





SERVICE

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

QUALITY

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

SELECTION

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

About Eagle

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

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

Why use Eagle over 'the other guys'?

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

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RECOMMENDED APPLICATION GUIDE

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

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

Application	ROD					CRANK			BEARING		
	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	🏁	!	!	🏁	●

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.

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

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

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

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

ROTATING ASSEMBLY LISTING

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

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

STREET & STRIP		PRO STREET				COMPETITION			
CAST STEEL 5140 I-BEAM		FORGED 4140 4340 I-BEAM		FORGED 4140 4340 H-BEAM		FORGED 4140 4340 H-BEAM		FORGED 4140 4340 H-BEAM	
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
-	-	-	-	35210	35160	B35210	B35160	-	-
13012	B13012	62500	62600	12500	12600	B12500	B12600	-	-
13011	B13011	62508	62608	12508	12608	B12508	B12608	-	-
-	B13470	-	-	-	-	-	-	-	-
13014	B13014	62501	62605	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.



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.	ENGINE	PART NO.
Honda B18A/B, B20B/Z	CRS5394AXD	Nissan RB26DETT	CRS4783NXD
Honda B18C VTEC	CRS5430AXD	Toyota 3SGTE	CRS5428TXD
Honda H22	CRS5630HDX	Toyota 2JZGTE	CRS5590TXD
Honda K24	CRS5984KXD	Mitsubishi 4G63 7 bolt	CRS5900MBXD
Subaru EJ20, EJ257	CRS5137SXD	Mitsubishi 4G63 6 bolt w/ 22mm pin	CRS5900MCXD
Nissan SR20DET	CRS5365NXD	Mitsubishi 4B11T	CRS5659MXD

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

WHAT'S NEW AT EAGLE

4th GENERATION H-BEAM RODS

Coming soon in 2022, the long-awaited next generation Eagle H-Beam rods will be released. Our third design has been used for over 20 years with tremendous success. Our third design has been tweaked and improved slightly over the course of its life, but has never undergone a serious redesign until now. Our fourth generation ("4D" for 4th Design) will feature several design improvements around the big end bore to improve big end bore rigidity to help maintain a perfect bore in high rpm and high power applications. Also included is a thicker beam and webbing to handle even more power and load than before. Optional ARP Custom Age 625+ bolts will be available in several application as well. Racers are making more power than ever with advancements in turbocharging and alcohol fuels. Eagle has risen to the challenge to meet those demands with our 4th Generation connecting rod design. Our new 4D rods will be sold along side our current production 3D rods in many applications.

BILLET 4340 STEEL CRANKSHAFTS

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



MANUFACTURING ADVANCEMENTS

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

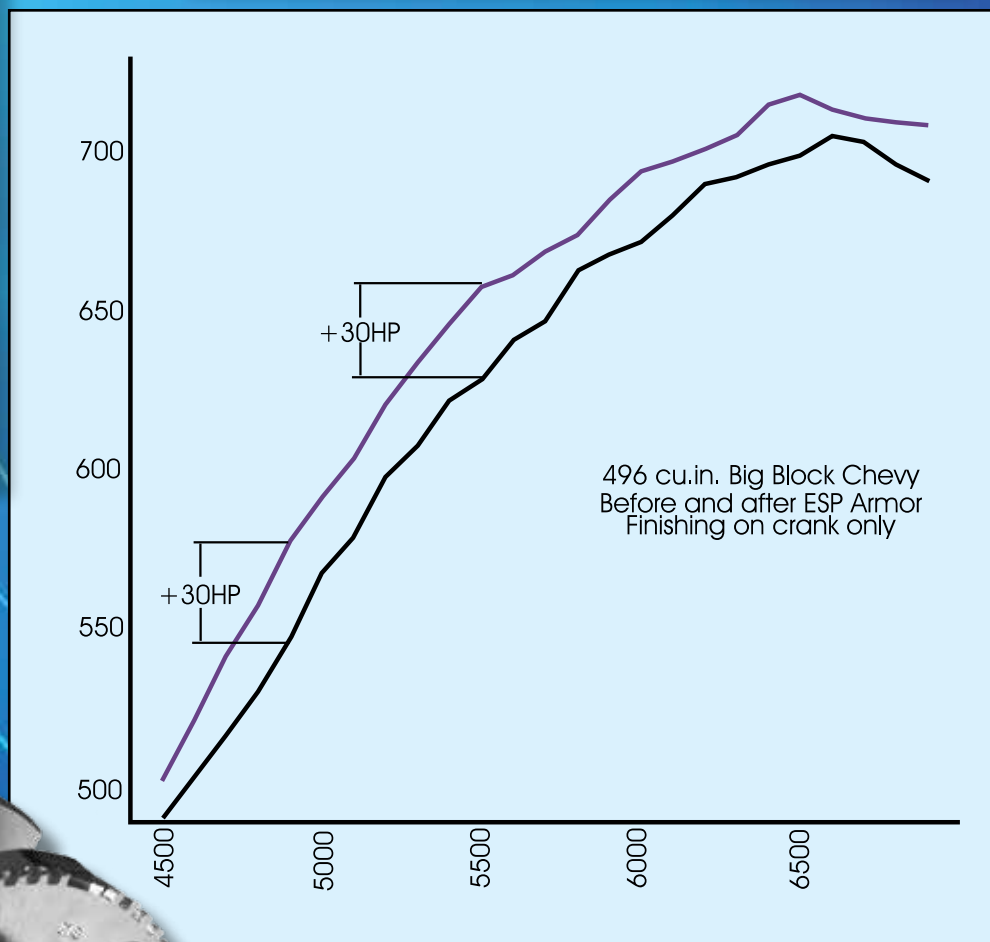


ESP ARMOR

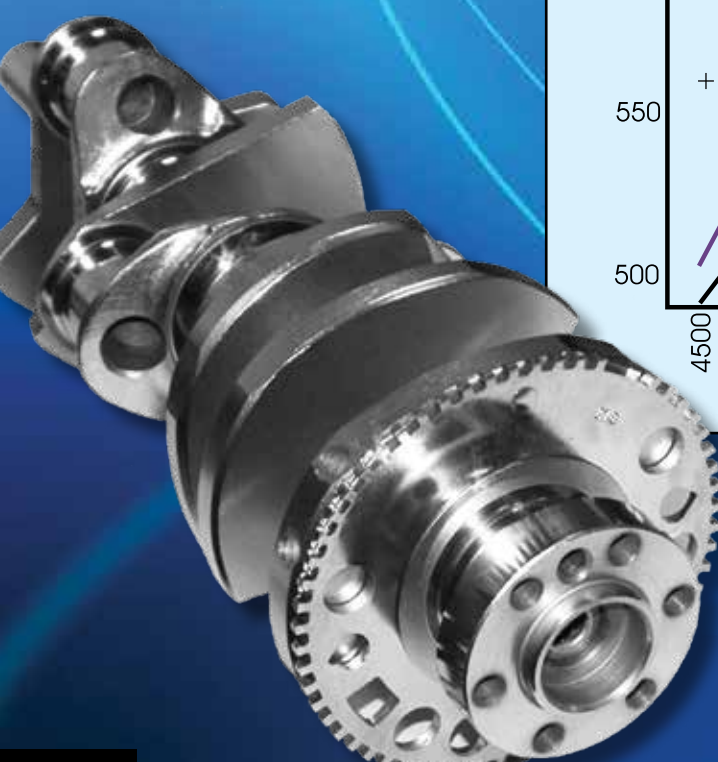
ESP Armor is a revolutionary new surface finishing process that is available only through Eagle. Similar processes exist, but ESP armor is unique because it is NOT A COATING, nor is it a chemical etching process. ESP Armor is a unique surface finishing process that results in an incredibly slick surface.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

ESP Armor Dyno Test

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



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



BRIGGS & STRATTON

BILLET ALUMINUM RODS

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

BILLET ALUMINUM



LENGTH	WEIGHT	ROD JOURNAL	PART NO.
4.375"	135	.998"	CRS A4375BS
4.375"	125	.875"	CRS A4375SS
4.500"	140	.998"	CRS A4500BS

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

BILLET 4340



STROKE	ROD JOURNAL	PART NO.
3.000"	.875"	33000875
3.000"	.998"	33000998

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



AMC / JEEP STRAIGHT 6

H-BEAM RODS

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



ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES	PART NUMBER	w/ ARP 2000
4.0 (87-06)	6.123"	605	.931"	press-fit	SIR6123JP	SIR6123JP2000

DESCRIPTION	PART NO.
replacement rod bolt	871500

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.



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

ROTATING ASSEMBLIES

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



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



BUICK 3.8 V6

H-BEAM RODS

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



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.



STROKE	ROD	PISTON	C/R	DISPLACEMENT				INTERNAL BAL.	EXTERNAL BAL.
				48cc	3.810	3.819	3.820		
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	-

Recommended for all competition engines.
Rod bolt upgrades available.



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

45100 shown



BMW

H-BEAM RODS

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



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

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

CADILLAC NORTHSTAR

H-BEAM RODS

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



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

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



CHEVROLET 4 CYL & 6 CYL

H-BEAM RODS

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



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

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

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

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.



ENGINE	STROKE	MIN. ROD	NOTES	PART NUMBER	WT.
2.2L Ecotec L61	3.724"	5.765"	with reluctor ring	2237245765R	36
2.2L Ecotec L61	3.724"	5.765"	without reluctor ring	2237245765	30



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.		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	-	-	-	-	-	-
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	635	CRS6250B3D	650	CRS6250B3D2000	CRS6250B3DL19
6.300"	-	-	-	-	-	CRS6300B3D	660	CRS6300B3D2000	CRS6300B3DL19
2.000" JOURNAL		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

EXTREME STROKER RODS

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



2.100" JOURNAL		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	-	-	-

HOLDEN 308 CRANKSHAFTS

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



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

283/327 CRANKSHAFTS

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



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



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



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

2 PC REAR SEAL		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		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	
3.480"	IMCA RaceSaver legal	1855	103503480CMLW	49	-	-	-	
3.480"	IMCA RaceSaver legal	1855	103503480CM	51	-	-	-	
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	-	-	-	
3.750"	6.000" rod or longer	1775	10350375060I	49	-	-	-	
3.750"	big block snout**	1855	-	-	-	-	4350375057BN	55
3.875"	6.000" rod or longer	1855	-	-	-	-	435038756000	56
4.000"	6.000" rod or longer	1855	-	-	-	-	435040006000	57
4.125"	6.000" rod or longer	1855	-	-	-	-	435041256000	57

1 PC REAR SEAL		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	
3.480"	IMCA RaceSaver legal	1855	103523480CMLW	49	-	-	-	
3.480"	IMCA RaceSaver legal	1855	103523480CM	51	-	-	-	
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	-	-
3.750"	6.000" rod or longer	1725	10352375060I	49	-	-	-	
3.875"	6.000" rod or longer	1855	-	-	-	-	435338756000	56

*1780 bobweight

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



CHEVROLET 305

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
3.500"	5.700"	4032 Mahle -3cc inv. dome	FF	9.8	9.1	8.0	-	312	314	317
3.750"	5.700"	hyper KB -10cc inv. dome	FF	9.7	9.1	8.1	-	334	336	340

STREET & STRIP

CAST STEEL

5140 I-BEAM

Recommended for use in pump-gas street vehicles.

