miata
MZR 2.3L	5.927"	150.5mm	580	22mm DI 2.3 turbo
MZR 2.3L	5.927"	150.5mm	580	22.5mm DI 2.3 turbo
2.3L	6.094"	154.8mm	565	21mm 2.3L Duratec non-turbo

CRS H-BEAM	EXTREME DUTY
<b>CRS5233M3D</b>	<b>CRS5233MXD</b>
<b>CRS5927M13D</b>	<b>CRS5927M1XD</b>
<b>CRS5927M23D</b>	<b>CRS5927M2XD</b>
<b>CRS6094F3D</b>	<b>CRS6094FXD</b>

# MAZDA / MITSUBISHI

## 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
420A	5.472"	139.0mm	535	21mm
early 4G63	5.900"	150.0mm	575	21mm "6 bolt" 89-92
late 4G63	5.900"	150.0mm	580	22mm "7 bolt" 93 & newer
early 4G63	5.900"	150.0mm	575	22mm for use with newer pistons with 22mm pins
4B11T	5.659"	148.7mm	565	23mm Evo X

CRS H-BEAM	EXTREME DUTY
<b>CRS5472N3D</b>	<b>CRS5472N3D</b>
<b>CRS5900MA3D</b>	<b>CRS5900MA3D</b>
<b>CRS5900MB3D</b>	<b>CRS5900MB3D</b>
<b>CRS5900MC3D</b>	<b>CRS5900MC3D</b>
<b>CRS5659M3D</b>	<b>CRS5659M3D</b>

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.



## 4340 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. Recommended for use up to 1000 hp. Approximate weight is 35 pounds.

**FORGED**



**BILLET**

**NEW!**



ENGINE	STROKE	NOTES
4G63	3.465"	88mm stock stroke
4G63 stroker	3.700"	94mm use with 1.248" pin height pistons
4G64	3.937"	100mm 4G64 stock stroke
4B11T stroker	3.700"	94mm use with 1.165" pin height pistons

6 BOLT PART NO.	7 BOLT PART NO.	PART NO.
<b>2034655900A6</b>	<b>2034655900B7</b>	-
<b>2037005900A6</b>	<b>2037005900B7</b>	-
<b>2439375900A6</b>	<b>2039375900B7</b>	-
-	-	<b>34B137015659</b>

## 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.



6-bolt crank (89-92)

STROKE	ROD	PISTON	47cc	85.5	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
94mm	5.900"	2618 Mahle -14cc inv. dome	9.0	2159	2184
100mm	5.900"	4032 Mahle -19cc inv. dome	9.0	2297	2324
100mm	5.900"	2618 Mahle -19cc inv. dome	9.0	2297	2324

UNBALANCED	BALANCED
<b>86200</b>	<b>B86200</b>
<b>86201</b>	<b>B86201</b>
<b>86210</b>	<b>B86210</b>
<b>86215</b>	<b>B86215</b>
<b>86216</b>	<b>B86216</b>

7-bolt crank (93 & up)

STROKE	ROD	PISTON	47cc	85.5	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
94mm	5.900"	2618 Mahle -14cc inv. dome	9.0	2159	2184
100mm	5.900"	4032 Mahle -19cc inv. dome	9.0	2297	2324
100mm	5.900"	2618 Mahle -19cc inv. dome	9.0	2297	2324

93-97 7-Bolt		98 & up 7-bolt	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
<b>86220</b>	<b>B86220</b>	<b>86140</b>	<b>B86140</b>
<b>86221</b>	<b>B86221</b>	<b>86251</b>	<b>B86251</b>
<b>86230</b>	<b>B86230</b>	<b>86250</b>	<b>B86250</b>
<b>86235</b>	<b>B86235</b>	<b>86225</b>	<b>B86225</b>
<b>86236</b>	<b>B86236</b>	<b>86256</b>	<b>B86256</b>

## 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.

**BILLET 4340 STEEL CRANK**

**H-BEAM RODS**  
3/8" ARP 2000 bolts, Extreme Duty rod upgrade available

**FORGED PISTONS**  
Competition use. Race gas, power adders OK.

STROKE	ROD	PISTON	49cc	86.0	86.5	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

UNBALANCED	BALANCED
<b>86120</b>	-
<b>86121</b>	<b>B86121</b>
<b>86122</b>	<b>B86122</b>



## H-BEAM RODS

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

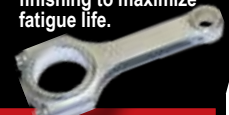
### CRS H-BEAM

3/8" ARP 2000 bolts



### EXTREME DUTY

3/8" ARP 625+ bolts  
 Additional surface finishing to maximize fatigue life.



ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES
RB26	4.783"	121.5mm	495	21mm
CA18	5.236"	133.0mm	560	20mm
SR20	5.365"	136.3mm	535	22mm
VQ35	5.680"	144.3mm	555	22mm
VQ37	5.886"	149.5mm	565	22mm
VG30	6.071"	154.2mm	580	22mm
KA24	6.496"	165.0mm	630	21mm

CRS H-BEAM
<b>CRS4783N3D</b>
<b>CRS5236N3D</b>
<b>CRS5365N3D</b>
<b>CRS5680N3D</b>
<b>CRS5886N3D</b>
<b>CRS6071N3D</b>
<b>CRS6496N3D</b>

EXTREME DUTY
<b>CRS4783NXD</b>
<b>CRS5236NXD</b>
<b>CRS5365NXD</b>
<b>CRS5680NXD</b>
<b>CRS5886NXD</b>
<b>CRS6071NXD</b>
<b>CRS6496NXD</b>



## 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
SR20 stroker	3.583" 91mm	use with 1.154" pin height pistons
RB26 stroker	3.059" 77.7mm	use with 1.112" pin height pistons

PART NO.
<b>3SR235855365</b>
<b>3RB230594783</b>



## 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.

### BILLET 4340 STEEL CRANK

**H-BEAM RODS**  
 3/8" ARP 2000 bolts, Extreme Duty rod upgrade available

**FORGED PISTONS**  
 Competition use. Race gas, power adders OK.

STROKE	ROD	PISTON	46.5cc	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 10.8cc dome	14.5	2114	2139	2164	2420

UNBALANCED	BALANCED
<b>85110</b>	-
<b>85111</b>	<b>B85111</b>
<b>85112</b>	<b>B85112</b>

VVT head

STROKE	ROD	PISTON	41.5cc	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 10.8cc dome	15.2	2114	2139	2164	2420

UNBALANCED	BALANCED
<b>85113</b>	<b>B85113</b>
<b>85114</b>	<b>B85114</b>



## 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.

### BILLET 4340 STEEL CRANK

**H-BEAM RODS**  
 3/8" ARP 2000 bolts, Extreme Duty rod upgrade available

**FORGED PISTONS**  
 Competition use. Race gas, power adders OK.

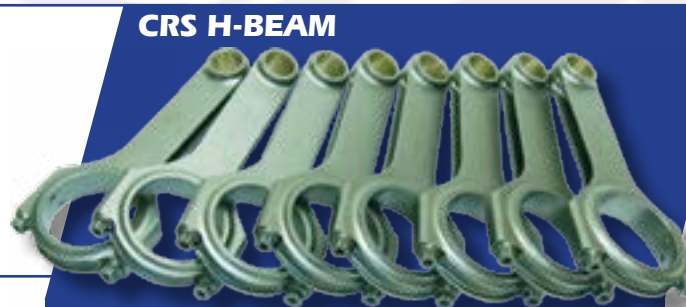
STROKE	ROD	PISTON	65.5cc	86.0	86.5	87.0
77.7mm	4.783	none	-	crank, rods, bearings kit		
77.7mm	4.783	2618 Traum -20cc inv. dome	10.1	2708	2740	2771
77.7mm	4.783	2618 Traum -15cc inv. dome	11.1	2708	2740	2771

UNBALANCED	BALANCED
<b>87120</b>	-
<b>87121</b>	<b>B87121</b>
<b>87122</b>	<b>B87122</b>

# OLDSMOBILE

## 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.



CRS H-BEAM

LENGTH	WEIGHT	PIN SIZE	NOTES
6.735"	820	.980"	
7.100"	825	.990"	2.200" rod journal for use with stroker crank

