

OLIVER

-1983- RACING  PARTS -2013-



PRODUCT CATALOG

CRAFTSMANSHIP - PRECISION - DURABILITY - STRENGTH



OLIVER

-1983- RACING 30th PARTS -2013-

Dear Friends Of Oliver Racing Parts,

Oliver has established itself over the last 30 years as one of the most respected names in connecting rods with a reputation built on craftsmanship, precision, durability, and strength. In that time, Oliver has enjoyed countless victories and worked with many of the best engine builders in motorsports. Oliver connecting rods have become better and our knowledge of what works has grown. Our designs represent the culmination of three decades of experience, and today, we manufacture the best rods ever. We continue to push the limits with every new design for engine builders!

I didn't have a full perspective of what 30 years of experience means. Searching through drawers and reaching back into the far recesses of the highest shelves uncovers pieces of Oliver's history: Countless photos of racers and their winning cars from NASCAR to NHRA drag racers to the racer at his local track; Around one corner lies a steel basket of titanium forgings; a sticker on one of the machines announces, "Oliver Titanium!" while in another corner sits a handful of prototype rods, one is 5 ft. long. Now that's a BIG BLOCK rod!

2013 represents a new beginning here at Oliver, as we make a significant investment in Oliver's future. First, we're building our inventory. We'll have a more complete supply to be there when you need us! Second, we are making improvements to our production process to make each and every one of our rods even better. We're completely modernizing our production equipment and infrastructure so Oliver can continue making the best connecting rods for the next 30 years and beyond.

While our specialty has always been our small and big block Chevy race rods, you'll notice our selection of Ford rods has grown dramatically. Some of these rods have simply not been included in previous catalogs, so only those who were "in the know" knew about them. Now they're no longer a secret and we hope you will let us know what rods we should be adding! Our LS section of the catalog is also new and definitely worth checking out. All told, we've added 26 part numbers to this catalog. I hope you'll take the opportunity to look through and see the additions.

After 30 years making the finest connecting rods, we hope you will celebrate with us. We want to hear your stories and see your photos using Oliver rods. A few of our guys have shared their favorite cars in the pages of this catalog. Russ Evers shared with us his World Land Speed Record setting attempts. I uncovered a few old advertisements, which are featured throughout this catalog. Please mail in your photos and stories either

written, via email, or through our Facebook page. We will have some great prizes at the end of the year for the best stories.

In addition to our 30th Anniversary promotion, you will be seeing the Oliver name at race tracks around the country. We will be launching a new contingency program to support all those grassroots racers who have supported us throughout the years. I would like to personally thank each and every one of you!

Our commitment to building the strongest connecting rods on the market remains steadfast. Oliver's rods will always represent our commitment to craftsmanship, precision, durability and strength.

Best,

Joe Moch
CEO & President



- **DESIGNED FOR OUTSTANDING DURABILITY, STRENGTH AND PERFORMANCE BY ENGINEERS WITH REAL RACING EXPERIENCE**
- **MACHINED WITH PRECISION IN AMERICA WITH AMERICAN BILLET STEEL**
- **INSPECTED TO THE HIGHEST DEGREE OF QUALITY FOR EXTREME ACCURACY**



Dear Friends,

We are now celebrating our 30th year of operation! On behalf of entire Oliver staff, I want to personally thank you for allowing us the privilege of serving you for three decades. It is our honor to bring to you high quality connecting rods that help contribute to the success of the racing engines you design and build.

Our staff at Oliver is working hard in 2013 to expand and improve our production capacity. This will translate into a broader product line of Oliver Connecting Rods and even more timely delivery to all of our customers. With the addition of some new people, our new Team Oliver is now even stronger than before and as a result, Oliver will continue its process of producing world-class products.

Within the pages of this catalog/technical manual, you will find products that we design and manufacture to incredibly strict standards, standards that add performance and endurance to engines used in all forms of motorsports.

The entire team at Oliver is committed to delivering products that are the result of intelligent and thoroughly tested designs - manufactured from only certified, premium materials utilizing the most modern manufacturing processes. The Oliver Connecting Rods presented in this publication are all 100% manufactured in the American heartland, by skilled, committed, craftsmen; using 100% American manufactured materials.

We continue to welcome your feedback and suggestions; they help us develop and expand our product line to serve you even better.

Finally, we promise to continue the pursuit of uncompromised quality, in both the design and the production of all of Oliver's Connecting Rods; in which so many of you have put your trust and confidence.

Respectfully,

Bruce Baldwin

Founder, Oliver Racing Parts



OLIVER

-1983- RACING **30th** PARTS -2013-

OUR PRODUCTS

Oliver Rods are Better By Design™

Oliver I-beam connecting rods feature our exclusive “Parabolic Beam®” design that reduces beam stress and delivers the highest strength-to-weight ratio of any connecting rod currently made.