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

PRO STREET

FORGED 4340

4340 I-BEAM

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

INTERNAL BALANCE	
UNBALANCED	BALANCED
-	-
-	-
10602	B10602
10604	B10604
-	-

COMPETITION

FORGED 4340

4340 H-BEAM

Recommended for all competition engines. Rod bolt upgrades available.

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

CHEVROLET 305 ASSEMBLIES

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

CAST STEEL

5140 I-BEAM

Recommended for use in pump-gas street vehicles.

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

PRO STREET

FORGED 4140

4340 I-BEAM

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

INTERNAL BALANCE	
UNBALANCED	BALANCED
-	-
-	-
-	-

COMPETITION

FORGED 4340

4340 H-BEAM

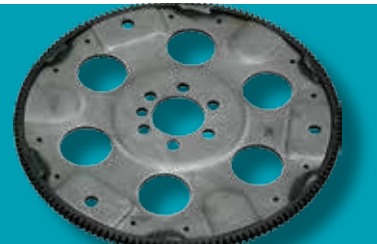
Recommended for all competition engines. Rod bolt upgrades available.

INTERNAL BALANCE	
UNBALANCED	BALANCED
-	-
-	-
-	-

CHEVROLET SMALL BLOCK 1PC REAR SEAL INTERNAL BALANCE FLEXPLATE

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

Street use only - NOT SFI approved.



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



NEW!

CHEVROLET 302/327 SMALL JOURNAL ASSEMBLIES

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

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

PRO STREET



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

UNBALANCED	BALANCED
-	-
-	-
-	-
10901	B10901
10902	B10902
-	-
10907	B10907
10904	B10904
10906	B10906
-	-
-	-
-	-

COMPETITION



Recommended for all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED
10921	B10921
10922	B10922
10923	B10923
10911	B10911
10912	B10912
10913	B10913
10917	B10917
10914	B10914
10916	B10916
10918	B10918
10915	B10915
10919	B10919



CHEVROLET 302/327 SMALL JOURNAL

CHEVROLET 302/327 SMALL JOURNAL



CHEVROLET 350 1PC REAR SEAL

CHEVROLET 350 1PC REAR SEAL

CHEVROLET 1pc REAR SEAL SMALL BLOCK ASSEMBLIES

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

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

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

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

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

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

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

TOP SELLER

STREET & STRIP



Recommended for use in pump-gas street vehicles.

INT/EXT (LT1) BALANCE		EXTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE		INTERNAL BALANCE	
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
13020L	B13020L	-	-	-	-	62129	B62129	12129	B12129
-	-	-	-	-	-	-	-	36100	B36100
-	B13403L	-	-	-	-	-	-	-	-
13201L	B13201L	-	-	-	-	62201L	B62201L	-	-
-	B15402L	-	-	-	-	-	-	-	-
-	B15401L	-	-	-	-	-	-	-	-
13202L	B13202L	-	-	-	-	62202L	B62202L	-	-
13205L	B13205L	-	-	-	-	62005L	B62005L	12311L	B12311L
13208L	B13208L	-	-	-	-	-	-	-	-
13021L	B13021L	-	-	-	-	62101	B62101	12101	B12101
13022L	B13022L	-	-	-	-	62103	B62103	12103	B12103
13302L	B13302L	-	-	-	-	62302L	B62302L	12302L	B12302L
13311L	B13311L	-	-	-	-	62311L	B62311L	12311L	B12311L
-	-	-	-	-	-	62104	B62104	12104	B12104
-	-	-	-	-	-	62106	B62106	12106	B12106
-	-	-	-	-	-	-	-	36120	B36120
-	-	-	-	-	-	62146	B62146	12137	B12137
-	-	-	-	-	-	-	-	36130	B36130
13573L	B13573L	13303L	B13303L	13323L	B13323L	62303L	B62303L	12303L	B12303L
13554L	B13554L	13004L	B13004L	13054L	B13054L	-	-	-	-
13574L	B13574L	13304L	B13304L	13324L	B13324L	62304L	B62304L	12304L	B12304L
13551L	B13551L	13001L	B13001L	13051L	B13051L	62107	B62107	12107	B12107
13552L	B13552L	13002L	B13002L	13052L	B13052L	62110	B62110	12110	B12110
-	B15504L	-	B15404L	-	B15454L	-	-	-	-
-	-	13009L	B13009L	13013L	B13013L	62013L	B62013L	-	-
-	B15505L	-	B15405L	-	B15455L	-	-	-	-
13555L	B13555L	13005L	B13005L	13055L	B13055L	62055L	B62055L	-	-
13556L	B13556L	13006L	B13006L	13056L	B13056L	62108	B62108	12108	B12108
13557L	B13557L	13007L	B13007L	13057L	B13057L	62111	B62111	12111	B12111
13565L	B13565L	13305L	B13305L	13325L	B13325L	62305L	B62305L	12305L	B12305L
13566L	B13566L	13316L	B13316L	13326L	B13326L	62316L	B62316L	12316L	B12316L
-	-	-	-	-	-	62109	B62109	12109	B12109
-	-	-	-	-	-	62112	B62112	12112	B12112
-	-	-	-	-	-	62136	B62136	12136	B12136
-	-	-	-	-	-	-	-	12115	B12115
-	-	-	-	-	-	-	-	12113	B12113

PRO STREET



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

COMPETITION



Recommended for all competition engines. Rod bolt upgrades available.



CHEVROLET CIRCLE TRACK & LIGHTWEIGHT

LIGHTWEIGHT RODS

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

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

5140 I-BEAM

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



4340 H-BEAM

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



IMCA-LEGAL CRANKS

Complies with IMCA rules.
 Designed for internal balance.
 Weight listed is +/- 1 pound before balancing

CAST STEEL



FORGED 4340



2.100" ROD JOURNALS

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

CHEVROLET SMALL BLOCK CIRCLE TRACK RACING

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	-	-	-



IMCA RACESAVER 305 ASSEMBLIES

IMCA-legal crankshaft. 47.52 pound minimum weight.
 5.700" rods with ARP capscrew rod bolts.
 Forged pistons and plasma-moly file fit rings. Performance racing bearings.
 Round rear flange for sprint drive
 Standard bore is 3.736", Max displacement: 315.9 cu.in.



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

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

CAST STEEL 5140 I-BEAM

3/8" ARP 2000 BOLTS
540g ROD WEIGHT

UNBAL.	BALANCED
10711	B10711
10710	B10710
10712	B10712
-	-
-	-
-	-

CAST STEEL 4340 I-BEAM

7/16" ARP 8740 BOLTS
580g ROD WEIGHT

UNBAL.	BALANCED
10721	B10721
10720	B10720
10722	B10722
-	-
-	-
-	-

FORGED 4340 5140 I-BEAM

3/8" ARP 2000 BOLTS
540g ROD WEIGHT

UNBAL.	BALANCED
10701	B10701
10700	B10700
10702	B10702
-	-
10801	B10801
10800	B10800
10802	B10802

FORGED 4340 4340 I-BEAM

7/16" ARP 8740 BOLTS
580g ROD WEIGHT

UNBAL.	BALANCED
10731	B10731
10730	B10730
10732	B10732
-	-
10831	B10831
10830	B10830
10832	B10832

FORGED 4340 4340 H-BEAM

3/8" ARP 2000 BOLTS
540g ROD WEIGHT

UNBAL.	BALANCED
10751	B10751
10750	B10750
10752	B10752
-	-
10851	B10851
10850	B10850
10852	B10852

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



CHEVROLET 400

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	635	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



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 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



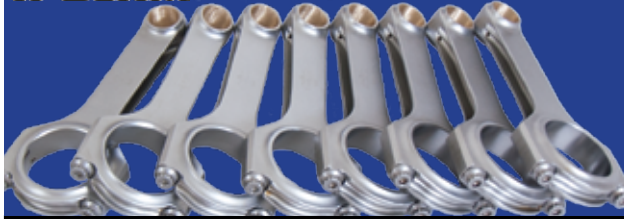
4340 I-BEAM

- 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"		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.100"	.943"	O.E. dimension	SIR6100NLW	595	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.100"	.945"	O.E. dimension	SIR6100MLW	595	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.125"	.927"		-	-	FSI61250	610	-	-	-	-	-	-	-	-	-	-	-	-
6.460"	.927"		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.560"	.927"		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1.889" JOURNAL			PART NO.		WT.		PART NO.		WT.		PART NO.		WT.		w/ ARP 2000		w/ ARP L19	
6.460"	.927"		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.560"	.927"		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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



NEW!

CRANKSHAFTS

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

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

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

FORGED 4140

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



FORGED 4340

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



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

LONG SNOOT (4.006") FOR DRY SUMP OILING

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

NEW!

LS9 with small 58t reluctor & 9 bolt flange

STROKE	BOBWT.	MIN. ROD	NOTES	PART NO.	WT.
3.622"	1800	6.100"	-	442536226100	55
4.000"	1800	6.125"	-	442540006100	54
4.125"	1800	6.125"	-	442541256100	54

NEW!

BILLET CRANKSHAFTS

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

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

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

Limited production.

BILLET 4340

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



BILLET 4340 STEEL CENTER-COUNTERWEIGHTED

STROKE	BOBWT.	MIN. ROD	NOTES	24t RELUCTOR	58t RELUCTOR	WT.
4.000"	1800	6.125"	-	334640016100	334740016100	59



CHEVROLET 4.8L, 5.3L, LS1 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.

PRO STREET



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

COMPETITION



For all competition engines. Rod bolt upgrades available.