"CRS" H-BEAM	w/ARP 2000	w/ARP L19
<b>CRS673503D</b>	<b>CRS673503D2000</b>	-
<b>CRS71003D</b>	<b>CRS71003D2000</b>	<b>CRS71003DL19</b>

## 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.



CAST STEEL

STROKE	MIN. ROD	BALANCE	NOTES
4.250"	6.735"	external	O.E. style balance
4.500"	7.100"	internal	2.200" rod journals, use CRS71003D rods

PART NO.	BOBWEIGHT	WEIGHT
<b>104554260</b>	2425	70
<b>104554500</b>	2350	66

## 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.



STROKE	ROD	PISTON	RINGS	77cc	84cc
4.250"	6.735"	hyper KB -30cc inv. dome	FF	9.0	8.5
4.250"	6.735"	4032 Icon -25cc inv. dome	FF	9.3	8.8
4.250"	6.735"	4032 ProTru -15cc inv. dome	FF	10.1	9.6
4.250"	6.735"	4032 Icon -14.4cc inv. dome	FF	10.2	9.6
4.250"	6.735"	4032 SRP -5cc flat top	FF	11.0	10.3
4.250"	6.735"	4032 Diamond -1.3cc flat top	FF	11.5	10.8
4.500"	7.100"	4032 Mahle -22cc inv. dome	FF	10.0	9.5
4.500"	7.100"	4032 Diamond -15cc inv. dome	FF	10.7	10.1

030	040	060
461	463	468
461	463	468
461	-	-
461	463	468
461	-	468
461	463	468
488	-	495
488	491	-

UNBALANCED	BALANCED
<b>42101</b>	<b>B42101</b>
<b>42103</b>	<b>B42103</b>
<b>42102</b>	<b>B42102</b>
<b>42104</b>	<b>B42104</b>
<b>42100</b>	<b>B42100</b>
<b>42106</b>	<b>B42106</b>
<b>42105</b>	<b>B42105</b>
<b>42107</b>	<b>B42107</b>

NEW!  
 NEW!  
 NEW!  
 NEW!  
 NEW!  
 NEW!

OLDSMOBILE



# PONTIAC

## CONNECTING RODS

Alignment sleeves for precise cap location.

### GOOD

#### SIR I-BEAM

Forged 5140 steel  
7/16" ARP 8740 bolts  
weight-matched +/- 2g  
CNC sized big end  
ARP 2000 upgrade available

### BETTER

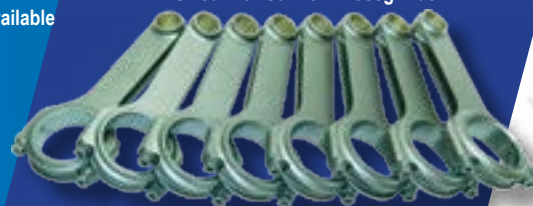
#### FSI I-BEAM

Forged 4340 steel  
7/16" ARP 8740 bolts  
weight-matched +/- 1g  
ARP 2000 upgrade available

### BEST

#### CRS H-BEAM

Forged 4340 steel 7/16" ARP 8740 bolts  
weight-matched +/- 1g  
ARP L19 upgrade available  
Sized with Sunnen Krossgrinder



LENGTH	PIN SIZE	NOTES
6.625"	.980"	bushed
6.625"	.980"	press-fit
6.800"	.990"	2.200" rod journal

"SIR" I-BEAM	WT.
-	-
-	-
<b>SIR6800B</b>	875

"FSI" I-BEAM	WT.
-	-
-	-
<b>FSI6800</b>	790

"CRS" H-BEAM	w/ ARP 2000	WT.
<b>CRS6625P3D</b>	<b>CRS6625P3D2000</b>	760
<b>CRS6625PP3D</b>	-	760
<b>CRS68003D</b>	<b>CRS68003D2000</b>	805

## 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).

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

400 Block, standard bore 4.120"

TOP  
SELLER

STROKE	ROD	PISTON	RINGS	75cc	85cc	111cc
4.250"	6.800"	4032 Mahle -22cc inv. dome	FF	9.6	8.9	7.5
4.250"	6.800"	4032 Mahle -6cc flat top	FF	11.0	10.1	8.3
4.500"	6.800"	4032 Mahle -6cc flat top	FF	11.6	10.6	8.7

035	065
461	468
461	468
488	495

455 Block, standard bore 4.155"

NEW!  
NEW!  
NEW!