Our Standard Light rods have been designed for the heart of the racing engine category. These rods represent the perfect balance between weight and strength. In applications where weight is the primary concern we offer our Ultra Light series. For those of you pushing beyond the limits where weight takes a back seat to absolute strength, our Speedway and Max series rods are the only answer.

All Oliver rods are precision-machined using only premium mill-certified aircraft quality E4340 chrome moly alloy, heat-treated to produce a 100% martensite grain structure.

“Parabolic Beam®” is a registered trademark of Oliver Racing Parts, Inc.



The Meaning Of “MADE IN AMERICA”

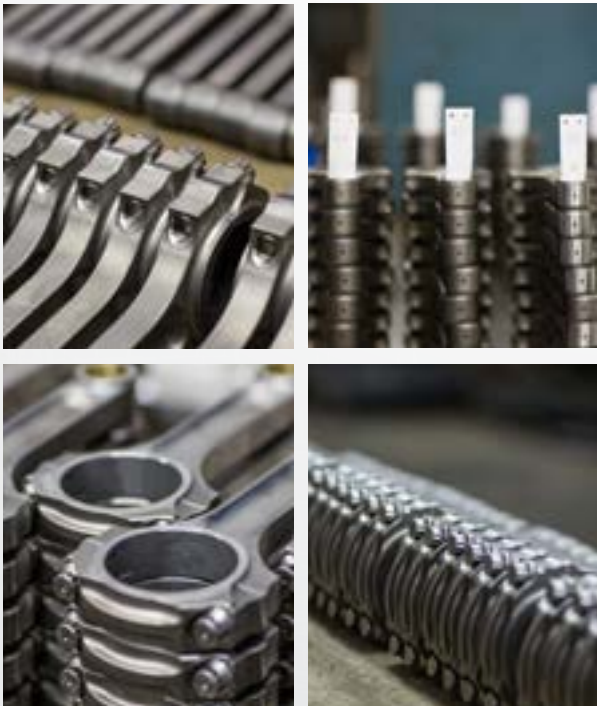
Oliver connecting rods are made in America, from 100% American materials by the finest craftsmen in the world: Americans. Throughout our catalog we proudly display the American flag and use the term “Made in America” in honor of that commitment.

For generations, “Made in America” has signified the quality, durability and innovation of the product that bore the mark. We believe that is still true today.

Our success is the result of years of continuous product development. Our rod designs have been refined with feedback from the world’s best engine builders racing everywhere from the biggest NASCAR venues to local dirt tracks all over the U.S. and around the world. Our experience cannot be copied. Our knowledge of what works and what does not is without equal.

We do not and will not cut corners. We utilize the best materials from the finest suppliers. We use best practices in design and manufacturing. Each and every Oliver rod is built with Craftsmanship, Precision, Durability and Strength.

The fact is, we build what are arguably the best connecting rods in the world using American craftsmen and American materials. Oliver connecting rods are proudly, “Made in America.”



THE FOUR PILLARS OF OLIVER RACING PARTS

Since 1983, Oliver Racing Parts have built a reputation for producing some of the finest connecting rods available anywhere. There are four qualities at Oliver that have made our company and our products so successful: Craftsmanship, Precision, Durability and Strength.

CRAFTSMANSHIP - Oliver Connecting Rods are built by skilled professionals, who are passionate about pushing the limits of engine performance. Honed over three decades of racing ingenuity and experience, Oliver Connecting Rods exceed engine builder's expectations every time.

- Oliver Rods are manufactured by highly-skilled craftsmen
- Assembled by hand
- Unique heat treatment processes produce consistent grain structure
- In-process controls for thickness, bore, profile, and weights
- Heat treat certification
- Shot-peen for stress relief
- All tapped holes are roll form tapped after heat treat



PRECISION - Oliver Connecting Rods fit a wide variety of racing engines. By using Finite Element Analysis, Statistical Process Control and Batch testing, each rod exceeds ISO Quality Standards. This means each rod perfectly and consistently fits today's modern, high RPM high output engines.

- Sets matched to less than 2 grams variation (2 US \$1 dollar bills)
- Honed to +/- .0001"
- Statistical inspection process insures consistent level of very high quality parts
- Mating surfaces of the cap and rod are precision ground
- Precision-honed bores
- Final inspection for diameter, locations, and perpendicularity



DURABILITY - Oliver Connecting Rods are built to last. Created with a racing spirit, each connecting rod is designed to withstand the extraordinary fatigue life of a racecar engine.

