



v 20.0



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 4500 balanced rotating assemblies. We offer premium forged 4130 and 4340 crankshafts, and 4340 I-Beam and H-Beam rods for serious performance applications, and quality cast steel cranks and I-Beam rods for the performance enthusiast.

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. If you have any questions or need any further help, please call us for technical assistance at 662-796-7373.

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

Application	ROD					CRANK			PISTON		
	SIR	FSI	CRS	Bolt upgrade	Extreme Duty	Cast	LW 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	🏁	!	!	🏁	●

CRANKSHAFT LISTINGS

CRANKSHAFTS

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

CAST STEEL

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

FORGED 4140

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

FORGED 4340

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

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

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

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

ROTATING ASSEMBLY LISTING

To help you understand the different levels of assemblies we offer, we have listed them all together. We hope this will help you determine which assembly is best for your application. We are more than happy to help you pick the right parts for your needs.

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

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

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

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

STREET & STRIP

CAST STEEL

5140 I-BEAM

Recommended for use in pump-gas street vehicles.

PRO STREET

FORGED 4140

4340 I-BEAM

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

COMPETITION

FORGED 4340

4340 H-BEAM

Recommended for all competition engines. Rod bolt upgrades available.

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

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

APPLICATION GUIDE

HOW TO USE THIS CATALOG

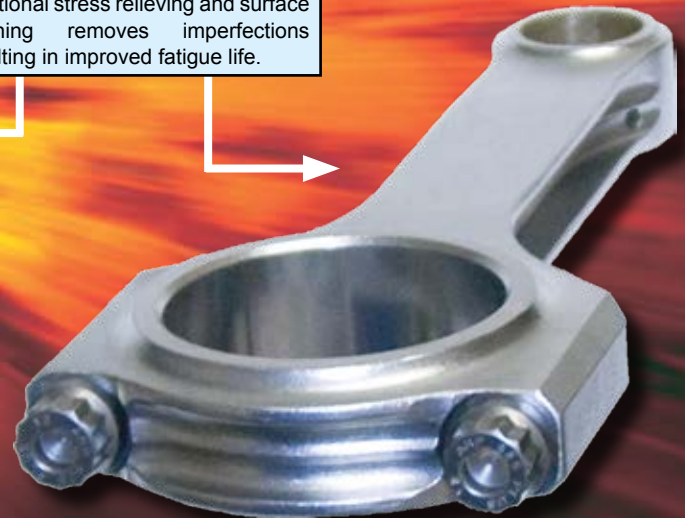
EXTREME DUTY



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	CRS5394AXD
Honda B18C VTEC	CRS5430AXD
Honda H22	CRS5630HXD
Honda K24	CRS5984KXD
Subaru EJ20, EJ257	CRS5137SXD
Nissan SR20DET	CRS5365NXD

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

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

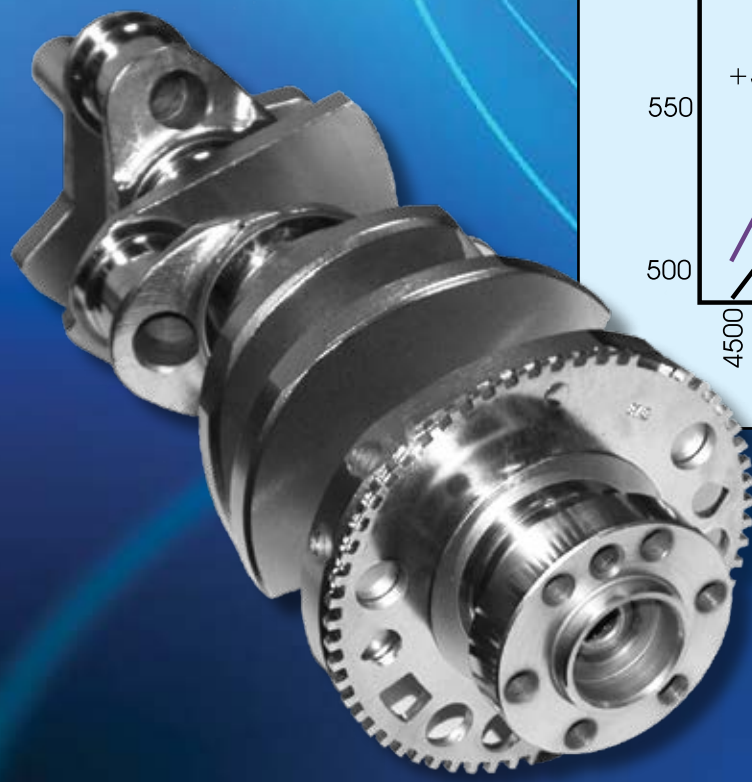
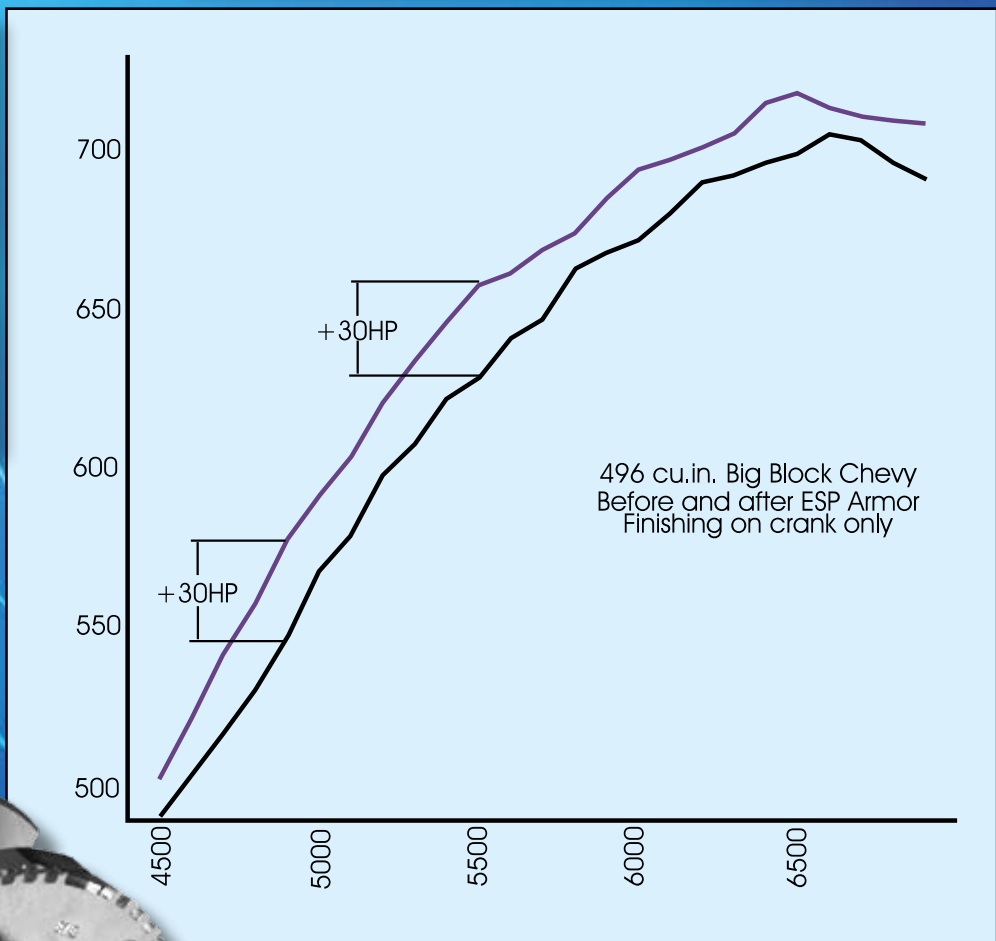


ESP ARMOR

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

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"	CRS CR4375BS
4.375"	125	.875"	CRS CR4375SS
4.500"	140	.998"	CRS CR4500BS

DESCRIPTION	PART NO.
replacement rod bolt	871200
replacement rod bolt washer	871300

BILLET STEEL CRANKSHAFTS

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



STROKE	ROD JOURNAL	PART NO.
3.000"	.875"	CS3000875
3.000"	.998"	CS3000998

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

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



G33752C



6205-16-2RS



6251N

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



BUICK 3.8 V6

BUICK

H-BEAM RODS

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



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

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%. Pilot size: 2.490"



STROKE	BOBWEIGHT	MIN. ROD	BALANCE	PART NUMBER	WT.
3.400"	880	5.967"	internal	523134005967	44
3.400"	880	5.967"	external	523134005967E	42
3.625"	880	5.967"	internal	523136255967	43

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.



Recommended for all competition engines.
 Rod bolt upgrades available.

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



45100 shown

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



BMW

BMW, CADILLAC

H-BEAM RODS

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



APPLICATION	LENGTH	WEIGHT	PIN SIZE	PART NUMBER
M52, M54, S50, S52	5.313" 135.0mm	540	22mm	CRS5313B63D
M40, M42, M44	5.313" 135.0mm	540	22mm	CRS5313B43D

CADILLAC NORTHSTAR

H-BEAM RODS

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



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

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.



Not for use in pollution controlled vehicles.

CHEVROLET 4 CYL & 6 CYL



CHEVROLET 4 & 6 CYL

H-BEAM RODS

Forged SEA 4340 steel from 2 piece forging
 Sold in weight-matched sets +/- 1g
 Bushed small end for full-floating piston pins
 Big end sized with Sunnen Krossgrinder
 Alignment sleeves for precise cap location
 Recommended for use up to 900 hp (except CRS5700SLW-6).



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

APPLICATION	LENGTH	WEIGHT	PIN SIZE	BOLTS	PART NUMBER	PART NUMBER
LN2 OHV 2.2L	5.590"	580	.800"	3/8" ARP 2000	CRS5590C3D	CRS5590CXD
LD9 2.4L Quad4	5.710"	550	22mm	3/8" ARP 2000	CRS5710C3D	CRS5710CXD
2.2L Ecotec L61	5.765"	570	20mm	3/8" ARP 2000	CRS5765C3D	CRS5765CXD
2.3L Quad4	5.806"	590	22mm	3/8" ARP 2000	CRS5806C3D	CRS5806CXD
4.3 even fire V6	5.700"	665	.927"	3/8" ARP 2000	CRS570063D	-
250 CID I-6	5.700"	515	.927"	7/16" ARP 8740	CRS5700SLW-6	-

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.



APPLICATION	STROKE	NOTES	PART NUMBER
173 CID V6	2.992"	matches factory casting # 817	10173817



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

Not for use in pollution controlled vehicles.



CHEVROLET SMALL BLOCK

CHEVROLET SMALL BLOCK

CONNECTING RODS

.927" pin size
Alignment sleeves for precise cap location

5140 I-BEAM

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



4340 I-BEAM

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



4340 H-BEAM

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



2.100" JOURNAL		PART NUMBER	WT.	PART NUMBER	WT.	PART NUMBER	WT.	w/ARP 2000	w/ARP L19
LENGTH	NOTES								
5.565"	-	-	-	-	-	CRS5565B3D	635	CRS5565B3D2000	CRS5565B3DL19
5.700"	press-fit	SIR5700BPLW	550	-	-	-	-	-	-
5.700"	-	SIR5700BBLW	560	FSI5700B	580	CRS5700B3D	630	CRS5700B3D2000	CRS5700B3DL19
5.850"	-	SIR5850BBLW	580	-	-	CRS5850B3D	630	CRS5850B3D2000	CRS5850B3DL19
5.950"	-	SIR5950BBLW	585	-	-	CRS5950B3D	650	CRS5950B3D2000	CRS5950B3DL19
6.000"	-	SIR6000BBLW	570	FSI6000B	605	CRS6000B3D	640	CRS6000B3D2000	CRS6000B3DL19
6.100"	-	-	-	-	-	CRS6100L3D	650	CRS6100L3D2000	CRS6100L3DL19
6.125"	-	SIR6125BBLW	600	-	-	CRS6125B3D	620	CRS6125B3D2000	CRS6125B3DL19
6.200"	-	SIR6200BBLW	610	-	-	CRS6200B3D	640	CRS6200B3D2000	CRS6200B3DL19
6.250"	-	SIR6250BBLW	615	FSI6250B	-	CRS6250B3D	650	CRS6250B3D2000	CRS6250B3DL19
6.300"	-	-	-	-	-	CRS6300B3D	660	CRS6300B3D2000	CRS6300B3DL19

2.000" JOURNAL		PART NUMBER	WT.	PART NUMBER	WT.	PART NUMBER	WT.	w/ARP 2000	w/ARP L19
LENGTH	NOTES								
5.700"	press-fit	SIR5700SPLW	590	-	-	-	-	-	-
5.700"	-	SIR5700SBLW	595	-	-	CRS5700S3D	640	CRS5700S3D2000	CRS5700S3DL19
5.850"	-	-	-	-	-	CRS5850S3D	650	CRS5850S3D2000	CRS5850S3DL19
6.000"	press-fit	SIR6000SPLW	640	-	-	-	-	-	-
6.000"	-	SIR6000SBLW	640	-	-	CRS6000S3D	660	CRS6000S3D2000	CRS6000S3DL19

1.889" JOURNAL		PART NUMBER	WT.	PART NUMBER	WT.	PART NUMBER	WT.	w/ARP 2000	w/ARP L19
LENGTH	NOTES								
5.700"	-	-	-	-	-	CRS5700H3D	640	-	-
6.000"	-	-	-	-	-	CRS6000H3D	660	-	-

EXTREME STROKER RODS

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

4340 I-BEAM



4340 H-BEAM



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

283/327 CRANKSHAFTS

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

CAST STEEL

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



FORGED 4140

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



FORGED 4340

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



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

305/350 CRANKSHAFTS

Bobweight listed is bobweight of crank when new +/- 2% GUARANTEED
Designed for internal balance except where noted.
2.449" main journal size.
Flexplate register: 2.489"

CAST STEEL

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



FORGED 4140

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



FORGED 4340

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



2 PC REAR SEAL		BOBWEIGHT	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
STROKE	NOTES							
3.000"	"302" stroke	1855	-	-	-	-	435030005700	52
3.250"	"327" stroke	1855	-	-	-	-	435032505700	52
3.480"	"305/350" stroke	1855	103503480	49	-	-	435034805700	53
3.500"	-	1855	-	-	-	-	435035005700	53
3.562"	-	1855	-	-	-	-	435035625700	54
3.625"	-	1855	-	-	-	-	435036255700	54
3.750"	-	1855	103503750571*	47	535037505700	47	435037505700	54
3.750"	external balance	1855	103503750	48	-	-	-	-
3.750"	2.000" rod journal, ext. balance	1855	103503752	47	-	-	-	-
3.875"	6.000" rod or longer	1855	-	-	-	-	435038756000	56
4.000"	6.000" rod or longer	1855	-	-	-	-	435040006000	57
4.125"	6.000" rod or longer	1855	-	-	-	-	435041256000	57

1 PC REAR SEAL		BOBWEIGHT	PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
STROKE	NOTES							
3.000"	"302" stroke	1855	-	-	-	-	435330005700	52
3.250"	"327" stroke	1855	-	-	-	-	435332505700	52
3.480"	"305/350" stroke	1855	103523480	49	-	-	435334805700	53
3.750"	-	1855	103523750571*	47	535337505700	47	435337505700	54
3.750"	external balance	1855	103523750	48	-	-	-	-
3.750"	int. front/ext. rear balance	1855	10352375057E*	47	5353375057LT	47	-	-
3.800"	-	1850	103523800571	47	-	-	-	-
3.875"	6.000" rod or longer	1855	-	-	-	-	435338756000	56

*1750 bobweight

CHEVROLET SMALL BLOCK



CHEVROLET 305

CHEVROLET 305 ASSEMBLIES

CHEVROLET 305 2pc REAR SEAL ASSEMBLIES

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

STROKE	ROD	PISTON	RINGS	COMPRESSION RATIO			DISPLACEMENT			
				58cc	64cc	76cc	000	030	040	060
3.480"	5.700"	hyper. KB -12cc inv. dome	std	8.8	8.3	7.4	-	310	312	315
3.480"	5.700"	hyper. KB -5cc flat top	std	9.5	8.9	7.9	-	310	312	315
3.480"	5.700"	4032 Mahle -3cc flat top	FF	9.5	8.9	7.9	-	310	312	315
3.480"	5.700"	4032 Mahle -1cc dome	FF	9.7	9.1	8.0	-	310	312	315
3.500"	5.700"	4032 Mahle -3cc inv. dome	FF	9.8	9.1	8.0	-	312	314	317
3.500"	5.700"	4032 Mahle -1cc dome	FF	10.0	9.3	8.2	-	312	314	317
3.750"	5.700"	hyper KB -10cc inv. dome	FF	9.7	9.1	8.1	-	334	336	340

STREET & STRIP



5140 I-BEAM CAST STEEL

Recommended for use in pump-gas street vehicles.

EXTERNAL BALANCE		INTERNAL BALANCE	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	13100	B13100E
-	-	13101	B13101E
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
13102	B13102	-	-

PRO STREET



4340 I-BEAM FORGED 4340

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

INTERNAL BALANCE	
UNBALANCED	BALANCED
-	-
-	-
10702	B10702
10730	B10730
10704	B10704
10732	B10732
-	-

COMPETITION



4340 H-BEAM FORGED 4340

Recommended for all competition engines. Rod bolt upgrades available.

INTERNAL BALANCE	
UNBALANCED	BALANCED
-	-
-	-
-	-
-	-
-	-
-	-
-	-


CHEVROLET 350 EXTERNAL BALANCE

CHEVROLET 305 1pc REAR SEAL ASSEMBLIES

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

STROKE	ROD	PISTON	RINGS	COMPRESSION RATIO			DISPLACEMENT			
				58cc	64cc	76cc	000	030	040	060
3.480"	5.700"	hyper. KB -12cc inv. dome	std	8.8	8.3	7.4	-	310	312	315
3.480"	5.700"	hyper. KB -5cc flat top	std	9.5	8.9	7.9	-	310	312	315
3.750"	5.700"	hyper KB -10cc inv. dome	FF	9.7	9.1	8.1	-	334	336	340

STREET & STRIP



5140 I-BEAM CAST STEEL

Recommended for use in pump-gas street vehicles.

EXTERNAL BALANCE		INTERNAL BALANCE	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	13100L	B13100L
-	-	13101L	B13101L
-	-	-	-
13102L	B13102L	-	-

PRO STREET



4340 I-BEAM FORGED 4140

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

INTERNAL BALANCE	
UNBALANCED	BALANCED
-	-
-	-
-	-
-	-

COMPETITION



4340 H-BEAM FORGED 4340

Recommended for all competition engines. Rod bolt upgrades available.