STROKE	ROD	PISTON	RINGS	75cc	85cc	111cc
4.210"	6.625" H	hyper KB -30.5cc inv. dome	FF	9.2	8.6	7.3
4.210"	6.625" H	hyper KB -6cc inv. dome	FF	11.3	10.3	8.4
4.210"	6.625" H	4032 SRP -5cc flat top	FF	11.2	10.2	8.3
4.210"	6.625" H	hyper KB 0cc dome	FF	12.1	10.9	8.8
4.250"	6.800"	4032 Mahle -22cc inv. dome	FF	9.7	9.0	7.5
4.250"	6.800"	4032 Mahle -6cc flat top	FF	11.1	10.2	8.3
4.500"	6.800"	4032 Mahle -6cc flat top	FF	11.6	10.6	8.7

030	040	060
463	465	469
463	465	469
463		
463	465	469
468		
468		
495		

## CRANKSHAFTS

Bobweight listed is +/- 2% GUARANTEED

Forged cranks designed for internal balance without heavy metal.

### GOOD

#### CAST STEEL



.092" radiuses

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

### BEST

#### 4340 STEEL



.125" radiuses

Intended for internal balance without heavy metal.

Recommended for use in competition engines, anything goes.

Pontiac 400 mains (3.000")

STROKE	MIN. ROD	NOTES
4.210"	6.625"	
4.250"	6.700"	2.200" rod journals
4.350"	6.800"	2.200" rod journals
4.500"	6.800"	2.200" rod journals

PART NO.	BOBWEIGHT	WEIGHT
-	-	-
<b>104004250</b>	2280	67
-	-	-
-	-	-

PART NO.	BOBWEIGHT	WEIGHT
<b>440042106625</b>	2280	75
<b>440042506700</b>	2280	74
<b>440043506800</b>	2280	73
<b>440045006800</b>	2280	75

Pontiac 455 mains (3.250")

STROKE	MIN. ROD	NOTES
4.210"	6.625"	
4.250"	6.700"	2.200" rod journals
4.500"	6.800"	2.200" rod journals

PART NO.	BOBWEIGHT	WEIGHT
<b>104554210</b>	2280	69
<b>104554250</b>	2280	68
-	-	-

PART NO.	BOBWEIGHT	WEIGHT
<b>445542106625</b>	2280	74
<b>445542506700</b>	2280	75
<b>445545006800</b>	2280	74

PONTIAC

### GOOD

#### CAST CRANKSHAFT

'SIR' I-BEAM RODS  
3/8" ARP 8740 bolts

#### HYPEREUTECTIC or FORGED PISTONS

Pump gas street car, no power adders

### BETTER

#### FORGED 4340 STEEL CRANK

'FSI' I-BEAM RODS  
ARP 2000 bolt upgrade available

#### PREMIUM FORGED PISTONS

Pump gas street car. Power adders OK.

### BEST

#### FORGED 4340 STEEL CRANK

H-BEAM RODS  
ARP 2000 or L19 bolt upgrade available

#### PREMIUM FORGED PISTONS

Competition use. Race gas, power adders OK.

UNBALANCED	BALANCED
<b>52401</b>	<b>B52401</b>
<b>52410</b>	<b>B52410</b>
-	-

UNBALANCED	BALANCED
<b>61510</b>	<b>B61510</b>
<b>61500</b>	<b>B61500</b>
<b>61501</b>	<b>B61501</b>

UNBALANCED	BALANCED
<b>51510</b>	<b>B51510</b>
<b>51500</b>	<b>B51500</b>
<b>51501</b>	<b>B51501</b>

UNBALANCED	BALANCED
<b>51406</b>	<b>B51406</b>
<b>51407</b>	<b>B51407</b>
<b>51402</b>	<b>B51402</b>
<b>51408</b>	<b>B51408</b>
<b>52405</b>	<b>B52405</b>
<b>52413</b>	<b>B52413</b>
-	-

UNBALANCED	BALANCED
-	-
-	-
-	-
-	-
<b>52505</b>	<b>B52505</b>
<b>51503</b>	<b>B51503</b>
<b>51504</b>	<b>B51504</b>

UNBALANCED	BALANCED
-	-
-	-
<b>51502</b>	<b>B51502</b>
-	-
<b>52505</b>	<b>B52505</b>
<b>51503</b>	<b>B51503</b>
<b>51504</b>	<b>B51504</b>



# SUBARU

## H-BEAM RODS

Forged SAE 4340 steel from 2 piece forging. Weight-matched to +/- 1g.  
3/8" ARP 2000 rod bolts, unless otherwise noted.