- 100% shot-peened in a multi-step process for long-term fatigue properties
- Parabolic Beam® design reduces stress concentration to improve fatigue limit of rods
- All Oliver rods are made from premium mill-certified aircraft quality E4340 chrome moly alloy



STRENGTH - Oliver Connecting Rods are made with the best and strongest steel on earth: 100 percent American mill-certified aircraft quality steel. Designed to handle extreme engine torque, Oliver Connecting Rods are built for high-RPM engines. Our Parabolic Beam® connecting rods feature the highest strength-to-weight ratio of any connecting rod on the market.

- Aircraft-quality bolts
- Parabolic Beam® design delivers the highest strength-to-weight ratio of any connecting rod made
- Proprietary, multi-step heat treatment process insures proper grain structure for maximum fatigue strength



Oliver Rods are Better By Design™

SMALL BLOCK

STANDARD / ULTRA LIGHT / SPEEDWAY

Standard Light Series:

Oliver's Standard Light Series rods are designed to be used in naturally-aspirated high horsepower, high-RPM engines. This workhorse rod is used in applications such as late-model stock cars, 410 cubic inch sprint cars and late model dirt cars.

This rod features premium 7/16" bolts.



STANDARD JOURNAL

0.927 Wrist Pin / 2.100 Crank Pin /
0.940 Big End Width / 2.225 Big End Bore

PART NUMBER	ROD LENGTH
C570OSTLT8	5.700"
C585OSTLT8	5.850"
C600OSTLT8	6.000"
C6125STLT8	6.125"
C620OSTLT8	6.200"
C625OSTLT8	6.250"

SMALL JOURNAL

0.927 Wrist Pin / 2.000 Crank Pin /
0.940 Big End Width / 2.125 Big End Bore

PART NUMBER	ROD LENGTH
C570OSMLT8	5.700"
C585OSMLT8	5.850"
C600OSMLT8	6.000"
C6125SMLT8	6.125"
C620OSMLT8	6.200"
C625OSMLT8	6.250"

PROFESSIONAL RACERS WIN WITH OLIVER RODS

- Precision machined by American craftsmen using American Mill-certified aircraft quality steel
- Engineered for durability, strength and performance for today's high-RPM engines
- Oliver Rods are designed and produced utilizing the latest in Finite Element Analysis (FEA), Statistical Process Control (SPC), Batch testing and the latest in modern inspection metrics that meet or exceed ISO quality standards

Ultra Light Series:

Our Ultra Light Series rods are designed to be used in moderate horsepower applications where RPM in the 8,200 range are common. These rods are often used in 360 Sprint cars with spec heads or pavement late models. Lightweight pistons are recommended.

This rod features premium 7/16" bolts. (1.889" journal rods have 3/8" ARP 2000 bolts)

STANDARD JOURNAL

0.927 Wrist Pin / 2.100 Crank Pin /

0.940 Big End Width / 2.225 Big End Bore

PART NUMBER	ROD LENGTH
C5700STUL8	5.700"
C5850STUL8	5.850"
C6000STUL8	6.000"
C6125STUL8	6.125"
C6200STUL8	6.200"

SMALL JOURNAL

0.927 Wrist Pin / 2.000 Crank Pin /

0.940 Big End Width / 2.125 Big End Bore

PART NUMBER	ROD LENGTH
C5700SMUL8	5.700"
C5850SMUL8	5.850"
C6000SMUL8	6.000"
C6125SMUL8	6.125"
C6200SMUL8	6.200"

QUAD 4 JOURNAL

0.927 Wrist Pin / 1.889 Crank Pin /

0.940 Big End Width / 2.015 Big End Bore

PART NUMBER	ROD LENGTH
C5700Q4UL8-3.8	5.700"
C5850Q4UL8-3.8	5.850"
C6000Q4UL8-3.8	6.000"
C6125Q4UL8-3.8	6.125"

Speedway Series:

Oliver Racing Parts' Speedway Series rods are designed for severe applications where engines are subject to high-RPM endurance racing or high loads over a wide variation in RPM. These rods are often used in large cubic inch late model dirt cars and forced-induction applications.

This rod features premium 7/16" bolts.

STANDARD JOURNAL

0.927 Wrist Pin / 2.100 Crank Pin /

0.940 Big End Width / 2.225 Big End Bore

PART NUMBER	ROD LENGTH
C5850STSW8	5.850"
C6000STSW8	6.000"
C6125STSW8	6.125"
C6200STSW8	6.200"
C6250STSW8	6.250"



SPEEDWAY SERIES, STANDARD JOURNAL

BIG BLOCK

Oliver's Big Block Series rods are designed to withstand the high torque and heavy-hitting horsepower generated from today's naturally-aspirated big block engines. This rod is used in Super-Modified asphalt cars and big cubic inch naturally-aspirated drag cars.

This rod features premium 7/16" bolts.