INTERNAL BALANCE	
UNBALANCED	BALANCED
-	-
-	-
-	-
-	-

CHEVROLET SMALL BLOCK 1PC REAR SEAL INTERNAL BALANCE FLEXPATE

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

Street use only - NOT SFI approved.



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





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, and bearings (OE replacement bearings with cast crank, racing bearings with forged crank). Heavy duty assemblies include rod bolt upgrade and application-specific pistons (see description). Standard bore size is 4.000". Compression ratios calculated considering uncut block, 4.030" bore size, and .040" head gasket thickness.

STREET & STRIP



CAST STEEL
5140 I-BEAM

Recommended for use in pump-gas street vehicles.


PRO STREET



FORGED 4140
4340 I-BEAM

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

COMPETITION



FORGED 4340
4340 H-BEAM

Recommended for all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	RINGS	COMPRESSION RATIO			DISPLACEMENT				EXTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE		
				58cc	64cc	76cc	000	030	040	060	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	
3.480"	5.700"	4032 SRP -24cc inv. dome	FF	8.6	8.2	7.6	350	355	356	360	-	-	13020	B13020E	62029	B62029	12029	B12029	
3.480"	5.700", ARP L19	2618 JE -22cc F.I. inv. dome	FF	8.8	8.3	7.8	-	355	-	-	-	-	-	-	-	-	35100	B35100	
TOP SELLER	3.480"	5.700" press-fit	Speed Pro -10cc inv. dome	std	9.5	8.9	8.0	350	355	356	360	-	-	-	B13403E	-	-	-	-
3.480"	5.700"	hyper. KB -12cc inv. dome	std	9.7	9.1	8.2	350	355	356	360	-	-	13201	B13201E	-	-	-	-	
TOP SELLER	3.480"	5.700" press-fit	Speed Pro -7cc flat top	std	10.3	9.6	8.5	350	355	356	360	-	-	-	B13402E	-	-	-	-
TOP SELLER	3.480"	5.700"	Speed Pro -7cc flat top	std	10.3	9.6	8.5	350	355	356	360	-	-	-	B13401E	-	-	-	-
3.480"	5.700"	hyper. KB -7cc flat top	std	10.3	9.6	8.5	350	355	356	360	-	-	13202	B13202E	-	-	-	-	
3.480"	6.000"	hyper. KB -7cc flat top	std	10.3	9.6	8.5	350	355	356	360	-	-	13205	B13205E	62005	B62005	-	-	
3.480"	6.000"	"claimer" KB -5cc flat top	std	10.6	9.9	9.0	350	355	356	360	-	-	13208	B13208E	-	-	-	-	
3.480"	5.700"	4032 Mahle -5cc flat top	FF	10.6	9.9	9.0	350	355	356	360	-	-	13021	B13021E	62001	B62001	12001	B12001	
3.480"	6.000"	4032 Mahle -5cc flat top	FF	10.6	9.9	9.0	350	355	356	360	-	-	13022	B13022E	62003	B62003	12003	B12003	
3.480"	5.700"	4032 Icon -3.7cc flat top	FF	10.8	10.1	8.9	350	355	356	360	-	-	13302	B13302E	62302	B62302	12302	B12302	
3.480"	6.000"	4032 Icon -3.7cc flat top	FF	10.8	10.1	8.9	350	355	356	360	-	-	13311	B13311E	62311	B62311	12311	B12311	
3.480"	6.000"	2618 Mahle +11cc dome	FF	12.6	11.6	10.0	-	355	356	360	-	-	-	-	62004	B62004	12004	B12004	
3.500"	6.000"	4032 Mahle -5cc flat top	FF	10.6	9.9	9.0	352	357	359	362	-	-	-	-	62020	B62020	12020	B12020	
3.625"	6.000"	2618 JE +13.5cc dome	FF	14.0	12.8	11.0	-	370	-	-	-	-	-	-	62022	B62022	12022	B12022	
3.750"	5.700"	2618 Mahle -31cc inv. dome	FF	8.7	8.2	7.7	-	383	-	-	-	-	-	-	62006	B62006	12006	B12006	
3.750"	5.700", ARP L19	2618 JE -31cc F.I. inv. dome	FF	8.7	8.2	7.8	-	383	-	-	-	-	-	-	-	-	35120	B35120	
3.750"	5.700"	4032 Mahle -26cc inv. dome	FF	9.0	8.6	7.8	-	383	385	-	-	-	-	-	62046	B62046	12037	B12037	
3.750"	6.000", ARP L19	2618 JE -28cc F.I. inv. dome	FF	8.9	8.4	7.9	-	383	-	388	-	-	-	-	-	-	35130	B35130	
3.750"	6.000"	4032 Icon -18cc inv. dome	FF	9.9	9.4	8.4	377	383	385	388	13303	B13303E	13323	B13323E	62303	B62303	12303	B12303	
3.750"	5.700"	hyper. KB -18cc inv. dome	std	9.9	9.4	8.4	377	383	385	388	13004	B13004E	13054	B13054E	-	-	-	-	
3.750"	5.700"	4032 Icon -18cc inv. dome	FF	9.9	9.4	8.4	377	383	385	388	13304	B13304E	13324	B13324E	62304	B62304	12304	B12304	
3.750"	5.700"	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	-	383	385	388	13001	B13001E	13051	B13051E	62007	B62007	12007	B12007	
3.750"	6.000"	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	-	383	385	388	13002	B13002E	13052	B13052E	62010	B62010	12010	B12010	
TOP SELLER	3.750"	5.700"	Speed Pro -12cc inv. dome	std	10.4	9.8	8.7	377	383	385	388	-	B13404E	-	B13454E	-	-	-	-
3.750"	5.700"	4032 Icon -10cc inv. dome	FF	10.5	9.9	8.9	377	383	385	388	13009	B13009E	13013	B13013E	-	-	-	-	
TOP SELLER	3.750"	5.700"	Speed Pro -5cc flat top	std	11.2	10.5	9.3	377	383	385	388	-	B13405E	-	B13455E	-	-	-	-
3.750"	5.700"	hyper. KB -7cc flat top	std	11.2	10.5	9.3	377	383	385	388	13005	B13005E	13055	B13055E	-	-	-	-	
3.750"	5.700"	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	377	383	385	388	13006	B13006E	13056	B13056E	62008	B62008	12008	B12008	
TOP SELLER	3.750"	6.000"	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	377	383	385	388	13007	B13007E	13057	B13057E	62011	B62011	12011	B12011
3.750"	5.700"	4032 Icon -5cc flat top	FF	11.7	10.9	9.6	377	383	385	388	13305	B13305E	13325	B13325E	62305	B62305	12305	B12305	
3.750"	6.000"	4032 Icon -5cc flat top	FF	11.3	10.5	9.3	377	383	385	388	13316	B13316E	13326	B13326E	62316	B62316	12316	B12316	
3.750"	5.700"	2618 SRP +7cc dome	FF	13.1	12.1	10.5	-	383	385	388	-	-	-	-	62009	B62009	12009	B12009	
3.750"	6.000"	2618 Mahle +6cc dome	FF	13.0	12.0	10.5	-	383	385	388	-	-	-	-	62012	B62012	12012	B12012	
3.750"	6.000"	2618 Mahle +11cc dome	FF	14.0	12.8	11.0	377	383	385	388	-	-	-	-	62077	B62077	12077	B12077	
3.875"	6.000" extreme stroke ARP 2000	4032 Mahle -18cc inv. dome	FF	10.1	9.5	8.5	-	395	397	-	-	-	-	-	-	-	12015	B12015	
3.875"	6.000" extreme stroke ARP 2000	4032 Mahle -5cc flat top	FF	11.6	10.8	9.6	-	395	397	-	-	-	-	-	-	-	12013	B12013	
4.000"	6.000" extreme stroke ARP 2000	4032 Mahle -5cc flat top	FF	11.9	11.1	9.8	-	408	410	414	-	-	-	-	-	-	12014	B12014	

CHEVROLET 350 2 PIECE REAR SEAL

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.

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.

STREET & STRIP



Recommended for use in pump-gas street vehicles.

PRO STREET



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

COMPETITION



Recommended for all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	RINGS	COMPRESSION RATIO			DISPLACEMENT				INT/EXT (LT1) BALANCE		EXTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE	
				58cc	64cc	76cc	000	030	040	060	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
3.480"	5.700"	4032 SRP -24cc inv. dome	FF	8.6	8.2	7.6	350	355	356	360	13020L	B13020L	-	-	-	-	62129	B62129	12129	B12129
3.480"	5.700", ARP L19	2618 JE -22cc F.I. inv. dome	FF	8.8	8.3	7.8	-	355	-	-	-	-	-	-	-	-	-	-	36100	B36100
3.480"	5.700" press-fit	Speed Pro -10cc inv. dome	std	9.5	8.9	8.0	350	355	356	360	-	B13403L	-	-	-	-	-	-	-	-
3.480"	5.700"	hyper. KB -12cc inv. dome	std	9.7	9.1	8.2	350	355	356	360	13201L	B13201L	-	-	-	-	-	-	-	-
3.480"	5.700" press-fit	Speed Pro -7cc flat top	std	10.3	9.6	8.5	350	355	356	360	-	B13402L	-	-	-	-	-	-	-	-
3.480"	5.700"	Speed Pro -7cc flat top	std	10.3	9.6	8.5	350	355	356	360	-	B13401L	-	-	-	-	-	-	-	-
3.480"	5.700"	hyper. KB -7cc flat top	std	10.3	9.6	8.5	350	355	356	360	13202L	B13202L	-	-	-	-	-	-	-	-
3.480"	6.000"	hyper. KB -7cc flat top	std	10.3	9.6	8.5	350	355	356	360	13205L	B13205L	-	-	-	-	-	-	-	-
3.480"	6.000"	"claimer" KB -5cc flat top	std	10.6	9.9	9.0	350	355	356	360	13208L	B13208L	-	-	-	-	-	-	-	-
3.480"	5.700"	4032 Mahle -5cc flat top	FF	10.6	9.9	9.0	350	355	356	360	13021L	B13021L	-	-	-	-	62101	B62101	12101	B12101
3.480"	6.000"	4032 Mahle -5cc flat top	FF	10.6	9.9	9.0	350	355	356	360	13022L	B13022L	-	-	-	-	62103	B62103	12103	B12103
3.480"	5.700"	4032 Icon -3.7cc flat top	FF	10.8	10.1	8.9	350	355	356	360	13302L	B13302L	-	-	-	-	62302L	B62302L	12302L	B12302L
3.480"	6.000"	4032 Icon -3.7cc flat top	FF	10.8	10.1	8.9	350	355	356	360	13311L	B13311L	-	-	-	-	62311L	B62311L	12311L	B12311L
3.480"	6.000"	2618 Mahle +11cc dome	FF	12.6	11.6	10.0	-	355	356	360	-	-	-	-	-	-	62104	B62104	12104	B12104
3.750"	5.700"	2618 Mahle -31cc inv. dome	FF	8.7	8.2	7.7	-	383	-	-	-	-	-	-	-	-	62106	B62106	12106	B12106
3.750"	5.700", ARP L19	2618 JE -31cc F.I. inv. dome	FF	8.7	8.2	7.8	-	383	-	-	-	-	-	-	-	-	-	-	36120	B36120
3.750"	5.700"	4032 Mahle -26cc inv. dome	FF	9.0	8.6	7.8	-	383	385	-	-	-	-	-	-	-	62146	B62146	12137	B12137
3.750"	6.000", ARP L19	2618 JE -28cc F.I. inv. dome	FF	8.9	8.4	7.9	-	383	-	388	-	-	-	-	-	-	-	-	36130	B36130
3.750"	6.000"	4032 Icon -18cc inv. dome	FF	9.9	9.4	8.4	377	383	385	388	13573L	B13573L	13303L	B13303L	13323L	B13323L	62303L	B62303L	12303L	B12303L
3.750"	5.700"	hyper. KB -18cc inv. dome	std	9.9	9.4	8.4	377	383	385	388	13554L	B13554L	13004L	B13004L	13054L	B13054L	-	-	-	-
3.750"	5.700"	4032 Icon -18cc inv. dome	FF	9.9	9.4	8.4	377	383	385	388	13574L	B13574L	13304L	B13304L	13324L	B13324L	62304L	B62304L	12304L	B12304L
3.750"	5.700"	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	-	383	385	388	13551L	B13551L	13001L	B13001L	13051L	B13051L	62107	B62107	12107	B12107
3.750"	6.000"	4032 Mahle -16cc inv. dome	FF	10.0	9.4	8.4	-	383	385	388	13552L	B13552L	13002L	B13002L	13052L	B13052L	62110	B62110	12110	B12110
3.750"	5.700"	Speed Pro -12cc inv. dome	std	10.4	9.8	8.7	377	383	385	388	-	B13504L	-	B13404L	-	B13454L	-	-	-	-
3.750"	5.700"	4032 Icon -10cc inv. dome	FF	10.5	9.9	8.9	377	383	385	388	-	-	13009L	B13009L	13013L	B13013L	-	-	-	-
3.750"	5.700"	Speed Pro -5cc flat top	std	11.2	10.5	9.3	377	383	385	388	-	B13505L	-	B13405L	-	B13455L	-	-	-	-
3.750"	5.700"	hyper. KB -7cc flat top	std	11.2	10.5	9.3	377	383	385	388	13555L	B13555L	13005L	B13005L	13055L	B13055L	-	-	-	-
3.750"	5.700"	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	377	383	385	388	13556L	B13556L	13006L	B13006L	13056L	B13056L	62108	B62108	12108	B12108
3.750"	6.000"	4032 Mahle -5cc flat top	FF	11.3	10.5	9.3	377	383	385	388	13557L	B13557L	13007L	B13007L	13057L	B13057L	62111	B62111	12111	B12111
3.750"	5.700"	4032 Icon -5cc flat top	FF	11.7	10.9	9.6	377	383	385	388	13565L	B13565L	13305L	B13305L	13325L	B13325L	62305L	B62305L	12305L	B12305L
3.750"	6.000"	4032 Icon -5cc flat top	FF	11.3	10.5	9.3	377	383	385	388	13566L	B13566L	13316L	B13316L	13326L	B13326L	62316L	B62316L	12316L	B12316L
3.750"	5.700"	2618 SRP +7cc dome	FF	13.1	12.1	10.5	-	383	385	388	-	-	-	-	-	-	62109	B62109	12109	B12109
3.750"	6.000"	2618 Mahle +6cc dome	FF	13.0	12.0	10.5	-	383	385	388	-	-	-	-	-	-	62112	B62112	12112	B12112
3.750"	6.000"	2618 Mahle +11cc dome	FF	14.0	12.8	11.0	377	383	385	388	-	-	-	-	-	-	62136	B62136	12136	B12136
3.800"	5.850"	4032 Mahle -26cc inv. dome	FF	9.1	8.7	7.7	-	388	-	-	-	-	-	-	13060L	B13060L	-	-	-	-
3.800"	5.850"	4032 Mahle -20cc inv. dome	FF	10.1	9.5	8.5	-	388	390	-	-	-	-	13061L	B13061L	-	-	-	-	-
3.875"	6.000" extreme stroke ARP 2000	4032 Mahle -18cc inv. dome	FF	10.1	9.5	8.5	-	395	397	-	-	-	-	-	-	-	-	-	12115	B12115
3.875"	6.000" extreme stroke ARP 2000	4032 Mahle -5cc flat top	FF	11.6	10.8	9.6	-	395	397	-	-	-	-	-	-	-	-	-	12113	B12113

TOP SELLER

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

5140 I-BEAM

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



4340 H-BEAM

- 3/8" ARP 2000 bolts
- Weight-matched +/- 1g
- Lightweight design for naturally-aspirated racing engines only.
- 2 piece forging for superior strength
- Big end sized on Sunnen Krossgrinding System



2.100" JOURNAL

LENGTH	WEIGHT	PART NUMBER	PART NUMBER
5.700"	540	SIR5700CM	CRS5700BLW
6.000"	545	-	CRS6000BLW
6.125"	550	-	CRS6125BLW
6.200"	555	-	CRS6200BLW

2.000" JOURNAL

LENGTH	WEIGHT	PART NUMBER	PART NUMBER
5.700"	535	-	CRS5700SLW
6.000"	545	-	CRS6000SLW
6.125"	550	-	CRS6125SLW

1.889" JOURNAL

LENGTH	WEIGHT	PART NUMBER	PART NUMBER
6.200"	575	-	CRS6200HJ
6.250"	580	-	CRS6250HJ

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.

FORGED 4340



FORGED 4340



2.100" ROD JOURNALS

STROKE	MIN. ROD	BOBWEIGHT	PART NUMBER	WEIGHT	BOBWEIGHT	PART NUMBER	WEIGHT
3.350"	5.700"	1820	4350335057LA	49	-	-	-
3.480"	5.700"	1750	4350348057LW	47	-	-	-
3.480"	5.700"	1820	4350348057LA	49	1670	4350348057FW	46
3.500"	5.700"	1820	4350350057LA	48	1670	4350350057FW	46
3.550"	5.700"	1820	4350355057LA	49	-	-	-
3.750"	5.700"	1820	4350375057LA	49	-	-	-

2.000" ROD JOURNALS

STROKE	MIN. ROD	BOBWEIGHT	PART NUMBER	WEIGHT	BOBWEIGHT	PART NUMBER	WEIGHT
3.480"	5.700"	1850	4349348057LA	48	-	-	-
3.500"	5.700"	1850	4349350057LA	48	-	-	-
3.750"	5.700"	1850	4349375057LA	49	-	-	-
3.875"	6.000"	1850	4349387560LA	49	-	-	-
4.000"	6.000"	1850	4349400060LA	50	-	-	-

1.889" ROD JOURNALS

STROKE	MIN. ROD	BOBWEIGHT	PART NUMBER	WEIGHT	BOBWEIGHT	PART NUMBER	WEIGHT
3.000"	5.700"	1820	4348300057LA	48	1650	4348300057FW	44
3.350"	5.700"	-	-	-	1650	4348335057FW	45
3.500"	5.700"	1820	4348350057LA	48	-	-	-
3.750"	5.700"	1820	4348375057LA	49	-	-	-



Chase Howard

LIGHTWEIGHT ASSEMBLIES

Forged 4340 steel lightweight crankshaft. 2 piece rear seal only.

