



2009
PERFORMANCE CATALOG

CARRILLO[™]
THE CHOICE CONNECTION

2009

PERFORMANCE CATALOG



A History of Evolvemement

Carrillo Industries was founded by Fred Carrillo in 1963. Fred approached the challenges of manufacturing with the idea of no compromise. He knew the never ending quest for speed would require the same desire in component manufacturing. This Carrillo philosophy is as evident today as it was at Carrillo's conception in 1963.

We have dedicated our resources to one effort, connecting rods and connecting rods only. This dedication has created one of the most impressive success records of any automotive aftermarket parts supplier. Carrillo has supplied components to the winners of virtually all venues of Motorsports throughout the world. The list includes Formula 1, 2, and 3, NASCAR, NHRA, IRL, World Rally, AMA, Superbike, Trans AM, CanAM, GTP, SCCA, Sprint Cars, Modified, Land Speed, the list is practically endless.

After almost forty years of directing Carrillo Industries, Fred decided it was time to relax and he retired in 2001. Carrillo now operates under CP Pistons, a subsidiary of Pankl Racing Systems.

We contribute our continued and envied success in the Motorsports industry to our quest to advance quality in all aspects of our products and business; but we credit our growth and success entirely to you, and your confident use of our products. We thank you for your loyalty as we pledge to continue to offer the highest quality products and services that you have come to expect from Carrillo.



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Beam Selection



Since 1963, Carrillo is recognized as the preeminent custom connecting rod manufacturer in the world. Carrillo has provided custom and prototype connecting rods to virtually every major automotive and motorcycle venue, most notably to the high performance and speed equipment industry. Whether it is a development engine or a modified existing engine, when nothing but the finest, most accurate, proven part is needed, Carrillo has earned the reputation of simply being the best.

Carrillo has been working to improve the availability of our products to the entire motorsports industry. In an effort to allow more access to Carrillo's unsurpassed attention to detail, exceptional processing, and proprietary materials, we increased our standard stocking inventory of parts.

In addition to our well known H beam connecting rod, we offer an A beam configuration as well. The A beam configuration is available in a Pro-A, Pro-A-Ltd and Pro-Super A (SA) configurations.

Typically, the Pro-A beam configuration is well suited for less demanding, more economical, high-performance, aftermarket applications. Pro-A-Ltd connecting rods are designed for limited and restricted motor applications. And the Carrillo Pro-Super-A (SA) bridges the gap between the Pro-H and Pro-A applications.

All versions of Pro-H and A are stocking parts, which are limited to the more popular dimensions and part numbers. To decide which beam type is best suited for your application, please call our Technical Sales staff. Together we can build a rod that is best suited for your application and needs.

HP Rating of Connecting Rods

Carrillo is often asked about general horsepower ratings for the various designs of its connecting rods. Unfortunately, this cannot be answered in a simple way. The most relevant rod design parameters are Inertia forces (a function of engine speed, crank train geometry and assembly weights) and Cylinder firing pressure (tuning, fuel, boost, etc.). Through increased engine speed, displacement, firing pressure or a combination thereof, horsepower is gained. However, through the various changes in the cycle, the demand on the rods varies greatly. Moreover, extreme dynamic loads on the drive train such as intermittently free spinning wheels or propellers (Hill Climb races, Off-Shore boat races) should be considered the when making the right choice of rod.

Based on our experience combined with our analysis methods we like to provide you with our best suggestion for your specific application.



Quality Assurance

Throughout the manufacturing process and before leaving our facility, Carrillo rods are under the control of a rigorous Quality Assurance system. Each rod is subjected to a variety of quality checks, to ensure dimensions meet our stringent tolerance requirements. We employ a variety of testing equipment to accurately assess these tolerances, including a CMM, Air and Height-Gauges, a 2D measuring system to name just a few.

The initial quality assurance starts with our selection of steel, followed by a strict forging and heat treating process. As a rod moves through the manufacturing process, quality assurance follows every step of the process; testing dimensional integrity and quality, providing a paper trail of certification through out the entire manufacturing and shipping process.

Every rod leaves our facility with a specification card. This spec card displays a part number, critical dimensions, weights and job number, all for ease of identification and tracking.

At Carrillo, we not only build high performance connecting rods, we provide service, knowledge and support. Our high-tech design, engineering and manufacturing operation is backed by a world-class service department. Our full staff of dedicated technicians, engineers and customer service is prepared to help with all of your design, application and service needs.

When you buy a Carrillo connecting rod we strive to put you in the winner's circle; you get our commitment to quality and performance, before, during and after the sale!



Manufacturing

Our dedication to Quality and Performance

Quality and pride go hand-in-hand at Carrillo Industries. Manufacturing a Carrillo rod is much more than cutting a forging, meeting production goals and shipping deadlines. Every Carrillo rod is a piece of art created by craftsmen with years of experience.

-Carrillo engineers continually refine our connecting rod designs to obtain that elusive goal –perfection in performance.

In addition, feedback from our customers helps us continuously improve our products. We find that the close relationship between customer, engineering and manufacturing yields the most effective rod design -while improving accuracy and service.



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High Performance Options

Customize your rod design

Choose your features and options

Some you need and some you don't. At Carrillo we let you decide which features and options you need without making you pay for the ones you don't need. Here are some of Carrillo's popular features for the rod designs. However, if you have some unique feature in mind, please contact our Sales Technicians to inquire about how to get it incorporated into your rod design.



ANNULAR GROOVES

A radial groove in the pin end bushing.



TAPERED PIN END

To reduce reciprocating mass or accommodate piston design, the pin end width could be tapered.

PE and/or BE LAPPED FINISH

Instead of a standard finish, the pin end and big end thrust face are lapped to obtain a finer finish.

SUPER HONE FINISH

A mirror finish with less than 4 RA on the wristpin bore



LIPPED CAP AND LIPPED CAP RELIEF

When tension loads on connecting rods reach the higher limits of today's automotive engines we have seen an improvement in the big-end integrity by slightly increasing the contact area between the cap and the connecting rod itself. Carrillo's Lipped-Cap design achieves this goal with minimal additional weight. Because tension weight is a product of stroke, piston weight and RPM, this feature is only necessary in very extreme applications.



GROOVES IN THRUST FACE

For weight reduction, grooves are machined on the big end thrust faces



FINITE ELEMENT ANALYSIS

Computer generated stress analysis of con rods



BUSHINGS AND SPLIT BUSHING

Carrillo's bushings are generally manufactured from Aluminum/ Silicon/ Bronze. As a custom connecting rod manufacturer we also offer a variety of other material such as Nickel/Tin/Copper and Beryllium Copper.

In special and limited applications Carrillo offers the option to run rods without bushings. This option requires the use of a special coated pin. Please consult our technical sales engineers for application information.



FPO

Force Feed Oiling, or Forced Pin Oiling (FPO), in actuality does not offer forced or pressurized oiling. However, by installing a slot behind the bearing and a hole through the center of the rod we have established a reservoir that supplies oil underneath the wrist pin when the connecting rod is pulling mass down the cylinder. It certainly contributes to the longevity; however it is only effectual on one of the four strokes of the engine cycle.



BOLTS

Carrillo offers a variety of fasteners in various sizes, including metric and materials such as H-11 steel (WMC) and multiphase (CARR).

DOUBLE LOCKS

To provide flexibility for a rod with different bearing configurations or for rods that required double bearings



OIL SHED COATING

Carrillo offers a highly efficient, durable oil shed treatment on the outside of the connecting rods per customer request. This coating reduces the reciprocating mass by repelling oil from internal moving parts.

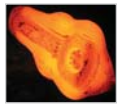
High Performance Options

Customize your rod design



CUSTOM LASER MARK/ SERIALIZATION

Carrillo offers custom laser marking such as serialization, barcodes, text, including any TrueType font, alphanumeric serial numbers, date codes, logos, part numbers, graphics, and data matrix codes. Just about anything, you can computer image you can laser mark.



EXOTIC CON ROD MATERIALS

In addition to our standard proprietary blend of steel, Carrilloloy, Carrillo offers other exotic connecting rod materials, such as Titanium and Gen4. We constantly research and test potential materials: to improve product offerings.



ARC GROOVES

The arc groove guides oil from the 10 & 2 o'clock holes towards the 6 o'clock position of the PE. Since the grooves are running out before reaching the 5 & 7 o'clock position, the full bearing surface under compression load is effective.



BE OIL SQUIRTER

This oil hole in the Big End neck allows pressure fed oil to squirt up to the piston and rod Pin End for additional cooling and improved lubrication. This option can be considered for engines without oil squirters.



DOWEL PIN

The dowel pin is the alternative option to ring dowels for locating the rod cap. It allows the bolts to be positioned closer to the big end bore for improved big end stability. However, this design is less robust in assembly and disassembly than the standard ring dowel.



OIL RESERVOIR ON PE

A larger "funnel" at the top oil hole gives a better chance to collect oil for the PE lubrication. It is often combined with a PE bump out.



PE RADIUS

All Carrillo non-bushed rods are manufactured with a 0.020" radius as a standard. This option gives the opportunity to increase the radius if required for reduced edge loading.



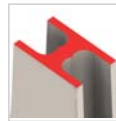
RADIAL GROOVE

This feature creates an oil reservoir within the PE ID and distributes the oil towards the areas of high contact pressure.



RIBBED PE

This feature has the H-Beam design extended around the PE-strap for increased stiffness / minimum PE distortion under inertia load. An option that is used for high engine speed applications.



RADIUS SLOT

The radius slot represents the well-known and durable standard Carrillo H-Beam Rod design.



SQUARE SLOT

A reduced radius in the H-beam slot allows for additional weight saving with minimum compromise of rod rigidity. Ideal for applications that are critical on meeting a low target weight.



TAPERED H-BEAM

The strong H-beam configuration can handle extreme engine loads. The tapered beam allows for some weight saving on the reciprocation end and gives increased clearance for fully boxed pistons.



STRAIGHT H-BEAM

The stoutest beam configuration available. It is capable of handling the most abusive forces in an engine.



A-BEAM

A light weight rod design for high engine speeds and limited cylinder pressures.



SUPER A-BEAM

With an increased beam thickness, the Super A-Beam design has a higher load capacity than the regular A-beam design.



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Our Vision

To be the premier manufacturer of connecting rods with technological superiority in design, research, and development.

Our Mission

Inspired to be the premier manufacturer of high-performance connecting rods, Fred Carrillo formed Carrillo Industries, Inc. in 1963 and began producing the world's finest connecting rods. To continue this legacy of excellence in manufacturing, service, and support for our customers, Carrillo strives toward technological superiority in design, research and development.

We believe quality is the fundamental and overarching principle that drives us to excellence. We integrate quality throughout the entire company. We utilize the best engineering practices and technologies. We continue to build and maintain the most comprehensive connecting rod research and design knowledge center.

We employ and partner with the best people, suppliers, and organizations. We encourage teamwork in an ethical and enriching work environment that rewards commitment and performance. We listen and respond to the needs of our employees and their families.

We ensure that our resources and capabilities are utilized to return maximum value to our stockholders. We engage in business practices that protect and ensure sensitivity to our communities and our environment.

The integration of quality throughout our company enhances our product excellence and it reflects the value we place on delivering unparalleled products and services to better serve our customers.

Member Pankl Racing Systems



American



As Australia's longest-established professional motor racing team, we have been using Carrillo conrods since the Ford Falcon XB coupes we raced here in Australia in the late '70s.