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"	6.100"	4032 Mahle -4.2cc inv. dome	10.8	10.1	325	329	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.622"	6.125"	4032 Mahle -4cc flat top	10.3	9.7	-	-	-	-	346	-	-	347	-	364	-	-	-	-	-	-
3.800"	6.125"	2618 DSS -29cc inv. dome	8.6	8.2	341	-	347	348	362	-	364	-	366	-	-	-	-	-	-	-
3.800"	6.125"	4032 DSS -15cc inv. dome	9.8	9.3	341	-	347	348	362	-	364	-	366	382	-	-	-	-	-	-
3.800"	6.125"	4032 -5cc DSS flat top	11.0	10.4	341	-	347	348	362	-	364	-	366	382	-	-	-	-	-	-
3.800"	6.125"	2618 6cc DSS dome	12.8	11.9	341	-	347	348	362	-	364	-	366	382	-	-	-	-	-	-
3.900"	6.125"	2618 DSS -29cc inv. dome	8.8	8.4	350	-	356	358	372	-	373	-	375	-	-	-	-	-	-	-
3.900"	6.125"	4032 DSS -15cc inv. dome	10.1	9.6	350	-	356	358	372	-	373	-	375	392	-	-	-	-	-	-
3.900"	6.125"	4032 -5cc DSS flat top	11.3	10.6	350	-	356	358	372	-	373	-	375	392	-	-	-	-	-	-
3.900"	6.125"	2618 6cc DSS dome	13.1	12.2	350	-	356	358	372	-	373	-	375	392	-	-	-	-	-	-
4.000"	6.125"	2618 JE -30cc F/I inv. dome	8.6	8.3	-	-	-	-	382	-	-	383	-	-	-	-	-	-	-	-
4.000"	6.125"	4032 DSS -29cc inv. dome	8.6	8.3	359	363	365	367	-	-	-	-	-	402	-	-	-	-	-	-
4.000"	6.125"	4032 DSS -29cc inv. dome	8.6	8.3	-	-	-	-	382	382	383	383	385	-	-	-	-	-	-	-
4.000"	6.125"	2618 Mahle -26cc inv. dome	9.1	8.7	-	-	-	-	-	-	-	383	-	-	-	-	-	-	-	-
4.000"	6.125"	2618 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 flat top	10.9	10.5	359	363	365	367	-	-	-	-	-	402	-	-	-	-	-	-
4.000"	6.125"	4032 DSS -5cc flat top	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	-	-	-	-	-	-	-	-

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

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 LS 4.8, 5.3, LS1 ASSEMBLIES

CHEVROLET LS 4.8, 5.3, LS1 ASSEMBLIES



CHEVROLET LS2 ASSEMBLIES

CHEVROLET LS2 ASSEMBLIES

CHEVROLET 6.0L LS2, LQ4, LQ9 ASSEMBLIES

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

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

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

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

PRO STREET



4340 I-BEAM FORGED 4140

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

COMPETITION



4340 H-BEAM FORGED 4340

For all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	DISPLACEMENT				UNBALANCED		BALANCED		UNBALANCED			BALANCED					
			61cc	66cc	72cc	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 -4cc flat top	11.0	10.5	9.8	365	366	370	-	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	-	-	-	-	-	12902	12918	-	B12902	B12918	-
3.800"	6.125"	2618 DSS -24cc inv. dome	9.5	9.1	8.6	383	-	388	394	63711	63771	B63711	B63771	13711	13771	-	B13711	B13771	-
3.800"	6.125"	4032 DSS -15cc inv. dome	10.4	9.9	9.3	383	-	388	394	63713	63773	B63713	B63773	13713	13773	-	B13713	B13773	-
3.800"	6.125"	4032 -5cc DSS flat top	11.6	11.0	10.3	383	-	388	394	63715	63775	B63715	B63775	13715	13775	-	B13715	B13775	-
3.800"	6.125"	2618 6cc DSS dome	13.5	12.6	11.6	383	-	388	394	63716	63776	B63716	B63776	13716	13776	-	B13716	B13776	-
3.900"	6.125"	2618 DSS -24cc inv. dome	9.7	9.3	8.8	393	-	398	404	63811	63871	B63811	B63871	13811	13871	-	B13811	B13871	-
3.900"	6.125"	4032 DSS -15cc inv. dome	10.3	10.1	9.5	393	-	398	404	63813	63873	B63813	B63873	13813	13873	-	B13813	B13873	-
3.900"	6.125"	4032 -5cc DSS flat top	11.9	11.2	10.5	393	-	398	404	63815	63875	B63815	B63875	13815	13875	-	B13815	B13875	-
3.900"	6.125"	2618 6cc DSS dome	13.8	12.9	11.9	393	-	398	404	63816	63876	B63816	B63876	13816	13876	-	B13816	B13876	-
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	62772	B63732	B62772	13732	13792	-	B13732	B13792	-
TOP SELLER	4.000"	4032 DSS -15cc inv. dome	10.9	10.4	9.8	403	404	408	414	62714	62774	B62714	B62774	12714	12774	-	B12714	B12774	-
4.000"	6.125"	2618 Mahle -14cc inv. dome	11.0	10.5	9.9	403	-	408	-	-	-	-	-	12908	12924	-	B12908	B12924	-
4.000"	6.125"	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	12712	12772	-	B12712	B12772	-
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
TOP SELLER	4.000"	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



Tatum Motorsports Dragon
Yes, it has an LS in it!

CHEVROLET LS2 ASSEMBLIES



CHEVROLET LS3 ASSEMBLIES

CHEVROLET 6.2L LS3, L92, LSA ASSEMBLIES

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

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

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

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



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



For all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	DISPLACEMENT		DISPLACEMENT										UNBALANCED		BALANCED		UNBALANCED		BALANCED	
			66cc	72cc	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	-	370	-	-	376	377	378	-	-	62932*	62940*	B62932*	B62940*	12932	12940	B12932	B12940	
3.622"	6.125"	4032 Icon -4cc flat top	10.8	10.4	365	370	-	-	376	377	378	-	-	62820*	62821*	B62820*	B62821*	12710	12771	B12710	B12771	
3.622"	6.125"	4032 Mahle 4cc flat top	10.8	10.4	365	370	-	-	376	377	378	-	-	-	-	-	-	12934	12942	B12934	B12942	
3.800"	6.125"	2618 DSS -24cc inv. dome	9.2	8.7	383	388	390	394	395	396	397	406	412	63711	63771	B63711	B63771	13711	13771	B13711	B13771	
3.800"	6.125"	4032 DSS -15cc inv. dome	10.0	9.5	383	388	390	394	395	396	397	406	412	63713	63773	B63713	B63773	13713	13773	B13713	B13773	
3.800"	6.125"	4032 -5cc DSS flat top	11.2	10.4	383	388	390	394	395	396	397	406	412	63715	63775	B63715	B63775	13715	13775	B13715	B13775	
3.800"	6.125"	2618 6cc DSS dome	12.8	11.8	383	388	390	394	395	396	397	406	412	63716	63776	B63716	B63776	13716	13776	B13716	B13776	
3.900"	6.125"	2618 DSS -24cc inv. dome	9.4	8.9	393	398	400	404	405	406	407	417	423	63811	63871	B63811	B63871	13811	13871	B13811	B13871	
3.900"	6.125"	4032 DSS -15cc inv. dome	10.3	9.7	393	398	400	404	405	406	407	417	423	63813	63873	B63813	B63873	13813	13873	B13813	B13873	
3.900"	6.125"	4032 -5cc DSS flat top	11.4	10.7	393	398	400	404	405	406	407	417	423	63815	63875	B63815	B63875	13815	13875	B13815	B13875	
3.900"	6.125"	2618 6cc DSS dome	13.1	12.1	393	398	400	404	405	406	407	417	423	63816	63876	B63816	B63876	13816	13876	B13816	B13876	
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	13732	13792	B13732	B13792	
4.000"	6.125"	2618 Mahle -20/-25cc inv. dome	9.8	9.5	-	408	-	-	415	416	417	428	-	62936	62944	B62936	B62944	12936	12944	B12936	B12944	
4.000"	6.125"	2618 Mahle -14/-18cc inv. dome	-	-	403	408	-	-	415	416	417	428	434	-	-	-	-	12908	12924	B12908	B12924	
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	13731	13791	B13731	B13791	
4.000"	6.125"	4032 SRP Pro -10cc inv. dome	10.8	10.4	403	408	-	-	415	416	-	-	-	63733	63793	B63733	B63793	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	13730	13790	B13730	B13790	
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*	-	-	-	-	32925	32955	B32925	B32955	
4.125"	6.125"	4032 Mahle -8cc flat top	11.4	10.9	-	-	-	-	-	429	-	441	-	62919*	62952*	B62919*	B62952*	12919	12952	B12919	B12952	

TOP SELLER



12938

* 4.130" bore size

*uses 4340 crankshaft

CHEVROLET LS3 ASSEMBLIES

CHEVROLET LS3 ASSEMBLIES



CHEVROLET LS7 ASSEMBLIES

CHEVROLET 7.0L LS7, LSX ASSEMBLIES

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

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

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

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

STROKE	ROD	PISTON	66cc	70cc	DISPLACEMENT			
					4.125	4.130	4.135	4.155
3.800"	6.125"	2618 DSS -29cc inv. dome	9.4	9.0	406	407	-	412
3.800"	6.125"	4032 DSS -15cc inv. dome	10.3	9.9	406	407	-	412
3.800"	6.125"	4032 -5cc DSS flat top	11.5	11.0	406	407	-	412
3.800"	6.125"	2618 6cc DSS dome	13.1	12.5	406	407	-	412
3.900"	6.125"	2618 DSS -29cc inv. dome	9.7	9.3	417	418	-	423
3.900"	6.125"	4032 DSS -15cc inv. dome	10.5	10.1	417	418	-	423
3.900"	6.125"	4032 -5cc DSS flat top	11.7	11.2	417	418	-	423
3.900"	6.125"	2618 6cc DSS dome	13.4	12.8	417	418	-	423
4.000"	6.125"	2618 Diamond -23cc F/I inv. dome	10.0	9.6	428	429	-	-
4.000"	6.125"	2618 Mahle -18cc inv. dome	10.5	10.0	428	429	431	434
4.000"	6.125"	2618 CP -4.6cc flat top	12.1	11.5	428	-	-	-
4.125"	6.125"	4032 Mahle -8cc inv. dome	11.9	11.4	441	-	-	-
4.125"	6.125"	2618 CP -5cc flat top	12.4	11.9	441	442	443	448
4.125"	6.125"	2618 CP +5cc dome	14.1	13.3	441	442	443	448

COMPETITION



For all competition engines. Rod bolt upgrades available.