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"

STROKE	ROD	PISTON	COMPRESSION			DISPLACEMENT			UNBALANCED		BALANCED	
			58cc	64cc	76cc	030	040	060	LW CRANK	FW CRANK	LW CRANK	FW CRANK
3.480"	5.700"	4032 LW Mahle -2cc flat top	10.6	9.9	8.8	355	356	360	17120	17220	B17120	B17220
3.480"	6.000"	4032 LW Mahle -2cc flat top	10.6	9.9	8.8	355	356	360	17121	17221	B17121	B17221
3.480"	6.125"	4032 LW Mahle -2cc flat top	10.6	9.9	8.8	355	356	360	17122	17222	B17122	B17222
3.750"	6.000"	4032 LW Mahle -2cc flat top	12.0	10.9	9.6	383	385	388	17130	-	B17130	-

COMPETITION

FORGED 4340



4340 H-BEAM

Recommended for use in naturally-aspirated competition engines.



CHEVROLET 400

CHEVROLET 400

CONNECTING RODS

.927" pin size
Alignment sleeves for precise cap location



5140 I-BEAM
• 3/8" ARP 8740 bolts
• ARP 2000 available
• Weight-matched +/- 2g
• Clearanced to miss camshaft up to 3.750" stroke.



4340 I-BEAM
• 7/16" ARP 8740 bolts
• ARP 2000 available
• Weight-matched +/- 2g
• Clearanced to miss camshaft up to 3.750" stroke.



4340 H-BEAM
• 7/16" ARP 8740 bolts
• ARP 2000 or L19 available
• Weight-matched +/- 1g
• 2 piece forging for superior strength
• Big end sized on Sunnen Krossgrinding System

2.100" JOURNAL									
LENGTH	NOTES	PART NUMBER	WT.	PART NUMBER	WT.	PART NUMBER	WT.	w/ARP 2000	w/ARP L19
5.565"	-	-	-	-	-	CRS5565B3D	635	CRS5565B3D2000	CRS5565B3DL19
5.700"	press-fit	SIR5700BPLW	550	-	-	-	-	-	-
5.700"	-	SIR5700BBLW	560	FSI5700B	580	CRS5700B3D	630	CRS5700B3D2000	CRS5700B3DL19
5.850"	-	SIR5850BBLW	580	-	-	CRS5850B3D	630	CRS5850B3D2000	CRS5850B3DL19
5.950"	-	SIR5950BBLW	585	-	-	CRS5950B3D	650	CRS5950B3D2000	CRS5950B3DL19
6.000"	-	SIR6000BBLW	570	FSI6000B	605	CRS6000B3D	640	CRS6000B3D2000	CRS6000B3DL19
6.100"	-	-	-	-	-	CRS6100L3D	650	CRS6100L3D2000	CRS6100L3DL19
6.125"	-	SIR6125BBLW	600	-	-	CRS6125B3D	620	CRS6125B3D2000	CRS6125B3DL19
6.200"	-	SIR6200BBLW	610	-	-	CRS6200B3D	640	CRS6200B3D2000	CRS6200B3DL19
6.250"	-	SIR6250BBLW	615	FSI6250B	-	CRS6250B3D	650	CRS6250B3D2000	CRS6250B3DL19
6.300"	-	-	-	-	-	CRS6300B3D	660	CRS6300B3D2000	CRS6300B3DL19

EXTREME STROKER RODS

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



4340 I-BEAM



4340 H-BEAM

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

SPACER BEARINGS

Simple, effective way to use 350 crank in 400 block.
Manufactured by King Bearings.
No machine work required. Install into block, then use 350 bearings inside spacers.



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

CRANKSHAFTS

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



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



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

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

CRANKSHAFT OPTIONS

Available only at the time of purchase

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

owner: Brian Godecki
photo: Paul Barnwell



CHEVROLET 400 SMALL BLOCK ASSEMBLIES

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

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

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

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

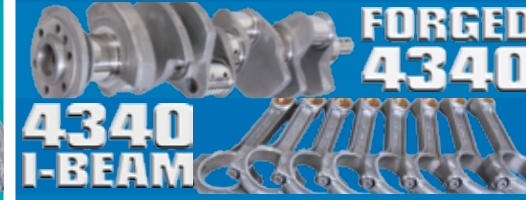
Compression ratios calculated considering uncut block, 4.155" bore size, and .040" head gasket thickness.

STREET & STRIP



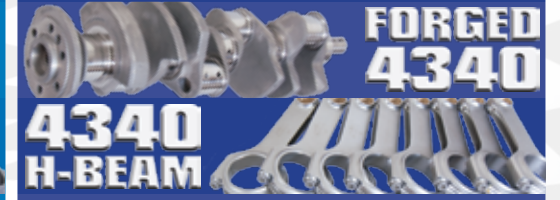
Recommended for use in pump-gas street vehicles.

PRO STREET



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

COMPETITION



Recommended for all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	RINGS	COMPRESSION RATIO			BORE SIZE & DISPLACEMENT				EXTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE				INTERNAL BALANCE										
				58cc	64cc	76cc	000	030	040	060	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED									
												400 MAINS	400 MAINS	400 MAINS	350 MAINS	400 MAINS	350 MAINS	400 MAINS	350 MAINS	400 MAINS	350 MAINS	400 MAINS	350 MAINS	400 MAINS	350 MAINS	400 MAINS	350 MAINS		
3.480	6.250"	2618 JE +6.2cc dome	FF	12.3	11.4	10.0	372	377	379	-	-	-	-	-	-	-	-	12042	12142	B12042	B12142								
3.480	6.000"	2618 Mahle +11cc dome	FF	13.2	12.1	10.5	372	377	379	-	-	-	-	-	62507	62607	B62507	B62607	12507	12607	B12507	B12607							
3.500	6.000"	2618 JE +13cc dome	FF	14.1	12.9	11.1	374	380	-	-	-	-	-	-	-	-	-	-	12620	-	B12620								
3.625	6.000"	2618 JE +12.9cc dome	FF	14.6	13.3	11.4	388	393	-	-	-	-	-	-	-	-	-	-	12622	-	B12622								
3.750	5.700"	2618 JE -36cc F.I. inv. dome	FF	8.7	8.3	7.6	401	407	-	-	-	-	-	-	-	-	-	-	35200	35150	B35200	B35150							
3.750	6.000"	2618 JE -28cc F.I. inv. dome	FF	9.3	8.8	8.0	401	407	409	-	-	-	-	-	-	-	-	-	35210	35160	B35210	B35160							
3.750	5.700"	hyper KB -30cc inv. dome	std	9.3	8.8	8.0	-	407	409	413	13008	B13008	13108	B13108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.750	5.700"	4032 Icon -23cc inv. dome	FF	9.7	9.2	8.4	-	407	409	413	13160	B13160	13260	B13260	62160	62660	B62160	B62660	12160	12260	B12160	B12260							
3.750	5.700"	4032 Mahle-20cc inv. dome	FF	10.0	9.5	8.6	401	407	409	-	13012	B13012	13112	B13112	62500	62600	B62500	B62600	12500	12600	B12500	B12600							
3.750	5.700"	4032 DSS -16cc inv. dome	FF	10.4	9.8	8.8	401	407	409	413	13163	B13163	13263	B13263	62163	62663	B62163	B62663	12163	12263	B12163	B12263							
3.750	6.000"	4032 DSS -16cc inv. dome	FF	10.4	9.8	8.8	401	407	409	413	13164	B13164	13264	B13264	62164	62664	B62164	B62664	12164	12264	B12164	B12264							
3.750	6.000"	4032 Mahle -16cc inv. dome	FF	10.4	9.8	8.8	401	407	409	-	13011	B13011	13111	B13111	62508	62608	B62508	B62608	12508	12608	B12508	B12608							
3.750	5.700"	Speed Pro -6cc flat top	std	11.6	10.8	9.6	401	407	409	413	-	B13460	-	B13470	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.750	5.700"	hyper. KB -7cc flat top	std	11.7	11.0	9.7	-	407	409	413	13010	B13010	13110	B13110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.750	5.700"	4032 Icon -5cc flat top	FF	11.8	11.0	9.7	-	407	409	413	13161	B13161	13261	B13261	62161	62261	B62161	B62261	12161	12261	B12161	B12261							
3.750	5.700"	4032 Mahle -5cc flat top	FF	11.8	11.0	9.7	401	407	409	-	13014	B13014	13114	B13114	62501	62605	B62501	B62605	12501	12605	B12501	B12605							
3.750	6.000"	4032 Icon -5cc flat top	FF	11.8	11.0	9.7	-	407	409	413	13162	B13162	13262	B13262	62162	62262	B62162	B62262	12162	12262	B12162	B12262							
3.750	6.000"	4032 Mahle -5cc flat top	FF	11.8	11.0	9.7	401	407	409	-	13015	B13015	13115	B13115	62503	62603	B62503	B62603	12503	12603	B12503	B12603							
3.750	6.125"	2618 JE +6.2cc dome	FF	13.6	12.5	10.9	-	407	409	-	-	-	-	-	-	-	-	-	12043	12143	B12043	B12143							
3.750	5.700"	4032 Mahle +4cc dome	FF	13.2	12.2	10.6	401	407	409	-	-	-	-	-	62502	62602	B62502	B62602	12502	12602	B12502	B12602							
3.750	6.000"	2618 Mahle +4cc dome	FF	13.2	12.2	10.6	401	407	409	-	-	-	-	-	62504	62604	B62504	B62604	12504	12604	B12504	B12604							
3.750	6.000"	2618 JE +5.6cc dome	FF	13.5	12.4	10.8	401	407	409	-	-	-	-	-	-	-	-	-	35600	35500	B35600	B35500							
3.750	6.000"	2618 JE +10.8cc dome	FF	14.5	13.3	11.5	401	407	409	-	-	-	-	-	-	-	-	-	35610	35510	B35610	B35510							
3.800	6.000"	2618 JE +5.6cc dome	FF	13.6	12.6	11.0	-	412	414	-	-	-	-	-	-	-	-	-	35620	-	B35620	-							
3.800	6.000"	2618 JE +10.8cc dome	FF	14.7	13.5	11.6	-	412	414	-	-	-	-	-	-	-	-	-	35630	-	B35630	-							
3.875	6.000**	4032 Mahle -22cc inv. dome	FF	10.1	9.6	8.7	414	420	422	-	-	-	-	-	-	-	-	-	12147	12046	B12147	B12046							
3.875	6.000**	4032 Mahle -5cc flat top	FF	12.1	11.3	10.0	414	420	422	-	-	-	-	-	-	-	-	-	12032	12132	B12032	B12132							
3.875	6.000**	2618 JE +5.6cc dome	FF	13.9	12.8	11.1	414	420	422	426	-	-	-	-	-	-	-	-	35640	35540	B35640	B35540							
3.875	6.000"	2618 JE +10.8cc dome	FF	15.0	13.7	11.8	414	420	422	-	-	-	-	-	-	-	-	-	35650	35550	B35650	B35550							
4.000	6.000**	4032 Mahle -20cc inv. dome	FF	10.6	10.0	9.1	428	434	436	-	-	-	-	-	-	-	-	-	12055	12155	B12055	B12155							
4.000	6.000**	4032 Mahle -5cc flat top	FF	12.5	11.7	10.3	428	434	436	-	-	-	-	-	-	-	-	-	12056	12156	B12056	B12156							
4.000	6.000**	2618 JE -5cc flat top	FF	12.5	11.7	10.3	-	434	436	440	-	-	-	-	-	-	-	-	12023	12117	B12023	B12117							
4.000	6.000**	4032 Mahle +4cc dome	FF	14.0	12.9	11.3	428	434	436	-	-	-	-	-	-	-	-	-	12057	12157	B12057	B12157							
4.000	6.000**	2618 JE +6.2cc dome	FF	14.4	13.3	11.6	428	434	436	-	-	-	-	-	62028	B62028	62128	B62128	35660	35560	B35660	B35560							
4.000	6.000"	2618 JE +10.8cc dome	FF	15.4	14.1	12.2	428	434	436	-	-	-	-	-	-	-	-	-	35670	35570	B35670	B35570							

* Uses Extreme Stroker clearanced rods with ARP 2000 bolts



CHEVROLET GEN 3 SMALL BLOCK "LS"

CONNECTING RODS

weight-matched +/- 1g
Sized with Sunnen Krossgrinder
Alignment sleeves for precise cap location.



5140 I-BEAM
• 3/8" ARP 8740 bolts
• ARP 2000 available
• Weight-matched +/- 2g



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



4340 H-BEAM
• 7/16" ARP 8740 bolts
• ARP 2000 / L19 available
• Weight-matched +/- 1g
• 2 piece forging for superior strength
• Big end sized on Sunnen Krossgrinding System

2.100" JOURNAL			PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	w/ ARP 2000	w/ ARP L19
LENGTH	PIN	NOTES								
6.100"	.927"		-	-	-	-	CRS6100L3D	650	CRS6100L3D2000	CRS6100L3DL19
6.100"	.943"	O.E. dimension	SIR6100NLW	595	-	-	-	-	-	-
6.100"	.945"	O.E. dimension	SIR6100MLW	595	-	-	CRS6100M3D	620	CRS6100M3D2000	CRS6100M3DL19
6.125"	.927"		-	-	FSI61250	610	CRS612503D	620	CRS612503D2000	CRS612503DL19
6.460"	.927"		-	-	-	-	-	645	CRS646003D2000	CRS646003DL19
6.560"	.927"		-	-	-	-	-	650	CRS656003D2000	CRS656003DL19
1.889" JOURNAL			PART NO.	WT.	PART NO.	WT.	PART NO.	WT.	w/ ARP 2000	w/ ARP L19
LENGTH	PIN	NOTES								
6.460"	.927"		-	-	-	-	-	645	CRS6460H3D2000	CRS6460H3DL19
6.560"	.927"		-	-	-	-	-	650	CRS6560H3D2000	CRS6560H3DL19

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.

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

FORGED 4140

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



FORGED 4340

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

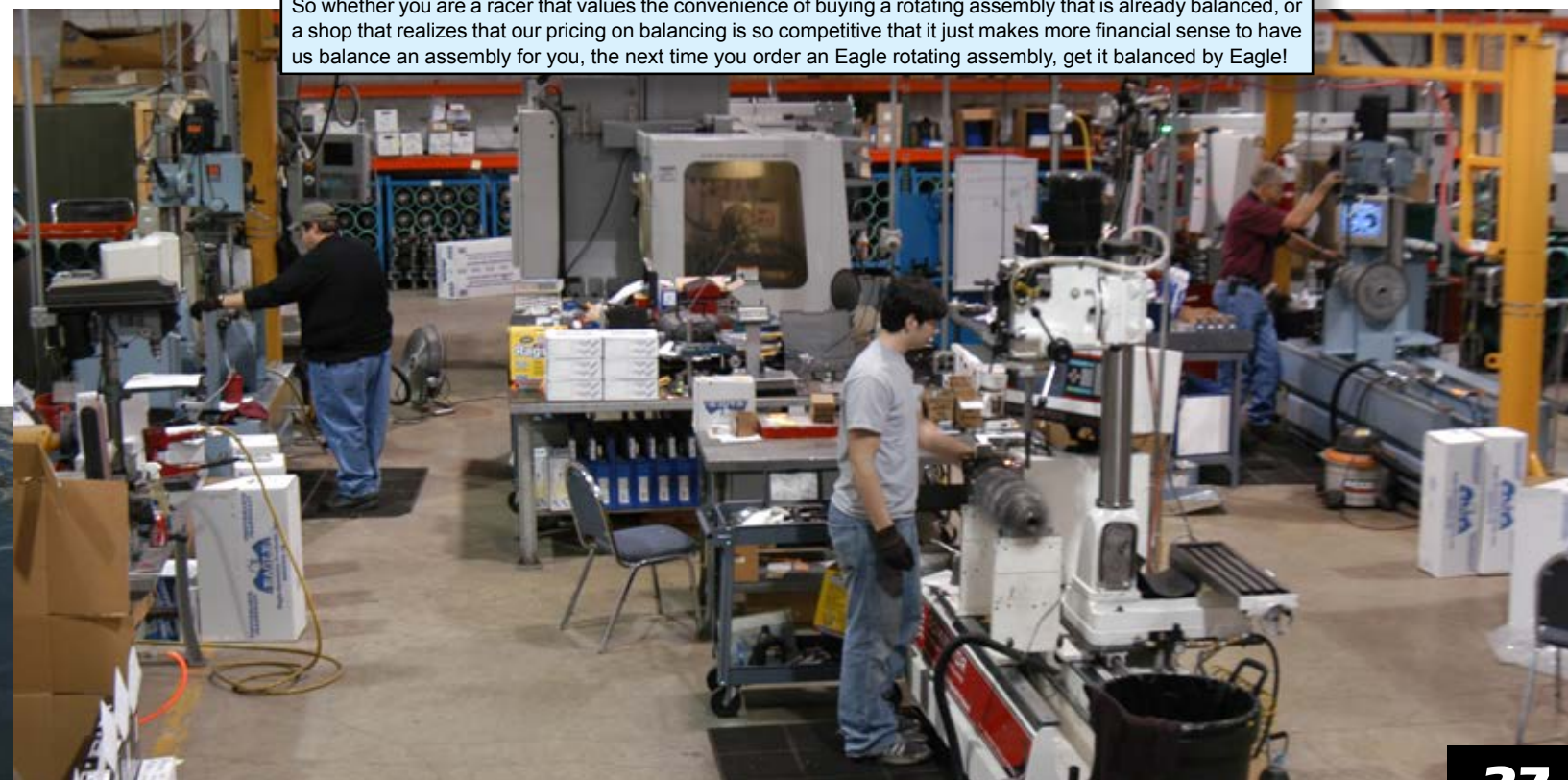


STROKE	BOBWT.	MIN. ROD	NOTES	24t RELUCTOR	58t RELUCTOR	WT.	24t RELUCTOR	58t RELUCTOR	WT.
3.622"	1800	6.100"		-	-		434636226100	434736226100	56
3.800"	1800	6.125"		-	-		434638006100	434738006100	55
3.900"	1800	6.125"		-	-		434639006100	434739006100	55
4.000"	1800	6.125"		534640006100	534740006100	55	434640006100	434740006100	54
4.100"	1800	6.125"		-	-		434641006100	434741006100	53
4.125"	1800	6.125"		-	-		434641256100	434741256100	54
4.250"	1800	6.460"	tall deck	-	-		434642506560	434742506560	55
4.375"	call	6.460"	1.889" journal, tall deck	-	-		434643756460	434743756460	55
LONG SNOOT (4.006") FOR DRY SUMP OILING									
STROKE	BOBWT.	MIN. ROD	NOTES	24t RELUCTOR	58t RELUCTOR	WT.	24t RELUCTOR	58t RELUCTOR	WT.
4.000"	1800	6.125"		-	-		-	442740006100	54
4.125"	1800	6.125"		-	-		-	442741256100	54
4.250"	1800	6.460"	tall deck block	-	-		-	442742506560	55
4.375"	call	6.460"	1.889" journal, tall deck	-	-		-	442743756460	55

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



Beach Rider Amusements
Butler LS
Yes, it has an LS in it!