That we still use today, almost 30 years later, is a testimony to their quality and durability ... in literally thousands of racing miles, in what is now the most competitive Touring Car series anywhere in the world, they've never let us down.

Great product, great service ... we wouldn't use anything else.

Dick Johnson
[Dick Johnson Racing](#)



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American

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE	PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric			

SMALL BLOCK- 2.000 SMALL JOURNAL

Chevrolet - Stock Length -5.700

TOTAL / ROTATE/ RECIPI

8	PRO-H	C-327>-75700S	7/16 CARR	5.700		1.060		0.940		2.1250		0.927	662 / 475 / 187
8	PRO-H	C-327>-75700H	7/16 WMC	5.700		1.060		0.940		2.1250		0.927	654 / 467 / 187
8	PRO-H	C-327>-65700S	3/8 CARR	5.700		1.060		0.940		2.1250		0.927	617 / 433 / 184
8	PRO-H	C-327>-65700H	3/8 WMC	5.700		1.060		0.940		2.1250		0.927	612 / 428 / 184

Chevrolet - 5.850

8	PRO-H	C-327>-65850S	3/8 CARR	5.850		1.060		0.940		2.1250		0.927	622 / 434 / 188
8	PRO-H	C-327>-65850H	3/8 WMC	5.850		1.060		0.940		2.1250		0.927	617 / 429 / 188

Chevrolet - 6.000

8	PRO-H	C-327>-76000S	7/16 CARR	6.000		1.060		0.940		2.1250		0.927	683 / 489 / 194
8	PRO-H	C-327>-76000H	7/16 WMC	6.000		1.060		0.940		2.1250		0.927	675 / 481 / 194
8	PRO-H	C-327>-66000S	3/8 CARR	6.000		1.060		0.940		2.1250		0.927	633 / 442 / 191
8	PRO-H	C-327>-66000H	3/8 WMC	6.000		1.060		0.940		2.1250		0.927	628 / 437 / 191
8	PRO-H	C-283<-66000S	3/8 CARR	6.000		1.000		0.940		2.1250		0.927	555 / 392 / 163
8	PRO-H	C-283<-66000H	3/8 WMC	6.000		1.000		0.940		2.1250		0.927	550 / 387 / 163
8	PRO-A	C-283-1<A-76000H	7/16 WMC	6.000		1.060		0.940		2.1250		0.927	591 / 442 / 149
8	PRO-A	C-283-1<A-66000H	3/8 WMC	6.000		1.060		0.940		2.1250		0.927	532 / 381 / 151

Chevrolet - 6.125

8	PRO-H	C-327>-76125S	7/16 CARR	6.125		1.060		0.940		2.1250		0.927	684 / 488 / 196
8	PRO-H	C-327>-76125H	7/16 WMC	6.125		1.060		0.940		2.1250		0.927	676 / 480 / 196
8	PRO-H	C-327>-66125S	3/8 CARR	6.125		1.060		0.940		2.1250		0.927	636 / 444 / 193
8	PRO-H	C-327>-66125H	3/8 WMC	6.125		1.060		0.940		2.1250		0.927	631 / 439 / 193
8	PRO-H	C-283<-66125S	3/8 CARR	6.125		1.000		0.940		2.1250		0.927	562 / 395 / 167
8	PRO-H	C-283<-66125H	3/8 WMC	6.125		1.000		0.940		2.1250		0.927	557 / 390 / 167
8	PRO-SA	C-283<SA-66125H	3/8 WMC	6.125		1.060		0.940		2.1250		0.927	573 / 404 / 169
8	PRO-A	C-283-1<A-76125H	7/16 WMC	6.125		1.060		0.940		2.1250		0.927	594 / 443 / 151
8	PRO-A	C-283-1<A-66125H	3/8 WMC	6.125		1.060		0.940		2.1250		0.927	534 / 382 / 152

Chevrolet - 6.200

8	PRO-H	C-327>-76200S	7/16 CARR	6.200		1.060		0.940		2.1250		0.927	687 / 489 / 198
8	PRO-H	C-327>-76200H	7/16 WMC	6.200		1.060		0.940		2.1250		0.927	679 / 481 / 198
8	PRO-H	C-327>-66200S	3/8 CARR	6.200		1.060		0.940		2.1250		0.927	640 / 445 / 195
8	PRO-H	C-327>-66200H	3/8 WMC	6.200		1.060		0.940		2.1250		0.927	635 / 440 / 195
8	PRO-H	C-283<-66200S	3/8 CARR	6.200		1.000		0.940		2.1250		0.927	567 / 399 / 168
8	PRO-H	C-283<-66200H	3/8 WMC	6.200		1.000		0.940		2.1250		0.927	562 / 397 / 168
8	PRO-SA	C-283<SA-66200H	3/8 WMC	6.200		1.000		0.940		2.1250		0.927	571 / 400 / 171
8	PRO-A	C-283-1<A-76200H	7/16 WMC	6.200		1.060		0.940		2.1250		0.927	597 / 444 / 153
8	PRO-A	C-283-1<A-66200H	3/8 WMC	6.200		1.060		0.940		2.1250		0.927	535 / 383 / 152

H=H-11 tool steel bolts and S=CARR Multiphase bolts

< = Taper Blade

> = Straight Blade

**Weights and Dimensions are for reference only. Actual weight may vary. All sets weight matched to +/- 1 gram per end.

These listings are not necessarily current and complete.

Carrillo reserves the right to add or delete part numbers per demand.



American

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH	PE WIDTH	BE WIDTH	BE BORE	PIN DIA	WEIGHT GRAMS**
				Inches Metric	Inches Metric	Inches Metric	Inches Metric		

SMALL BLOCK- 2.100 LARGE JOURNAL

[Chevrolet - Stock Length, except 400ci](#) *NHRA Accepted for Chevy V6 and small block V8 (except 400cid) - ‡Sportsman 2 bbl under 450hp **TOTAL / ROTATE/ RECIP**

8	PRO-H	C-350>-75700S*	7/16 CARR	5.700		1.060		0.940		2.2250		0.927	671 / 485 / 186
8	PRO-H	C-350>-75700H*	7/16 WMC	5.700		1.060		0.940		2.2250		0.927	663 / 477 / 186
8	PRO-H	C-350>-65700S*	3/8 CARR	5.700		1.060		0.940		2.2250		0.927	630 / 443 / 187
8	PRO-H	C-350>-65700H*	3/8 WMC	5.700		1.060		0.940		2.2250		0.927	625 / 438 / 187
8	PRO-A	C-35-1<A-75700H*	7/16 WMC	5.700		1.060		0.940		2.2250		0.927	596 / 449 / 147
8	PRO-A	C-35-1<A-65700H	3/8 WMC	5.700		1.060		0.940		2.2250		0.927	546 / 401 / 145
8	PRO-A-LTD	C-3LM-1<A-65700H‡	3/8 WMC	5.700		0.900		0.940		2.2250		0.927	484 / 360 / 124

[Chevrolet - 5.850](#) *NHRA Accepted for AMC 258/290/304/343/360/390/401

8	PRO-H	C-350>-75850S*	7/16 CARR	5.850		1.060		0.940		2.2250		0.927	678 / 487 / 191
8	PRO-H	C-350>-75850H*	7/16 WMC	5.850		1.060		0.940		2.2250		0.927	670 / 479 / 191
8	PRO-H	C-350>-65850S*	3/8 CARR	5.850		1.060		0.940		2.2250		0.927	622 / 436 / 186
8	PRO-H	C-350>-65850H*	3/8 WMC	5.850		1.060		0.940		2.2250		0.927	618 / 431 / 186
8	PRO-A	C-35-1<A-75850H	7/16 WMC	5.850		1.060		0.940		2.2250		0.927	600 / 451 / 149
8	PRO-A	C-35-1<A-65850H	3/8 WMC	5.850		1.060		0.940		2.2250		0.927	550 / 402 / 148

[Chevrolet - 6.000](#) *NHRA Accepted for Oldsmobile 260/307/350/403 - +Will Work For Stroker Applications - ‡Sportsman 2 bbl under 450hp

8	PRO-H	C-350>-76000S*	7/16 CARR	6.000		1.060		0.940		2.2250		0.927	688 / 493 / 195
8	PRO-H	C-350>-76000H*	7/16 WMC	6.000		1.060		0.940		2.2250		0.927	680 / 485 / 195
8	PRO-H	C-35K>-76000H+	7/16 WMC-1	6.000		1.060		0.940		2.2250		0.927	690 / 488 / 202
8	PRO-H	C-350>-66000S+	3/8 CARR	6.000		1.060		0.940		2.2250		0.927	641 / 446 / 195
8	PRO-H	C-350>-66000H+	3/8 WMC	6.000		1.060		0.940		2.2250		0.927	636 / 441 / 195
8	PRO-H	C-350<-66000S+	3/8 CARR	6.000		1.000		0.940		2.2250		0.927	576 / 413 / 163
8	PRO-H	C-350<-66000H+	3/8 WMC	6.000		1.000		0.940		2.2250		0.927	571 / 408 / 163
8	PRO-SA	C-35<SA-76000H	7/16 WMC	6.000		1.060		0.940		2.2250		0.927	652 / 472 / 180
8	PRO-A	C-35-1<KA-76000H+	7/16 WMC-1	6.000		1.060		0.940		2.2250		0.927	595 / 445 / 150
8	PRO-A	C-35-1<A-76000H	7/16 WMC	6.000		1.060		0.940		2.2250		0.927	606 / 455 / 151
8	PRO-A	C-35-1<A-66000H	3/8 WMC	6.000		1.060		0.940		2.2250		0.927	560 / 410 / 150
8	PRO-A-LTD	C-3LM-1<A-66000H‡	3/8 WMC	6.000		0.900		0.940		2.2250		0.927	492 / 367 / 125

[Chevrolet - 6.125](#)

8	PRO-H	C-350>-76125S	7/16 CARR	6.125		1.060		0.940		2.2250		0.927	685 / 489 / 196
8	PRO-H	C-350>-76125H	7/16 WMC	6.125		1.060		0.940		2.2250		0.927	677 / 481 / 196
8	PRO-H	C-350>-66125S	3/8 WMC	6.125		1.060		0.940		2.2250		0.927	641 / 447 / 194
8	PRO-H	C-350>-66125H	3/8 WMC	6.125		1.060		0.940		2.2250		0.927	638 / 444 / 194
8	PRO-A	C-35-1<A-76125H	7/16 WMC	6.125		1.060		0.940		2.2250		0.927	610 / 458 / 152
8	PRO-A	C-35-1<A-66125H	3/8 WMC	6.125		1.060		0.940		2.2250		0.927	560 / 408 / 152

[Chevrolet - 6.200](#)

8	PRO-H	C-350>-76200S	7/16 CARR	6.200		1.060		0.940		2.2250		0.927	697 / 496 / 201
8	PRO-H	C-350>-76200H	7/16 WMC	6.200		1.060		0.940		2.2250		0.927	689 / 488 / 201
8	PRO-H	C-350>-66200S	3/8 CARR	6.200		1.060		0.940		2.2250		0.927	648 / 451 / 197
8	PRO-H	C-350>-66200H	3/8 WMC	6.200		1.060		0.940		2.2250		0.927	643 / 446 / 197
8	PRO-A	C-35-1<A-76200H	7/16 WMC	6.200		1.060		0.940		2.2250		0.927	610 / 457 / 153
8	PRO-A	C-35-1<A-66200H	3/8 WMC	6.200		1.060		0.940		2.2250		0.927	561 / 409 / 152