CHIEF ENGINES, C6535BBMX

STANDARD JOURNAL

0.990 Wrist Pin / 2.200 Crank Pin /
0.990 Big End Width / 2.325 Big End Bore

PART NUMBER	ROD LENGTH
C6135BB8	6.135" (STOCK)
C6385BB8	6.385" (+.250)
C6535BB8	6.535" (+.400)
C6635BB8	6.635" (+.500)
C6660BB8	6.660" (+.525)
C6700BB8	6.700" (+.565)
C6735BB8	6.735" (+.600)
C6800BB8	6.800" (+.665)

SMALL JOURNAL

0.990 Wrist Pin / 2.100 Crank Pin /
0.990 Big End Width / 2.225 Big End Bore

PART NUMBER	ROD LENGTH
C6385SMBB8	6.385" (+.250)
C6535SMBB8	6.535" (+.400)
C6700SMBB8	6.700" (+.565)
C6800SMBB8	6.800" (+.665)

Don't take our word for it! LISTEN TO WHAT OUR SATISFIED CUSTOMERS HAVE TO SAY!

"I am very pleased with Oliver's ability to stay weight consistent and keep up with today's horsepower and RPM levels."

Steve Schmidt

Steve Schmidt Competition Engines
Indianapolis, Indiana



STEVE SCHMIDT, C6700BB

BIG BLOCK-MAX

The Oliver Big Block-Max Series rod is engineered for use in the most extreme applications where power adders are common, such as big block turbocharged or supercharged endurance motors and blown alcohol drag cars.

This rod features premium 7/16" bolts.

STANDARD JOURNAL

0.990 Wrist Pin / 2.200 Crank Pin /
0.990 Big End Width / 2.325 Big End Bore

PART NUMBER	ROD LENGTH
C6385BBMX8	6.385" (+.250)
C6535BBMX8	6.535" (+.400)
C6635BBMX8	6.635" (+.500)
C6700BBMX8	6.700" (+.565)
C6800BBMX8	6.800" (+.665)

"TALL DECK"

0.990 Wrist Pin / 2.200 Crank Pin /
0.990 Big End Width / 2.325 Big End Bore

PART NUMBER	ROD LENGTH
C7000BBMX8	7.000" (+.865)
C7100BBMX8	7.100" (+.965)



Don't take our word for it! LISTEN TO WHAT OUR SATISFIED CUSTOMERS HAVE TO SAY!

"Oliver Rods has been our sole provider of steel rods for all of our 3000HP+ engines with never a failure! Our perfect example is our 615 BBC making 3200 HP competing in Hot Rod magazines drag week. This engine is raced in street trim at mid 6's over 210 MPH and then driven 200 to 400 miles to the next track repeated for 5 days straight for over 1400 miles!"

Steven Morris
Steve Morris Engines



FORD SERIES

Welcome to Oliver's new and completely updated Ford series. Our selection in 2013 is bigger than ever! As we celebrate our 30th Anniversary, we are moving forward with a renewed commitment to serving the needs of our Ford engine builder community by increasing inventory of these Ford specific rods and continuing to add new rods based on your feedback for the most popular applications.

We have taken the best attributes of our Standard Light, Ultra Light, and Speedway series rods and have utilized them in the most appropriate applications from 302/351 Windsor to the 4.6L and 5.4L Modular powerplants and "385" series applications.

While many of you have been using our 5.400 length (302 based) Ultra Light rod for years, we've added our Standard Light rod to our catalog for those of you looking for a rod capable of higher HP levels. For the 4.6L, we've added our Standard Light design rod, in addition to the Ultra Light, for those of you looking for a heavier duty rod to push the performance level of these powerplants even further. We've also transitioned our 5.850 length "Stroker" rod to the Standard Light beam to offer improved strength and durability for those of you pushing the 4.6L Modular into 302 territory and beyond. For the 5.4L Modular, we have added the Speedway version for extreme applications.

As with all Oliver rod's, our Ford Series rods are designed to withstand the abuse from today's high rpm naturally-aspirated engines as well as high horsepower forced induction applications. As cylinder head technology has advanced along with boost levels approaching 40psi on a normal basis, the need to update our Ford series rods with our best designs was a necessity to achieve the highest performance envelope possible.

This rod features premium 7/16" bolts.