Not for use in pollution controlled vehicles.

Not for use in pollution controlled vehicles.



CHEVROLET LS2 ASSEMBLIES

CHEVROLET LS2 ASSEMBLIES

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.

STROKE	ROD	PISTON	61cc	66cc	DISPLACEMENT									
					3.780	3.800	3.810	3.820	3.898	3.900	3.903	3.905	3.913	4.000
3.622"	6.125"	2618 JE -20cc F/I inv. dome	9.1	8.7	-	-	-	-	346	-	-	347	-	-
3.622"	6.125"	2618 Mahle -16cc inv. dome	9.4	9.0	-	-	-	-	-	-	-	347	-	-
3.622"	6.125"	4032 Mahle -4.2cc inc. dome	10.8	10.1	-	329	-	-	-	-	-	-	-	-
3.622"	6.125"	4032 Mahle -4cc flat top	10.3	9.7	-	-	-	-	-	346	-	347	-	-
3.622"	6.125"	2618 JE -2cc flat top	11.4	10.7	-	-	-	-	-	-	-	347	-	-
4.000"	6.125"	2618 JE -30cc F/I inv. dome	8.6	8.3	-	-	-	-	346	-	-	347	-	-
4.000"	6.125"	4032 DSS -29cc inv. dome	8.6	8.3	359	363	365	367	-	-	-	-	-	402
4.000"	6.125"	4032 DSS -29cc inv. dome	8.6	8.3	-	-	-	-	382	382	383	383	385	-
4.000"	6.125"	2618 Mahle -26cc inv. dome	9.1	8.7	-	-	-	-	-	-	-	383	-	-
4.000"	6.125"	2618 JE -20cc F/I inv. dome	9.3	8.9	-	-	-	-	382	-	-	383	-	-
4.000"	6.125"	Mahle -16cc inv. dome	9.6	9.2	-	363	-	-	-	-	-	-	-	-
4.000"	6.125"	4032 DSS -15cc inv. dome	9.7	9.3	359	363	365	367	-	-	-	-	-	402
4.000"	6.125"	4032 DSS -15cc inv. dome	9.7	9.3	-	-	-	-	382	382	383	383	385	-
4.000"	6.125"	2618 JE -5cc heavy duty flat top	10.9	10.5	-	-	-	-	382	-	-	383	-	-
4.000"	6.125"	4032 DSS -5cc inv. dome	10.9	10.5	359	363	365	367	-	-	-	-	-	402
4.000"	6.125"	4032 DSS -5cc inv. dome	10.9	10.5	-	-	-	-	382	382	383	383	385	-
4.000"	6.125"	Mahle 0cc dome	10.9	10.9	-	363	-	-	-	-	-	-	-	-
4.000"	6.125"	4032 Mahle -6cc flat top	11.5	11.0	-	-	-	-	-	-	-	383	-	-
4.000"	6.125"	2618 JE +10cc nitrous dome	14.3	13.3	-	-	-	-	-	382	-	383	-	402
4.125"	6.125"	2618 Arias -4cc flat top	12.6	12.0	-	-	-	-	-	-	-	395	-	-

PRO STREET



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

UNBALANCED		BALANCED	
24 t	58 t	24 t	58 t
-	-	-	-
62900*	62916*	B62900*	B62916*
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
62702	62762	B62702	B62762
63702	63762	B63702	B63762
63906	63922	B63906	B63922
-	-	-	-
63881	63981	B63881	B63981
62704	62764	B62704	B62764
63704	63764	B63704	B63764
-	-	-	-
62700	62760	B62700	B62760
63700	63760	B63700	B63760
63880	63980	B63880	B63980
63912	63983	B63912	B63983
-	-	-	-

COMPETITION



For all competition engines. Rod bolt upgrades available.

UNBALANCED		BALANCED	
24 t	58 t	24 t	58 t
32911	32941	B32911	B32941
12900	12916	B12900	B12916
12878	12978	B12878	B12978
12902	12918	B12902	B12918
12800	-	B12800	-
32913	32943	B32913	B32943
-	-	-	-
-	-	-	-
12906	12922	B12906	B12922
32914	32944	B32914	B32944
12881	12981	B12881	B12981
-	-	-	-
-	-	-	-
32915	32945	B32915	B32945
-	-	-	-
-	-	-	-
12880	12980	B12880	B12980
12912	12983	B12912	B12983
32916	32946	B32916	B32946
12808	-	B12808	-

CHEVROLET 7.0L LS7, LSX ASSEMBLIES

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

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

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

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

STROKE	ROD	PISTON	66cc	70cc	DISPLACEMENT			
					4.125	4.130	4.135	4.155
4.000"	6.125"	2618 Diamond -23cc F/I inv. dome	10.0	9.6	428	429	-	-
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	-	-	-

COMPETITION



For all competition engines. Rod bolt upgrades available.

UNBALANCED			BALANCED		
24 t	58 t	58t + LONG SNOUT	24 t	58 t	58t + LONG SNOUT
32920	32950	32952	B32920	B32950	B32952
12826	12827	12837	B12826	B12827	B12837
12919	12952	12954	B12919	B12952	B12954

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



CHEVROLET LS3, LSX ASSEMBLIES

CHEVROLET LS3, LSX ASSEMBLIES

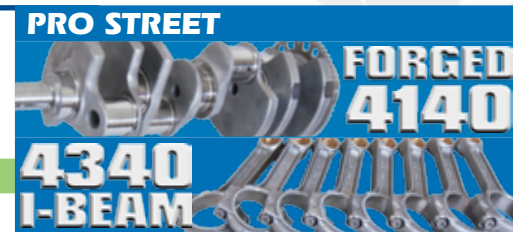
CHEVROLET 6.0L LS2, LQ4, LQ9 ASSEMBLIES

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

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

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

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



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



For all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	61cc	66cc	72cc	DISPLACEMENT				UNBALANCED		BALANCED		UNBALANCED			BALANCED		
						4.005	4.010	4.030	4.060	24 t	58 t	24 t	58 t	24 t	58 t	58t + LONG SNOUT	24 t	58 t	58t + LONG SNOUT
3.622"	6.125"	4032 Icon -5.5cc flat top	11.0	10.5	9.8	365	366	-	-	62820*	62821*	B62820*	B62821*	12710	12771	-	B12710	B12771	-
3.622"	6.125"	4032 Mahle -4cc flat top	11.0	10.5	9.8	365	366	370	-	-	-	-	-	-	-	-	B12902	B12918	-
4.000"	6.125"	2618 Arias -29cc inv. dome	9.6	9.1	8.5	403	-	408	-	62822	62823	B62822	B62823	12822	12823	12833	B12822	B12823	B12833
4.000"	6.125"	2618 Mahle -28cc inv. dome	9.5	9.0	8.4	403	-	408	-	63906	63922	B63906	B63922	12906	12922	12722	B12906	B12922	B12722
4.000"	6.125"	4032 DSS -29cc inv. dome	9.5	9.0	8.4	403	404	408	414	63732	63792	B63732	B63792	-	-	-	-	-	-
4.000"	6.125"	4032 DSS -15cc inv. dome	10.9	10.4	9.8	403	404	408	414	62714	62774	B62714	B62774	-	-	-	-	-	-
TOP SELLER	4.000"	4032 Mahle -12cc inv. dome	11.3	10.8	10.2	403	404	408	-	62910	62926	B62910	B62926	12910	12926	12726	B12910	B12926	B12726
4.000"	6.125"	4032 SRP -10cc inv. dome	11.4	10.9	10.3	403	404	408	-	-	-	-	-	12830	12831	12841	B12830	B12831	B12841
4.000"	6.125"	4032 DSS -5cc flat top	12.1	11.5	10.8	403	404	408	414	62710	62770	B62710	B62770	-	-	-	-	-	-
4.000"	6.125"	2618 Arias -3.1cc flat top	12.4	11.8	11.0	403	-	408	-	62826	62827	B62826	B62827	12826	12827	12837	B12826	B12827	B12837
4.000"	6.125"	4032 Mahle -4cc flat top	12.1	11.4	10.7	403	-	408	-	62917	62930	B62917	B62930	12917	12930	12730	B12917	B12930	B12730

* 4.000" bore size

*uses 4340 crankshaft

CHEVROLET 6.2L LS3, L92, LSA ASSEMBLIES

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

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

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

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



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



For all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	66cc	72cc	DISPLACEMENT									UNBALANCED		BALANCED		UNBALANCED		BALANCED	
					4.005	4.030	4.040	4.060	4.065	4.070	4.075	4.125	4.155	24 t	58 t	24 t	58 t	24 t	58 t	24 t	58 t
3.622"	6.125"	2618 Mahle -12cc inv. dome	9.7	9.3	365	-	-	-	-	377	-	-	-	62932*	62940*	B62932*	B62940*	12932	12940	B12932	B12940
3.622"	6.125"	4032 Mahle 4cc flat top	10.8	10.4	-	370	-	-	376	377	-	-	-	-	-	-	-	12934	12942	B12934	B12942
3.622"	6.125"	2618 Diamond +10cc H.D. dome	12.6	11.9	-	-	-	375	-	377	-	387	-	-	-	-	-	32921	32951	B32921	B32951
4.000"	6.125"	4032 DSS -29cc inv. dome	9.1	8.8	403	408	410	414	415	416	417	428	434	63732	63792	B63732	B63792	-	-	-	-
4.000"	6.125"	2618 Mahle -20/-25cc inv. dome	9.8	9.5	403	408	-	-	415	416	417	428	-	62936	62944	B62936	B62944	12936	12944	B12936	B12944
4.000"	6.125"	4032 DSS -15cc inv. dome	10.3	9.9	403	408	410	414	415	416	417	428	434	63731	63791	B63731	B63791	-	-	-	-
4.000"	6.125"	4032 SRP Pro -10cc inv. dome	10.8	10.4	403	408	-	-	415	416	-	-	-	-	-	-	-	12920	12950	B12920	B12950
4.000"	6.125"	4032 DSS -5cc flat top	11.4	11.0	403	408	410	414	415	416	417	428	434	63730	63790	B63730	B63790	-	-	-	-
4.000"	6.125"	4032 Mahle -4cc flat	11.6	11.1	403	408	-	-	415	416	-	428	434	62938	62946	B62938	B62946	12938	12946	B12938	B12946
4.000"	6.125"	2618 Diamond -2cc H.D. flat top	11.8	11.3	-	-	-	-	-	416	-	428	429*	-	-	-	-	32922	32952	B32922	B32952
4.125"	6.125"	2618 Diamond -29cc F/I inv. dome	9.3	9.0	-	-	-	-	-	429	-	441	-	-	-	-	-	12923	12953	B12923	B12953
4.125"	6.125"	4032 Mahle -8cc flat top	11.4	10.9	-	-	-	-	-	429	-	441	-	62919*	62952*	B62919*	B62952*	12919	12952	B12919	B12952

* 4.130" bore size

*uses 4340 crankshaft



CHEVROLET BIG BLOCK

CONNECTING RODS

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

5140 I-BEAM

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

4340 I-BEAM

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

4340 H-BEAM

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

LENGTH	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	w/ ARP 2000	w/ ARP L19	WT.
6.135"	press-fit	SIR6135P	830	-	-	-	-	-	-
6.135"		SIR6135B	830	FSI6135	775	CRS61353D	CRS61353D2000	CRS61353DL19	765
6.385"		SIR6385B	840	FSI6385	785	CRS63853D	CRS63853D2000	CRS63853DL19	770
6.535"		-	-	-	-	CRS65353D	CRS65353D2000	CRS65353DL19	805
6.635"		-	-	-	-	CRS66353D	CRS66353D2000	CRS66353DL19	810
6.660"		-	-	-	-	CRS66603D	CRS66603D2000	CRS66603DL19	820
6.700"		SIR6700B	865	FSI6700	785	CRS67003D	CRS67003D2000	CRS67003DL19	800
6.800"		SIR6800B	870	FSI6800	790	CRS68003D	CRS68003D2000	CRS68003DL19	805
7.100"		-	-	-	-	CRS71003D	CRS71003D2000	CRS71003DL19	830

CHEVROLET 409

ROTATING ASSEMBLIES

Forged 2618 Ross pistons and plasma-moly standard gap rings and performance bearings.
Designed for internal balance with no heavy metal needed.
Order by actual bore size.

PRO STREET FORGED 4340 I-BEAM

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

COMPETITION FORGED 4340 H-BEAM

For all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	C/R	DISPLACEMENT		UNBALANCED		BALANCED	
				4.342	4.372	UNBALANCED	BALANCED	UNBALANCED	BALANCED
4.000"	6.135"	2618 Ross +.365" dome	10.5	474	480	61800	B61800	11800	B11800
4.000"	6.135"	2618 Ross +.365" Edelbrock dome	10.5	474	480	61803	B61803	11803	B11803
4.000"	6.135"	2618 Icon 89.1cc dome	11.0	475*	482*				

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

CHEVROLET 396/402 SMALL BORE BIG BLOCK

CHEVY 396/402 BIG BLOCK ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use.
Assemblies balanced by Eagle require no additional balancing.
includes crank, rods, pistons, rings, and racing bearings.
Compression ratios calculated considering uncut block, 4.155" bore, & .040" head gasket thickness.
Order by actual bore size.

STROKE	ROD	PISTON	COMPRESSION RATIO		DISPLACEMENT			
			100cc	118cc	4.125	4.155	4.165	4.185
3.766"	6.135"	4032 Icon 17cc closed chamber dome	9.8	8.4	403	409	411	414
3.766"	6.135"	4032 Icon 41cc open chamber dome	n/a	10.3	403	409	411	414
4.000"	6.135"	hyper. KB 17cc closed chamber dome	10.2	8.8	428	434	436	440
4.000"	6.135"	4032 Icon 17cc open chamber dome	n/a	8.8	428	434	436	440

Not for use in pollution controlled vehicles.



CHEVROLET 409

FORGED STEEL CRANKSHAFTS

Forged SAE 4340 steel with non-twist forging and multi-stage heat-treatment.
Shot-peened, stress relieved, and nitrided for superior durability.
Micropolished journals feature a 3 r.a. or better.
.125" radiuses improve strength and rigidity. Chamfered or narrowed bearings required.

FORGED 4340

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

CHEVROLET BIG BLOCK

CRANKSHAFTS

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

CAST STEEL

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

FORGED 4140

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

FORGED 4340

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

2PC REAR SEAL				PART NO.	WT.	PART NO.	WT.	PART NO.	WT.
STROKE	BOBWEIGHT	MIN. ROD	NOTES						
3.766"	2350	6.135"		-	-	-	-	439637666135	68
4.000"	2350	6.135"		104544000*	63	-	-	445440026135	65
4.250"	2350	6.385"		104544250*^	64	545442526385	78	445442546385	67
4.250"	2300	6.385"	center counterweights	-	-	-	-	445442526385	74
4.375"	2300	6.385"	center counterweights	-	-	-	-	445443756385	74
4.500"	2350	6.535"	center counterweights	-	-	-	-	445445006535	76
4.625"	2400	6.660"	center counterweights	-	-	-	-	450246256600	76
4.750"	2425	6.660"	center counterweights	-	-	-	-	450247506600	77

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

* external balance

^ 2420 bobweight

STREET & STRIP CAST STEEL

5140 I-BEAM

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

PRO STREET FORGED 4340 I-BEAM

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

COMPETITION FORGED 4340 H-BEAM

For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	68302	B68302	18302	B18302
-	-	68304	B68304	18304	B18304
18214	-	-	-	-	-
-	-	68215	B68215	18315	B18315

Not for use in pollution controlled vehicles.



CHEVY BIG BLOCK 2pc REAR SEAL ASSEMBLIES

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

Assemblies balanced by Eagle require no additional balancing.