2009 PERFORMANCE CATALOG

American

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH	PE WIDTH		BE WIDTH		BE BORE	PIN DIA	WEIGHT GRAMS**
					Inches	Metric	Inches	Metric			

SMALL BLOCK- 2.100 LARGE JOURNAL (continued)

[Chevrolet - 6.250](#) ‡Sportsman 2 bbl under 450hp

TOTAL / ROTATE/ RECIPI

8	PRO-A	C-35-1<A-76250H	7/16 WMC	6.250		1.060		0.940		2.2250		0.927	613 / 459 / 154
8	PRO-A	C-35-1<A-66250H	3/8 WMC	6.250		1.060		0.940		2.2250		0.927	563 / 410 / 153
8	PRO-A	C-3LM-1<A-66250H‡	3/8 WMC	6.250		0.900		0.940		2.2250		0.927	497 / 369 / 128
8	PRO-A-LTD	C-3LM-L<A-56250S‡	5/16 CARR	6.250		0.900		0.940		2.2250		0.927	456 / 332 / 124

BIG BLOCK- 2.200 JOURNAL

[Chevrolet - Stock Length - 6.135](#) *NHRA Accepted for Chevy Big Block

8	PRO-H	C-427>-76135S*	7/16 CARR	6.135		1.125		0.990		2.3250		0.990	807 / 584 / 223
8	PRO-H	C-427>-76135H*	7/16 WMC	6.135		1.125		0.990		2.3250		0.990	799 / 576 / 223
8	PRO-A	C-427-1<A-76135H	7/16 WMC	6.135		1.125		0.990		2.3250		0.990	768 / 553 / 215

[Chevrolet - 6.385](#)

8	PRO-H	C-427>-76385S	7/16 CARR	6.385		1.125		0.990		2.3250		0.990	815 / 587 / 228
8	PRO-H	C-427>-76385H	7/16 WMC	6.385		1.125		0.990		2.3250		0.990	807 / 579 / 228
8	PRO-A	C-427-1<A-76385H	7/16 WMC	6.385		1.125		0.990		2.3250		0.990	781 / 560 / 220

[Chevrolet - 6.535](#)

8	PRO-H	C-427>-76535S	7/16 CARR	6.535		1.125		0.990		2.3250		0.990	830 / 598 / 232
8	PRO-H	C-427>-76535H	7/16 WMC	6.535		1.125		0.990		2.3250		0.990	822 / 590 / 232
8	PRO-A	C-427-1<A-76535H	7/16 WMC	6.535		1.125		0.990		2.3250		0.990	784 / 561 / 223

[Chevrolet - 6.635](#) *NHRA Accepted for Buick 400/455 and Pontiac 350/389/400/421/428/455

8	PRO-H	C-427>-76635S*	7/16 CARR	6.635		1.125		0.990		2.3250		0.990	829 / 595 / 234
8	PRO-H	C-427>-76635H*	7/16 WMC	6.635		1.125		0.990		2.3250		0.990	821 / 587 / 234
8	PRO-A	C-427-1<A-76635H*	7/16 WMC	6.635		1.125		0.990		2.3250		0.990	790 / 565 / 225

[Chevrolet - 6.735](#)

8	PRO-H	C-427>-76735S	7/16 CARR	6.735		1.125		0.990		2.3250		0.990	838 / 600 / 238
8	PRO-H	C-427>-76735H	7/16 WMC	6.735		1.125		0.990		2.3250		0.990	830 / 592 / 238
8	PRO-A	C-427-1<A-76735H	7/16 WMC	6.735		1.125		0.990		2.3250		0.990	784 / 561 / 223

LS1 & LS2

[Chevy V-8 LS1 & LS2 - 6.125](#) *NHRA Accepted for LS1 +PE Hone can be increased to .9460 for stock pin

8	PRO-H	C-LS1>-66125S+*	3/8 CARR	6.125		0.945		0.945		2.2250		0.927	640 / 452 / 188
8	PRO-H	C-LS1>-66125H+*	3/8 WMC	6.125		0.945		0.945		2.2250		0.927	635 / 437 / 188
8	PRO-A	C-LS1-1<A-76125H*	7/16 WMC	6.125		0.950		0.945		2.2250		0.927	609 / 456 / 153

[Chevy V-8 LS1 & LS2 w/ 2.000 journal](#)

8	PRO-A	C-LS2-1<A-76125H	7/16 WMC	6.125		0.950		0.945		2.1250		0.927	598 / 447 / 151
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SMALL BLOCK/ QUAD FOUR - CB1663 Bearing -1.889 Journal

[Chevrolet - 6.000](#)

8	PRO-H	C-QD4>-66000S	3/8 CARR	6.000		1.000		0.940		2.0152		0.927	586 / 409 / 177
8	PRO-H	C-QD4>-66000H	3/8 WMC	6.000		1.000		0.940		2.0152		0.927	581 / 404 / 177
8	PRO-H	C-QD4<-66000S	3/8 CARR	6.000		1.000		0.940		2.0152		0.927	547 / 388 / 159
8	PRO-H	C-QD4<-66000H	3/8 WMC	6.000		1.000		0.940		2.0152		0.927	542 / 383 / 159
8	PRO-A	C-QD4-1<A-66000H	3/8 WMC	6.000		1.060		0.940		2.0152		0.927	542 / 389 / 153



American

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

SMALL BLOCK/ QUAD FOUR - CB1663 Bearing -1.889 Journal (continued)

TOTAL / ROTATE/ RECIP

[Chevrolet - 6.125](#)

8	PRO-H	C-QD4>-66125S	3/8 CARR	6.125		1.000		0.940		2.0152		0.927	591 / 411 / 180
8	PRO-H	C-QD4>-66125H	3/8 WMC	6.125		1.000		0.940		2.0152		0.927	586 / 406 / 180
8	PRO-H	C-QD4<-66125S	3/8 CARR	6.125		1.000		0.940		2.0152		0.927	555 / 395 / 160
8	PRO-H	C-QD4<-66125H	3/8 WMC	6.125		1.000		0.940		2.0152		0.927	550 / 390 / 160
8	PRO-A	C-QD4-1<A-66125H	3/8 WMC	6.125		1.060		0.940		2.0152		0.927	546 / 390 / 156

[Chevrolet - 6.200](#)

8	PRO-H	C-QD4>-66200S	3/8 CARR	6.200		1.000		0.940		2.0152		0.927	588 / 409 / 179
8	PRO-H	C-QD4>-66200H	3/8 WMC	6.200		1.000		0.940		2.0152		0.927	583 / 404 / 179
8	PRO-H	C-QD4<-66200S	3/8 CARR	6.200		1.000		0.940		2.0152		0.927	553 / 392 / 161
8	PRO-H	C-QD4<-66200H	3/8 WMC	6.200		1.000		0.940		2.0152		0.927	548 / 387 / 161

SMALL BLOCK/ QUAD FOUR - CB1663 Bearing -1.889 Journal - .866 pin on steel

[Chevrolet - 6.000](#)

8	PRO-H	CS-QD42-1<-66000S	3/8 CARR	6.125		0.870		0.940		2.0152		0.866	542 / 404 / 138
8	PRO-H	CS-QD42-1<-66000H	3/8 WMC	6.125		0.870		0.940		2.0152		0.866	539 / 399 / 140

[Chevrolet - 6.125](#)

8	PRO-H	CS-QD42-1<-66125S	3/8 CARR	6.125		0.870		0.940		2.0152		0.866	545 / 404 / 141
8	PRO-H	CS-QD42-1<-66125H	3/8 WMC	6.125		0.870		0.940		2.0152		0.866	540 / 399 / 141

SMALL BLOCK - CB1798 Bearing - 1.850 Journal - .866 pin on steel

[Chevrolet - 6.000](#)

8	PRO-H	CS-1798-1<-66000S	3/8 CARR	6.000		0.870		0.940		1.9758		0.866	533 / 397 / 136
8	PRO-H	CS-1798-1<-66000H	3/8 WMC	6.000		0.870		0.940		1.9758		0.866	527 / 392 / 135

[Chevrolet - 6.125](#)

8	PRO-H	CS-1798-1<-66125S	3/8 CARR	6.125		0.870		0.940		1.9758		0.866	535 / 395 / 140
8	PRO-H	CS-1798-1<-66125H	3/8 WMC	6.125		0.870		0.940		1.9758		0.866	528 / 388 / 140

DODGE

[GEN 3 03-06 Viper V10](#) + Can Be Honed for a 0.945 pin

10	PRO-H	DG-83V10<-66242S+	3/8 CARR	6.242	158.55	0.875	22.23	0.933	23.70	2.2522	57.206	0.927	600 / 444 / 156
10	PRO-H	DG-83V10<-66242H+	3/8 WMC	6.242	158.55	0.875	22.23	0.933	23.70	2.2522	57.206	0.927	594 / 442 / 152

[5.7 & 6.1 HEMI \(with 0.927 piston pin & stock bearing\)](#)

8	PRO-H	DG-HEMI>-66242S	3/8 CARR	6.242	158.55	0.875	22.23	0.933	23.70	2.2522	57.206	0.927	
8	PRO-H	DG-HEMI>-66242H	3/8 WMC	6.242	158.55	0.875	22.23	0.933	23.70	2.2522	57.206	0.927	
8	PRO-SA	DG-HEMI<SA-66242H	3/8 WMC	6.242	158.55	0.875	22.23	0.933	23.70	2.2522	57.206	0.927	

[5.7 & 6.1 HEMI \(with 0.927 piston pin & Chevy 2.100 journal and bearing\)](#)

8	PRO-H	HEMI-927>-66200S	3/8 CARR	6.200	157.48	0.875	22.23	0.933	23.70	2.2250	56.515	0.927	
8	PRO-H	HEMI-927>-66200H	3/8 WMC	6.200	157.48	0.875	22.23	0.933	23.70	2.2250	56.515	0.927	
8	PRO-SA	HEMI-927<SA-66200H	3/8 WMC	6.200	157.48	0.875	22.23	0.933	23.70	2.2250	56.515	0.927	
8	PRO-H	HEMI-927>-66125S	3/8 CARR	6.125	155.57	0.875	22.23	0.933	23.70	2.2250	56.515	0.927	
8	PRO-H	HEMI-927>-66125H	3/8 WMC	6.125	155.57	0.875	22.23	0.933	23.70	2.2250	56.515	0.927	
8	PRO-SA	HEMI-927<SA-66125H	3/8 WMC	6.125	155.57	0.875	22.23	0.933	23.70	2.2250	56.515	0.927	



2009 PERFORMANCE CATALOG

American

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

DODGE (continued)

5.7 & 6.1 HEMI (with 0.866 piston pin & Chevy 2.100 journal and bearing)

TOTAL / ROTATE/ RECIPI

8	PRO-H	HEMI-866>-66200S	3/8 CARR	6.200	157.48	0.875	22.23	0.933	23.70	2.2250	56.515	0.866	
8	PRO-H	HEMI-866>-66200H	3/8 WMC	6.200	157.48	0.875	22.23	0.933	23.70	2.2250	56.515	0.866	
8	PRO-SA	HEMI-866<SA-66200H	3/8 WMC	6.200	157.48	0.875	22.23	0.933	23.70	2.2250	56.515	0.866	
8	PRO-H	HEMI-866>-66125S	3/8 CARR	6.125	155.57	0.875	22.23	0.933	23.70	2.2250	56.515	0.866	
8	PRO-H	HEMI-866>-66125H	3/8 WMC	6.125	155.57	0.875	22.23	0.933	23.70	2.2250	56.515	0.866	
8	PRO-SA	HEMI-866<SA-66125H	3/8 WMC	6.125	155.57	0.875	22.23	0.933	23.70	2.2250	56.515	0.866	