JON KASSE RACING ENGINES BOSS NINE, F6800BB

302 WINDSOR

0.927 Wrist Pin / 2.123 Crank Pin /

0.831 Big End Width / 2.239 Big End Bore

	PART NUMBER	ROD LENGTH
ULTRA LIGHT	F5400FDUL8	5.400"
STANDARD LIGHT	F5400FDLT8	5.400"

SVO OFFSET/STANDARD JOURNAL

0.927 Wrist Pin / 2.100 Crank Pin /

0.831 Big End Width / 2.225 Big End Bore

	PART NUMBER	ROD LENGTH
STANDARD LIGHT	F5400SVO-STLT8	5.400"

SVO OFFSET/SMALL JOURNAL

0.927 Wrist Pin / 2.000 Crank Pin /
0.940 Big End Width / 2.125 Big End Bore

	PART NUMBER	ROD LENGTH
STANDARD LIGHT	F540OSVO-SMLT8	5.400"

351 WINDSOR

0.927 Wrist Pin / 2.100 Crank Pin /
0.940 Big End Width / 2.225 Big End Bore

PART NUMBER	ROD LENGTH
C620OSVO-STLT8	6.200"

MODULAR - 4.6L

0.866 or 0.927 Wrist Pin (Ultra Light is 0.866 ONLY)/
2.086 Crank Pin / 0.938 Big End Width / 2.239 Big End Bore

	PART NUMBER	ROD LENGTH
ULTRA LIGHT	F5933MDUL8	5.933"
STANDARD LIGHT	F5933MDLT8	5.933"

MODULAR - 4.6L/"STROKER"

0.866 or 0.927 Wrist Pin / 2.000 Crank Pin /
0.938 Big End Width / 2.125 Big End Bore

	PART NUMBER	ROD LENGTH
STANDARD LIGHT	F585OMD-SMLT8	5.850"



EVOLUTION PERFORMANCE, F5933MDUL

"Evolution Performance in their 2011 Mustang GT 5.0 spinning 1200 HP at the flywheel and setting the record at Bowling Green, Kentucky using Oliver Connecting Rods in their engine built by L&M Race Engines."

Denise Rauscher
L&M Race Engines



HOUSTON PERFORMANCE 4.6L BORED & STROKED TO 320 CUBIC INCH, F585OMD-SMLT

MODULAR - 5.4L

0.866 or 0.927 Wrist Pin (Ultra Light is 0.866 ONLY)/
2.086 Crank Pin / 0.938 Big End Width / 2.239 Big End Bore

	PART NUMBER	ROD LENGTH
ULTRA LIGHT	F6657MDUL8	6.657"
SPEEDWAY	F6657MDSW8	6.657"

"385"

0.990 Wrist Pin / 2.200 Crank Pin /
0.990 Big End Width / 2.325 Big End Bore

PART NUMBER	ROD LENGTH
F670OBB	6.700"
F680OBB	6.800"

"385 MAX"

0.990 Wrist Pin / 2.200 Crank Pin /
0.990 Big End Width / 2.325 Big End Bore

PART NUMBER	ROD LENGTH
F670OBBMX8	6.700"
F680OBBMX8	6.800"

SPORT COMPACT

Oliver's Sport Compact Series rods are designed for use in the sport compact applications where the small displacement, high-RPM engines are being modified to make large amounts of horsepower.

This rod features premium 3/8" bolts.



MITSUBISHI/GENERATION 2/ULTRA LIGHT

O.866 Wrist Pin / 1.038 Big End Width / 1.890 Big End Bore

PART NUMBER	ROD LENGTH
M5906MTUL4-G2	150MM

MITSUBISHI/GENERATION 2/STANDARD LIGHT "TURBO EXTREME"

O.866 Wrist Pin / 1.038 Big End Width / 1.890 Big End Bore

PART NUMBER	ROD LENGTH
MT5906LT4-G2	150MM
MT6142LT4-G2	156MM

NISSAN/GT-R/SPEEDWAY

O.9061 Wrist Pin / 2.203 Crank Pin /

O.896 Big End Width / 2.323 Big End Bore

PART NUMBER	ROD LENGTH
N6498SW6	165MM

LS

For the “on-center” big end setups of the LS series engines, Oliver offers our tried and tested rod designs locating the beam to properly line up with the bore centers.

Our standard light (LT) beam comes in small journal (2” crankpin) and standard journal (2.100” crankpin) with the 6.125” center to center length.

We also make this length rod in standard journal (2.100” crankpin) in the Speedway Series (SW) for blown and turbocharged applications to 2000+ Hp.

In addition, we make the standard light series (LT) in a 6.350” center to center length, standard journal (2.100” crankpin) for the 9.700 deck LSX series block.

This rod features premium 7/16” bolts.

STANDARD LIGHT/STANDARD JOURNAL

O.927 Wrist Pin / 2.100 Crank Pin /
O.940 Big End Width / 2.225 Big End Bore

PART NUMBER	ROD LENGTH
C6125LS-STLT8	6.125”
C6350LS-STLT8	6.350”

STANDARD LIGHT/SMALL JOURNAL

O.927 Wrist Pin / 2.000 Crank Pin /
O.940 Big End Width / 2.125 Big End Bore

PART NUMBER	ROD LENGTH
C6125LS-SMLT8	6.125”

SPEEDWAY/STANDARD JOURNAL

O.927 Wrist Pin / 2.100 Crank Pin /
O.940 Big End Width / 2.225 Big End Bore

PART NUMBER	ROD LENGTH
C6125LS-STSW8	6.125”

Don't take our word for it! LISTEN TO WHAT OUR SATISFIED CUSTOMERS HAVE TO SAY!