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



12825

CHEVROLET LS7 ASSEMBLIES

CHEVROLET LS7 ASSEMBLIES



CHEVROLET BIG BLOCK

CONNECTING RODS		5140 I-BEAM		4340 I-BEAM		4340 H-BEAM		7/16" ARP 8740 bolts		2 piece forging for superior strength	
LENGTH	NOTES	PART NO.	WT.	PART NO.	WT.	PART NO.	w/ ARP 2000	w/ ARP L19	ARP 2000 / L19 available	Big end sized on Sunnen Krossgrinding System	Weight-matched +/- 1g
6.135"	press-fit	SIR6135P	830	-	-	-	-	-	-	-	-
6.135"		SIR6135B	830	FSI6135	775	CRS61353D	CRS61353D2000	CRS61353DL19			
6.385"		SIR6385B	840	FSI6385	785	CRS63853D	CRS63853D2000	CRS63853DL19			
6.535"		-	-	-	-	CRS65353D	CRS65353D2000	CRS65353DL19			
6.635"		-	-	-	-	CRS66353D	CRS66353D2000	CRS66353DL19			
6.660"		-	-	-	-	-	CRS66603D2000	CRS66603DL19			
6.700"		SIR6700B	865	FSI6700	785	CRS67003D	CRS67003D2000	CRS67003DL19			
6.800"		SIR6800B	870	FSI6800	790	CRS68003D	CRS68003D2000	CRS68003DL19			
7.100"		-	-	-	-	CRS71003D	CRS71003D2000	CRS71003DL19			



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

CHEVROLET BIG BLOCK

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

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

* external balance ^ 2420 bobweight

CHEVY BIG BLOCK REAR SEAL ADAPTER

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

Silicone in place or use optional fastener for mechanical assembly.

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

CHEVROLET 409

FORGED STEEL CRANKSHAFTS		FORGED 4340	
STROKE	BOBWEIGHT	MIN. ROD	WEIGHT
4.000"	2350	6.135"	70
PART NUMBER		440940026135	

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.



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



For all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	C/R	DISPLACEMENT		PRO STREET		COMPETITION	
				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"

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!



CHEVROLET 396/402 SMALL BORE BIG BLOCK

CHEVY 396/402 BIG BLOCK ASSEMBLIES

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

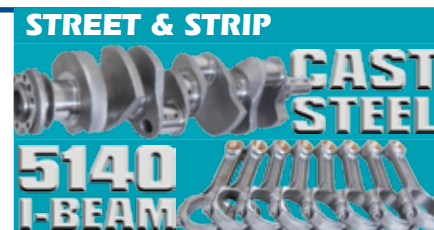
Assemblies balanced by Eagle require no additional balancing.

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
4.250"	6.385"	4032 Icon 12cc combination dome	10.3	8.9	454	461	463	468



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



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



For all competition engines. Rod bolt upgrades available.

STROKE	ROD	PISTON	COMPRESSION RATIO	DISPLACEMENT	STREET & STRIP		PRO STREET		COMPETITION	
					UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
3.766"	6.135"	4032 Icon 17cc closed chamber dome	9.8	403	-	-	68302	B68302	18302	B18302
3.766"	6.135"	4032 Icon 41cc open chamber dome	n/a	403	-	-	68304	B68304	18304	B18304
4.000"	6.135"	hyper. KB 17cc closed chamber dome	10.2	428	18214	B18214	-	-	-	-
4.000"	6.135"	4032 Icon 17cc open chamber dome	n/a	428	-	-	68215	B68215	18315	B18315
4.250"	6.385"	4032 Icon 12cc combination dome	10.3	454	18216	B18216	68216	B68216	18316	B18316



CHEVY BIG BLOCK 2pc REAR SEAL ASSEMBLIES

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

Assemblies balanced by Eagle require no additional balancing.

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

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

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

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					UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED	
			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		B18400					
4.000"	6.135"	4032 Icon -3cc flat top	9.2	8.6	8.3	8.0	7.7	454	460	467	469	476	18331	B18331	61331*	B61331*	11321	B11321	
4.000"	6.135"	4032 Mahle -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	469	476	18000	B18000			11000	B11000	
4.000"	6.385"	4032 SRP -3cc flat top	9.2	8.6	8.4	8.1	7.8	-	460	467	469	476	18004	B18004			11004	B11004	
4.000"	6.135"	hyper. KB 12cc dome	n/a	n/a	9.4	9.0	8.6	454	460	467	469	476	18201	B18201					
4.000"	6.135"	4032 SRP 14cc closed chamber dome	10.5	9.8	9.5	9.1	8.7	-	460	467	-	-	18001	B18001	61327	B61327	11001	B11001	
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	18322	B18322	61322*	B61322*	11322	B11322	
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	18320	B18320	18420*	B18420*	11420	B11420	
TOP SELLER	4.000"	Speed Pro 22cc dome	n/a	n/a	10.1	9.6	9.1	454	460	467	-	476		B18401					
4.000"	6.135"	hyper. KB +25.5cc dome	n/a	n/a	10.5	10.0	9.5	-	460	467	469	476	18202	B18202					
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	18324	B18324	61324*	B61324*	11324	B11324	
4.000"	6.135"	2618 Mahle +28cc dome	n/a	n/a	10.7	10.2	9.7	-	460	467	-	-	18002	B18002			11002	B11002	
4.000"	6.385"	2618 Mahle +28cc dome	n/a	n/a	10.7	10.2	9.7	-	460	467	-	-	18005	B18005			11005	B11005	
4.000"	6.135"	2618 Icon +38cc dome	n/a	n/a	11.7	11.0	10.4	454	460	467	469	476	18325	B18325	61325*	B61325*	11325	B11325	
4.000"	6.385"	2618 JE +42cc dome	n/a	n/a	12.3	11.6	10.9	-	460	467	469	476					35316	B35316	
4.000"	6.135"	2618 Icon +43cc dome	n/a	n/a	12.4	11.7	10.9	454	460	467	469	476	18326	B18326	61326*	B61326*	11326	B11326	
4.000"	6.385"	2618 Mahle +48cc dome	n/a	n/a	13.2	12.3	11.6	-	460	467	-	-					11006	B11006	
4.000"	6.535"	2618 SRP +48cc dome	n/a	n/a	13.2	12.3	11.6	-	460	467	469	476					11007	B11007	
4.250"	6.385"	2618 F/I JE -3cc flat top	9.7	9.1	8.9	8.5	8.2	-	-	496	-	-					35320	B35320	
4.250"	6.385"	4032 Mahle -3cc flat top	9.7	9.1	8.9	8.5	8.2	-	489	496	498	505	18020	B18020	F1011	BF1011	11011	B11011	
4.250"	6.385"	hyper. KB -3cc flat top	9.7	9.1	8.9	8.5	8.2	482	489	496	498	505	18021	B18021					
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	18023	B18023					
TOP SELLER	4.250"	4032 Mahle +18cc dome	n/a	n/a	10.4	9.9	9.5	-	489	496	498	505	18022	B18022	F1012	BF1012	11012	B11012	
4.250"	6.385"	4032 Icon +23cc dome	n/a	n/a	10.8	10.3	9.8	-	489	496	498	505	18321	B18321	18421	B18421	11421	B11421	
4.250"	6.385"	2618 Mahle +43cc dome	n/a	n/a	13.2	12.4	11.7	-	489	496	498	505			F1013	BF1013	11013	B11013	
4.250"	6.385"	2618 Mahle +43cc dome	n/a	n/a	13.2	12.4	11.7	-	489	496	498	505					35700	B35700	
4.250"	6.535"	2618 JE +44cc dome	n/a	n/a	13.3	12.5	11.8	-	489	496	498	505					35710	B35710	
4.375"	6.385"	4032 Mahle +18cc dome	n/a	n/a	11.1	10.6	10.1	-	504	511	-	-					11014	B11014	
4.375"	6.385"	4032 Mahle +41cc dome	n/a	n/a	14.0	13.1	12.3	-	-	511	-	-					11016	B11016	

*uses 4340 crankshaft

CHEVY 427/454 2PC REAR SEAL ASSEMBLIES

CHEVY 427/454 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"	6.135"	4032 SRP 14cc closed chamber dome	10.5	9.8	9.5	9.1	8.7	-	460	467	-	-	18001L	B18001L	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	18322L	B18322L	61322L	B61322L	11322L	B11322L	
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	18324L	B18324L	61324L	B61324L	11324L	B11324L	
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	11325L	B11325L	
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	11326L	B11326L	
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	18023L	B18023L	-	-	-	-	
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	

TOP SELLER

Jesse James
Eagle Motorsports



Jon Simikic
High Performance World





CHEVY BIG BLOCK 502 ASSEMBLIES

CHEVY BIG BLOCK 502 ASSEMBLIES

CHEVY BIG BLOCK 502 ROTATING ASSEMBLIES

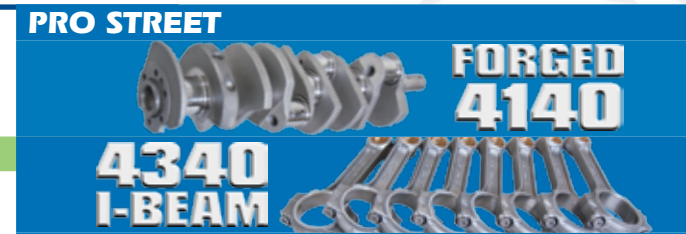
Unbalanced assemblies MUST be balanced by qualified machine shop before use.

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 SRP -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 Mahle +13cc dome	10.9	10.4	10.0	-	541	548	555	565	-	-	-	-	-	-	-	11611	B11611	11138	B11138
4.250"	6.535"	2618 JE +29.9cc nitrous dome	12.5	11.8	11.2	-	-	-	-	565	-	-	-	-	-	-	-	35725	B35725	35725L	B35725L
4.250"	6.385"	4032 SRP +36cc dome	13.4	12.6	11.9	534	541	548	555	565	-	-	-	-	-	-	-	11621	B11621	11121	B11121
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"	6.535"	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	-	-	-	-	-	-	-	-	35727	B35727	-	-
4.375"	6.385"	2618 Mahle +47cc dome	16.0	15.0	14.1	-	-	-	-	582	588	-	-	-	-	-	-	35740	B35740	-	-



For naturally-aspirated competition use. Rod bolt upgrades available



For all competition engines. Rod bolt upgrades available.



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



Gary Box
Box Performance
1663 HP
Eagle crank & rods

*includes 4340 crankshaft

CHEVY TALL DECK BIG BLOCK 427/454 ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use.
 Assemblies balanced by Eagle require no additional balancing. Includes crank, rods, pistons, rings, and racing bearings.
 Compression ratios calculated using 10.200" deck height, 4.310" bore size, and .040" head gasket thickness.
 Standard bore size is 4.250". 2 piece rear seal only.