426 HEMI *NHRA Accepted for Super Stock

8	PRO-H	CR-426SS>-76881S*	716 CARR	6.881		1.225		1.012		2.5000		0.990	832 / 574 / 258
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426 HEMI *NHRA Accepted for Stock / Super Stock

8	PRO-H	Hemi-426>-76861S*	716 CARR	6.861		1.050		1.012		2.5000		1.031	844 total
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Ford

Ford 302

8	PRO-H	F-302>-75089S	7/16 CARR	5.089		1.060		0.831		2.2395		0.912	606 / 433 / 173
8	PRO-H	F-302>-75089H	7/16 WMC	5.089		1.060		0.831		2.2395		0.912	601 / 428 / 173
8	PRO-H	F-302<-65089S	3/8 CARR	5.089		1.000		0.831		2.2395		0.912	525 / 372 / 153
8	PRO-H	F-302<-65089H	3/8 WMC	5.089		1.000		0.831		2.2395		0.912	520 / 367 / 153

FORD/CHEVY (Offset for Ford block)

Ford Offset Chevy Rod

8	PRO-SA	FC-283<SA-66125H-00	3/8 WMC	6.125		1.000		0.940		2.1250		0.927	571 / 402 / 169
8	PRO-A	FC-283-1<A-66200H	3/8 WMC	6.200		1.060		0.940		2.1250		0.927	541 / 388 / 153
8	PRO-SA	FC-283<SA-66200H	3/8 WMC	6.200		1.000		0.940		2.1250		0.927	573 / 402 / 171

FORD Modular

Ford 4.6

8	PRO-H	F-4.6>-65932S	3/8 CARR	5.932		0.900		0.938		2.2394		22mm	620 / 435 / 185
8	PRO-H	F-4.6>-65932H	3/8 WMC	5.932		0.900		0.938		2.2394		22mm	615 / 430 / 185
8	PRO-SA	F-4.6<SA-65932H	3/8 WMC	5.932		0.900		0.938		2.2394		22mm	
8	PRO-A	F-4.6-1<A-65932H	3/8 WMC	5.932		0.900		0.938		2.2394		22mm	555 / 406 / 149

Ford 5.4

8	PRO-H	F-5.4>-66657S	3/8 CARR	6.657		0.900		0.938		2.2394		22mm	652 / 451 / 201
8	PRO-H	F-5.4>-66657H	3/8 WMC	6.657		0.900		0.938		2.2394		22mm	647 / 446 / 201
8	PRO-SA	F-5.4<SA-66657H	3/8 WMC	6.657		0.900		0.938		2.2394		22mm	
8	PRO-A	F-5.4-1<A-66657H	3/8 WMC	6.657		0.900		0.938		2.2394		22mm	

H=H-11 tool steel bolts and S=CARR Multiphase bolts

< = Taper Blade

> = Straight Blade

**Weights and Dimensions are for reference only. Actual weight may vary. All sets weight matched to +/- 1 gram per end.

These listings are not necessarily current and complete.

Carrillo reserves the right to add or delete part numbers per demand.

Diesel



We began racing professionally in 2001. Since that time Carrillo rods have been our choice for our race engines. When we began building our VW Jetta TDI Carrillo was our First Choice. And, we have not been disappointed!

The Carrillo engineers worked with our team to design and manufacture connecting rods that will endure the harsh conditions our diesel engines see under racing situations.

Carrillo built TDI rods are the only rods approved by SCCA pro racing for use in the SPEED World Challenge touring car series

Jim Osborn
President/Owner
www.chilipepperracing.org



2009 PERFORMANCE CATALOG

DIESEL

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

Ford

[Ford Powerstroke 7.3 1994-2005](#)

TOTAL / ROTATE/ RECIPI

8	PRO-H	F-PS73>-77130S	7/16 CARR	7.130	181.10	1.230 Tapered	31.24	1.230	31.24	2.6905	68.339	1.3088	
8	PRO-H	F-PS73>-77130H	7/16 WMC	7.130	181.10	1.230 Tapered	31.24	1.230	31.24	2.6905	68.339	1.3088	

GM

[GM Duramax 6.6 2001-05](#)

8	PRO-H	GM-DM66-1>-76418S	7/16 CARR	6.418	163.02	1.540 Tapered	39.12	1.119	28.42	2.6372	66.985	1.3589	1110 / 688 / 422
8	PRO-H	GM-DM66-1>-76418H	7/16 WMC	6.418	163.02	1.540 Tapered	39.12	1.119	28.42	2.6372	66.985	1.3589	1103 / 681 / 422

VOLKSWAGEN / AUDI / SKODA / SEAT

[TDI - PD90, PD100, PD115, 1.9l](#)

4	PRO-H	VW-PD100>-55669S	5/16 CARR	5.669	144.00	0.980	24.89	0.980	24.89	1.9922	50.602	26mm	
4	PRO-H	VW-PD100>-55669H	5/16 WMC	5.669	144.00	0.980	24.89	0.980	24.89	1.9922	50.602	26mm	

[TDI - PD130, PD140, PD150, PD170 1.9l and 2.0l](#)

4	PRO-H	VW-PD130>-55669S	5/16 CARR	5.669	144.00	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	588 / 401 / 147
4	PRO-H	VW-PD130>-55669H	5/16 WMC	5.669	144.00	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	583 / 396 / 147

Chrysler/Dodge

[2.0 Diesel '07-09\(VW TDI\)](#)

4	PRO-H	VW-PD130>-55669S	5/16 CARR	5.669	144.00	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	588 / 401 / 147
4	PRO-H	VW-PD130>-55669H	5/16 WMC	5.669	144.00	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	583 / 396 / 147

Mitsubishi

[2.0 Diesel '07-09\(VW TDI\)](#)

4	PRO-H	VW-PD130>-55669S	5/16 CARR	5.669	144.00	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	588 / 401 / 147
4	PRO-H	VW-PD130>-55669H	5/16 WMC	5.669	144.00	0.980	24.89	0.980	24.89	2.1142	53.701	26mm	583 / 396 / 147



Sport Compact



Gene Jasper
Jasper Performance

2009 PERFORMANCE CATALOG

American Sport Compact

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

Chrysler/Dodge

GEMA 2.4 (R/T '07-09)(SRT4 '08-09) (can use turbo or non turbo bearing)

TOTAL / ROTATE/ RECIPI

4	PRO-H	DG-GEMA>-65618S	3/8 CARR	5.618	142.70	0.985	25.02	0.862	21.89	2.0078	50.998	22mm	
4	PRO-H	DG-GEMA>-65618H	3/8 WMC	5.618	142.70	0.985	25.02	0.862	21.89	2.0078	50.998	22mm	
4	PRO-SA	DG-GEMA<SA-65618H	3/8 WMC	5.618	142.70	0.985	25.02	0.862	21.89	2.0078	50.998	22mm	

SRT4 (2.4)

4	PRO-H	DG-SRT4>-65945S	3/8 CARR	5.945	151.00	1.013	25.73	1.013	25.73	2.0866	53.000	22mm	
4	PRO-H	DG-SRT4>-65945H	3/8 WMC	5.945	151.00	1.013	25.73	1.013	25.73	2.0866	53.000	22mm	
4	PRO-SA	DG-SRT4<SA-65945S	3/8 WMC	5.945	151.00	1.013	25.73	1.013	25.73	2.0866	53.000	22mm	

Ford

Duratec 2.0

4	PRO-H	F-DT20>-65758S	3/8 CARR	5.758	146.25	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	527 / 380 / 147
4	PRO-H	F-DT20>-65758H	3/8 WMC	5.758	146.25	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	522 / 374 / 148
4	PRO-SA	F-DT20<SA-65758H	3/8 WMC	5.758	146.25	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	500 / 365 / 135
4	PRO-A	F-DT20-1<A-65758H	3/8 WMC	5.758	146.25	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	488 / 370 / 118

Duratec 2.3

4	PRO-H	F-DT23>-66094S	3/8 CARR	6.094	154.79	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	
4	PRO-H	F-DT23>-66094H	3/8 WMC	6.094	154.79	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	
4	PRO-SA	F-DT23<SA-66094H	3/8 WMC	6.094	154.79	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	528 / 380 / 148
4	PRO-A	F-DT23-1<A-66094H	3/8 WMC	6.094	154.79	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	494 / 374 / 120

GM

Ecotec 2.4 (LE5) '06-Present

4	PRO-H	GM-LE5>-65659S	3/8 CARR	5.659	143.75	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	570 / 309 / 161
4	PRO-H	GM-LE5>-65659H	3/8 WMC	5.659	143.75	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	565 / 304 / 161
4	PRO-SA	GM-LE5<SA-65659H	3/8 WMC	5.659	143.75	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	

Ecotec 2.0 and 2.2 (L61) '02-Present

4	PRO-H	GM-L61>-65768S	3/8 CARR	5.768	146.50	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	
4	PRO-H	GM-L61>-65768H	3/8 WMC	5.768	146.50	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	
4	PRO-SA	GM-L61<SA-65768H	3/8 WMC	5.768	146.50	0.945	24.00	0.945	24.00	2.0522	52.125	20mm	

Ecotec 2.0 Super Charged (LSJ) '04-07

4	PRO-H	GM-LSJ>-65728S	3/8 CARR	5.728	145.50	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	
4	PRO-H	GM-LSJ>-65728H	3/8 WMC	5.728	145.50	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	
4	PRO-SA	GM-LSJ<SA-65728H	3/8 WMC	5.728	145.50	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	

Ecotec 2.0 Turbo Charged (LNF) '07-Present

4	PRO-H	GM-LNF>-65709S	3/8 CARR	5.709	145.00	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	
4	PRO-H	GM-LNF>-65709H	3/8 WMC	5.709	145.00	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	
4	PRO-SA	GM-LNF<SA-65709H	3/8 WMC	5.709	145.00	0.945	24.00	0.945	24.00	2.0522	52.125	23mm	

H=H-11 tool steel bolts and S=CARR Multiphase bolts

< = Taper Blade

> = Straight Blade

**Weights and Dimensions are for reference only. Actual weight may vary. All sets weight matched to +/- 1 gram per end.

These listings are not necessarily current and complete.

Carrillo reserves the right to add or delete part numbers per demand.