KEN LINGENFELTER

John Lingenfelter chose Oliver rods for use in Lingenfelter Performance Engineering built engines starting in 1983. Ken Lingenfelter continues the legacy today using Oliver rods.

“Our reputation of unsurpassed performance and dependability requires us to only use the finest components available. Oliver rods deliver strong, light, and durable connecting rods that live in our most demanding engines”

Ken Lingenfelter
Lingenfelter Performance Engineering
Decatur, Indiana



OLIVER

-1983- RACING **30th** PARTS -2013-

ARP

ARP has been the key supplier to Oliver with the highest quality connecting rod bolts for the last 20 years.



ARP is a family owned and run, American company manufacturing its products to the highest quality standards in the industry. All our

bolts are custom designed to Oliver's specifications and meet the exacting AS9100/ISO9001 standards of ARP. The WSB bolt is rated to 220 ksi min tensile strength, the WSBX an updated and new material standard is rated to 240 ksi min tensile strength, while the ARP3.5 and 625 are designed to ultra high standards over 260 ksi min tensile strength, respectively.



A1-XTF BLT Q25

A-1 TECHNOLOGIES

Over the last 35 years, A1 technologies, a U.S. based manufacturer has earned the reputation of being one of the premier fastener manufacturers for the professional racing industry.



Today, we are the fastener manufacturer of choice for many of the premier teams and manufacturers in IRL, NASCAR, NHRA, IHRA, LODBRS, as well as many others including aerospace applications for their critical fastener needs. Together with Oliver Racing we have developed the XTF bolt used exclusively in their Oliver connecting rods. The XTF bolt is made from premium tool steel with a minimum UTS of 240,000 psi and threads rolled after heat-treatment with J-form threads per MIL-S-8879 to achieve the highest strength and fatigue properties available. All A1 Technologies fasteners are manufactured at our facility in Paramount, CA with certified raw material produced in the U.S. and held to the most stringent quality controls and testing, which go well beyond standard aerospace standards.

BOLTS

BOLT TYPE	RECOMMENDED STRETCH	TORQUE & ANGLE
3/8 - OLIVER/ARP 2000	.0050" TO .0054"	25 LB/FT + 42 DEG
3/8 - OLIVER/ARP 3.5	.0052" TO .0056"	30 LB/FT + 42 DEG
7/16 - OLIVER/ARP STD (BLACK BOLT)	.0048" TO .0055"	30 LB/FT + 40 DEG
7/16 - OLIVER/ARP WSB	.0053" TO .0057"	30 LB/FT + 42 DEG
7/16 - OLIVER/A1 XTF (EXTRA TOUGH FASTENER)	.0053" TO .0057"	30 LB/FT + 44 DEG
7/16 - OLIVER/ARP WSBX (WORLDS STRONGEST BOLT X)	PLEASE CALL	PLEASE CALL
7/16 - OLIVER/ARP CA 625	.0063" TO .0067"	30 LB/FT + 54 DEG

DO NOT USE METAL STAMPS TO NUMBER RODS. Metal stamps may disturb the roundness of the rod bore. Paint toolmaker's layout dye on the rod and cap, then inscribe numbers.

NEVER use bolts to draw down the rod. Locate cap dowel sleeves into the counterbores of the rod. Then, **CAREFULLY** tap cap into place.

Clean all parts thoroughly to remove all dirt and foreign oils. Spread Oliver bolt lube on the threads and under head of bolt and tighten per instructions below.

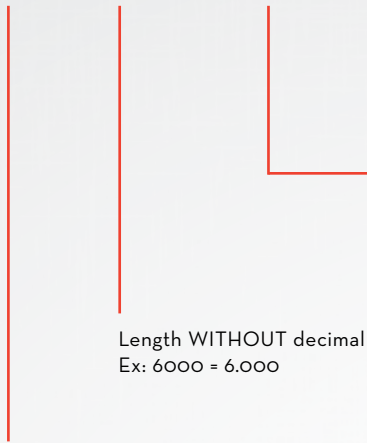
Before bolting the oil pan on, set a torque wrench at 50 lb/ft for 7/16 bolt (40 lb/ft for 3/8 bolt, 30 lb/ft for 5/16 bolt), and check all rod bolts. If any bolt turns before reaching the preset torque, it has not been properly tightened. You must loosen these bolts and tighten them properly.