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

COMPETITION

4340 H-BEAM FORGED 4340

For all competition engines. Rod bolt upgrades available.

2PC REAR SEAL		1PC REAR SEAL	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
11508	B11508	11808	B11808
11509	B11509	11809	B11809
11512	B11512	11812	B11812
11510	B11510	11810	B11810
11513	B11513	11813	B11813
11514	B11514	11814	B11814
11515	B11515	11815	B11815
11516	B11516	11816	B11816
11518	B11518	11818	B11818

CHEVY TALL DECK BIG BLOCK 502 ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use.
 Assemblies balanced by Eagle require no additional balancing. Includes crank, rods, pistons, rings, and racing bearings.
 Heavy duty assemblies include rod bolt upgrade and application-specific pistons (see description).
 Compression ratios calculated considering uncut block, 4.530" bore size, and .040" head gasket thickness. Standard bore size is 4.470".

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

PRO STREET

4340 I-BEAM FORGED 4140

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

2PC REAR SEAL		1PC REAR SEAL	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

COMPETITION

4340 H-BEAM FORGED 4340

For all competition engines. Rod bolt upgrades available.

2PC REAR SEAL		1PC REAR SEAL	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
11917	B11917	11147	B11147
11910	B11910	11148	B11148
11913	B11913	11151	B11151
11914	B11914	11152	B11152
35728	B35728	-	-
35752	B35752	35752L	B35752L
11920	B11920	11920L	B11920L
11921	B11921	11921L	B11921L
		11153	B11153
35753	B35753	35753L	B35753L
35751	B35751	35751L	B35751L
35755	B35755	-	-
35754	B35754	-	-
35756	B35756	-	-
11624	B11624	-	-
35757	B35757	-	-
35850	B35850	-	-
35851	B35851	-	-

CHRYSLER 4 CYL

H-BEAM RODS

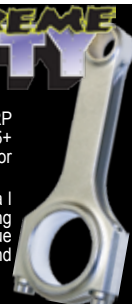
Forged SAE 4340 steel from 2 piece forging.
 3/8" ARP 2000 rod bolts, unless otherwise noted.
 Alignment sleeves for precise cap location.
 Sizing performed with Sunnen Krossgrinding system.
 Weight-matched to +/- 1g.
 Recommended for competition use up to 900hp.

**4340
H-BEAM**



**EXTREME
DUTY**

- 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
2.4 SRT4	5.945"	575	22mm		CRS5945D3D	CRS5945DXD

Gary Howell
Howell Automotive



CHRYSLER 8.0L V10

4340 STEEL H-BEAM RODS

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

**4340
H-BEAM**



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

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.

**4340
H-BEAM**



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.

**FORGED
4340**



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.

COMPETITION



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 Diamond -20cc inv. dome	FF	10.5	9.8	9.5	-	499	21105	B21105
NEW! 4.150"	6.760"	4032 Mahle -8cc flat top	FF	11.7	10.8	10.5	-	499	21103	B21103
NEW! 4.150"	6.760"	4032 Diamond -3.4cc flat top	FF	12.2	11.3	10.9	-	499	21104	B21104

CHRYSLER SMALL BLOCK

CONNECTING RODS

.984" pin size
Alignment sleeves for precise cap location



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



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

LENGTH	NOTES	PART NO.	WT.	PART NO.	w/ ARP 2000	w/ ARP L19	WT.
6.123"	O.E. dimensions	SIR6123CB	605	CRS6123C3D	CRS6123C3D2000	CRS6123C3DL19	680
6.200"	2.100" journal	-	-	CRS6200C3D	CRS6200C3D2000	CRS6200C3DL19	690

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				PART NO.	WT.	PART NO.	WT.
STROKE	NOTES		BOBWEIGHT				
3.310" 6.123"	318, 340 stock stroke		1820	103403310	53	434033106123	57
4.000" 6.123"			1820	103404000	53	434040006123	57
360 MAINS				PART NO.	WT.	PART NO.	WT.
STROKE	NOTES		BOBWEIGHT				
3.580" 6.123"	360 stock stroke		1820	103603580	57	436035806123	61
4.000" 6.123"			1820	103604000	56	436040006123	61
4.125" 6.123"			1820	-		436041256200	
4.250" 6.123"			1820	-		436042506200	

ROTATING ASSEMBLIES

Unbalanced assemblies MUST be balanced by qualified machine shop before use. Assemblies balanced by Eagle require no additional balancing.
Includes crank, rods, pistons, rings, & bearings (OE replacement bearings with cast crank, racing bearings with forged crank).
Compression ratios calculated considering uncut block, +.030" bore size, and .040" head gasket thickness.
For 5.9L Magnum engine, use kits for 360.

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

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

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



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



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



COMPETITION
For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
20550	B20550	20350	B20350	-	-
-	-	-	-	20151	B20151
-	-	-	-	20152	B20152
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
20510	B20510	20310	B20310	-	-
20503	B20503	20303	B20303	20103	B20103
20504	B20504	-	-	20104	B20104
20505	-	-	-	20105	B20105
20506	-	-	-	20106	B20106
UNBALANCED	BALANCED	UNBALANCED	BALANCED	UNBALANCED	BALANCED
20605	B20605	20405	B20405	-	-
20602	B20602	20402	B20402	20202	B20202
20507	B20507	20301	B20301	20107	B20107
20600	B20600	20400	B20400	-	-
20607	B20607	20407	B20407	-	-
20508	B20508	-	-	20108	B20108
20603	B20603	20403	B20403	20203	B20203
20608	B20608	-	-	-	-
20609	B20609	20409	B20409	20209	B20209
20604	B20604	20404	B20404	20204	B20204
20502	B20502	-	-	20102	B20102
20509	B20509	20410	B20410	20109	B20109



CHRYSLER LATE MODEL HEMI

4340 STEEL H-BEAM RODS

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



ENGINE	LENGTH	WEIGHT	ROD JOURNAL	PIN SIZE	PART NUMBER	w/ ARP 2000	w/ ARP L19
5.7L/6.1L	6.243"	640	2.126"	.927"	CRS6243H3D	CRS6243H3D2000	CRS6243H3DL19
6.4L	6.243"	640	2.126"	.945"	CRS6243C3D	CRS6243C3D2000	CRS6243C3DL19
6.1L	6.243"	640	2.126"	.984"	CRS6243R3D	CRS6243R3D2000	CRS6243R3DL19
stroker	6.125"	660	2.000"	.927"	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		
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	-
4.050"	6.125"	4032 Mahle -2cc flat top	11.1	10.5	9.4	392	394	396
4.050"	6.125"	2618 Diamond 6.3cc dome	12.1	11.4	10.1	392	394	-
4.050"	6.125"	4032 Mahle 6cc dome	12.2	11.5	10.2	392	394	396

UNBALANCED	BALANCED
23112	B23112
23150	B23150
23111	B23111
23100	B23100

2009 & up 5.7L, 58t			COMP. RATIO			DISPLACEMENT		
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	-
4.050"	6.125"	4032 Mahle -2cc flat top	11.1	10.5	9.4	392	394	396
4.050"	6.125"	2618 Diamond 6.3cc dome	12.1	11.4	10.1	392	394	-
4.050"	6.125"	4032 Mahle 6cc dome	12.2	11.5	10.2	392	394	396

UNBALANCED	BALANCED
23212	B23212
23250	B23250
23211	B23211
23200	B23200

6.1L, 32t only			COMP. RATIO			DISPLACEMENT			
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	-
4.050"	6.125"	2618 Diamond -13.1cc inv. dome	10.3	9.8	9.0	420	422	424	426
4.050"	6.125"	4032 Mahle -12cc inv. dome	10.5	10.0	9.1	421*	-	424	426
4.050"	6.125"	2618 Diamond -2.4cc flat top	11.5	10.9	9.8	420	422	424	-

UNBALANCED	BALANCED
23301	B23301
23302	B23302
23300	B23300
23304	B23304

* 4.065" bore



Clint Anderson
CNC Motorsports

CHRYSLER LATE MODEL HEMI

CHRYSLER LATE MODEL HEMI

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

Chrysler 400 parts listed on page 53.

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

440 COMPETITION ASSEMBLIES, CONVENTIONAL HEAD

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

NEW!

TOP SELLER

NEW!

NEW!

NEW!

NEW!

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

426 HEMI COMPETITION ASSEMBLIES

7/16" ARP 8740 capscrew rod bolts (ARP 2000 & L19 available). 8 bolt flange only.
 Forged pistons and plasma-moly file fit rings and performance bearings.
 Designed for internal balance with no heavy metal needed. Standard Bore size is 4.250"
 Compression calculated at 4.290" bore, .040" gasket, and uncut block.

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

FORGED STEEL CRANKSHAFTS

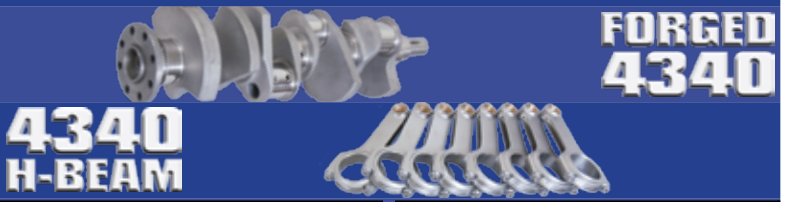
Forged SAE 4340 steel with non-twist forging and multi-stage heat-treatment.
 Shot-peened, stress relieved, and nitrided for superior durability.
 Designed for internal balance without heavy metal. Bobweight guaranteed +/- 2%.
 .125" radiuses improve strength and rigidity. Chamfered or narrowed bearings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

FORGED 4340



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

COMPETITION

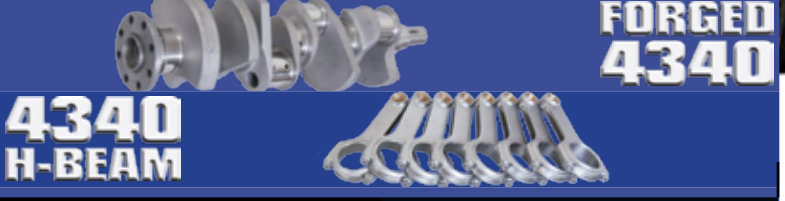


6 BOLT FLANGE		8 BOLT FLANGE	
UNBALANCED	BALANCED	UNBALANCED	BALANCED
21207	B21207	22207	B22207
21200	B21200	22200	B22200
21204	B21204	22204	B22204
21208	B21208	22208	B22208
21206	B21206	22206	B22206
21209	B21209	22209	B22209
21201	B21201	22201	B22201
-	-	22210	B22210
-	-	21202	B21202
-	-	22211	B22211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

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



COMPETITION



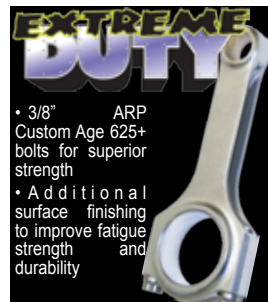
UNBALANCED	BALANCED
22301	B22301
22302	B22302
22305	B22305
22307	B22307
22308	B22308



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.
 3.210" minimum cylinder bore size.