Japanese Sport Compact

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

HONDA / ACURA

B16A V-TEC

TOTAL / ROTATE / RECIP

4	PRO-H	HN-B16A>-55287S	5/16 CARR	5.287	134.30	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	441 / 323 / 118
4	PRO-SA	HN-B16<SA-65287H	3/8 WMC	5.287	134.30	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	489 / 356 / 133
4	PRO-A	HN-B16-1<A-55287H	5/16 WMC	5.287	134.30	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	420 / 303 / 117

B18A, B18B, B20B

4	PRO-H	HN-B18>-65394S	3/8 CARR	5.394	137.00	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	515 / 381 / 134
4	PRO-H	HN-B18>-65394H	3/8 WMC	5.394	137.00	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	510 / 376 / 134
4	PRO-SA	HN-B18<SA-65394H	3/8 WMC	5.394	137.00	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	490 / 356 / 134
4	PRO-A	HN-B18-1<A-55394H	5/16 WMC	5.394	137.00	0.790	20.07	0.937	23.80	1.8897	47.998	21mm	421 / 305 / 116

B18C V-TEC

4	PRO-H	AA-VTC>-65433S	3/8 CARR	5.433	138.00	0.860	21.84	0.857	21.77	1.8897	47.998	21mm	505 / 366 / 139
4	PRO-H	AA-VTC>-65433H	3/8 WMC	5.433	138.00	0.860	21.84	0.857	21.77	1.8897	47.998	21mm	500 / 361 / 139
4	PRO-SA	AA-VTC<SA-65433H	3/8 WMC	5.433	138.00	0.860	21.84	0.857	21.77	1.8897	47.998	21mm	487 / 347 / 140
4	PRO-A	AA-VTC-1<A-55433H	5/16 WMC	5.433	138.00	0.860	21.84	0.857	21.77	1.8897	47.998	21mm	411 / 291 / 120

F20C

4	PRO-H	HN-F20C>-66024S	3/8 CARR	6.024	153.00	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	560 / 397 / 163
4	PRO-H	HN-F20C>-66024H	3/8 WMC	6.024	153.00	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	555 / 392 / 163
4	PRO-SA	HN-F20C<SA-66024H	3/8 WMC	6.024	153.00	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	
4	PRO-A	HN-F20C-1<A-66024H	3/8 WMC	6.024	153.00	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	529 / 383 / 146

F22C

4	PRO-H	HN-F20C>-65893S	3/8 CARR	5.893	149.68	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	
4	PRO-H	HN-F20C>-65893H	3/8 WMC	5.893	149.68	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	
4	PRO-SA	HN-F20C<SA-65893H	3/8 WMC	5.893	149.68	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	
4	PRO-A	HN-F20C-1<A-65893H	3/8 WMC	5.893	149.68	0.938	23.83	0.938	23.83	2.0080	51.003	23mm	

H22

4	PRO-H	HN-H22>-65636S	3/8 CARR	5.636	143.15	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	569 / 399 / 170
4	PRO-H	HN-H22>-65636H	3/8 WMC	5.636	143.15	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	564 / 394 / 170
4	PRO-SA	HN-H22<SA-65636H	3/8 WMC	5.636	143.15	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	
4	PRO-A	HN-2.2-1<A-65636H	3/8 WMC	5.636	143.15	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	484 / 359 / 125

H23, B20A, F22

4	PRO-H	HN-H23>-65581S	3/8 CARR	5.581	141.75	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	563 / 399 / 164
4	PRO-H	HN-H23>-65581H	3/8 WMC	5.581	141.75	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	558 / 395 / 163
4	PRO-SA	HN-H23<SA-65581H	3/8 WMC	5.581	141.75	0.900	22.86	0.938	23.83	2.0080	51.003	22mm	

K20A

4	PRO-H	AA-RSX>-65472S	3/8 CARR	5.472	138.99	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	526 / 375 / 151
4	PRO-H	AA-RSX>-65472H	3/8 WMC	5.472	138.99	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	521 / 370 / 151
4	PRO-SA	AA-RSX<SA-65472H	3/8 WMC	5.472	138.99	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	
4	PRO-A	AA-RSX-1<A-65472H	3/8 WMC	5.472	138.99	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	480 / 351 / 129

K24A

4	PRO-H	AA-RSX>-65984S	3/8 CARR	5.984	152.00	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	552 / 389 / 163
4	PRO-H	AA-RSX>-65984H	3/8 WMC	5.984	152.00	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	547 / 384 / 163
4	PRO-SA	AA-RSX<SA-65984H	3/8 WMC	5.984	152.00	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	
4	PRO-A	AA-RSX-1<A-65984H	3/8 WMC	5.984	152.00	0.780	19.81	0.782	19.86	2.0080	51.003	22mm	496 / 360 / 136

2009 PERFORMANCE CATALOG

Japanese Sport Compact

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

MAZDA 1.6/ 1.8(B6 &BP)

TOTAL / ROTATE/ RECIPI

4	PRO-H	MA-323>-55234S	5/16 CARR	5.234	133.00	0.860	21.84	0.860	21.84	1.8903	48.014	20mm	440 / 310 / 130
4	PRO-SA	MA-323<SA-55234H	5/16 WMC	5.234	133.00	0.860	21.84	0.860	21.84	1.8903	48.014	20mm	431 / 297 / 134
4	PRO-A	MA-323-1<A-55234H	5/16 WMC	5.234	133.00	0.860	21.84	0.860	21.84	1.8903	48.014	20mm	416 / 291 / 125

Special Stoker

4	PRO-A	MA-323-1<A-55470H	5/16 WMC	5.470	139.00	0.860	21.84	0.860	21.84	1.8903	48.014	20mm	427 / 301 / 126
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MZR 2.0

4	PRO-H	F-DT20>-65758S	3/8 CARR	5.758	146.25	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	527 / 380 / 147
4	PRO-H	F-DT20>-65758H	3/8 WMC	5.758	146.25	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	522 / 374 / 148
4	PRO-SA	F-DT20<SA-65758H	3/8 WMC	5.758	146.25	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	500 / 365 / 135
4	PRO-A	F-DT20-1<A-65758H	3/8 WMC	5.758	146.25	0.710	18.03	0.859	21.82	1.9699	50.035	21mm	488 / 370 / 118

MZR 2.3

4	PRO-H	F-DT23>-66094S	3/8 CARR	6.094	154.79	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	
4	PRO-H	F-DT23>-66094H	3/8 WMC	6.094	154.79	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	
4	PRO-SA	F-DT23<SA-66094H	3/8 WMC	6.094	154.79	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	528 / 380 / 148
4	PRO-A	F-DT23-1<A-66094H	3/8 WMC	6.094	154.79	0.710	18.03	0.859	21.82	2.0880	53.035	21mm	494 / 374 / 120

2.3 DISI w/22mm Pin (Can Be Honed for Stock 22.5mm Pin)

4	PRO-H	MA-23DISI>-65927S	3/8 CARR	5.927	150.55	0.858	21.79	0.859	21.82	2.1667	55.034	22mm	
4	PRO-H	MA-23DISI>-65927H	3/8 WMC	5.927	150.55	0.858	21.79	0.859	21.82	2.1667	55.034	22mm	
4	PRO-SA	MA-23DISI<SA-65927H	3/8 WMC	5.927	150.55	0.858	21.79	0.859	21.82	2.1667	55.034	22mm	

MITSUBISHI

4B11T EVO 10

4	PRO-H	MI-4B11>-65659S	3/8 CARR	5.659	143.75	0.784	19.91	0.861	21.87	2.1653	55.000	23mm	552 / 390 / 162
4	PRO-H	MI-4B11>-65659H	3/8 WMC	5.659	143.75	0.784	19.91	0.861	21.87	2.1653	55.000	23mm	547 / 385 / 162
4	PRO-SA	MI-4B11SA-65659H	3/8 WMC	5.659	143.75	0.784	19.91	0.861	21.87	2.1653	55.000	23mm	

4G63 2nd Gen & Lancer EVO

4	PRO-H	MI-4G6T>-65906S	3/8 CARR	5.906	150.00	1.000	25.40	1.038	26.37	1.8897	47.998	22mm	567 / 396 / 171
4	PRO-H	MI-4G6T>-65906H	3/8 WMC	5.906	150.00	1.000	25.40	1.038	26.37	1.8897	47.998	22mm	566 / 393 / 173
4	PRO-SA	MI-4GT<SA-65906H	3/8 WMC	5.906	150.00	1.038	26.37	1.038	26.37	1.8897	47.998	22mm	531 / 368 / 163
4	PRO-A	MI-4GT-1<A-65906H	3/8 WMC	5.906	150.00	1.038	26.37	1.038	26.37	1.8897	47.998	22mm	509 / 366 / 143

4G63 1st Gen

4	PRO-H	MI-4G6>-65906S	3/8 CARR	5.906	150.00	1.000	25.40	1.114	28.30	1.8897	47.998	21mm	
4	PRO-H	MI-4G6>-65906H	3/8 WMC	5.906	150.00	1.000	25.40	1.114	28.30	1.8897	47.998	21mm	
4	PRO-SA	MI-4G6<SA-65906H	3/8 WMC	5.906	150.00	1.000	25.40	1.114	28.30	1.8897	47.998	21mm	
4	PRO-A	MI-4G6-1<A-65906H	3/8 WMC	5.906	150.00	1.114	28.30	1.114	28.30	1.8897	47.998	21mm	516 / 374 / 142

2nd Gen Piston on 1st Gen Crank or 2nd Gen Stroker Piston on 4G64 Crank

4	PRO-H	MI-4G>-65906S	3/8 CARR	5.906	150.00	1.000	25.40	1.114	28.30	1.8897	47.998	22mm	
4	PRO-H	MI-4G>-65906H	3/8 WMC	5.906	150.00	1.000	25.40	1.114	28.30	1.8897	47.998	22mm	
4	PRO-SA	MI-4G<SA-65906H	3/8 WMC	5.906	150.00	1.000	25.40	1.114	28.30	1.8897	47.998	22mm	

Japanese Sport Compact

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

NISSAN / INFINITY / DATSUN
RB25, RB26

TOTAL / ROTATE/ RECIP

6	PRO-H	DA-RB2>-64783S	3/8 CARR	4.783	121.50	0.860	21.84	0.857	21.77	2.0080	51.003	21mm	507 / 371 / 136
6	PRO-H	DA-RB2>-64783H	3/8 WMC	4.783	121.50	0.860	21.84	0.857	21.77	2.0080	51.003	21mm	502 / 366 / 136
6	PRO-SA	DA-RB<SA-64783H	3/8 WMC	4.783	121.50	0.860	21.84	0.857	21.77	2.0080	51.003	21mm	488 / 357 / 131
6	PRO-A	DA-RB-1<A-64783H	3/8 WMC	4.783	121.50	0.860	21.84	0.857	21.77	2.0080	51.003	21mm	474 / 358 / 116

L-16, L-24

4 & 6	PRO-H	DA-L16>-65235S	3/8 CARR	5.235	133.00	1.000	25.40	1.054	26.77	2.0865	52.997	21mm	560 / 409 / 151
4 & 6	PRO-H	DA-L16>-65235H	3/8 WMC	5.235	133.00	1.000	25.40	1.054	26.77	2.0865	52.997	21mm	555 / 404 / 151

SR20

4	PRO-H	NI-SR2>-65364S	3/8 CARR	5.364	136.25	0.930	23.62	0.894	22.71	2.0080	51.003	22mm	545 / 388 / 157
4	PRO-H	NI-SR2>-65364H	3/8 WMC	5.364	136.25	0.930	23.62	0.894	22.71	2.0080	51.003	22mm	540 / 383 / 157
4	PRO-SA	NI-SR2<SA-65364H	3/8 WMC	5.364	136.25	0.930	23.62	0.894	22.71	2.0080	51.003	22mm	533 / 378 / 155
4	PRO-A	NI-SR2-1<A-65364H	3/8 WMC	5.364	136.25	0.930	23.62	0.894	22.71	2.0080	51.003	22mm	511 / 374 / 137