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

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

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

STROKE	ROD	PISTON	COMPRESSION RATIO					DISPLACEMENT				
			100cc	108cc	112cc	118cc	124cc	000	030	060	070	100
3.766"	6.135"	4032 Icon 10.2cc closed chamber dome	9.7	9.1	8.8	8.4	8.1	427	434	440	442	448
3.766"	6.135"	4032 ProTru 21cc dome	n/a	n/a	9.5	9.1	8.6	427	434	440	-	-
3.766"	6.135"	4032 Icon 28.2cc closed chamber dome	11.5	10.6	10.2	9.7	9.2	427	434	440	442	448
3.766"	6.135"	4032 Icon 41cc dome	n/a	n/a	11.6	10.9	10.3	427	434	440	442	448
4.000"	6.385"	2618 F/I JE -14.5cc inv. dome	8.4	8.0	7.8	7.5	7.3	-	-	467	-	-
4.000"	6.135"	2618 F/I JE -3cc flat top	9.2	8.6	8.3	8.0	7.7	-	460	467	-	-
4.000"	6.385"	2618 F/I JE -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	-	-
4.000"	6.135"	Speed Pro -2cc flat top	9.2	8.7	8.4	8.1	7.8	-	460	467	-	476
4.000"	6.135"	4032 Icon -3cc flat top	9.2	8.6	8.3	8.0	7.7	454	460	467	469	476
4.000"	6.135"	4032 Mahle -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	469	476
4.000"	6.385"	4032 SRP -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	469	476
4.000"	6.135"	hyper. KB 12cc dome	n/a	n/a	9.4	9.0	8.6	454	460	467	469	476
4.000"	6.385"	4032 SRP 14cc closed chamber dome	10.5	9.8	9.5	9.1	8.7	-	460	467	-	-
4.000"	6.135"	2618 Icon 18cc closed chamber dome	10.9	10.2	9.9	9.4	9.0	454	460	467	469	476
4.000"	6.135"	4032 Icon 18.3cc closed chamber dome	11.0	10.2	9.9	9.4	9.0	454	460	467	469	476
4.000"	6.135"	Speed Pro 22cc dome	n/a	n/a	10.1	9.6	9.1	454	460	467	-	476
4.000"	6.135"	hyper. KB +25.5cc dome	n/a	n/a	10.5	10.0	9.5	-	460	467	469	476
4.000"	6.135"	2618 Icon 27cc closed chamber dome	12.0	11.0	10.6	10.1	9.6	454	460	467	469	476
4.000"	6.135"	2618 Mahle +28cc dome	n/a	n/a	10.7	10.2	9.7	-	460	467	-	-
4.000"	6.385"	2618 Mahle +28cc dome	n/a	n/a	10.7	10.2	9.7	-	460	467	-	-
4.000"	6.135"	2618 Icon +38cc dome	n/a	n/a	11.7	11.0	10.4	454	460	467	469	476
4.000"	6.385"	2618 JE +42cc dome	n/a	n/a	12.3	11.6	10.9	-	460	467	469	476
4.000"	6.135"	2618 Icon +43cc dome	n/a	n/a	12.4	11.7	10.9	454	460	467	469	476
4.000"	6.385"	2618 Mahle +48cc dome	n/a	n/a	13.2	12.3	11.6	-	460	467	-	-
4.000"	6.535"	2618 SRP +48cc dome	n/a	n/a	13.2	12.3	11.6	-	460	467	469	476
4.250"	6.385"	2618 F/I JE -3cc flat top	9.7	9.1	8.9	8.5	8.2	-	-	496	-	-
4.250"	6.385"	4032 Mahle -3cc flat top	9.7	9.1	8.9	8.5	8.2	-	489	496	498	505
4.250"	6.385"	hyper. KB -3cc flat top	9.7	9.1	8.9	8.5	8.2	482	489	496	498	505
4.250"	6.385"	hyper KB 17cc closed chamber dome	11.4	10.7	10.3	9.8	9.4	482	489	496	498	505
4.250"	6.385"	4032 Mahle +18cc dome	n/a	n/a	10.4	9.9	9.5	-	489	496	498	505
4.250"	6.385"	4032 Icon +23cc dome	n/a	n/a	10.8	10.3	9.8	-	489	496	498	505
4.250"	6.385"	2618 Mahle +43cc dome	n/a	n/a	13.2	12.4	11.7	-	489	496	498	505
4.250"	6.385"	2618 Mahle +43cc dome	n/a	n/a	13.2	12.4	11.7	-	489	496	498	505
4.250"	6.535"	2618 JE +44cc dome	n/a	n/a	13.3	12.5	11.8	-	489	496	498	505
4.375"	6.385"	4032 Mahle +18cc dome	n/a	n/a	11.1	10.6	10.1	-	504	511	-	-
4.375"	6.385"	4032 Mahle +41cc dome	n/a	n/a	14.0	13.1	12.3	-	-	511	-	-

STREET & STRIP
CAST STEEL
5140 I-BEAM
 Recommended for use in naturally-aspirated pump-gas street vehicles..

PRO STREET
FORGED 4140
4340 I-BEAM
 For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION
FORGED 4340
4340 H-BEAM
 For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	68208*	B68208*	68308	B68308
-	-	68209*	B68209*	-	-
-	-	68210*	B68210*	68310	B68310
-	-	68211*	B68211*	68311	B68311
-	-	-	-	35300	B35300
-	-	-	-	35310	B35310
-	-	-	-	35315	B35315
-	B18400	-	-	-	-
18331	B18331	61331*	B61331*	11321	B11321
18000	B18000	-	-	11000	B11000
18004	B18004	-	-	11004	B11004
18201	B18201	-	-	-	-
18001	B18001	-	-	11001	B11001
18322	B18322	61322*	B61322*	11322	B11322
18320	B18320	18420*	B18420*	11420	B11420
-	B18401	-	-	-	-
18202	B18202	-	-	-	-
18324	B18324	61324*	B61324*	11324	B11324
18002	B18002	-	-	11002	B11002
18005	B18005	-	-	11005	B11005
18325	B18325	61325*	B61325*	11325	B11325
-	-	-	-	35316	B35316
18326	B18326	61326*	B61326*	11326	B11326
-	-	-	-	11006	B11006
-	-	-	-	11007	B11007
-	-	-	-	35320	B35320
18020	B18020	F1011	BF1011	11011	B11011
18021	B18021	-	-	-	-
18023	B18023	-	-	-	-
18022	B18022	F1012	BF1012	11012	B11012
18321	B18321	18421	B18421	11421	B11421
-	-	F1013	BF1013	11013	B11013
-	-	-	-	35700	B35700
-	-	-	-	35710	B35710
-	-	-	-	11014	B11014
-	-	-	-	11016	B11016

*uses 4340 crankshaft

CHEVY BIG BLOCK 2PC REAR SEAL ASSEMBLIES

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".

STREET & STRIP



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

PRO STREET



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

COMPETITION



For all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	COMPRESSION RATIO					DISPLACEMENT					STREET & STRIP		PRO STREET		COMPETITION		
			100cc	108cc	112cc	118cc	124cc	000	030	060	070	100	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	
4.000"	6.385"	2618 F/I JE -14.5cc inv. dome	8.4	8.0	7.8	7.5	7.3	-	-	467	-	-	-	-	-	-	-	35300L	B35300L
4.000"	6.135"	2618 F/I JE -3cc flat top	9.2	8.6	8.3	8.0	7.7	-	460	467	-	-	-	-	-	-	-	35310L	B35310L
4.000"	6.385"	2618 F/I JE -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	-	-	-	-	-	-	-	35315L	B35315L
4.000"	6.135"	Speed Pro -2cc flat top	9.2	8.7	8.4	8.1	7.8	-	460	467	-	476	-	B18400L	-	-	-	-	-
4.000"	6.135"	4032 Icon -3cc flat top	9.2	8.6	8.3	8.0	7.7	454	460	467	469	476	18331L	B18331L	61331L	B61331L	11321L	B11321L	
4.000"	6.135"	4032 Mahle -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	469	476	18000L	B18000L	-	-	11100	B11100	
4.000"	6.385"	4032 SRP -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	469	476	18004L	B18004L	-	-	11102	B11102	
4.000"	6.135"	hyper. KB 12cc dome	n/a	n/a	9.4	9.0	8.6	454	460	467	469	476	18201L	B18201L	-	-	-	-	
4.000"	6.385"	4032 SRP 14cc closed chamber dome	10.5	9.8	9.5	9.1	8.7	-	460	467	-	-	-	-	61327L	B61327L	11327L	B11327L	
4.000"	6.135"	2618 Icon 18cc closed chamber dome	10.9	10.2	9.9	9.4	9.0	454	460	467	469	476	-	-	-	-	-	-	
4.000"	6.135"	4032 Icon 18.3cc closed chamber dome	11.0	10.2	9.9	9.4	9.0	454	460	467	469	476	18320L	B18320L	18420L	B18420L	11420L	B11420L	
4.000"	6.135"	Speed Pro 22cc dome	n/a	n/a	10.1	9.6	9.1	454	460	467	-	476	-	B18401L	-	-	-	-	
4.000"	6.135"	hyper. KB +25.5cc dome	n/a	n/a	10.5	10.0	9.5	-	460	467	469	476	18202L	B18202L	-	-	-	-	
4.000"	6.135"	2618 Icon 27cc closed chamber dome	12.0	11.0	10.6	10.1	9.6	454	460	467	469	476	-	-	-	-	-	-	
4.000"	6.135"	2618 Mahle +28cc dome	n/a	n/a	10.7	10.2	9.7	-	460	467	-	-	18002L	B18002L	-	-	11106	B11106	
4.000"	6.385"	2618 Mahle +28cc dome	n/a	n/a	10.7	10.2	9.7	-	460	467	-	-	18005L	B18005L	-	-	11107	B11107	
4.000"	6.135"	2618 Icon +38cc dome	n/a	n/a	11.7	11.0	10.4	454	460	467	469	476	18325L	B18325L	61325L	B61325L	11325	B11325	
4.000"	6.385"	2618 JE +42cc dome	n/a	n/a	12.3	11.6	10.9	-	460	467	469	476	-	-	-	-	35731L	B35731L	
4.000"	6.135"	2618 Icon +43cc dome	n/a	n/a	12.4	11.7	10.9	454	460	467	469	476	18326L	B18326L	61326L	B61326L	11326	B11326	
4.000"	6.385"	2618 Mahle +48cc dome	n/a	n/a	13.2	12.3	11.6	-	460	467	-	-	-	-	-	-	11109	B11109	
4.000"	6.535"	2618 SRP +48cc dome	n/a	n/a	13.2	12.3	11.6	-	460	467	469	476	-	-	-	-	11110	B11110	
4.250"	6.385"	2618 F/I JE -3cc flat top	9.7	9.1	8.9	8.5	8.2	-	-	496	-	-	-	-	-	-	35320L	B35320L	
4.250"	6.385"	4032 Mahle -3cc flat top	9.7	9.1	8.9	8.5	8.2	-	489	496	498	505	18020L	B18020L	-	-	11111	B11111	
4.250"	6.385"	hyper. KB -3cc flat top	9.7	9.1	8.9	8.5	8.2	482	489	496	498	505	18021L	B18021L	-	-	-	-	
4.250"	6.385"	hyper KB 17cc closed chamber dome	11.4	10.7	10.3	9.8	9.4	482	489	496	498	505	-	-	-	-	-	-	
4.250"	6.385"	4032 Mahle +18cc dome	n/a	n/a	10.4	9.9	9.5	-	489	496	498	505	18022L	B18022L	61113	B61113	11113	B11113	
4.250"	6.385"	4032 Icon +23cc dome	n/a	n/a	10.8	10.3	9.8	-	489	496	498	505	18321L	B18321L	18421L	B18421L	11421L	B11421L	
4.250"	6.385"	2618 Mahle +43cc dome	n/a	n/a	13.2	12.4	11.7	-	489	496	498	505	-	-	61114	B61114	11114	B11114	
4.250"	6.385"	2618 Mahle +43cc dome	n/a	n/a	13.2	12.4	11.7	-	489	496	498	505	-	-	-	-	35700L	B35700L	
4.250"	6.535"	2618 JE +44cc dome	n/a	n/a	13.3	12.5	11.8	-	489	496	498	505	-	-	-	-	35710L	B35710L	

CHEVY BIG BLOCK 2PC REAR SEAL ASSEMBLIES

CHEVY BIG BLOCK 2PC REAR SEAL ASSEMBLIES



Jesse James
Eagle Motorsports



Jon Simikic
High Performance World



CHEVY BIG BLOCK 1PC REAR SEAL ASSEMBLIES

CHEVY BIG BLOCK 1PC REAR SEAL ASSEMBLIES

CHEVY BIG BLOCK 502 ROTATING ASSEMBLIES

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

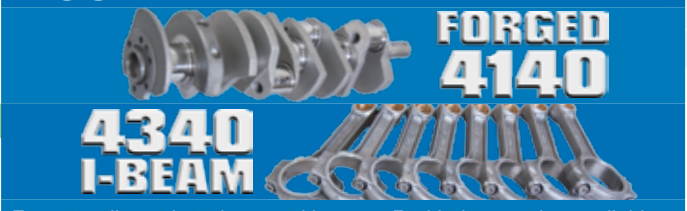
Assemblies balanced by Eagle require no additional balancing. Includes crank, rods, pistons, rings, and racing bearings.

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			COMPRESSION RATIO			DISPLACEMENT						2PC REAR SEAL		1PC REAR SEAL		2PC REAR SEAL		1PC REAR SEAL	
STROKE	ROD	PISTON	112cc	118cc	124cc	4.470	4.500	4.530	4.560	4.600	4.625	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
4.000"	6.385"	2618 JE -28cc F/I inv. dome	7.8	7.5	7.3	-	509	516	523	532	538	-	-	-	-	35400	B35400	35400L	B35400L
4.000"	6.135"	2618 JE -11.5cc inv. dome	8.6	8.3	8.0	-	509	516	-	-	-	-	-	-	11616	B11616	11127	B11127	
4.000"	6.135"	4032 ProTru -3cc flat top	9.1	8.7	8.4	502	509	516	-	-	-	61609*	B61609*	61132*	B61132*	-	-	-	-
4.000"	6.135"	4032 Mahle -3cc flat top	9.1	8.7	8.4	502	509	516	-	-	-	-	-	-	-	11600	B11600	11128	B11128
4.000"	6.135"	4032 SRP +17cc dome	10.5	10.0	9.6	502	509	516	523	-	-	-	-	-	-	11601	B11601	11150	B11150
4.000"	6.385"	4032 SRP +17cc dome	10.5	10.0	9.6	502	509	516	523	-	-	61605*	B61605*	62133*	B62133*	11605	B11605	11133	B11133
4.000"	6.135"	2618 SRP +41cc dome	13.2	12.4	11.7	502	509	516	-	-	-	-	-	-	-	11603	B11603	11134	B11134
4.000"	6.385"	2618 SRP +41/+39cc dome	13.0	12.3	11.6	-	509	516	523	532	-	-	-	-	-	11606	B11606	11135	B11135
4.250"	6.385"	2618 JE -20cc F/I inv. dome	8.6	8.3	8.0	-	541	548	555	565	-	-	-	-	35410	B35410	35410L	B35410L	
4.250"	6.385"	4032 Mahle/SRP -3cc flat top	9.6	9.2	8.9	534	541	-	555	565	-	-	-	-	11610	B11610	11137	B11137	
4.250"	6.385"	4032 SRP +10cc dome	10.7	10.2	9.8	534	541	548	-	-	-	-	-	-	-	11620	B11620	11120	B11120
4.250"	6.385"	4032 ProTru +15cc dome	11.0	10.5	10.0	-	541	548	-	-	-	61610	B61610	61133*	B61133*	-	-	-	-
4.250"	6.535"	2618 JE +29.9cc nitrous dome	12.5	11.8	11.2	-	-	-	-	565	571	-	-	-	-	35725	B35725	35725L	B35725L
4.250"	6.385"	2618 JE +37cc dome	13.4	12.6	11.9	-	541	548	555	565	-	-	-	-	35720	B35720	35720L	B35720L	
4.250"	6.535"	2618 JE +40cc dome	13.8	13.0	12.3	-	541	548	555	565	-	-	-	-	35730	B35730	35730L	B35730L	
4.250"	6.535"	2618 JE +46cc gas ported dome	14.7	13.8	13.0	-	-	-	555	565	571	-	-	-	35726	B35726	35726L	B35726L	
4.375"	6.385"	4032 ProTru +12/+8cc dome	11.2	10.6	10.2	-	557	564	-	582	588	61611*	B61611*	-	-	-	-	-	-
4.375"	6.535"	2618 Mahle +40cc dome	14.6	13.7	13.0	-	-	-	-	582	588	-	-	-	-	35742	B35742	-	-
4.375"	6.535"	2618 JE +46cc gas ported dome	15.6	14.6	13.7	-	-	-	572	582	588	-	-	-	-	35727	B35727	-	-
4.375"	6.385"	2618 Mahle +47cc dome	16.0	15.0	14.1	-	-	-	-	582	588	-	-	-	-	35740	B35740	-	-

PRO STREET



For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION



For all competition engines. Rod bolt upgrades available.

*includes 4340 crankshaft



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



Gary Box
Box Performance
1663 HP
Eagle crank & rods

Not for use in pollution controlled vehicles.

Not for use in pollution controlled vehicles.



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.



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

ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES	PART NUMBER	PART NUMBER
2.0	5.472"	535	21mm	all Neon SOHC & DOHC	CRS5472N3D	CRS5472NXD
2.0 long rod	5.608"	550	21mm	requires custom piston	CRS5608N3D	-
2.4 SRT4	5.945"	575	22mm		CRS5945D3D	CRS5945DXD



Jeep 4.2L Straight 6

CONNECTING RODS

.931" pin size
 3/8" ARP 8740 bolts included.
 Alignment sleeves for precise cap location
 Excellent alternative to reconditioning O.E. rods.
 Sold in weight-matched sets +/- 2g.



LENGTH	NOTES	PART NO.	WT.
6.123"	O.E. dimensions, for press-fit piston pins	SIR6123JP	605

CHRYSLER 8.0L V10

4340 STEEL H-BEAM RODS

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



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

CHRYSLER LATE MODEL HEMI

4340 STEEL H-BEAM RODS

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



ENGINE	LENGTH	WEIGHT	ROD JOURNAL	PIN SIZE	PART NUMBER	w/ ARP 2000	w/ ARP L19
5.7L/6.1L	6.243"	640	2.125"	.927"	CRS6243H3D	CRS6243H3D2000	CRS6243H3DL19
6.4L	6.243"	640	2.125"	.945"	CRS6243C3D	CRS6243C3D2000	CRS6243C3DL19
6.1L	6.243"	640	2.125"	.984"	CRS6243R3D	CRS6243R3D2000	CRS6243R3DL19
stroker	6.125"	660	2.000"	.927"	CRS6125S03D	CRS6125S03D2000	CRS6125S03DL19

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.
 Windage tray must be clearanced. Use Mopar Performance #P5249822 woodruff key.