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

CRANKSHAFTS

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



STROKE	BOBWEIGHT	MIN. ROD	NOTES	PART NUMBER	WEIGHT
4.000"	1650	7.000"	2.000" rod journals	102394000	59
4.000"	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

FORD 4.6 & MOD MOTOR

H-BEAM RODS

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



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

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.

4.6 (all)					CAST STEEL		FORGED 4340	
STROKE	MIN. ROD	ROD JOURNAL	NOTES	BOBWEIGHT	PART NO.	WT.	PART NO.	
3.543"	5.933"	2.086"	stock stroke 4.6	1600	-	-	428135435933	
3.554"	5.933"	2.086"		1600	102813554	48	428135545933	
3.750"	5.850"	1.889"		1550	102813750	46	428137505850	
3.750"	5.950"	1.889"		1600	-	-	428137505950	
NEW! 3.750"	5.950"	2.000"		1600	-	-	428137502000	



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 DSS -21cc inv. dome	FF	9.2	8.4	297	301	302	322	
3.750"	5.950"	2618 Arias -22cc inv. dome	FF	9.5	8.6	297	301	-	-	
3.750"	5.950"	2618 DSS -13cc inv. dome	FF	10.2	9.2	297	301	302	322	
3.750"	5.950"	4032 DSS -6cc flat top	FF	11.2	10.0	297	301	302	322	
3.750"	5.950"	2618 Arias -4cc flat top	FF	12.2	10.9	-	301	-	-	

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

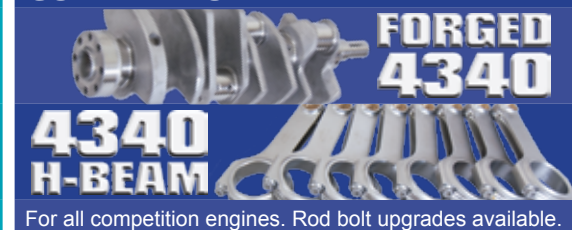
4 VALVE HEADS				COMP. RATIO		DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	52.6cc	000	020	030	3.700	
3.554"	5.933"	2618 Mahle -22cc inv. dome	FF	8.1	-	285	-	-	
3.554"	5.933"	2618 Arias -17cc inv. dome	FF	8.6	-	285	-	-	
3.554"	5.933"	4032 Mahle -16cc inv. dome	FF	8.7	281	285	287	-	
3.554"	5.933"	4032 Mahle 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 DSS -15cc inv. dome	FF	8.9	297	301	302	322	
3.750"	5.950"	2618 DSS -7cc inv. dome	FF	9.8	297	301	302	322	
3.750"	5.950"	2618 Arias -4cc flat top	FF	10.8	-	301	-	-	

STREET & STRIP



UNBALANCED		BALANCED	
ROMEO	WINDSOR	ROMEO	WINDSOR
16400	16400W	B16400	B16400W
16409	16409W	B16409	B16409W
16401	16401W	B16401	B16401W
16405	16405W	B16405	B16405W
16404	16404W	B16404	B16404W
16407	16407W	B16407	B16407W
16408	16408W	B16408	B16408W
16403	16403W	B16403	B16403W

COMPETITION



UNBALANCED		BALANCED	
ROMEO	WINDSOR	ROMEO	WINDSOR
14400	14400W	B14400	B14400W
14409	14409W	B14409	B14409W
14401	14401W	B14401	B14401W
14405	14405W	B14405	B14405W
14406	14406W	B14406	B14406W
14404	14404W	B14404	B14404W
14407	14407W	B14407	B14407W
14408	14408W	B14408	B14408W
14403	14403W	B14403	B14403W

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

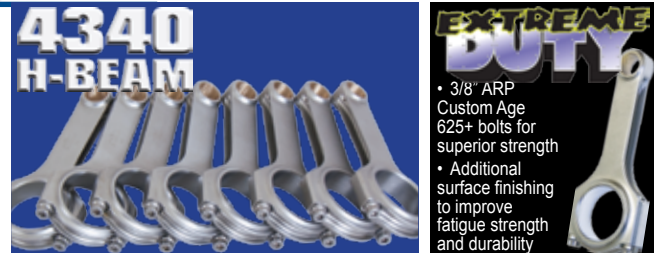
The easiest way to distinguish a "Romeo" 2V engine from a "Windsor" is the "Romeo" uses valve covers with 11 bolts and the "Windsor" valve covers have 14 bolts.



NEW! FORD 5.0L COYOTE

FORD 5.0L COYOTE

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



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

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



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

NEW! ROTATING ASSEMBLIES

Unbalanced assemblies **MUST** be balanced by qualified machine shop before use.
 Assemblies balanced by Eagle require no additional balancing.
 Compression ratios calculated considering uncut block, 3.650" bore size, and .040" head gasket thickness.
 Heavy Duty assemblies include Extreme Duty rods and piston pin upgrade when available.

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

COMPETITION



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

428237502000





351 CLEVELAND

CONNECTING RODS

.912" pin size unless otherwise noted.
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	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

CRANKSHAFTS

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

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

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

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

CAST STEEL



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

FORGED 4340



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

STROKE	MIN. ROD	JOURNAL	NOTES	PART NO.	BOBWEIGHT	WT.	PART NO.	BOBWEIGHT	WT.
3.500"	6.000"	2.100"		-	-	-	435635006000	1700	57
3.750"	6.000"	2.100"		-	-	-	435637506000	1700	57
3.850"	6.000"	2.100"		103563850	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 Icon -20cc inv. dome	FF	9.9	8.9	8.3	-	393	395	-
3.850"	6.000"	4032 Mahle -3cc flat top	FF	12.3	10.7	9.7	-	393	395	-
4.000"	6.000"	4032 Mahle -20cc inv. dome	FF	10.5	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



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

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

PRO STREET



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

UNBALANCED	BALANCED
64803	B64803
64800	B64800
64700	B64700
64701	B64701
64702	B64702

COMPETITION



For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED
14803	B14803
14800	B14800
14700	B14700
-	-
14702	B14702



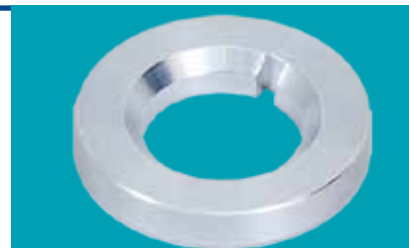
Thomas Franckowiak
427 tunnel port

NEW!

FORD 351C TIMING CHAIN CRANK SPACER

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

Street use only - NOT SFI approved.



DESCRIPTION	PART NUMBER
.375" thickness	EAG 351SPACER

FORD 351 CLEVELAND

FORD 351 CLEVELAND

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	5140 I-BEAM		4340 I-BEAM		4340 H-BEAM		w/ ARP 2000
			PART NUMBER	WT.	PART NUMBER	WT.	PART NUMBER	WT.	
6.605"	1.040"		-	-	-	-	-	-	CRS6605F3D 835 CRS6605F3D2000
6.605"	.990"		-	-	-	-	-	-	CRS6605F990 830
6.700"	.990"	2.200" rod journal	SIR6700B	865	-	-	-	-	CRS67003D 800 CRS67003D2000
6.800"	.990"	2.200" rod journal	SIR6800B	875	FSI6800	790	CRS68003D	805	CRS68003D2000

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

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.

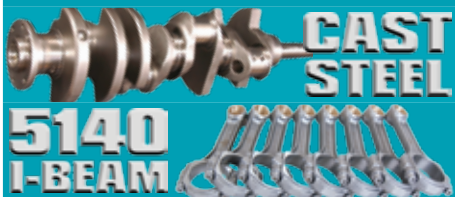
Compression ratios calculated considering 10.300" block height, 4.420" bore size, and .040" head gasket thickness.

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	10.2	9.5	8.8	501	508	-
4.140"	6.700"	4032 Mahle -28cc inv. dome	FF	10.5	9.7	9.1	501	-	513
4.140"	6.800"	4032 SRP -3cc flat top	FF	13.2	11.9	10.9	501	-	513
4.140"	6.700"	4032 Mahle -3cc flat top	FF	13.3	12.0	11.0	501	-	513
4.300"	6.800"	4032 Mahle -38cc inv. dome	FF	10.2	9.4	8.8	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	14.0	12.6	11.5	521	-	533
4.500"	6.700"	4032 Mahle -38cc inv. dome	FF	10.6	9.8	9.2	545	-	557
4.500"	6.700"	4032 Mahle -3cc flat top	FF	14.6	13.2	12.0	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	10.5	9.7	9.1	501	-	513
4.140"	6.700"	4032 Mahle -4.1cc flat top	FF	13.2	11.9	10.9	501	-	513
4.300"	6.800"	4032 Mahle -38cc inv. dome	FF	10.2	9.4	8.8	521	-	533
4.300"	6.800"	4032 Mahle -4.1cc flat top	FF	13.8	12.5	11.4	521	-	533
4.500"	6.700"	4032 Mahle -38cc inv. dome	FF	10.6	9.8	9.2	545	-	557
4.500"	6.700"	4032 Mahle -4.1cc flat top	FF	14.4	13.0	11.9	545	-	557
KAASE BOSS 9 HEADS				COMPRESSION RATIO			DISPLACEMENT		
STROKE	ROD	PISTON	RINGS	70cc	84cc	90cc	030	060	080
4.300"	6.800"	4032 Mahle -8.6cc flat top	FF	-	11.4	10.8	521	-	-
4.500"	6.700"	4032 Mahle -8.6cc flat top	FF	-	11.9	11.2	545	-	-

STREET & STRIP		PRO STREET		COMPETITION	
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
-	-	65013	B65013	15013	B15013
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
15114	-	65126	B65126	15126	B15126
-	-	65127	B65127	15127	B15127

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.



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

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

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

NEW! BILLET 4340



• Billet 4340 steel with multi-stage heat treatment
• .125" radiuses require narrowed bearings
• Nitrided for superior wear protection
• Limited Production

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

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.