Alignment sleeves for precise cap location.

Sizing performed with Sunnen Krossgrinding system.

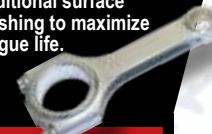
### CRS H-BEAM

3/8" ARP 2000 bolts



### EXTREME DUTY

3/8" ARP 625+ bolts  
Additional surface finishing to maximize fatigue life.



ENGINE	LENGTH	WEIGHT	PIN	NOTES
FA20	5.089"	129.4mm	540 22mm	Subaru BRZ
EJ20, EJ257	5.137"	130.5mm	530 23mm	
EJ long rod	5.365"	136.3mm	535 22mm	use with stock stroke crank & stroker pistons

#### CRS H-BEAM

**CRS5089S3D**

**CRS5137S3D**

**CRS5232S3D**

#### EXTREME DUTY

**CRS5089SXD**

**CRS5137SXD**

**CRS5232SXD**

## BILLET 4340 STEEL CRANKS

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
EJ257	3.110" 79mm	
EJ25 stroker	3.268" 83mm	use with 1.130" pin height pistons

#### PART NO.

**3EJ231105137**

**3EJ232685137**

## 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.

Standard bore size is 86.0mm. Aftermarket sleeves required for 92mm bore.

### BILLET 4340 STEEL CRANK

**H-BEAM RODS**  
3/8" ARP 2000 bolts, Extreme Duty rod upgrade available

**FORGED PISTONS**  
Competition use. Race gas, power adders OK.

EJ20/207, 92mm standard bore

STROKE	ROD	PISTON	56cc
79mm	5.137	none	-
79mm	5.137	4032 Mahle -16cc inv. dome	8.0
79mm	5.137	2618 Mahle -16cc inv. dome	8.0

92.5	93.0
crank, rods, bearings kit	
2124	2147
2124	-

UNBALANCED	BALANCED
<b>89110</b>	-
<b>89112</b>	<b>B89112</b>
<b>89111</b>	<b>B89111</b>

EJ25/257, 99.5mm standard bore

STROKE	ROD	PISTON	56cc
79mm	5.137	4032 Mahle -22cc inv. dome	8.2
79mm	5.137	2618 Mahle -22cc inv. dome	8.2
79mm	5.137	2618 Diamond -15.5cc inv. dome	8.4
79mm	5.137	4032 Mahle -10cc inv. dome	9.3
79mm	5.137	2618 Diamond -4.5cc flat top	10.0
83mm	5.137	none	-
83mm	5.137	2618 Diamond -26cc inv. dome	8.2
83mm	5.137	2618 CP -22.1cc inv. dome	8.5
83mm	5.137	2618 CP -17.1cc inv. dome	9.0
83mm	5.137	2618 CP -7.8cc inv. dome	10.0

99.5	99.75	100.0	100.5
2457	2469	2482	-
2457	2469	2482	-
2457	2469	2482	-
2457	2469	2482	-
2457	2469	2482	-
crank, rods, bearings kit			
2582	2594	2608	2634
2582	2594	2608	2634
2582	2594	2608	2634
2582	2594	2608	2634


UNBALANCED	BALANCED
<b>89113</b>	<b>B89113</b>
<b>89114</b>	<b>B89114</b>
<b>89115</b>	<b>B89115</b>
<b>89116</b>	<b>B89116</b>
<b>89117</b>	<b>B89117</b>
<b>89020</b>	-
<b>89021</b>	<b>B89021</b>
<b>89022</b>	<b>B89022</b>
<b>89023</b>	<b>B89023</b>
<b>89024</b>	<b>B89024</b>