VQ35

6	PRO-H	NI-Q35>-65676S	3/8 CARR	5.676	144.20	0.818	20.78	0.818	20.78	2.1654	55.000	22mm	544 / 383 / 161
6	PRO-H	NI-Q35>-65676H	3/8 WMC	5.676	144.20	0.818	20.78	0.818	20.78	2.1654	55.000	22mm	539 / 378 / 161
6	PRO-SA	NI-Q35<SA-65676H	3/8 WMC	5.676	144.20	0.818	20.78	0.818	20.78	2.1654	55.000	22mm	517 / 370 / 147
6	PRO-A	NI-Q35-1<A-65676H	3/8 WMC	5.676	144.20	0.818	20.78	0.818	20.78	2.1654	55.000	22mm	493 / 363 / 130

VQ35HR

6	PRO-H	NI-VQ35HR>-65974S	3/8 CARR	5.974	151.74	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	562 / 391 / 171
6	PRO-H	NI-VQ35HR>-65974H	3/8 WMC	5.974	151.74	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	557 / 386 / 171
6	PRO-SA	NI-35HR<SA-65974H	3/8 WMC	5.974	151.74	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	

VQ37HR

6	PRO-H	NI-VQ37HR>-65886S	3/8 CARR	5.886	149.50	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	559 / 389 / 170
6	PRO-H	NI-VQ37HR>-65886H	3/8 WMC	5.886	149.50	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	554 / 384 / 170
6	PRO-SA	NI-37HR<SA-65886H	3/8 WMC	5.886	149.50	0.818	20.78	0.818	20.78	2.2441	57.000	22mm	

VG30, VG33

6	PRO-H	NI-VG3>-66070S	3/8 CARR	6.070	154.20	0.860	21.84	0.817	20.75	2.0866	53.000	22mm	556 / 389 / 167
6	PRO-H	NI-VG3>-66070H	3/8 WMC	6.070	154.20	0.860	21.84	0.817	20.75	2.0866	53.000	22mm	551 / 384 / 167
6	PRO-SA	NI-VG3<SA-66070H	3/8 WMC	6.070	154.20	0.860	21.84	0.817	20.75	2.0866	53.000	22mm	534 / 378 / 156
6	PRO-A	NI-VG3-1<A-66070H	3/8 WMC	6.070	154.20	0.860	21.84	0.817	20.75	2.0866	53.000	22mm	499 / 363 / 136

KA24

4	PRO-H	DA-KA24>-66496S	3/8 CARR	6.496	165.00	0.975	24.77	0.975	24.77	2.0870	53.010	21mm	612 / 436 / 176
4	PRO-H	DA-KA24>-66496H	3/8 WMC	6.496	165.00	0.975	24.77	0.975	24.77	2.0870	53.010	21mm	607 / 431 / 176
4	PRO-A	DA-KA24-1<A-66496H	3/8 WMC	6.496	165.00	0.975	24.77	0.975	24.77	2.0870	53.010	21mm	

TB48

6	PRO-H	NI-TB48-1>-66437S	3/8 CARR	6.437	163.50	1.020	25.91	1.290	32.77	2.3622	60.000	23mm	
6	PRO-H	NI-TB48-1>-66437H	3/8 WMC	6.437	163.50	1.020	25.91	1.290	32.77	2.3622	60.000	23mm	



2009 PERFORMANCE CATALOG

Japanese Sport Compact

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

SUBARU

[EJ18, EJ20, EJ22, EJ257\(WRX STI\)](#)

TOTAL / ROTATE/ RECIPI

4	PRO-H	SB-2LTR>-65137S	3/8 CARR	5.137	130.50	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	524 / 374 / 150
4	PRO-H	SB-2LTR>-65137H	3/8 WMC	5.137	130.50	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	519 / 368 / 151
4	PRO-SA	SB-2LTR<SA-65137H	3/8 WMC	5.137	130.50	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	517 / 363 / 154
4	PRO-A	SB-2LTR-1<A-65137H	3/8 WMC	5.137	130.50	0.845	21.46	0.844	21.44	2.1653	55.000	23mm	509 / 369 / 140

TOYOTA/ LEXUS

[3S-GE, 3S-GTE](#)

4	PRO-H	TO-3SG>-65433S	3/8 CARR	5.433	138.00	1.060	26.92	1.054	26.77	2.0080	51.003	22mm	583 / 411 / 172
4	PRO-H	TO-3SG>-65433H	3/8 WMC	5.433	138.00	1.060	26.92	1.054	26.77	2.0080	51.003	22mm	584 / 414 / 170
4	PRO-SA	TO-3SG<SA-65433H	3/8 WMC	5.433	138.00	1.060	26.92	1.054	26.77	2.0080	51.003	22mm	558 / 398 / 160
4	PRO-A	TO-3SG-1<A-65433H	3/8 WMC	5.433	138.00	1.060	26.92	1.054	26.77	2.0080	51.003	22mm	532 / 389 / 143

[2JZ, 2JZ-GE, 2JZ-GTE](#)

6	PRO-H	TO-2JZ>-65590S	3/8 CARR	5.590	142.00	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	600 / 428 / 172
6	PRO-H	TO-2JZ>-65590H	3/8 WMC	5.590	142.00	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	595 / 423 / 172
6	PRO-SA	TO-2JZ<SA-65590H	3/8 WMC	5.590	142.00	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	569 / 406 / 163
6	PRO-A	TO-2JZ-1<A-65590H	3/8 WMC	5.590	142.00	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	524 / 385 / 139

[2JZ Heavy Duty](#)

6	PRO-H	TO-2JHD>-65590S	3/8 CARR	5.590	141.99	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	606 / 428 / 178
6	PRO-H	TO-2JHD>-65590H	3/8 WMC	5.590	141.99	1.000	25.40	1.020	25.91	2.1666	55.032	22mm	601 / 423 / 178

[1FZ-FE](#)

6	PRO-H	TO-1FZFE-1>-66063S	3/8 CARR	6.063	154.00	1.096	27.84	1.096	27.84	2.3830	60.528	26mm	
6	PRO-H	TO-1FZFE-1>-66063H	3/8 WMC	6.063	154.00	1.096	27.84	1.096	27.84	2.3830	60.528	26mm	

[2AZ-FE May require cylinder sleeve clearancing](#)

4	PRO-H	TO-2AZFE>-65886S	3/8 CARR	5.886	149.50	0.780	19.81	0.780	19.81	2.0079	51.001	22mm	
4	PRO-H	TO-2AZFE>-65886H	3/8 WMC	5.886	149.50	0.780	19.81	0.780	19.81	2.0079	51.001	22mm	
4	PRO-SA	TO-2AZFE<SA-65886H	3/8 WMC	5.886	149.50	0.780	19.81	0.780	19.81	2.0079	51.001	22mm	
4	PRO-A	TO-2AZFE-1<A-65886H	3/8 WMC	5.886	149.50	0.780	19.81	0.780	19.81	2.0079	51.001	22mm	496 / 359 / 137

[2ZZ-GE](#)

4	PRO-H	TO-2ZZGE>-65433S	3/8 CARR	5.433	138.00	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	453 / 335 / 118
4	PRO-H	TO-2ZZGE>-65433H	3/8 WMC	5.433	138.00	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	448 / 330 / 118
4	PRO-SA	TO-2ZZGE<SA-65433H	3/8 WMC	5.433	138.00	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	463 / 330 / 133

H=H-11 tool steel bolts and S=CARR Multiphase bolts

< = Taper Blade

> = Straight Blade

**Weights and Dimensions are for reference only. Actual weight may vary. All sets weight matched to +/- 1 gram per end.

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European Sport Compact

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

LANCIA / FIAT

Delta 2.0 16v Turbo - Fiat 2.0 (1995cc)

TOTAL / ROTATE/ RECIP

4	PRO-H	LN-DLTA>-65709S	3/8 CARR	5.709	145.01	0.905	22.99	1.012	25.70	2.1224	53.909	22mm	575 / 405 / 170
4	PRO-H	LN-DLTA>-65709H	3/8 WMC	5.709	145.01	0.905	22.99	1.012	25.70	2.1224	53.909	22mm	570 / 400 / 170

LOTUS ELISE & EXIGE (Toyota 2ZZ-GE)

2ZZ-GE

4	PRO-H	TO-2ZZGE>-65433S	3/8 CARR	5.433	138.00	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	453 / 335 / 118
4	PRO-H	TO-2ZZGE>-65433H	3/8 WMC	5.433	138.00	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	448 / 330 / 118
4	PRO-SA	TO-2ZZGE<SA-65433H	3/8 WMC	5.433	138.00	0.709	18.01	0.780	19.81	1.8898	48.001	20mm	463 / 330 / 133

Mini (BMW)

Cooper and Cooper-S w/Tritec 1.6

4	PRO-H	BM-MINS>-55177S	5/16 CARR	5.177	131.50	0.830	21.08	0.914	23.22	1.9292	49.002	21mm	443 / 318 / 125
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OPEL

C20XE

4	PRO-H	OP-C20>-65634S	3/8 CARR	5.634	143.10	0.866	22.00	1.038	26.37	2.0472	52.000	21mm	584 / 423 / 161
4	PRO-H	OP-C20>-65634H	3/8 WMC	5.634	143.10	0.866	22.00	1.038	26.37	2.0472	52.000	21mm	578 / 418 / 160
4	PRO-SA	OP-C20<SA-65634H	3/8 WMC	5.634	143.10	0.866	22.00	1.038	26.37	2.0472	52.000	21mm	567 / 404 / 163

VOLKSWAGEN / AUDI / SKODA / SEAT

1.8T 16v, 2.0 16v(9a) & 2.2 (5 cyl)

4 & 5	PRO-H	VW-GTI>-65670S	3/8 CARR	5.670	144.00	1.000	25.40	0.981	24.92	1.9928	50.617	20mm	578 / 408 / 170
4 & 5	PRO-H	VW-GTI>-65670H	3/8 WMC	5.670	144.00	1.000	25.40	0.981	24.92	1.9928	50.617	20mm	573 / 403 / 170
4 & 5	PRO-SA	VW-GTI<SA-65670H	3/8 WMC	5.670	144.00	1.000	25.40	0.981	24.92	1.9928	50.617	20mm	555 / 396 / 159
4 & 5	PRO-A	VW-GTI-1<A-65670H	3/8 WMC	5.670	144.00	1.000	25.40	0.981	24.92	1.9928	50.617	20mm	539 / 395 / 141

ABA 2.0

4	PRO-H	VW-ABA>-66260S	3/8 CARR	6.620	159.00	0.980	24.89	0.981	24.92	1.9928	50.617	21mm	
4	PRO-H	VW-ABA>-66260H	3/8 WMC	6.620	159.00	0.980	24.89	0.981	24.92	1.9928	50.617	21mm	
4	PRO-SA	VW-ABA<SA-66260H	3/8 WMC	6.620	159.00	0.980	24.89	0.981	24.92	1.9928	50.617	21mm	594 / 412 / 182

2.8 VR6 w/82mm or Larger Bore

6	PRO-H	VW-28VR6>-8M6457S	8mm CARR	6.457	164.00	0.785	19.94	0.785	19.94	2.2362	56.800	20mm	
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3.2 VR6 w/ 84mm or Larger Bore

6	PRO-H	VW-32VR6>-9M6457S	9mm CARR	6.457	164.00	0.785	19.94	0.785	19.94	2.2362	56.800	20mm	
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VOLVO

Modular Engines 1.9(4cyl), 2.3, 2.4, 2.5(5cyl), 2.9(6cyl)