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

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 Mahle / 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"	4032 DSS -20cc inv. dome	9.3	8.5	431	434	-	-	449	-	451	-	-	-	-	-	-	15819	B15819
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 / Diamond -7cc flat top	10.6	9.5	431	434	436*	448*	-	450*	-	452*	454*	468*	473*	475*	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	-	4.180"	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 -7cc flat top	10.8	9.7	445	447	449	-	462	-	464	-	4.180"	482	487	489	15804	B15804	

STREET & STRIP



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

* uses 4032 Diamond pistons

HONDA / ACURA

H-BEAM RODS

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



• 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
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
K24	3.989"	99.0mm			-	-	-	-	3K2439895984
K24 stroker	4.173"	106mm		use 1.043" pin height pistons	-	-	-	-	3K2441735984
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
B18 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

COMPETITION
 FORGED 4340
4340 H-BEAM
 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 flat top	10.2	2211	2237	2263	82140	B82140
93mm	5.470	2618 Traum 13.6cc dome	13.6	2211	2237	2263	82141	B82141

COMPETITION
 BILLET 4340
4340 H-BEAM
 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
 Sleeved blocks ONLY! Stock FRM cylinders cannot be bored, so aftermarket sleeves are required.

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 flat top	10.1	2295	2321	2348	82221	B82221
96.5mm	5.893	2618 Traum 14.2cc dome	13.6	2295	2321	2348	82222	B82222

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

NEW!

JEEP / AMC STRAIGHT 6

H-BEAM RODS

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



ENGINE	LENGTH	WEIGHT	PIN SIZE	NOTES	PART NUMBER	w/ ARP 2000
4.0 (87-06)	6.123"	605	.931"	press-fit	SIR6123JP	SIR6123JP2000

DESCRIPTION	PART NO.
replacement rod bolt	871500

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.



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

ROTATING ASSEMBLIES

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

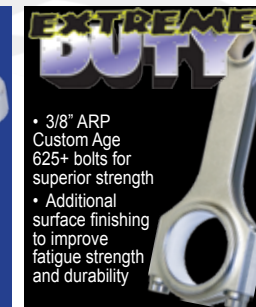


STROKE	ROD	PISTON	COMP. RATIO		DISPLACEMENT				UNBALANCED	BALANCED
			55cc	60cc	020	030	040	060		
3.440"	6.123"	4032 DSS -21cc inv. dome	8.8	8.4	246	247	248	251	24501	B24501
3.440"	6.123"	4032 DSS -10cc inv. dome	9.9	9.4	-	247	248	251	24502	B24502
3.895"	6.123"	4032 DSS -27cc inv. dome	9.0	8.6	278	280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

MAZDA

H-BEAM RODS

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



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



24505-030

H-BEAM RODS

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



• 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

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

4G63 COMPETITION ASSEMBLIES

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

STROKE	ROD	PISTON	C/R 47cc	DISPLACEMENT	
				85.5	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

4B11T COMPETITION ASSEMBLIES

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

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

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.

**FORGED
4340**

**BILLET
4340**


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

COMPETITION


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	86255	B86255
86216	B86216	86236	B86236	86256	B86256

COMPETITION


For all competition engines. Rod bolt upgrades available.

86120	-
86121	B86121
86122	B86122



34B137015659

NISSAN / LEXUS

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



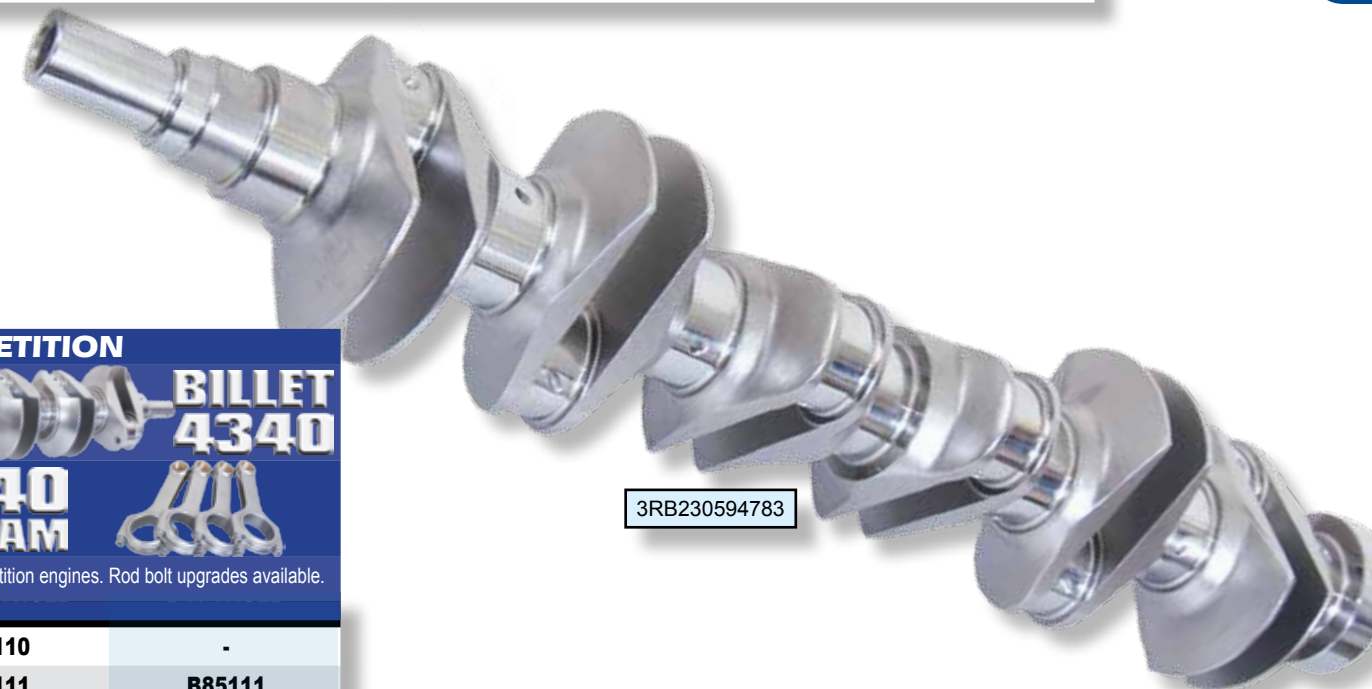
EXTREME DUTY
 • 3/8" ARP Custom Age 625+ bolts for superior strength
 • Additional surface finishing to improve fatigue strength and durability

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



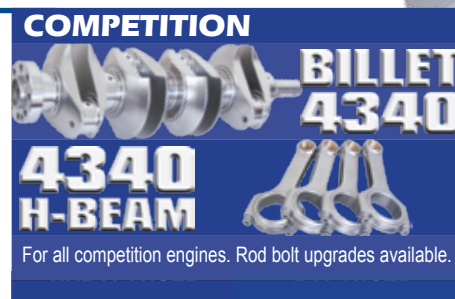
3RB230594783

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

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



For all competition engines. Rod bolt upgrades available.

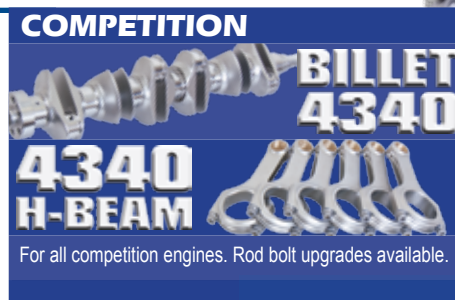
UNBALANCED	BALANCED
85110	-
85111	B85111
85112	B85112

UNBALANCED	BALANCED
85113	B85113
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		
			65.5cc	DISPLACEMENT	86.0	86.5	87.0
77.7mm	4.783	none	-	crank, rods, bearings kit			
77.7mm	4.783	2618 Traum 21cc dome	9.8	2708 2740 2771			
77.7mm	4.783	2618 Traum 26cc dome	10.8	2708 2740 2771			



For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED
87120	-
87121	B87121
87122	B87122



3SR235855365

CRS5680N3D

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		104554260	2425	70
4.500"	7.100"	external	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		
			77cc	84cc	030	040	060
4.250"	6.735"	hyper KB -30cc inv. dome	9.0	8.5	461	463	468
4.250"	6.735"	4032 Icon -25cc inv. dome	9.3	8.8	461*	463*	468*
4.250"	6.735"	hyper KB -15cc inv. dome	10.1	9.5	461*	463*	468*
4.250"	6.735"	4032 Icon -14.4cc inv. dome	10.2	9.6	461*	463*	468*
4.250"	6.735"	4032 SRP -5cc flat top	11.0	10.3	461	-	468
4.250"	6.735"	4032 Diamond -1.3cc flat top	11.5	10.8	461	-	-
4.500"	7.100"	4032 Mahle -22cc inv. dome	10.0	9.5	488	-	495
4.500"	7.100"	4032 Diamond -15cc inv. dome	10.7	10.1	488	491	-