STROKE	BOBWEIGHT	MIN. ROD LENGTH	NOTES	32t RELUCTOR	WT	58t RELUCTOR	WT
4.050"	1780	6.125"	2.000" rod journals	439240506125	58	439340506125	58
4.080"	1780	6.125"	2.000" rod journals	439240806125	58	439340806125	58

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.



up to 2008 5.7L, 32t			COMP. RATIO			DISPLACEMENT			UNBALANCED		BALANCED	
STROKE	ROD	PISTON	68cc	74cc	85cc	3.927	3.937	3.947				
4.050"	6.125"	2618 Diamond -6.3cc inv. dome	10.4	9.9	9.0	392	394	396	23112		B23112	
4.050"	6.125"	4032 Mahle -2cc flat top	11.1	10.5	9.4	392	394	396	23150		B23150	
4.050"	6.125"	2618 Diamond 6.3cc dome	12.1	11.4	10.1	392	394	396	23111		B23111	
4.050"	6.125"	4032 Mahle 6cc dome	12.2	11.5	10.2	392	-	396	23100		B23100	
4.050"	6.125"	2618 Diamond 11.5cc dome	12.9	12.1	10.6	392	394	396	23110		B23110	

2009 & up 5.7L, 58t			COMP. RATIO			DISPLACEMENT			UNBALANCED		BALANCED	
STROKE	ROD	PISTON	68cc	74cc	85cc	3.927	3.937	3.947				
4.050"	6.125"	2618 Diamond -6.3cc inv. dome	10.4	9.9	9.0	392	394	396	23212		B23212	
4.050"	6.125"	4032 Mahle -2cc flat top	11.1	10.5	9.4	392	394	396	23250		B23250	
4.050"	6.125"	2618 Diamond 6.3cc dome	12.1	11.4	10.1	392	394	396	23211		B23211	
4.050"	6.125"	4032 Mahle 6cc dome	12.2	11.5	10.2	392	-	396	23200		B23200	
4.050"	6.125"	2618 Diamond 11.5cc dome	12.9	12.1	10.6	392	394	396	23210		B23210	

6.1L, 32t only			COMP. RATIO			DISPLACEMENT				UNBALANCED		BALANCED	
STROKE	ROD	PISTON	68cc	74cc	85cc	4.060	4.070	4.080	4.090				
4.050"	6.125"	2618 Diamond -26.5cc inv. dome	9.2	8.8	8.1	420	422	424	426	23301		B23301	
4.050"	6.125"	2618 Diamond -13.1cc inv. dome	10.3	9.8	9.0	420	422	424	426	23302		B23302	
4.050"	6.125"	4032 Mahle -12cc inv. dome	10.5	10.0	9.1	421*	-	424	426	23300		B23300	
4.050"	6.125"	2618 Diamond -2.4cc flat top	11.5	10.9	9.8	420	422	424	426	23304		B23304	

* 4.065" bore

CHRYSLER 4CYL & VIPER V10

CHRYSLER LATE MODEL HEMI



CHRYSLER SMALL BLOCK

CONNECTING RODS

.984" pin size
Alignment sleeves for precise cap location



5140 I-BEAM
• 3/8" ARP 8740 bolts
• ARP 2000 available
• Weight-matched +/- 2g



4340 H-BEAM
• 7/16" ARP 8740 bolts
• ARP 2000 / L19 available
• Weight-matched +/- 1g
• 2 piece forging for superior strength
• Big end sized on Sunnen Krossgrinding System

LENGTH	NOTES	PART NO.	WT.	PART NO.	w/ ARP 2000	w/ ARP L19	WT.
6.123"	O.E. dimensions	SIR6123CB	605	CRS6123C3D	CRS6123C3D2000	CRS6123C3DL19	680

CRANKSHAFTS

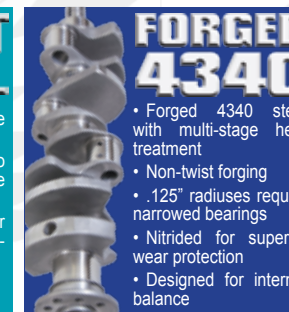
Designed for internal balance without heavy metal.

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

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



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



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

318/340 MAINS		NOTES	BOBWEIGHT	PART NO.	WT.	PART NO.	WT.
STROKE	ROD						
3.310"	6.123"	318, 340 stock stroke	2050	103403310	53	434033106123	57
4.000"	6.123"		2050	103404000	53	434040006123	57
360 MAINS		NOTES	BOBWEIGHT	PART NO.	WT.	PART NO.	WT.
STROKE	ROD						
3.580"	6.123"	360 stock stroke	2050	103603580	57	436035806123	61
4.000"	6.123"		2050	103604000	56	436040006123	61

ROTATING ASSEMBLIES

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

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

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

For 5.9L Magnum engine, use kits for 360.

318 block, 3.910" standard bore				COMPRESSION RATIO			DISPLACEMENT				UNBALANCED		BALANCED	
STROKE	ROD	PISTON	RINGS	60cc	65cc	70cc	000	030	040	060	UNBALANCED	BALANCED	UNBALANCED	BALANCED
3.310"	6.123"	4032 ProTru -5cc flat top	FF	10.2	9.6	9.1	318	323	-	-	20550	B20550	20350	B20350
4.000"	6.123"	2618 Icon -23cc inv. dome	FF	9.5	9.1	8.8	-	390	392	396	-	-	20151	B20151
4.000"	6.123"	2618 Icon -4.7cc flat top	FF	12.1	11.4	10.8	-	390	392	396	-	-	20152	B20152
340 block, 4.040" standard bore				COMPRESSION RATIO			DISPLACEMENT				UNBALANCED		BALANCED	
STROKE	ROD	PISTON	RINGS	60cc	65cc	70cc	000	030	040	060	UNBALANCED	BALANCED	UNBALANCED	BALANCED
3.310	6.123"	hyper KB -6cc flat top	FF	10.2	9.6	9.1	339	345	346	350	20510	B20510	20310	B20310
3.310	6.123"	4032 Icon -7cc flat top	FF	10.1	9.6	9.1	339	345	346	-	20503	B20503	20303	B20303
3.310"	6.123"	4032 Mahle -5cc flat top	FF	10.2	9.6	9.1	339	345	-	-	20504	B20504	-	-
4.000"	6.123"	2618 Mahle -28cc inv. dome	FF	9.5	9.1	8.8	410	416	-	-	20505	-	-	-
4.000"	6.123"	2618 Mahle -5cc flat top	FF	12.1	11.4	10.8	410	416	-	-	20506	-	-	-
360 block, 4.000" standard bore				COMPRESSION RATIO			DISPLACEMENT				UNBALANCED		BALANCED	
STROKE	ROD	PISTON	RINGS	60cc	65cc	70cc	000	030	040	060	070	080	UNBALANCED	BALANCED
3.580"	6.123"	hyper KB -18cc inv. dome	FF	9.4	9.0	8.6	360	365	367	371	-	-	20605	B20605
3.580"	6.123"	4032 Icon -7cc flat top	FF	10.6	10.1	9.5	360	365	367	371	-	-	20602	B20602
3.580"	6.123"	4032 Mahle -5cc flat top	FF	10.8	10.2	9.7	-	365	367	371	-	-	20507	B20507
3.580"	6.123"	hyper KB -5cc flat top	FF	10.9	10.3	9.7	-	365	367	371	-	-	-	B20600
3.580"	6.123"	hyper KB 2.8cc quench dome	FF	11.2	10.5	10.0	360	365	367	371	-	-	20607	B20607
4.000"	6.123"	2618 Mahle -28cc inv. dome	FF	9.4	9.0	8.7	-	408	410	414	-	-	-	-
4.000"	6.123"	4032 Icon -23cc inv. dome	FF	9.6	9.2	8.8	402	408	410	414	416	418	20603	B20603
4.000"	6.123"	hyper KB -23.5cc inv. dome*	FF	9.9	9.4	9.1	402	408	410	414	-	-	20608	B20608
4.000"	6.123"	2618 Icon -20.5cc inv. dome	FF	10.2	9.7	9.3	402	408	410	414	416	418	-	-
4.000"	6.123"	4032 Icon -13cc inv. dome	FF	10.6	10.1	9.6	402	408	410	414	416	418	20604	B20604
4.000"	6.123"	4032 Mahle -16cc inv. dome	FF	10.6	10.1	9.6	-	408	410	414	-	-	20502	B20502
4.000"	6.123"	4032 Mahle -5cc flat top	FF	12.0	11.3	10.7	-	408	410	414	-	-	20610	B20610
													20405	B20405
													20402	B20402
													20400	B20400
													20407	B20407
													20108	B20108
													20203	B20203
													-	-
													20209	B20209
													20204	B20204
													20102	B20102
													20109	B20109

*Not for use in closed chamber heads

Not for use in pollution controlled vehicles.

Not for use in pollution controlled vehicles.

TOP SELLER



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.



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

FORGED STEEL CRANKSHAFTS

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



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

COMPETITION ASSEMBLIES

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



For all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	RINGS	COMP. RATIO			DISPLACEMENT		UNBALANCED	BALANCED
				72cc	80cc	84cc	008	033		
4.150"	6.760"	4032 Mahle -8cc flat top	FF	11.7	10.8	10.5	-	499	21103	B21103



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

Not for use in pollution controlled vehicles.



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

FORGED STEEL CRANKSHAFTS

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



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

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"



For all competition engines. Rod bolt upgrades available.

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

TOP SELLER

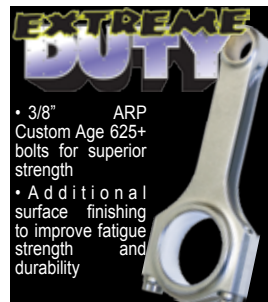
*8 bolt flange available use in pollution controlled vehicles.



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.



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

ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES	PART NUMBER	PART NUMBER
Pinto 2000cc	5.700"	515	.927"	2.000" journal, 1.029" width	CRS5700PLW	-
1.9/2.0 Zetec	5.483"	535	20mm		CRS5483F3D	CRS5483FXD
2.0 EcoBoost	6.136"	580	22.5mm		CRS6136E3D	CRS6136EXD
2.3 EcoBoost	5.876"	570	22.5mm		CRS5876E3D	CRS5876EXD
2.3 Duratec	6.094"	565	21mm	non-turbo	CRS6094F3D	CRS6094FXD
MZR 2.3L	5.927"	580	22.5mm	DI 2.3L turbo	CRS5927M23D	CRS5927M2XD
3.5/3.7 EcoBoost	6.011"	680	22.5mm		CRS6011E3D	-
96-03 3.8 V6	6.090"	605	.912"	use 351W rod bearings	CRS6090F3D	-

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



FORD 8BA FLATHEAD (1947 & UP)

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.



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

CRANKSHAFTS

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



STROKE	BOBWEIGHT	MIN. ROD	NOTES	PART NUMBER	WEIGHT
4.000"	1650	7.000"	2.000" rod journals	102394000	59
4.000"	1650	7.000"	2.139" rod journals	1023940002139	59
4.125"	1650	7.000"	2.000" rod journals	102394125	61
4.250"	1650	7.000"	2.000" rod journals	102394250	61

ROTATING ASSEMBLIES

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



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

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



FORD 4.6 MOD MOTOR

H-BEAM RODS

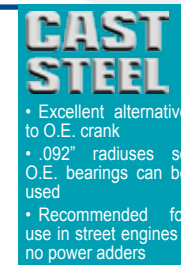
Forged SAE 4340 steel from 2 piece forging.
 3/8" ARP 8740 or 2000 rod bolts
 Alignment sleeves for precise cap location.
 Sizing performed with Sunnen Krossgrinding system.
 Weight-matched to +/- 1g.



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

CRANKSHAFTS

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



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

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

4.6 (all)					PART NO.	WT.	PART NO.	WT.
STROKE	MIN. ROD	ROD JOURNAL	NOTES	BOBWEIGHT				
3.543"	5.933"	2.086"	stock stroke 4.6	1600	-	-	428135435933	52
3.554"	5.933"	2.086"		1600	102813554	48	428135545933	52
3.750"	5.850"	1.889"		1600	102813750	46	428137505850	51
3.750"	5.950"	1.889"		1600	-	-	428137505950	52
NEW! 3.750"	5.950"	2.000"		1600	-	-	428137502000	52
5.0 "Coyote"					PART NO.	WT.	PART NO.	WT.
STROKE	MIN. ROD	ROD JOURNAL	NOTES	BOBWEIGHT				
3.750"	5.950"	2.000"		call	-	-	428237502000	

ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use.
 Assemblies balanced by Eagle require no additional balancing.
 All Eagle 4.6 cranks feature an 8-bolt rear flange. Appropriate flywheel or flexplate must be used.
 Compression ratios calculated considering uncut block, 3.572" bore size, and .040" head gasket thickness.

2 VALVE HEADS				COMP. RATIO		DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	44cc	52cc	000	020	030	3.700
3.554"	5.933"	2618 Arias -17cc inv. dome	FF	9.7	8.7	282	285	-	-
3.554"	5.933"	4032 DSS -18cc inv. dome*	FF	9.2	8.4	282	285	287	306
3.554"	5.933"	4032 SRP Pro -3cc flat top	FF	11.7	10.3	282	285	-	-
3.554"	5.933"	4032 Mahle 0cc flat top	FF	12.9	10.8	282	285	-	-
3.750"	5.950"	2618 Arias -22cc inv. dome	FF	9.5	8.6	297	301	-	-
3.750"	5.950"	2618 Arias -4cc flat top	FF	12.2	10.9	297	301	-	-
3 VALVE HEADS				COMP. RATIO		DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	50cc	000	020	030	3.700	
3.554"	5.933"	2618 Arias -17cc inv. dome	FF	9.0	-	285	-	-	
3.554"	5.933"	2618 Diamond -6cc flat top	FF	10.2	282	285	287	-	
3.750"	5.850"	2618 CP -20cc inv. dome	FF	8.8	-	301	-	-	
3.750"	5.950"	2618 Arias -19cc inv. dome	FF	9.3	297	301	-	-	
3.750"	5.850"	2618 CP -14cc inv. dome	FF	9.5	-	301	-	-	
4 VALVE HEADS				COMP. RATIO		DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	52.6cc	000	020	030	3.700	
3.554"	5.933"	2618 Mahle -22cc inv. dome	FF	8.1	-	285	-	-	
3.554"	5.933"	2618 Arias -17cc inv. dome	FF	8.6	-	285	-	-	
3.554"	5.933"	4032 Mahle -16cc inv. dome	FF	8.7	281	285	287	-	
3.554"	5.933"	2618 Diamond -2cc flat top	FF	10.4	281	285	-	306	
3.554"	5.933"	4032 Mahle 0cc flat top	FF	10.7	281	285	-	-	
3.750"	5.950"	2618 Arias -17cc inv. dome	FF	9.0	-	301	-	-	
3.750"	5.950"	2618 Arias -4cc flat top	FF	10.8	-	301	-	-	

* Will work with Trick Flow Twisted Wedge heads

STREET & STRIP

CAST STEEL
4340 H-BEAM
 Recommended for use in naturally-aspirated pump-gas street vehicles.

COMPETITION

FORGED 4340
4340 H-BEAM
 For all competition engines. Rod bolt upgrades available.

UNBALANCED		BALANCED		UNBALANCED		BALANCED	
ROMEO	WINDSOR	ROMEO	WINDSOR	ROMEO	WINDSOR	ROMEO	WINDSOR
16400	16400W	B16400	B16400W	14400	14400W	B14400	B14400W
16402	16402W	B16402	B16402W	14402	14402W	B14402	B14402W
16401	16401W	B16401	B16401W	14401	14401W	B14401	B14401W
16405	16405W	B16405	B16405W	14405	14405W	B14405	B14405W
16404	16404W	B16404	B16404W	14404	14404W	B14404	B14404W
16403	16403W	B16403	B16403W	14403	14403W	B14403	B14403W
UNBALANCED		BALANCED		UNBALANCED		BALANCED	
16410		B16410		14410		B14410	
-		-		14430		B14430	
-		-		14429		B14429	
16414		B16414		14414		B14414	
-		-		14428		B14428	
UNBALANCED		BALANCED		UNBALANCED		BALANCED	
-		-		14425		B14425	
16420		B16420		14420		B14420	
-		-		14421		B14421	
-		-		14416		B14416	
-		-		14422		B14422	
16424		B16424		14424		B14424	
-		-		14423		B14423	

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

FORD 4.6 & MOD MOTOR

FORD 4.6 & MOD MOTOR



FORD 289 / 302

CONNECTING RODS

Alignment sleeves for precise cap location

5140 I-BEAM

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

4340 I-BEAM

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

4340 H-BEAM

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

LENGTH	PIN	NOTES	PART NUMBER	WT.	PART NUMBER	WT.	PART NUMBER	WT.	w/ARP 2000
5.090"	.912"	press-fit pin	SIR5090FP	525	-	-	-	-	-
5.090"	.912"		SIR5090FB	525	-	-	CRS5090F3D	590	CRS5090F3D2000
5.155"	.912"	289, Boss 302	-	-	-	-	CRS5155F3D	595	CRS5155F3D2000
5.400"	.927"	2.100" rod journal, .8315" width	SIR5400CB	525	-	-	CRS5400C3D	580	CRS5400C3D2000
5.400"	.927"	2.000" rod journal, .8315" width	-	-	-	-	CRS5400F3D	605	CRS5400F3D2000
5.400"	.927"	2.123" (O.E.) rod journal	SIR5400FB	525	FSI5400FB	550	CRS5400S3D	588	CRS5400S3D2000

ROTATING ASSEMBLIES

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

STROKE	ROD	PISTON	RINGS	COMP. RATIO		DISPLACEMENT				
				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 -5cc flat top	FF	9.4	8.8	-	306	308	-	-
3.000"	5.090"	4032 SRP +18cc dome	FF	13.1	11.9	-	306	308	-	-
3.250"	5.400"	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
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	-	-	-
3.400"	5.400"	2618 Ross -24.8cc F.I. inv. dome	FF	8.5	8.1	-	347	-	-	-
3.400"	5.400"	4032 Mahle -16cc inv. dome	FF	9.3	8.8	-	347	349	352	364
3.400"	5.400"	hyper. KB -16cc inv. dome	FF	9.3	8.8	342	347	349	352	-
3.400"	5.400"	4032 Icon -11cc flat top	FF	9.8	9.2	342	347	349	352	-
3.400"	5.400"	4032 SRP -12.5cc inv. dome	FF	9.9	9.3	342	347	-	-	-
3.400"	5.400"	hyper. KB -6.5cc flat top	FF	10.3	9.7	342	347	349	352	-
3.400"	5.400"	4032 Mahle -6cc flat top	FF	10.3	9.7	342	347	349	352	364
3.400"	5.400"	hyper SpeedPro -5cc flat top	std	10.5	9.8	-	347	349	-	-
3.400"	5.400"	2618 JE -5cc heavy duty flat top	FF	10.7	10.0	-	347	-	-	364
3.400"	5.400"	2618 Mahle +7cc dome	FF	12.3	11.4	-	347	-	-	-

STROKE	ROD	PISTON	RINGS	COMP. RATIO		DISPLACEMENT				
				58cc	64cc	000	030	040	060	125
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	-	-
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.