4,5 & 6	PRO-H	VO-S60>-65630S	3/8 CARR	5.630	143.00	0.862	21.89	1.012	25.70	2.0866	53.000	23mm	580 / 414 / 166
4,5 & 6	PRO-H	VO-S60>-65630H	3/8 WMC	5.630	143.00	0.862	21.89	1.012	25.70	2.0866	53.000	23mm	575 / 409 / 166
4,5 & 6	PRO-SA	VO-S60<SA-65630H	3/8 WMC	5.630	143.00	0.862	21.89	1.012	25.70	2.0866	53.000	23mm	573 / 410 / 163

H=H-11 tool steel bolts and S=CARR Multiphase bolts

< = Taper Blade

> = Straight Blade

**Weights and Dimensions are for reference only. Actual weight may vary. All sets weight matched to +/- 1 gram per end.

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2009

PERFORMANCE CATALOG

European Automotive





Classic European

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

ALFA ROMEO

[1.750/2.0 ltr](#)

4	PRO-H	AL-1750>-66180S	3/8 CARR	6.180	157.00	0.932	23.67	1.052	26.72	2.1145	53.708	22mm	617 / 443 / 174
4	PRO-H	AL-1750>-66180H	3/8 WMC	6.180	157.00	0.932	23.67	1.052	26.72	2.1145	53.708	22mm	612 / 438 / 174

COSWORTH / FORD / LOTUS

[BDA / Ford Narrow Pin, FVA](#)

4	PRO-H	CO-BDA>-65230S	3/8 CARR	5.230		0.950		0.932		2.0830		0.812	532 / 378 / 154
4	PRO-H	CO-BDA>-65230H	3/8 WMC	5.230		0.950		0.932		2.0830		0.812	527 / 373 / 154
4	PRO-H	CO-FVA>-64928S	3/8 CARR	4.928		0.950		0.932		2.0830		0.812	528 / 378 / 148
4	PRO-H	CO-FVA>-64928H	3/8 WMC	4.928		0.950		0.932		2.0830		0.812	522 / 374 / 148
4	PRO-H	CO-FVA>-64826S	3/8 CARR	4.826		0.950		0.932		2.0830		0.812	521 / 375 / 146
4	PRO-H	CO-FVA>-64826H	3/8 WMC	4.826		0.950		0.932		2.0830		0.812	515 / 369 / 146

[BDA/ Ford Wide Pin / 1600 Twin Cam](#)

4	PRO-H	CO-MBDA>-65230S	3/8 CARR	5.230		1.000		1.054		2.0830		0.812	565 / 410 / 155
4	PRO-H	CO-MBDA>-65230H	3/8 WMC	5.230		1.000		1.054		2.0830		0.812	560 / 405 / 155
4	PRO-H	F-105>-64928S	3/8 CARR	4.928		0.950		1.054		2.0830		0.812	529 / 393 / 136
4	PRO-H	F-105>-64928H	3/8 WMC	4.928		0.950		1.054		2.0830		0.812	524 / 389 / 136
4	PRO-H	F-105>-64826S	3/8 CARR	4.826		0.950		1.054		2.0830		0.812	521 / 387 / 134
4	PRO-H	F-105>-64826H	3/8 WMC	4.826		0.950		1.054		2.0830		0.812	516 / 382 / 134

FERRARI

[V-8, V-12](#)

8 & 12	PRO-H	FE-328>-65394S	3/8 CARR	5.394	137.00	0.825	20.96	0.821	20.85	1.8557	47.135	18.5mm	509 / 352 / 157
8 & 12	PRO-H	FE-328>-65394H	3/8 WMC	5.394	137.00	0.825	20.96	0.821	20.85	1.8557	47.135	18.5mm	504 / 347 / 157

[250/ 275](#)

8 & 12	PRO-H	FE-250>-54409S	5/16 CARR	4.409	112.00	0.745	18.92	0.820	20.85	1.7695	44.945	16.5mm	395 / 292 / 103
8 & 12	PRO-H	FE-25>-54409S	5/16 CARR	4.409	112.00	0.745	18.92	0.820	20.85	1.7695	44.945	17mm	395 / 292 / 103

JAGUAR

[3.8 / 4.2 liter](#)

6	PRO-H	JA-6CL*-67750S	3/8 CARR	7.750		1.060		1.175		2.2330		0.875	744 / 520 / 224
6	PRO-H	JA-6CL*-67750H	3/8 WMC	7.750		1.060		1.175		2.2330		0.875	739 / 515 / 224

MG

[MGB w/ 5 main bearing](#)

4	PRO-H	MG-B>-66500S	3/8 CARR	6.500		1.000		0.996		2.0212		0.812	588 / 418 / 170
4	PRO-H	MG-B>-66500H	3/8 WMC	6.500		1.000		0.996		2.0212		0.812	583 / 413 / 170

SPRIDGET

[Spridget/Midget 1275](#)

4	PRO-H	SP-1275>-55750S	5/16 CARR	5.750		0.880		1.059		1.7707		0.812	467 / 329 / 138
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[Spridget 948cc](#)

4	PRO-H	SP-948>-55750S	5/16 CARR	5.750		0.880		1.057		1.7707		0.625	451 / 321 / 130
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TRIUMPH

[Spitfire 1500, late 1300, GT6, TR6](#)

4 & 6	PRO-H	TM-GT6>-45750S	1/4 CARR	5.750		0.900		0.897		2.0212		0.872	439 / 299 / 140
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[TR4 / TR3](#)

4	PRO-H	TM-TR4>-66250S	3/8 CARR	6.250		1.060		1.175		2.2330		0.875	664 / 480 / 184
4	PRO-H	TM-TR4>-66250H	3/8 WMC	6.250		1.060		1.175		2.2330		0.875	659 / 475 / 184

2009 PERFORMANCE CATALOG

BMW

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

BMW

TOTAL / ROTATE/ RECIPI

M40 / M42 / M43 / M44

4	PRO-H	BM-M42>-65512S	3/8 CARR	5.512	140.00	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	
4	PRO-H	BM-M42>-65512H	3/8 WMC	5.512	140.00	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	

M3 / M52B32(S52USB32) / M54B30(S52USB30) / M20B25

6	PRO-H	BM-M52>-65315S	3/8 CARR	5.315	135.00	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	
6	PRO-H	BM-M52>-65315H	3/8 WMC	5.315	135.00	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	

M52 TU 24v / M50 2.5

6	PRO-H	BM-M52>-65512S	3/8 CARR	5.512	140.00	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	
6	PRO-H	BM-M52>-65512H	3/8 WMC	5.512	140.00	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	

M52/M54

6	PRO-H	BM-M52>-65709S	3/8 CARR	5.709	145.00	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	
6	PRO-H	BM-M52>-65709H	3/8 WMC	5.709	145.00	0.862	21.89	0.862	21.89	1.8898	48.001	22mm	

M3 / S14B23 S14/B25

4	PRO-H	BM-S14>-65669S	3/8 CARR	5.669	144.00	0.950	24.13	0.941	23.90	2.0472	51.999	22mm	
4	PRO-H	BM-S14>-65669H	3/8 WMC	5.669	144.00	0.950	24.13	0.941	23.90	2.0472	51.999	22mm	

M5/M6 S38

6	PRO-H	BM-S38>-65669S	3/8 CARR	5.669	144.00	0.950	24.13	0.941	23.90	2.0472	51.999	22mm	
6	PRO-H	BM-S38>-65669H	3/8 WMC	5.669	144.00	0.950	24.13	0.941	23.90	2.0472	51.999	22mm	

S54B32

6	PRO-H	BM-S54>-65472S	3/8 CARR	5.472	139.00	0.784	19.91	0.784	19.91	2.0866	53.000	21mm	
6	PRO-H	BM-S54>-65472H	3/8 WMC	5.472	139.00	0.784	19.91	0.784	19.91	2.0866	53.000	21mm	

S50B32(Euro)

6	PRO-H	BM-S50-1>-65472S	3/8 CARR	5.472	139.00	0.862	21.89	0.862	21.89	2.0866	53.000	21mm	
6	PRO-H	BM-S50-1>-65472H	3/8 WMC	5.472	139.00	0.862	21.89	0.862	21.89	2.0866	53.000	21mm	

S50B30(Euro)

6	PRO-H	BM-S50-1>-65602S	3/8 CARR	5.602	142.30	0.862	21.89	0.862	21.89	2.0866	53.000	21mm	
6	PRO-H	BM-S50-1>-65602H	3/8 WMC	5.602	142.30	0.862	21.89	0.862	21.89	2.0866	53.000	21mm	

S62B50 E39-M5 / E52-Z8

8	PRO-H	BM-S62>-65571S	3/8 CARR	5.571	141.50	0.823	20.90	0.823	20.90	2.0866	53.000	22mm	
8	PRO-H	BM-S62>-65571H	3/8 WMC	5.571	141.50	0.823	20.90	0.823	20.90	2.0866	53.000	22mm	

S85B50 E60-M5 / E63-M6

10	PRO-H	BM-S85>-65540S	3/8 CARR	5.540	140.72	0.784	19.91	0.725	18.42	2.2047	55.999	21mm	
10	PRO-H	BM-S85>-65540H	3/8 WMC	5.540	140.72	0.784	19.91	0.725	18.42	2.2047	55.999	21mm	

S65B40 E90/91/92/93 M3

8	PRO-H	BM-S65>-65540S	3/8 CARR	5.540	140.72	0.866	22.00	0.725	18.42	2.2047	55.999	21mm	
8	PRO-H	BM-S65>-65540H	3/8 WMC	5.540	140.72	0.866	22.00	0.725	18.42	2.2047	55.999	21mm	

H=H-11 tool steel bolts and S=CARR Multiphase bolts

< = Taper Blade

> = Straight Blade

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Porsche

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

PORSCHE

TOTAL / ROTATE/ RECIP

993 / 996 Turbo

6	PRO-H	PR-993>-65000S	3/8 CARR	5.000	127.00	0.768	19.51	0.744	18.90	2.2840	58.014	23mm	540 / 379 / 161
6	PRO-H	PR-993>-65000H	3/8 WMC	5.000	127.00	0.768	19.51	0.744	18.90	2.2840	58.014	23mm	535 / 374 / 161

RSR, 964

6	PRO-H	PR-RSR>-65000S	3/8 CARR	5.000	127.00	0.768	19.51	0.856	21.74	2.2840	58.014	23mm	562 / 401 / 161
6	PRO-H	PR-RSR>-65000H	3/8 WMC	5.000	127.00	0.768	19.51	0.856	21.74	2.2840	58.014	23mm	557 / 396 / 161

3.2/3.3 Turbo, w/ 23mm pin

6	PRO-H	PR-33>23-65000S	3/8 CARR	5.000	127.00	1.000	25.40	0.856	21.74	2.2840	58.014	23mm	579 / 406 / 173
6	PRO-H	PR-33>23-65000H	3/8 WMC	5.000	127.00	1.000	25.40	0.856	21.74	2.2840	58.014	23mm	574 / 401 / 173

3.2/3.3 Turbo, w/ 22mm pin

6	PRO-H	PR-33>22-65000S	3/8 CARR	5.000	127.00	1.000	25.40	0.856	21.74	2.2840	58.014	23mm	576 / 403 / 173
6	PRO-H	PR-33>22-65000H	3/8 WMC	5.000	127.00	1.000	25.40	0.856	21.74	2.2840	58.014	23mm	571 / 398 / 173