# TOYOTA

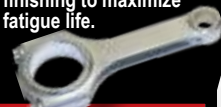
## H-BEAM RODS

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

**CRS H-BEAM**  
3/8" ARP 2000 bolts



**EXTREME DUTY**  
3/8" ARP 625+ bolts  
Additional surface finishing to maximize fatigue life.



CRS H-BEAM	EXTREME DUTY
<b>CRS4850TA3D</b>	<b>CRS4850TAXD</b>
<b>CRS5089S3D</b>	<b>CRS5089SXD</b>
<b>CRS5315T3D</b>	<b>CRS5315TXD</b>
<b>CRS5428T3D</b>	<b>CRS5428TXD</b>
<b>CRS5590T3D</b>	<b>CRS5590TXD</b>
<b>CRS5751T3D</b>	-
<b>CRS5819T3D</b>	-
<b>CRS5984T3D</b>	<b>CRS5984TXD</b>

ENGINE	LENGTH		WEIGHT	PIN SIZE		NOTES
3TC, 2TG	4.850"	123.2mm	545	22mm		
4UGSE	5.089"	129.3mm	540	22mm		86GT, Scion FR-S
2RZ	5.315"	135.0mm	600	24mm		
3SGTE	5.428"	137.9mm	555	22mm		
2JZGTE	5.590"	142.0mm	590	22mm		
1UZFE	5.751"	146.0mm	615	22mm		7/16" ARP 8740 bolts, ARP 2000 available
22R	5.819"	147.8mm	680	22mm		7/16" ARP 8740 bolts
7MGTE	5.984"	152.0mm	615	22mm		

TOYOTA

**NEW!**

## 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
2JZ stroker	3.700"	94mm	use with 1.181" pin height pistons

PART NO.
<b>32JZ37015590</b>

**NEW!**

## 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 92mm bore.

**BILLET 4340 STEEL CRANK**

**H-BEAM RODS**  
3/8" ARP 2000 bolts, Extreme Duty rod upgrade available

**FORGED PISTONS**  
Competition use. Race gas, power adders OK.

STROKE	ROD	PISTON	45cc	Bore		
				86.0	86.5	90.0
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

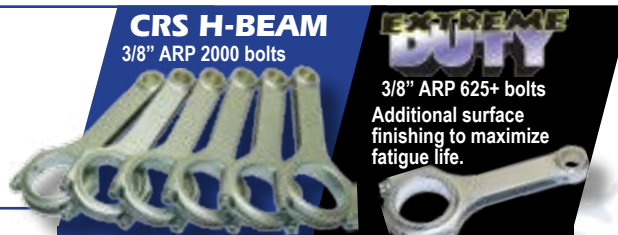
UNBALANCED	BALANCED
<b>87210</b>	-
<b>87211</b>	<b>B87211</b>
<b>87212</b>	<b>B87212</b>
<b>87213</b>	<b>B87213</b>
<b>87214</b>	<b>B87214</b>



# VOLKSWAGEN/AUDI

## H-BEAM RODS

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



**CRS H-BEAM**  
 3/8" ARP 2000 bolts

**EXTREME DUTY**  
 3/8" ARP 625+ bolts  
 Additional surface finishing to maximize fatigue life.

ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES
1.8T, 2.0T	5.669"	144mm	575	20mm
ABA/ABF	6.260"	159mm	615	21mm
VR6	6.457"	164mm	555	20mm
VR6	6.457"	164mm	590	20mm

CRS H-BEAM
<b>CRS5669A3D</b>
<b>CRS6260V3D</b>
<b>CRS6457V13D</b>
<b>CRS6457V23D</b>

EXTREME DUTY
<b>CRS5669AXD</b>
<b>CRS6260VXD</b>
-
<b>CRS6457V2XD</b>

VOLKSWAGEN, AUDI



Eagle's QPAC crankshaft polishing system and proprietary polishing media produce an industry-leading 0-3 r.a. journal finish on all forged crankshafts.