ARP-WSB BLT 005

Ordering Procedures **PART NUMBERING SYSTEM**

X #### XXXX #



Length WITHOUT decimal
Ex: 6000 = 6.000

- C Chevrolet
- F Ford
- M Mitsubishi

Quantity of rods in set.
Leave blank for SINGLES.

- BB Big Block
- BBMX Big Block Max
- FDUL Ford Ultra Light
- FORD Ford
- LT Light (Standard)
- MDUL Modular Ultra Light
- MTUL-G2 Mitsubishi Ultra Light Gen 2
- SMBB Small Journal Big Block
- SMLT Small Journal Standard Weight
- SMUL Small Journal Ultra Light
- STSW Standard Journal Speedway
- STLT Standard Journal Light (Std. Weight)
- STUL Standard Journal Ultra Light
- Q4UL Quad 4 Journal Ultra Light

ex: **C5700STLT8**

C - CHEVROLET
5700 - 5.700"
STLT - STANDARD JOURNAL LIGHT
8 - QUANTITY OF RODS IN SET

# OF CYLINDERS	
BORE	
STROKE	
COMPRESSION	
RPM	
HEAD TYPE	
PISTON/RING WT.	
WRIST PIN WT.	
HORSE POWER	
TORQUE	
LBS. BOOST	
FUEL TYPE	
OIL TYPE	
TYPE OF RACING	
CAR WEIGHT	
TRACK TYPE	
TRACK LENGTH	
PIECES REQUIRED	
TARGET WEIGHT	



Oliver Racing Parts **OUR STORY**

For 30 years, Oliver Connecting Rods has built a reputation for helping engine builders and race car drivers achieve extreme horsepower by designing and manufacturing connecting rods that are lightweight and extremely durable.

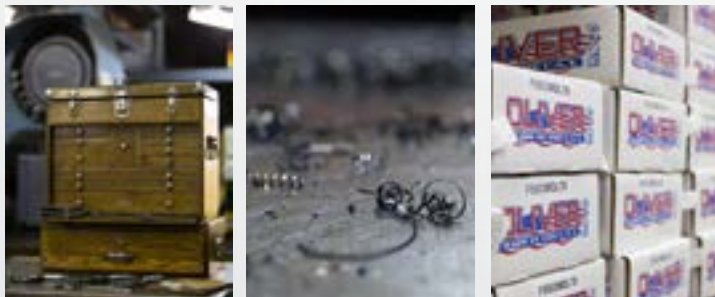


Oliver's beginnings go back even further to the Oliver Machine Company, founded in 1890 by Joseph Oliver, known for designing and manufacturing the finest machinery in the world. In the 1960s, OLIVER produced machines that processed steel and exotic metals for a customer list that included the most recognized names in the commercial and aerospace industries. Materials processed using OLIVER machinery can be found on the B-1 and Stealth bombers, space capsules and a number of commercial and military aircraft.

In 1983, OLIVER Racing Parts sold its first connecting rod drawing from more than a century of manufacturing expertise. Over the years, we've developed our rods using CAD (computer aided design) with refinements provided by FEA (Finite Element Analysis). OLIVER builds what has been called the ultimate I-beam connecting rod featuring our exclusive "Parabolic Beam®" design.

Intense inspection, statistical process control, batch sampling, fatigue cycle testing and customer feedback have created a design and manufacturing environment that produces one of the best connecting rods available in the world. Today, we're upgrading our machinery and equipment, moves that will allow us to increase our production capacity, introduce new materials and expand our product offerings.

Oliver rods are used in applications such as NHRA drag racing, circle track, truck and tractor pulling and off-shore power boat racing. They were also installed in the engines that earned several world speed records at the Bonneville Salt Flats and many other titles around the globe.



Oliver Racing Parts "THE GUYS"



1986 CAMARO - 572 CUBIC INCH, C6735BB

Tim Schorle, 10 years with Oliver Racing Parts. Tim is the guy many of you talk to over the phone when you call into Oliver. When he's not answering the phone's or running around the shop, Tim's often building up an engine for himself or a customer. Here he's used our C6735BB rods to create a monster 7 sec ex Pro Stock car. Tim's engines have also captured Sand Championships and one of his most favorite builds was a 421 cubic inch small block Chevy in Robert Hall's rear engined dragster that ran 7.50 sec @ 180mph in 1990's.



1971 CAMARO - 350 BLOCK WITH STROKER SETUP, C5700STLT

Dan Smith, 6 years with Oliver Racing Parts. Dan's used our classic C5700STLT rods to great success winning the 2012 points championship at Martin Raceway in the street class. Dan's wife Michelle, also won the championship in 1999, 2004, and 2005.