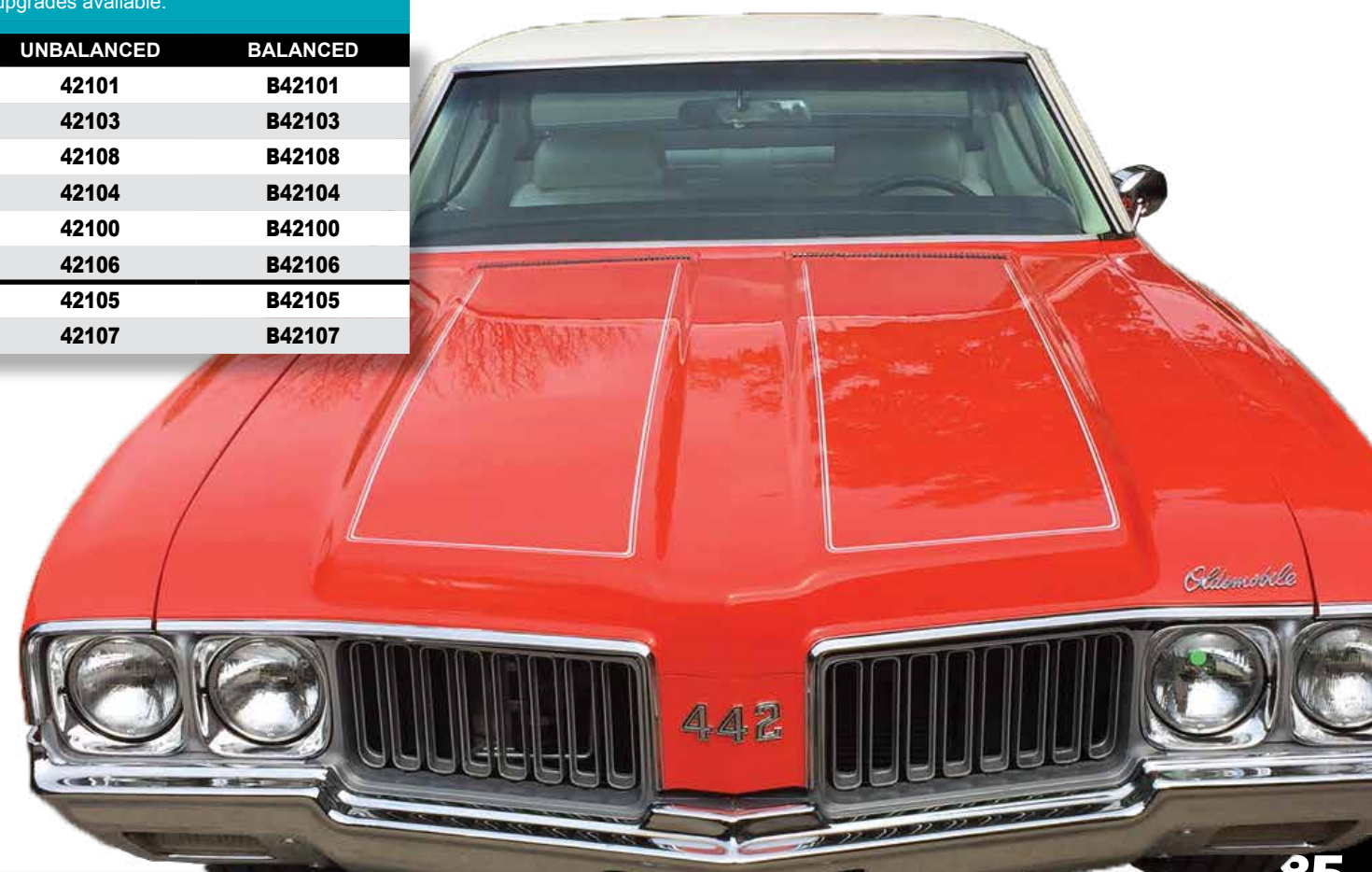
* bore is +.001" larger than listed

STREET & STRIP



For all competition engines. Rod bolt upgrades available.

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





PONTIAC



Roger Bolliger
Butler Performance



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
- ARP 2000 & L19 available
- Weight-matched +/- 1g



LENGTH	PIN	NOTES	PART NUMBER	WT.	PART NUMBER	WT.	PART NUMBER	WT.	w/ARP 2000		
6.625"	.980"	bushed	-	-	-	-	-	-	CRS6625P3D	760	CRS6625P3D2000
6.625"	.980"	press-fit	SIR6625PP	870	-	-	-	-	CRS6625PP3D	760	CRS6625PP3D2000
6.800"	.990"	2.200" rod journal	SIR6800B	875	FSI6800	790	CRS68003D	805	CRS68003D2000		



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.

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

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).

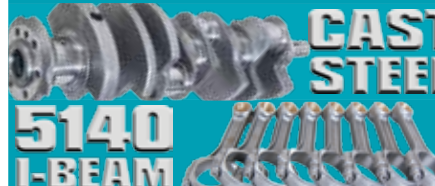
Designed for internal balance without heavy metal.

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
3.750"	6.625"	hypereutectic KB -17cc inv. dome	FF	8.9	8.2	6.9	407	413	-	-
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	-	-
4.350"	6.800"	2618 CP -6cc flat top	FF	11.5	10.5	8.6	472	479	-	-
4.500"	6.800"	2618 DSS -24cc inv. dome	FF	9.9	9.2	7.7	4.150"	4.180"	-	-
4.500"	6.800"	4032 Mahle -6cc flat top	FF	11.6	10.6	8.7	488	495	-	-
428 / 455 BLOCK				COMPRESSION RATIO			DISPLACEMENT			
STROKE	ROD	PISTON	RINGS	75cc	85cc	111cc	4.155	4.185	4.195	4.215
4.210"	6.625" H	hyper KB -30.5cc inv. dome	FF	9.2	8.6	7.3	-	463	465	469
4.210"	6.625" H	hyper KB -6cc inv. dome	FF	11.3	10.3	8.4	-	463	465	469
4.210"	6.625" H	4032 SRP -5cc flat top	FF	11.2	10.2	8.3	-	463	-	-
4.210"	6.625" H	hyper KB 0cc dome	FF	12.1	10.9	8.8	-	463	465	469
4.250"	6.800"	4032 Mahle -22cc inv. dome	FF	9.7	9.0	7.5	461	468	-	-
4.250"	6.800"	4032 Mahle -6cc flat top	FF	11.1	10.2	8.3	461	468	-	-
4.500"	6.800"	4032 Mahle -6cc flat top	FF	11.6	10.6	8.7	488	495	-	-

STREET & STRIP



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

UNBALANCED	BALANCED
52402	B52402
52401	B52401
52410	B52410
-	-
-	-
-	-

PRO STREET



For naturally-aspirated competition use. Rod bolt upgrades available

UNBALANCED	BALANCED
-	-
61510	B61510
61500	B61500
61511	B61511
-	-
61501	B61501

COMPETITION



For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED
-	-
51510	B51510
51500	B51500
51511	B51511
51514	B51514
51501	B51501

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

SUBARU

H-BEAM RODS

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



• 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	92.5	93.0		
79mm	5.137	none	-	crank, rods, bearings kit			
79mm	5.137	4032 Mahle -16cc inv. dome	8.0	2124	2147		
79mm	5.137	2618 Mahle -16cc inv. dome	8.0	2124	-		
EJ25/257, 99.5mm STANDARD BORE			C/R	DISPLACEMENT			
STROKE	ROD	PISTON	56cc	99.5	99.75	100.0	100.5
79mm	5.137	4032 Mahle -22cc inv. dome	8.2	2457	2469	2482	-
79mm	5.137	2618 Mahle -22cc inv. dome	8.2	2457	2469	2482	-
79mm	5.137	2618 Diamond -15.5cc inv. dome	8.4	2457	2469	2482	-
79mm	5.137	4032 Mahle -10cc inv. dome	9.3	2457	2469	2482	-
79mm	5.137	2618 Diamond -4.5cc flat top	10.0	2457	2469	2482	-
83mm	5.137	none	-	crank, rods, bearings kit			
83mm	5.137	2618 Diamond -26cc inv. dome	8.2	2582	2594	2608	2634
83mm	5.137	2618 CP -22.1cc inv. dome	8.5	2582	2594	2608	2634
83mm	5.137	2618 CP -17.1cc inv. dome	9.0	2582	2594	2608	2634
83mm	5.137	2618 CP -7.8cc inv. dome	10.0	2582	2594	2608	2634

	UNBALANCED	BALANCED
89110	-	-
89112	-	B89112
89111	-	B89111
89113	-	B89113
89114	-	B89114
89115	-	B89115
89116	-	B89116
89117	-	B89117
89020	-	-
89021	-	B89021
89022	-	B89022
89023	-	B89023
89024	-	B89024



CRS5089S3D



89023

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	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	CRS5751T3D	-
22R	5.819"	147.8mm	680	22mm	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	3.386"	86mm	stock stroke	32JZ33865590	49
2JZ stroker	3.543"	90mm	use with 1.260" pin height pistons	32JZ35435590	49
2JZ stroker	3.700"	94mm	use with 1.181" pin height pistons	32JZ37015590	49

2JZ COMPETITION ASSEMBLIES

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

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

COMPETITION



For all competition engines. Rod bolt upgrades available.

UNBALANCED	BALANCED
coming soon!	
coming soon!	
87210	-
87211	B87211
87212	B87212
87213	B87213
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" ARP 2000 bolts	CRS6457V13D	-
VR6	6.457"	164mm	590	20mm 3/8" bolts, minimum 84.5mm bore.	CRS6457V23D	CRS6457V2XD

SERVICE PARTS

ROD CAP ALIGNMENT SLEEVES

Precise sizing to align rod cap perfectly.



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

SPACER BEARINGS

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

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



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

CHRYSLER PILOT BUSHINGS

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



APPLICATION	PART NUMBER
Chrysler 318 & 340	PB3
Chrysler 360	PB2

CHEVY BIG BLOCK REAR SEAL ADAPTER

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

Silicone in place or use optional fastener for mechanical assembly.



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

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
.690"	.810"	.710"	B748
.775"	.890"	.708"	B775
.770"	.889"	.780"	B778
.766"	.876"	.958"	B788
.808"	.925"	.930"	B808
.808"	.925"	1.030"	B810
.808"	.928"	.992"	B866
.907"	.973"	1.075"	B914
.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
.960"	1.078"	1.070"	B992
.970"	1.042"	1.230"	B990C
.935"	1.042"	1.116"	B990
.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"	201450			20005
7/16"	2000	1.600"	201600			20000
7/16"	2000	1.800"	201800			20030
7/16"	L19	1.600"	191600			14000
7/16"	L19	1.750"	191700			14020
3/8"	8740	1.500"	871500			12055
3/8"	2000	1.500"	201500	20060		20070
3/8"	Custom Age 625+	1.500"	30000-1	30000-8	30000-12	30000-16
5/16"	2000	1.500"	201400	20050		



CRANKSHAFT OPTIONS



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

TERMS & CONDITIONS

Hours: 8:00 am to 5:00 p.m. C. S. T. Monday - Friday
Ordering: Telephone.....662-796-7373
 Fax.....662-796-7374
 E-mail.....service@eaglerod.com

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

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

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

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

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

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

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

Pricing: Pricing is subject to change without notice.

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CRANKSHAFT OPTIONS

TERMS & CONDITIONS

NEW FOR 2022!

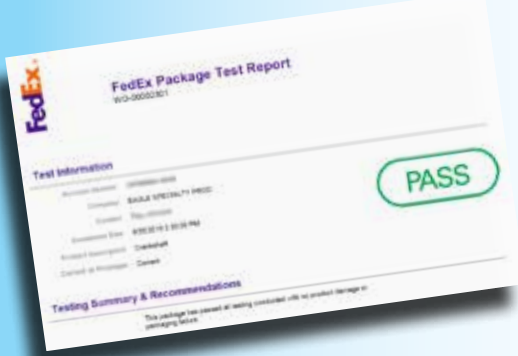
4340 Steel Billet Cranks

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



Reinforced Crankshaft Packaging!

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



Over 400 new rotating assemblies!

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



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