## CHRYSLER PILOT BUSHINGS

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



APPLICATION
Chrysler 318 & 340
Chrysler 360

PART NO.
<b>PB3</b>
<b>PB2</b>



## 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 NO.
.695"	.810"	.700"	<b>B748</b>
.775"	.890"	.708"	<b>B775</b>
.730"	.849"	.788"	<b>B788</b>
.808"	.925"	.930"	<b>B808</b>
.808"	.925"	1.030"	<b>B810</b>
.908"	.972"	1.050"	<b>B927</b>
.925"	.972"	1.050"	<b>B928</b>
.890"	.995"	1.005"	<b>B930</b>
.930"	1.042"	1.050"	<b>B984</b>
.988"	1.042"	1.140"	<b>B991</b>
.930"	1.042"	1.230"	<b>B990C</b>
.984"	1.105"	1.235"	<b>B1040</b>
1.075"	1.154"	1.240"	<b>B1094</b>

**SERVICE PARTS**

## 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"	<b>12005-1</b>			<b>12005</b>
7/16"	8740	1.600"	<b>871600</b>			<b>12000</b>
7/16"	8740	1.750"	<b>871700</b>			<b>12080</b>
7/16"	8740	1.800"	<b>871800</b>			<b>12070</b>
7/16"	2000	1.600"	<b>201600</b>			<b>20000</b>
7/16"	2000	1.800"	<b>201800</b>			<b>20030</b>
7/16"	L19	1.600"	<b>191600</b>			<b>14000</b>
7/16"	L19	1.750"	<b>191700</b>			<b>14020</b>
3/8"	8740	1.500"	<b>871500</b>			<b>12055</b>
3/8"	2000	1.500"	<b>201500</b>	<b>20060</b>		<b>20070</b>
3/8"	Custom Age 625+	1.500"	<b>30000-1</b>	<b>30000-8</b>	<b>30000-12</b>	
5/16"	2000	1.500"	<b>201400</b>	<b>20050</b>		

## ROD CAP ALIGNMENT SLEEVES

Precise sizing to align rod cap perfectly.



BOLT SIZE	OD	PART NO.
7/16"	.500"	<b>10000</b>
5/16"	.375"	<b>10003</b>
3/8"	.438"	<b>10004</b>
3/8"	.441"	<b>10005</b>



# CRANKSHAFT OPTIONS

CRANKSHAFT OPTIONS

## ESP ARMOR SURFACE FINISHING

ESP Armor is a unique surface finishing process that results in an incredibly slick surface. By giving the oil a slicker surface to slide along, the bearing friction is reduced. This will also be evident in slower oil heating, and reduced windage losses. You will also notice that your bearings will live longer as a result of ESP Armor. The finish is unmistakable. Although it resembles chrome, it is not a coating that might flake off or wear out. Eagle is so confident in the effects ESP Armor has on our rods and cranks that we include a ONE YEAR LIMITED WARRANTY against breakage when ESP Armor is used on any 4340 steel crankshaft.



DESCRIPTION
ESP Armor surface finishing

PART NO.
AR100

## 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
Pendulum undercut counterweights

PART NO.
P100

## SECOND 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
for second 3/16" keyway
for second 1/4" keyway

PART NO.
A100
A110

## ROUND REAR 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
round flywheel flange machining

PART NO.
M100

# NEW FOR 2018!



## **"FSI" 4340 I-Beam rods**

Chevrolet LS - see page 26  
Chevrolet big block 6.135" - see page 33  
Ford 302 - see page 52



## **"CRS" H-Beam rods**

Ford 2.0 & 2.3 EcoBoost - see page 48  
Ford 3.5 & 3.7 EcoBoost - see page 48  
Subaru FA20 / Toyota 4UGSE - see page 70 & 71  
Subaru EJ257 long rod - see page 70



## **Forged 4140 steel cranks**

Chevrolet small block - see page 13  
Chevrolet LS - see page 27  
Chevrolet big block - see page 33



## **Billet 4340 steel cranks**

Honda K20 - see page 63  
Honda F20C/F22C - see page 63  
Mitsubishi 4B11T - see page 65  
Nissan SR20 - see page 66  
Nissan RB26 - see page 66  
Subaru EJ257 - see page 70  
Toyota 2JZ - see page 71



## **Over 1900 new rotating assemblies!**

Including new Pro Street kits featuring our forged 4140 steel crank, FSI 4340 steel I-Beam rods, and a variety of pistons.