UMP MODIFIED, C6000STLT

Greg McClure, 3 years with Oliver Racing Parts. Greg founded Team 16 in 1999. Greg races our C6000STLT including wins at the main event at Winston Raceway and Crystal Raceway in Michigan.



Gene Bennett, 10 years



Kyle Jolink, 9 years



Mike Ditter, 10 years.



Kevin Anthony, 6 years



Tony Fenkey, 10 years.



Mike Huyser, 3 years



David Reynier, 10 years



OLIVER

-1983- RACING **30th** PARTS -2013-

Don't take our word for it! LISTEN TO WHAT OUR SATISFIED CUSTOMERS HAVE TO SAY!

"I've had full trust with Oliver Racing Parts since my El Mirage race in 2006. I didn't win that year, in fact I detonated the engine, ate several pistons and poked unwanted holes in my big block Chevy after stepping up the nitrous to 455 horsepower; however, **the Oliver rods survived and that's when I knew that Oliver was a winner.** I actually applied those same Oliver rods into another engine.



RUSS EYRES #131, C6000SMLT



RUSS EYRES #832, C6535BB

A few years later, I took a successful "half-Chevy" engine that was equipped with Oliver rods and stepped it up to a blown variant of that Chevy engine. **That motor put two racers in Bonneville's 200 MPH Club during 2010 Speed Week.** Dan Waldrop set the record at 219, and by the end of Speed Week, I set a record at 205.531. The engine has set over a dozen records, the earliest being at El Mirage in 2007 where it still holds a record at 174.177 in the F/BSTR class!"

Russ Eyres



MIKE LEFEVERS, C6000STLT

Mike LeFevers uses Oliver C6000STLT rods powering the Mitech Racing Pontiac Firebird Trans-Am to a **World Land Speed Record in 1999.** The first production car to set a record over 300mph with a best speed of 307, the record still stands today in the C/BGC at 300.787 MPH. To achieve this milestone, the twin turbo 368 cubic inch engine put out over 1,400HP relying on Oliver rods to keep it all together.

"It takes big power to go 300 mph in a passenger car, so I use Oliver rods, they've never let me down."

Michael LeFevers
Mitech Racing Engines



MIKE LEFEVERS, C6000STLT



JIM KUNTZ, C6200STLT

"If you compare quality, durability and price, Oliver rods are a bargain. **Great people to work with too.**"

Jim Kuntz
Kuntz and Co.

WARRANTY

We warrant that all Oliver Billet Connecting Rods are manufactured from Mill-certified aircraft quality, vacuum carbon-arc deoxidized, E4340 steel, meeting AMS 6415, AMS 2301 and AMS 2304 specifications. Oliver Racing Parts guarantees workmanship to meet or exceed the machining tolerances that are generally accepted within the motorsports industry, as of the date of delivery. Only a professional engine builder who is knowledgeable about assembling high-performance engines should install Oliver Rods.

If, within thirty (30) days of delivery, Oliver Racing Parts receives notice that this product is defective, out of tolerance, or not as specified above, Oliver Racing Parts shall at its option, repair or replace the product shown to be defective, out of tolerance or not as specified above. If unable to repair or replace, buyer shall be entitled to a refund of the purchase price. THESE REMEDIES ARE BUYER'S SOLE AND EXCLUSIVE REMEDIES. IN NO EVENT SHALL OLIVER RACING PARTS BE LIABLE FOR DIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES OF ANY TYPE.

THIS WARRANTY IS EXCLUSIVE. NO OTHER WARRANTY IS EXPRESSED, WHETHER WRITTEN, ORAL OR IMPLIED, INCLUDING MERCHANTABILITY AND/OR FITNESS FOR A PARTICULAR PURPOSE.

ANY MODIFICATIONS ON OLIVER RACING PARTS PRODUCTS, OR PARTS THEREIN, IN ANY MANNER, MADE AFTER THEIR DEPARTURE FROM THE OLIVER RACING PARTS FACTORY WILL RENDER ALL WARRANTIES NULL AND VOID.

NOTE: Please read all instructions carefully before installation, refund or exchange.

AMS = Aerospace Material Standards



RETURN POLICY

Any connecting rod(s) that have been modified in any way from standard production features and/or dimensions will be defined as a custom item and is(are) NOT eligible for exchange or refund. Modifications include but are not limited to:

- Lube Tubes;
- Stroker grind;
- Bolt upgrades;
- Narrowing or any other machining on any portion of the rod;
- Bushing modification;
- Bearing loc modification;
- Scribing or stamping numbers;
- Any other markings, dings and/or dents, etc.

These connecting rods will not be considered for refund or exchange.

OLIVER

-1983- RACING  PARTS -2013-

MADE IN AMERICA
RESPECTED AROUND THE WORLD