CAST STEEL

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

FORGED 4340

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

STROKE	MIN. ROD	JOURNAL	NOTES	PART NO.	BOBWEIGHT	WT.	PART NO.	BOBWEIGHT	WT.
3.000"	5.090"	2.123"	50 in-oz balance	103023000-50	1835	38	-	-	-
3.000"	5.090"	2.123"		103023000	1835	39	430230015090	1750	46
3.250"	5.400"	2.123"		103023252	1650	40	430232525400	1750	47
3.400"	5.400"	2.123"		103023402	1650	41	430234025400	1750	47
3.470"	5.400"	2.100"		-	-	-	430234705400	1750	47

STREET & STRIP

5140 I-BEAM

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

PRO STREET

4340 I-BEAM

For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION

4340 H-BEAM

For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED				UNBALANCED	BALANCED	UNBALANCED	BALANCED
	157t flexplate	164t flexplate	164t flywheel	157t flywheel				
-	-	-	-	-	-	-	14001	B14001
16002	B16002EA	B16002MA	B16002ES	B16002MS	-	-	-	-
-	-	-	-	-	-	-	14002	B14002
-	-	-	-	-	-	-	14008	B14008
-	-	-	-	-	-	-	34050	B34050
16005	B16005EA	B16005MA	B16005ES	B16005MS	64005	B64005	14005	B14005
16351	B16351EA	B16351MA	B16351ES	B16351MS	64251	B64251	14251	B14251
16021	B16021EA	B16021MA	B16021ES	B16021MS	-	-	-	-
16006	B16006EA	B16006MA	B16006ES	B16006MS	64006	B64006	14006	B14006
-	-	-	-	-	-	-	34051	B34051
-	-	-	-	-	64007	B64007	14007	B14007
-	-	-	-	-	-	-	34052	B34052
16040	B16040EA	B16040MA	B16040ES	B16040MS	64040	B64040	14040	B14040
16023	B16023EA	B16023MA	B16023ES	B16023MS	-	-	-	-
16323	B16323EA	B16323MA	B16323ES	B16323MS	64223	B64223	14223	B14223
16004	B16004EA	B16004MA	B16004ES	B16004MS	64004	B64004	14004	B14004
16022	B16022EA	B16022MA	B16022ES	B16022MS	-	-	-	-
16003	B16003EA	B16003MA	B16003ES	B16003MS	64003	B64003	14003	B14003
-	B16422EA	B16422MA	B16422ES	B16422MS	-	-	-	-
-	-	-	-	-	-	-	34053	B34053
-	-	-	-	-	64013	B64013	14013	B14013

UNBALANCED	BALANCED				UNBALANCED	BALANCED	UNBALANCED	BALANCED
	157t flexplate	164t flexplate	164t flywheel	157t flywheel				
-	-	-	-	-	64030	B64030	14030	B14030
-	-	-	-	-	64031	B64031	14031	B14031
16032	B16032EA	B16032MA	B16032ES	B16032MS	64032	B64032	14032	B14032
16033	B16033EA	B16033MA	B16033ES	B16033MS	64033	B64033	14033	B14033
-	-	-	-	-	-	-	34054	B34054

FORD 289 / 302

FORD 289 / 302



351 CLEVELAND

FORD 351 CLEVELAND

CONNECTING RODS

.912" pin size unless otherwise noted.
Alignment sleeves for precise cap location.



LENGTH	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	w/ ARP 2000	WT.
5.780"	Use 351W rod bearings	-	-	-	-	CRS5780F3D	CRS5780F3D2000	660
6.000"	Chevy small block rod used in stroker	SIR6000BBLW	570	FSI6000B	605	CRS6000B3D	CRS6000B3D2000	640

5140 I-BEAM

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

4340 I-BEAM

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

4340 H-BEAM

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

CRANKSHAFTS

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

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

Forged cranks are designed for internal balance without heavy metal.

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

CAST STEEL

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



FORGED 4340

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



STROKE	MIN. ROD	JOURNAL	NOTES	PART NO.	BOBWEIGHT	WT.	PART NO.	BOBWEIGHT	WT.
3.850"	6.000"	2.100"		103523850	1900	50	435638506000	1700	59
4.000"	6.000"	2.100"		-	-	-	435640006000	1700	61

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	COMPRESSION RATIO			DISPLACEMENT			
				60cc	72cc	80cc	000	030	040	060
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	-
4.000"	6.000"	4032 Mahle -20cc inv. dome	FF	10.5	9.3	8.7	-	408	-	-
4.000"	6.000"	4032 DSS -18cc inv. dome	FF	-	-	-	-	408	-	-
4.000"	6.000"	4032 Mahle -3.2cc flat top	FF	12.7	11.0	10.2	-	408	-	-

STREET & STRIP

CAST STEEL

5140 I-BEAM

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

UNBALANCED	BALANCED
-	-
16800	-
-	-
-	-
-	-

PRO STREET

FORGED 4340

4340 I-BEAM

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

UNBALANCED	BALANCED
64801	B64801
64800	B64800
64700	B64700
64701	B64701
64702	B64702

COMPETITION

FORGED 4340

4340 H-BEAM

For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED
14801	B14801
14800	B14800
14700	B14700
-	-
14702	B14702

FORD 351 CLEVELAND



Thomas Franckowiak
427 tunnel port

FORD 351C TIMING CHAIN CRANK SPACER

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

Street use only - NOT SFI approved.

DESCRIPTION	PART NUMBER
.375" thickness	EAG 351CSP



FORD 351 WINDSOR

FORD 351 WINDSOR

CONNECTING RODS

Alignment sleeves for precise cap location.

5140 I-BEAM

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



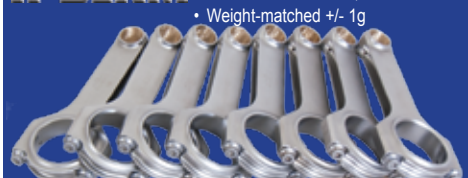
4340 I-BEAM

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



4340 H-BEAM

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



LENGTH	PIN	NOTES	PART NUMBER	WT.	PART NUMBER	WT.	PART NUMBER	WT.	w/ ARP 2000
5.956"	.912"	press-fit pin	SIR5956FP	550	-	-	-	-	-
5.956"	.912"		SIR5956FB	550	-	-	CRS5956F3D	640	CRS5956F3D2000
6.200"	.927"	2.100" rod journal	SIR6200BLW	610	-	-	CRS6200B3D	640	CRS6200B3D2000
6.250"	.927"	2.100" rod journal	SIR6250BLW	615	FSI6250B	-	CRS6250B3D	650	CRS6250B3D2000
6.300"	.927"	2.100" rod journal	-	-	-	-	CRS6300B3D	665	CRS6300B3D2000

CRANKSHAFTS

Bobweight listed is +/- 2% GUARANTEED

Cast cranks designed for 28in-oz balance.

Forged cranks designed for internal balance without heavy metal.

CAST STEEL

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



FORGED 4340

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



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

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	ASSEMBLY		COMPRESSION RATIO			DISPLACEMENT						
		HEIGHT	PISTON	58cc	64cc	72cc	000	030	040	060	125	155	
3.500"	6.300"		4032 SRP -5cc flat top	10.7	10.0	9.2	-	357	-	-	-	-	-
3.750"	6.250"	9.475"	4032 SRP -32cc inv. dome	8.6	8.2	7.7	-	383	-	-	-	-	-
3.750"	6.250"	9.475"	4032 SRP -5cc flat top	11.2	10.5	9.7	-	383	-	-	-	-	-
3.850"	5.956"	9.481"	hyper. KB -22cc inv. dome	9.9	9.3	8.7	387	393	395	399	-	-	-
3.850"	5.956"	9.481"	4032 Mahle -26cc inv. dome	9.4	8.9	8.3	397	393	395	399	-	-	-
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	-	-	-	-
4.000"	6.200"	9.480"	4032 Icon -11cc flat top	11.3	10.6	9.8	402	408	410	414	-	-	-
4.000"	6.200"	9.480"	hyper. KB -6.5cc flat top	11.9	11.1	10.2	-	408	410	414	-	-	-
4.000"	6.250"	9.495"	4032 Mahle -6.6cc flat top	12.6	11.7	10.7	402	408	410	414	428*	434*	-
4.000"	6.200"	9.480"	2618 JE -5cc heavy duty flat top	12.1	11.3	10.3	-	408	410	-	-	-	-
4.170"	6.250"	9.500"	4032 Mahle -16cc inv. dome	11.5	10.8	10.2	-	425	427	-	-	452*	-
4.170"	6.250"	9.500"	4032 Mahle -6cc flat top	13.0	12.1	11.3	419	425	427	-	446*	-	-

STREET & STRIP

CAST STEEL

5140 I-BEAM

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

PRO STREET

FORGED 4340

4340 I-BEAM

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

COMPETITION

FORGED 4340

4340 H-BEAM

For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED	UNBALANCED		BALANCED		UNBALANCED		BALANCED	
		3" MAIN	2.75" MAIN	3" MAIN	2.75" MAIN	3" MAIN	2.75" MAIN	3" MAIN	2.75" MAIN
-	-	-	64620	-	B64620	-	14620	-	B14620
16121	B16121	-	-	-	-	-	-	-	-
16122	B16122	-	-	-	-	-	-	-	-
16526	B16526	-	-	-	-	-	-	-	-
16128	B16128	-	-	-	-	-	-	-	-
16131	B16131	-	-	-	-	-	-	-	-
16524	B16524	14804	14806	B14804	B14806	-	-	-	-
16124	B16124	14805	14807	B14805	B14807	14124	14624	B14124	B14624
16123	B16123	14823	14843	B14823	B14843	14123	14623	B14123	B14623
16129	B16129	14829	14849	B14829	B14849	14129	14629	B14129	B14629
16138	B16138	64138	64638	B64138	B64638	14138	14638	B14138	B14638
16525	B16525	-	-	-	-	-	-	-	-
16125	B16125	-	-	-	-	14125	14625	B14125	B14625
-	-	-	-	-	-	35801	35861	B35801	B35861
-	-	14828	14848	B14828	B14848	14140	14640	B14140	B14640
-	-	64142	64642	B64142	B64642	14142	14642	B14142	B14642

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.

* 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

5140 I-BEAM

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



4340 I-BEAM

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



4340 H-BEAM

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



LENGTH	PIN	NOTES	PART NUMBER	WT.	PART NUMBER	WT.	PART NUMBER	WT.	w/ ARP 2000
6.605"	1.040"		-	-	-	-	CRS6605F3D	835	CRS6605F3D2000
6.605"	.990"		-	-	-	-	CRS6605F990	830	-
6.700"	.990"	2.200" rod journal	SIR6700B	865	-	-	CRS67003D	800	CRS67003D2000
6.800"	.990"	2.200" rod journal	SIR6800B	875	FSI6800	790	CRS68003D	805	CRS68003D2000

CRANKSHAFTS

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

All are designed for internal balance without heavy metal.

Pilot opening is 1.850". Step is 1.375"

CAST STEEL

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



FORGED 4340

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



STROKE	MIN. ROD	JOURNAL	NOTES	PART NO.	BOBWEIGHT	WT.	PART NO.	BOBWEIGHT	WT.
3.850"	6.605"	O.E.	stock stroke	104603850	2350	74	-	-	-
4.140"	6.700"	2.200"		104604140	2350	72	446041402200	2350	82
4.300"	6.700"	2.200"		104604300	2350	78	446043002200	2350	82
4.500"	6.700"	2.200"		-	-	-	446045002200	2350	79

ROTATING ASSEMBLIES

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

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

Designed for internal balance without heavy metal.

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

Standard bore size is 4.360"

STANDARD HEADS				COMPRESSION RATIO			DISPLACEMENT		
STROKE	ROD	PISTON	RINGS	70cc	80cc	90cc	030	060	080
3.850"	6.605" H	4032 ProTru -5cc inv. dome	FF	12.3	11.1	10.0	466	472	-
3.850"	6.605" H	4032 SRP -3cc flat top	FF	12.4	11.2	10.2	466	-	477
4.140"	6.700"	hyper KB-33cc inv. dome	FF	10.1	9.4	8.7	501	508	-
4.140"	6.700"	4032 Mahle -28cc inv. dome	FF	10.4	9.6	9.0	501	-	513
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
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
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

SCJ, P51, SR71, AFR HEADS				COMPRESSION RATIO			DISPLACEMENT		
STROKE	ROD	PISTON	RINGS	70cc	80cc	90cc	030	060	080
4.140"	6.700"	4032 Mahle -28cc inv. dome	FF	9.6	9.0	9.1	501	-	513
4.140"	6.700"	4032 Mahle -3cc flat top	FF	11.9	10.9	10.2	501	-	513
4.300"	6.800"	4032 Mahle -38cc inv. dome	FF	9.3	8.7	8.7	521	-	533
4.300"	6.800"	4032 Mahle -3cc flat top	FF	12.5	11.4	9.0	521	-	533
4.500"	6.700"	4032 Mahle -38cc inv. dome	FF	9.7	9.1	10.8	545	-	557
4.500"	6.700"	4032 Mahle -3cc flat top	FF	13.0	11.9	10.9	545	-	557

KAASE BOSS 9 HEADS				COMPRESSION RATIO			DISPLACEMENT		
STROKE	ROD	PISTON	RINGS	70cc	84cc	90cc	030	060	080
4.300"	6.800"	4032 Mahle -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	-	-

STREET & STRIP



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

PRO STREET



For naturally-aspirated competition use. Rod bolt upgrades available

COMPETITION



For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
15109	B15109	-	-	-	-
15120	B15120	-	-	-	-
15100	B15100	-	-	-	-
15101	B15101	65015	B65015	15015	B15015
15102	B15102	65016	B65016	15016	B15016
-	-	65014	B65014	15014	B15014
15107	B15107	65010	B65010	15010	B15010
15115	B15115	-	-	-	-
15105	B15105	65011	B65011	15011	B15011
-	-	65012	B65012	15012	B15012
-	-	65018	B65018	15018	B15018
-	-	65013	B65013	15013	B15013

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
15110	B15110	65122	B65122	15122	B15122
15111	B15111	65123	B65123	15123	B15123
15107	B15107	65010	B65010	15010	B15010
15112	B15112	65124	B65124	15124	B15124
-	-	65012	B65012	15012	B15012
-	-	65125	B65125	15125	B15125

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
15114	-	65126	B65126	15126	B15126
-	-	65128	B65128	15128	B15128
-	-	65127	B65127	15127	B15127



FORD FE

FORD FE

CONNECTING RODS

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



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



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

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

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.
Pilot opening: 1.850"



CAST STEEL

STROKE	MIN. ROD	NOTES	PART NO.	BOBWEIGHT	WEIGHT
3.980"	6.490"	stock 428 stroke, internal / external balance	104283980	2300	70
4.125"	6.700"	2.200" rod journals, internal balance	104284125	2300	74
4.250"	6.700"	2.200" rod journals, internal balance	104284250	2300	76

FORD FE

ROTATING ASSEMBLIES

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

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

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

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

STREET & STRIP



5140 I-BEAM
CAST STEEL
Recommended for use in naturally-aspirated pump-gas street vehicles.

STROKE	ROD	PISTON	COMP. RATIO		DISPLACEMENT												UNBALANCED	BALANCED	
			76cc	88cc	360, 390, 410			406, 428				427							
					4.080	4.090	4.100	4.155	4.160	4.165	4.170	4.175	4.185	4.250	4.270	4.280			
3.980"	6.490" H-Beam	hyper KB -28cc inv. dome	8.6	7.9	-	-	-	4.150"	-	-	435	-	-	-	-	-	-	15710	B15710
3.980"	6.490" H-Beam	4032 SRP -22cc inv. dome	9.0	8.2	416	-	-	432	-	-	-	-	-	-	-	-	-	15711	B15711
3.980"	6.490" H-Beam	4032 Diamond -11cc inv. dome	10.0	9.0	416	418	420	432	-	434	-	436	438	452	456	458	15712	B15712	
3.980"	6.490" H-Beam	4032 Diamond -6.2cc flat top	10.4	9.4	416	418	420	432	-	434	-	436	438	452	456	458	15708	B15708	
3.980"	6.490" H-Beam	4032 SRP -5cc flat top	10.4	9.4	416	-	-	432	-	-	-	-	-	-	-	-	15709	B15709	
4.125"	6.700"	4032 Mahle -26cc inv. dome	9.0	8.3	431	434	-	-	-	-	-	-	-	-	-	-	15810	B15810	
4.125"	6.700"	2618 Icon -16.3cc inv. dome	9.7	8.8	431	434	436	-	-	-	-	-	-	-	-	-	15811	B15811	
4.125"	6.700"	4032 Diamond -14cc inv. dome	9.8	8.9	431	434	436	448	-	450	-	452	454	468	473	475	15817	B15817	
4.125"	6.700"	4032 Mahle -7cc flat top	10.6	9.5	445	447	449	461	-	463	-	466	468	482	487	489	15812	B15812	
4.250"	6.700"	4032 Mahle -33cc inv. dome	8.8	8.1	-	-	-	-	462	-	-	-	-	-	-	-	15800	B15800	
4.250"	6.700"	4032 Mahle -28cc inv. dome	9.1	8.3	445	447	449	-	-	-	-	-	-	-	-	-	15801	B15801	
4.250"	6.635" H-Beam	4032 Mahle -26cc inv. dome	9.2	8.5	445	447	-	-	-	-	-	-	-	-	-	-	15714	B15714	
4.250"	6.700"	4032 Diamond -17 / -21cc inv. dome	9.7	8.8	445	447	449	461	462	463	464	466	468	482	487	489	15803	B15803	
4.250"	6.700"	4032 Mahle -18 / -20cc inv. dome	9.8	8.9	445	447	449	-	462	-	464	-	467*	482	487	489	15802	B15802	
4.250"	6.635" H-Beam	4032 Mahle / Diamond -7cc flat top	10.9	9.8	445	447	449	-	-	-	-	-	-	-	-	-	15716	B15716	
4.250"	6.700"	4032 Diamond -6.2cc flat top	11.1	9.9	445	447	449	461	462	463	464	466	468	482	487	489	15818	B15818	
4.250"	6.700"	4032 Mahle -7 / -9cc flat top	10.8	9.7	445	447	449	-	462	463	464	-	467*	482	487	489	15804	B15804	

* uses 4032 Diamond pistons

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

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.



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

ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES	PART NO.	PART NO.
D16 & ZC	5.394"	137.0mm	535	19mm	all D16 & ZC	CRS5394H3D CRS5394HXD
B16	5.290"	134.4mm	550	21mm	will not fit B16B	CRS5290H3D CRS5290HXD
B18A/B, B20B/Z	5.394"	137.0mm	535	21mm		CRS5394A3D CRS5394AXD
special	5.531"	140.5mm	520	21mm	"long" LS rod	CRS5531A3D CRS5531AXD
special	5.862"	148.9mm	520	18mm	1.771" journal, 5/16" bolts	CRS5862A3D CRS5862AXD
Dart B20+	5.967"	151.6mm	555	21mm	1.771" journal, 5/16" bolts	CRS5967A3D CRS5967AXD
B18C1/5	5.430"	137.9mm	535	21mm		CRS5430A3D CRS5430AXD
F22/H23	5.571"	141.5mm	540	22mm		CRS5571H3D CRS5571HXD
H22	5.630"	143.0mm	550	22mm		CRS5630H3D CRS5630HXD
F20C	6.023"	153.0mm	580	23mm		CRS6023A3D CRS6023AXD
F22C	5.893"	149.7mm	575	23mm		CRS5893A3D CRS5893AXD
K20a2	5.470"	138.9mm	495	22mm	will not fit K20a3	CRS5470K3D CRS5470KXD
K24	5.984"	152.0mm	550	22mm		CRS5984K3D CRS5984KXD

4340 STEEL CRANKSHAFTS

Shot-peened, stress relieved, and nitrided for superior durability.
 Designed for internal balance without heavy metal. Bobweight guaranteed +/- 2%.
 .125" radiuses improve strength and rigidity. Chamfered or narrowed bearings required.
 Recommended for use up to 1000 hp.



ENGINE	STROKE	ROD WIDTH	NOTES	PART NO.	WT.	LIGHTWEIGHT	WT.	PART NO.	WT.
B16	3.031"	77.0mm	.945"	stock B16 stroke	1630311772	31	-	-	-
B16 stroker	3.334"	84.7mm	.945"	use 1.030" pin height pistons	1633341772	31	1633341772LW	27	-
B18C	3.433"	87.2mm	.866"	stock B18C stroke	1834331772	30	-	-	-
B18B/B20B	3.504"	89.0mm	.945"	stock B18A/B, B20B/Z stroke	1835041772	30	-	-	-
B18 stroker	3.543"	90.0mm	.945"		1835431772	31	-	-	-
B18 stroker	3.740"	95.0mm	.945"	use 1.063" pin height pistons	1837401772	32	1837401772LW	28	-
K20 stroker	3.661"	93.0mm	.789"	use 1.043" pin height pistons	-	-	-	3K2036615470	-
F22C stroker	3.799"	96.5mm	.951"	use 1.067" pin height pistons	-	-	-	3F2037995893	-

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			COMP. RATIO		DISPLACEMENT		UNBALANCED	BALANCED
STROKE	ROD	PISTON	41.6cc	42.7cc	81.0	81.5		
77mm	5.290	4032 Mahle -1cc flat top	9.1	8.9	-	1607	81002	B81002
77mm	5.290	4032 Mahle +9cc dome	11.2	10.9	1587	1607	81003	B81003

B16 BLOCK			COMP. RATIO		DISPLACEMENT		UNBALANCED	BALANCED
STROKE	ROD	PISTON	41.6cc	42.7cc	81.0	81.5		
87.2mm	5.430	4032 Mahle -8cc inv. dome	9.2	9.0	1797	1820	83001	B83001
87.2mm	5.430	4032 Mahle -1cc flat top	10.4	10.2	-	1820	83002	B83002
87.2mm	5.430	4032 Mahle +9cc dome	12.8	12.5	1797	1820	83005	B83005
89mm	5.394	4032 Mahle -8cc inv. dome	9.4	9.2	1834	1857	82101	B82101
89mm	5.394	4032 Mahle -1cc flat top	10.6	10.4	-	1857	82102	B82102
89mm	5.394	4032 Mahle +9cc dome	13.1	12.7	1834	1857	82105	B82105



For all competition engines. Rod bolt upgrades available.

K20 COMPETITION ASSEMBLIES

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

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



For all competition engines. Rod bolt upgrades available.

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

F20C/F22C BLOCK			COMP. RATIO	DISPLACEMENT			UNBALANCED	BALANCED
STROKE	ROD	PISTON	54cc	87.0	87.5	88.0		
96.5mm	5.893	none	-	crank, rods, bearings kit			82220	-
96.5mm	5.893	2618 Traum -3.5cc inv. dome	10.4	2295	2321	2348	82221	B82221
96.5mm	5.893	2618 Traum dome	call	2295	2321	2348	82222	B82222



For all competition engines. Rod bolt upgrades available.



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.



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

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

MITSUBISHI

4340 STEEL CRANKSHAFTS

SAE 4340 steel with multi-stage heat-treatment.
 Shot-peened, stress relieved, and nitrided for superior durability.
 Designed for internal balance without heavy metal. Bobweight guaranteed +/- 2%.
 .125" radiuses improve strength and rigidity. Chamfered or narrowed bearings required.
 Recommended for use up to 1000 hp.



ENGINE	STROKE	ROD WIDTH	NOTES	6 BOLT P/N	WT.	7 BOLT P/N	WT.	PART NO.	WT.
4G63	3.465"	88mm	.945"	stock stroke	2034655900A6	34	2034655900B7	33	-
4G63 stroker	3.700"	94mm	.945"	use 1.248" pin height pistons	2037005900A6	34	2037005900B7	35	-
4G64	3.937"	100mm	.866"	4G64 stock stroke	2439375900A6	34	2039375900B7	34	-
4B11T stroker	3.700"	94mm	.945"	use 1.165" pin height pistons	-	-	-	34B137015659	39

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

4G63 COMPETITION ASSEMBLIES

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

STROKE	ROD	PISTON	C/R	DISPLACEMENT
			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

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.



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

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

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.

COMPETITION



For all competition engines. Rod bolt upgrades available.

K20 BLOCK		COMP. RATIO		DISPLACEMENT			UNBALANCED		BALANCED	
STROKE	ROD	PISTON	49cc	86.0	86.5	90.0				
94mm	5.659	none	-	crank, rods, bearings kit			86120		-	
94mm	5.659	2618 Diamond -12cc inv. dome	9.1	2184	2210	2392	86121		B86121	
94mm	5.659	2618 Diamond -4.5cc inv. dome	10.1	2184	2210	2392	86122		B86122	

COMPETITION



For all competition engines. Rod bolt upgrades available.

89-92 6-BOLT		93-97 7-Bolt		98 & up 7-bolt	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
86200	B86200	86220	B86220	86140	B86140
86201	B86201	86221	B86221	86251	B86251
86210	B86210	86230	B86230	86250	B86250
86215	B86215	86235	B86235	86225	B86225
86216	B86216	86236	B86236	86256	B86256

H-BEAM RODS

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



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

4340 STEEL CRANKSHAFTS

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



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

SR20 COMPETITION ASSEMBLIES

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



STROKE	ROD	PISTON	C / R	DISPLACEMENT				UNBALANCED	BALANCED
				46.5cc	86.0	86.5	87.0		
91mm	5.365	none	-	crank, rods, bearings kit				85110	-
91mm	5.365	2618 Traum -7.8cc inv. dome	10.2	2114	2139	2164	2420	85111	B85111
91mm	5.365	2618 Traum 10.8cc dome	14.5	2114	2139	2164	2420	85112	B85112

STROKE	ROD	PISTON	C / R	DISPLACEMENT				UNBALANCED	BALANCED
				41cc	86.0	86.5	87.0		
91mm	5.365	2618 Traum -7.8cc inv. dome	11.0	2114	2139	2164	2420	85113	B85113
91mm	5.365	2618 Traum 10.8cc dome	15.2	2114	2139	2164	2420	85114	B85114

RB26DETT COMPETITION ASSEMBLIES

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



STROKE	ROD	PISTON	C / R	DISPLACEMENT			UNBALANCED	BALANCED
				65.5cc	86.0	86.5		
77.7mm	4.783	none	-	crank, rods, bearings kit			87120	-
77.7mm	4.783	2618 Traum -20cc inv. dome	10.1	2708	2740	2771	87121	B87121
77.7mm	4.783	2618 Traum -15cc inv. dome	11.1	2708	2740	2771	87122	B87122

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.



LENGTH	PIN SIZE	NOTES	PART NO.	w/ ARP 2000	w/ ARP L19	WEIGHT
6.735"	.980"	does not fit '68-'69 400 block	CRS673503D	CRS673503D2000	-	820
7.100"	.990"	2.200" rod journal for use with stroker crank	CRS71003D	CRS71003D2000	CRS71003DL19	825

CRANKSHAFTS

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



STROKE	MIN. ROD	BALANCE	NOTES	PART NO.	BOBWEIGHT	WEIGHT
4.250"	6.735"	external	O.E. style balance	104554260	2425	70
4.500"	7.100"	internal	2.200" rod journals, use CRS71003D rods	104554500	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	COMP. RATIO		DISPLACEMENT			UNBALANCED	BALANCED
			77cc	84cc	030	040	060		
4.250"	6.735"	hyper KB -30cc inv. dome	9.0	8.5	461	463	468	42101	B42101
4.250"	6.735"	4032 Icon -25cc inv. dome	9.3	8.8	461	463	468	42103	B42103
4.250"	6.735"	4032 ProTru -15cc inv. dome	10.1	9.6	461	-	-	42102	B42102
4.250"	6.735"	4032 Icon -14.4cc inv. dome	10.2	9.6	461	463	468	42104	B42104
4.250"	6.735"	4032 SRP -5cc flat top	11.0	10.3	461	-	468	42100	B42100
4.250"	6.735"	4032 Diamond -1.3cc flat top	11.5	10.8	461	463	468	42106	B42106
4.500"	7.100"	4032 Mahle -22cc inv. dome	10.0	9.5	488	-	495	42105	B42105
4.500"	7.100"	4032 Diamond -15cc inv. dome	10.7	10.1	488	491	-	42107	B42107



PONTIAC

PONTIAC



Roger Bolliger
Butler Performance



CONNECTING RODS

Alignment sleeves for precise cap location.



LENGTH	PIN	NOTES	PART NUMBER	WT.
6.625"	.980"	bushed	-	-
6.625"	.980"	press-fit	SIR6625PP	870
6.800"	.990"	2.200" rod journal	SIR6800B	875

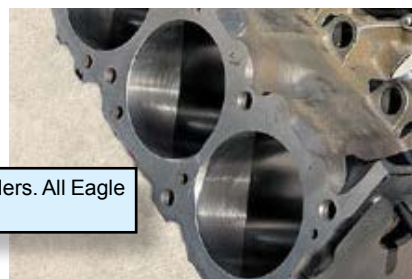


LENGTH	PIN	NOTES	PART NUMBER	WT.
6.625"	.980"	bushed	-	-
6.625"	.980"	press-fit	SIR6625PP	870
6.800"	.990"	2.200" rod journal	SIR6800B	875



LENGTH	PIN	NOTES	PART NUMBER	WT.	w/ARP 2000
6.625"	.980"	bushed	-	-	-
6.625"	.980"	press-fit	SIR6625PP	870	CRS6625PP3D2000
6.800"	.990"	2.200" rod journal	SIR6800B	875	CRS68003D2000

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



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

ROTATING ASSEMBLIES

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

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

Designed for internal balance without heavy metal.

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

Order by actual bore size.

400 BLOCK				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	75cc	85cc	111cc	4.155	4.185	4.195	4.215
4.250"	6.800"	4032 Mahle -22cc inv. dome	FF	9.6	8.9	7.5	461	468	-	-
4.250"	6.800"	4032 Mahle -6cc flat top	FF	11.0	10.1	8.3	461	468	-	-
4.500"	6.800"	4032 Mahle -6cc flat top	FF	11.6	10.6	8.7	488	495	-	-

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

CRANKSHAFTS

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

All are designed for internal balance without heavy metal.

Pilot opening is 1.705", use Pioneer PB75

Flexplate register is 2.750"

CAST STEEL

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



FORGED 4340

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



400 MAINS (3.000")				PART NO.	BOBWEIGHT	WT.	PART NO.	BOBWEIGHT	WT.
STROKE	MIN. ROD	JOURNAL	NOTES						
3.750"	6.625"	O.E.	stock stroke	104013750	call	68	-	-	-
4.210"	6.625"	O.E.		-	-	-	440042106625	2280	75
4.250"	6.700"	2.200"		104004250	2280	67	440042506700	2280	74
4.350"	6.800"	2.200"		-	-	-	440043506800	2280	73
4.500"	6.800"	2.200"		-	-	-	440045006800	2280	75

428 / 455 MAINS (3.250")				PART NO.	BOBWEIGHT	WT.	PART NO.	BOBWEIGHT	WT.
STROKE	MIN. ROD	JOURNAL	NOTES						
4.210"	6.625"	O.E.	stock stroke	104554210	2280	69	445542106625	2280	74
4.250"	6.700"	2.200"		104554250	2280	68	445542506700	2280	75
4.500"	6.800"	2.200"		-	-	-	445545006800	2280	74

STREET & STRIP



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

UNBALANCED	BALANCED
52401	B52401
52410	B52410
-	-
51406	B51406
51407	B51407
51402	B51402
51408	B51408
52405	B52405
52413	B52413
-	-

PRO STREET



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

UNBALANCED	BALANCED
61510	B61510
61500	B61500
61501	B61501
-	-
62505	B62505
61503	B61503
61504	B61504

COMPETITION



For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED
51510	B51510
51500	B51500
51501	B51501
-	-
51502	B51502
52505	B52505
51503	B51503
51504	B51504

PONTIAC



SUBARU

H-BEAM RODS

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



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

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

4340 STEEL CRANKSHAFTS

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



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

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.



For all competition engines. Rod bolt upgrades available.

EJ20/207, 92mm STANDARD BORE			C/R	DISPLACEMENT					
STROKE	ROD	PISTON	56cc	99.75	100.0			UNBALANCED	BALANCED
79mm	5.137	none	-	crank, rods, bearings kit				89110	-
79mm	5.137	4032 Mahle -16cc inv. dome	8.0	2124	2147			89112	B89112
79mm	5.137	2618 Mahle -16cc inv. dome	8.0	2124	-			89111	B89111
EJ25/257, 99.5mm STANDARD BORE			C/R	DISPLACEMENT					
STROKE	ROD	PISTON	56cc	99.5	99.75	100.0	100.5	UNBALANCED	BALANCED
79mm	5.137	4032 Mahle -22cc inv. dome	8.2	2457	2469	2482	-	89113	B89113
79mm	5.137	2618 Mahle -22cc inv. dome	8.2	2457	2469	2482	-	89114	B89114
79mm	5.137	2618 Diamond -15.5cc inv. dome	8.4	2457	2469	2482	-	89115	B89115
79mm	5.137	4032 Mahle -10cc inv. dome	9.3	2457	2469	2482	-	89116	B89116
79mm	5.137	2618 Diamond -4.5cc flat top	10.0	2457	2469	2482	-	89117	B89117
83mm	5.137	none	-	crank, rods, bearings kit				89020	-
83mm	5.137	2618 Diamond -26cc inv. dome	8.2	2582	2594	2608	2634	89021	B89021
83mm	5.137	2618 CP -22.1cc inv. dome	8.5	2582	2594	2608	2634	89022	B89022
83mm	5.137	2618 CP -17.1cc inv. dome	9.0	2582	2594	2608	2634	89023	B89023
83mm	5.137	2618 CP -7.8cc inv. dome	10.0	2582	2594	2608	2634	89024	B89024

TOYOTA

H-BEAM RODS

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



ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES	PART NO.	PART NO.
3TC, 2TG	4.850"	123.2mm	545	22mm		CRS4850TA3D CRS4850TAXD
4UGSE	5.089"	129.3mm	540	22mm	86GT, Scion FR-S	CRS5089S3D CRS5089SXD
2RZ	5.315"	135.0mm	600	24mm		CRS5315T3D CRS5315TXD
3SGTE	5.428"	137.9mm	555	22mm		CRS5428T3D CRS5428TXD
2JZGTE	5.590"	142.0mm	590	22mm		CRS5590T3D CRS5590TXD
1UZFE	5.751"	146.0mm	615	22mm	7/16" ARP 8740 bolts, ARP 2000 available	CRS5751T3D -
22R	5.819"	147.8mm	680	22mm	7/16" ARP 8740 bolts	CRS5819T3D -
7MGTE	5.984"	152.0mm	615	22mm		CRS5984T3D CRS5984TXD

4340 STEEL CRANKSHAFTS

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



ENGINE	STROKE	NOTES	PART NO.	WT.
2JZ stroker	3.700"	94mm use with 1.181" pin height pistons	32JZ37015590	

2JZ COMPETITION ASSEMBLIES

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



For all competition engines. Rod bolt upgrades available.

			C/R	DISPLACEMENT				
STROKE	ROD	PISTON	45cc	86.0	86.5	90.0	UNBALANCED	BALANCED
94mm	5.590	none	-	crank, rods, bearings kit			87210	-
94mm	5.590	2618 Diamond -20.7cc inv. dome	8.6	3276	3314	3588	87211	B87211
94mm	5.590	2618 Diamond -16.2cc inv. dome	9.1	3276	3314	3588	87212	B87212
94mm	5.590	2618 JE -14cc inv. dome	9.5	3276	3314	3588	87213	B87213
94mm	5.590	2618 Diamond -8.6cc inv. dome	10.1	3276	3314	3588	87214	B87214



Jannick Rasmussen

VOLKSWAGEN/AUDI

H-BEAM RODS

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



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

SERVICE PARTS

ROD CAP ALIGNMENT SLEEVES

Precise sizing to align rod cap perfectly.



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

SPACER BEARINGS

Simple, effective way to use 350 crank in 400 block.
 Manufactured by King Bearings.
 No machine work required. Install into block, then use 350 bearings inside spacers.



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

CHRYSLER PILOT BUSHINGS

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



APPLICATION	PART NUMBER
Chrysler 318 & 340	PB3
Chrysler 360	PB2

CHEVY BIG BLOCK REAR SEAL ADAPTER

Allows the use of 1 piece rear seal crank in 2 piece rear seal block.
 Silicone in place or use optional fastener for mechanical assembly.



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

SERVICE PARTS

SILICON BRONZE PIN BUSHINGS

Made from silicon bronze.
 High oil retention and durability.
 Inside dimension is unfinished and must be bored/honed to size.



ID	OD	LENGTH	PART NUMBER
.695"	.810"	.700"	B748
.775"	.890"	.708"	B775
.730"	.849"	.788"	B788
.808"	.925"	.930"	B808
.808"	.925"	1.030"	B810
.908"	.972"	1.050"	B927
.925"	.972"	1.050"	B928
.890"	.995"	1.005"	B930
.930"	1.042"	1.050"	B984
.988"	1.042"	1.140"	B991
.930"	1.042"	1.230"	B990C
.984"	1.105"	1.235"	B1040
1.075"	1.154"	1.240"	B1094

REPLACEMENT ROD BOLTS

Manufactured by ARP specifically for use in Eagle rods.
 Not the same as "off the shelf" ARP bolts.
 ARP Ultra-torque assembly lube included.
 Always check big end bore after upgrading or replacing bolts.



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



CRANKSHAFT OPTIONS

CRANKSHAFT OPTIONS

TERMS & CONDITIONS



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	PART NUMBER
ESP Armor surface finishing	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	PART NUMBER
Pendulum undercut counterweights	P100

2ND KEYWAY FOR BLOWER HUB

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



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

ROUND FLANGE FOR SPRINT CAR

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



DESCRIPTION	PART NUMBER
round flywheel flange machining	M100