3.0

6	PRO-H	PR-3.0>-65030S	3/8 CARR	5.030	127.75	1.000	25.40	0.856	21.74	2.2050	56.007	22mm	558 / 389 / 169
6	PRO-H	PR-3.0>-65030H	3/8 WMC	5.030	127.75	1.000	25.40	0.856	21.74	2.2050	56.007	22mm	553 / 384 / 169

2.4/ 2.7

6	PRO-H	PR-247>-65030S	3/8 CARR	5.030	127.75	1.000	25.40	0.934	23.72	2.2050	56.007	22mm	573 / 405 / 168
6	PRO-H	PR-247>-65030H	3/8 WMC	5.030	127.75	1.000	25.40	0.934	23.72	2.2050	56.007	22mm	568 / 400 / 168

2.0/ 2.2

6	PRO-H	PR-2.0>-65120S	3/8 CARR	5.120	130.00	1.000	25.40	0.854	21.69	2.4019	61.008	22mm	573 / 404 / 169
6	PRO-H	PR-2.0>-65120H	3/8 WMC	5.120	130.00	1.000	25.40	0.854	21.69	2.4019	61.008	22mm	568 / 399 / 169

912, 356 with Porsche case

4	PRO-H	PR-912>-45352S	1/4 CARR	5.000	127.00	1.000	25.40	0.769	19.53	2.2438	56.993	22mm	445 / 297 / 148
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944, 944T, 968

4	PRO-H	PR-944>-65906S	3/8 CARR	5.906	150.00	1.060	26.92	1.131	28.73	2.1650	54.991	24mm	674 / 474 / 200
4	PRO-H	PR-944>-65906H	3/8 WMC	5.906	150.00	1.060	26.92	1.131	28.73	2.1650	54.991	24mm	669 / 469 / 200

(Cayenne)3.2 VR6 w/ 84mm or Larger Bore

6	PRO-H	VW-32VR6>-9M6457S	9mm CARR	6.457	164.00	0.785	19.94	0.785	19.94	2.2362	56.800	20mm	
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H= H-11 tool steel bolts and S= Carr

< = Taper Blade

> = Straight Blade

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2009
PERFORMANCE CATALOG

P o w e r s p o r t S t r e e t



NEVER EVER go to someone for a high-quality racing part because they're cheaper than the rest. Go simply because they're the best.

No more messing around. We went back to Carrillo where we knew we would get the best rods available with no questions asked.

Mike Norman
G-Force Engine Development



Japanese Powersport Street

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

HONDA

[CBR600F3 '95-98 & CBR600F4 '99- 06](#)

TOTAL / ROTATE/ RECIP

4	PRO-H	HO-F3<-43730S	1/4 CARR	3.730	94.75	0.600	15.24	0.819	20.80	1.3380	33.985	17mm	248 / 183 / 65
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[CBR600RR '03-06](#)

4	PRO-H	HO-600RR<-43583S	1/4 CARR	3.583	91.00	0.627	15.93	0.819	20.80	1.3189	33.500	16mm	246 / 182 / 64
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[CBR600RR '07-08](#)

4	PRO-H	HO-6007<-43612S	1/4 CARR	3.612	91.75	0.664	16.87	0.819	20.80	1.3189	33.500	15mm	243 / 185 / 58
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[CBR1000RR '04 -06](#)

4	PRO-H	HO-104<-8M4084S	8mm CARR	4.084	103.75	0.630	16.00	0.855	21.72	1.5510	39.395	17mm	285 / 227 / 58
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4	PRO-H	HO-104<-8M4084H	8mm WMC	4.084	103.75	0.630	16.00	0.855	21.72	1.5510	39.395	17mm	285 / 227 / 58
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[CBR1100XX Blackbird '97-03](#)

4	PRO-H	HO-CBX1<-8M4301S	8mm CARR	4.301	109.25	0.710	18.03	0.852	21.64	1.6930	43.002	19mm	368 / 276 / 92
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4	PRO-H	HO-CBX1<-8M4301H	8mm WMC	4.301	109.25	0.710	18.03	0.852	21.64	1.6930	43.002	19mm	368 / 276 / 92
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KAWASAKI

[ZX6R '00-01, ZX6R\(636\) '02-06, ZZR600 '05-08](#)

4	PRO-H	KA-X600<-43661S	1/4 CARR	3.661	93.00	0.590	14.99	0.727	18.47	1.2992	33.000	16mm	235 / 173 / 62
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[ZX6RR ' 04-06](#)

4	PRO-H	KA-X600<-43740S	1/4 CARR	3.740	95.00	0.590	14.99	0.727	18.47	1.2992	33.000	16mm	237 / 176 / 61
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[ZX6R '07-08](#)

4	PRO-H	KA-ZX600<-43720S	1/4 CARR	3.720	94.49	0.590	14.99	0.766	19.46	1.2992	33.000	15mm	236 / 180 / 56
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[ZX7R '96-02](#)

4	PRO-H	KA-ZX7<-43937S	1/4 CARR	3.937	100.00	0.710	18.03	0.898	22.81	1.5670	39.802	18mm	285 / 213 / 72
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[ZX10R '04-08](#)

4	PRO-H	KA-X104<-8M4203S	8mm CARR	4.203	106.75	0.630	16.00	0.821	20.85	1.4764	37.501	17mm	305 / 233 / 72
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4	PRO-H	KA-X104<-8M4203H	8mm WMC	4.203	106.75	0.630	16.00	0.821	20.85	1.4764	37.501	17mm	305 / 233 / 72
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[ZX11, ZZR11](#)

4	PRO-H	KA-ZX11>-8M4370S	8mm CARR	4.370	111.00	0.900	22.86	0.900	22.86	1.5355	39.002	18mm	347 / 260 / 87
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4	PRO-H	KA-ZX11>-8M4370H	8mm WMC	4.370	111.00	0.900	22.86	0.900	22.86	1.5355	39.002	18mm	347 / 260 / 87
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[ZX12](#)

4	PRO-H	KA-ZX12>-8M4232S	8mm CARR	4.232	107.50	0.750	19.05	0.930	23.62	1.5750	40.005	21mm	350 / 263 / 87
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4	PRO-A	KA-X12-1<A-8M4232H	8mm WMC	4.232	107.50	0.750	19.05	0.930	23.62	1.5750	40.005	21mm	345 / 256 / 89
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[ZX14 '06-08](#)

4	PRO-H	KA-ZX14>-8M4429S	8mm CARR	4.429	112.50	0.750	19.05	0.931	23.65	1.6144	41.006	20mm	359 / 262 / 97
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4	PRO-H	KA-ZX14>-8M4429H	8mm WMC	4.429	112.50	0.750	19.05	0.931	23.65	1.6144	41.006	20mm	359 / 262 / 97
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[ZX14 '06-08 \(4mm Stroker or Turbo Piston\)](#)

4	PRO-H	KA-ZX14>-8M4350S	8mm CARR	4.350	110.50	0.750	19.05	0.931	23.65	1.6144	41.006	20mm	359 / 262 / 97
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4	PRO-H	KA-ZX14>-8M4350H	8mm WMC	4.350	110.50	0.750	19.05	0.931	23.65	1.6144	41.006	20mm	359 / 262 / 97
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2009 PERFORMANCE CATALOG

Japanese Powersport Street

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

SUZUKI

SV650 '99-05

TOTAL / ROTATE/ RECIPI

2	PRO-H	SU-SV65>-8M4744S	8mm CARR	4.744	120.50	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	350 / 249 / 101
2	PRO-H	SU-SV65>-8M4744H	8mm WMC	4.744	120.50	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	350 / 249 / 101
2	PRO-A	SU-V65-1<A-8M4744H	8mm WMC	4.744	120.50	0.785	19.94	0.826	20.98	1.6144	41.006	20mm	348 / 297 / 101

GSX-R600 '01-03

4	PRO-H	SU-6001<-43750S	1/4 CARR	3.750	95.25	0.635	16.13	0.786	19.96	1.3386	34.000	15mm	239 / 180 / 59
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GSX-R600 '04-08

4	PRO-H	SU-6004<-43633S	1/4 CARR	3.633	92.28	0.635	16.13	0.786	19.96	1.3386	34.000	14mm	241 / 180 / 62
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GSX-R750 '00-05

4	PRO-H	SU-7500<-8M4060S	8mm CARR	4.060	103.12	0.635	16.13	0.785	19.94	1.4170	35.992	15mm	285 / 218 / 67
4	PRO-H	SU-7500<-8M4060H	8mm WMC	4.060	103.12	0.635	16.13	0.785	19.94	1.4170	35.992	15mm	285 / 218 / 67

GSX-R750 '06-08

4	PRO-H	SU-7506<-8M3730S	8mm CARR	3.730	94.75	0.635	16.13	0.785	19.94	1.4170	35.992	15mm	282 / 218 / 64
4	PRO-H	SU-7506<-8M3730H	8mm WMC	3.730	94.75	0.635	16.13	0.785	19.94	1.4170	35.992	15mm	282 / 218 / 64

GSX-R1000 '01-04

4	PRO-H	SU-GS10>-8M4370S	8mm CARR	4.370	111.00	0.632	16.05	0.785	19.94	1.4963	38.006	16mm	298 / 221 / 77
4	PRO-H	SU-GS10>-8M4370H	8mm WMC	4.370	111.00	0.632	16.05	0.785	19.94	1.4963	38.006	16mm	298 / 221 / 77
4	PRO-A	SU-G10-1<A-8M4370H	8mm WMC	4.370	111.00	0.632	16.05	0.785	19.94	1.4963	38.006	16mm	293 / 220 / 73

GSX-R1000 '01-04 Stroker

4	PRO-H	SU-GS10>-8M4290S	8mm CARR	4.290	109.00	0.632	16.05	0.785	19.94	1.4963	38.006	16mm	298 / 221 / 77
4	PRO-H	SU-GS10>-8M4290H	8mm WMC	4.290	109.00	0.632	16.05	0.785	19.94	1.4963	38.006	16mm	298 / 221 / 77

GSX-R1000, '05-08

4	PRO-H	SU-GS105>-8M4370S	8mm CARR	4.370	111.00	0.632	16.05	0.785	19.94	1.4963	38.006	15mm	298 / 227 / 71
4	PRO-H	SU-GS105>-8M4370H	8mm WMC	4.370	111.00	0.632	16.05	0.785	19.94	1.4963	38.006	15mm	298 / 227 / 71

GSX-R1000, '05-08 Stroker

CYL	PRO-H	SU-GS105>-8M4290S	8mm CARR	4.290	109.00	0.632	16.05	0.785	19.94	1.4963	38.006	15mm	298 / 227 / 71
4	PRO-H	SU-GS105>-8M4290H	8mm WMC	4.290	109.00	0.632	16.05	0.785	19.94	1.4963	38.006	15mm	298 / 227 / 71

GSX-R1100W '93-98, GSX1100F/G, GSF1200 Bandit '97-98, GSX1100F/G, (1127 Crank)

4	PRO-H	SU-KAT>-8M4606S	8mm CARR	4.606	117.00	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	340 / 242 / 98
4	PRO-H	SU-KAT>-8M4606H	8mm WMC	4.606	117.00	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	340 / 242 / 98
4	PRO-A	SU-KAT-1<A-8M4606H	8mm WMC	4.606	117.00	0.785	19.94	0.826	20.98	1.6144	41.006	20mm	342 / 244 / 98



Ack Attack Motorcycle Streamliner

342.797 mph World Record Holder - September 3rd, 2006**



Japanese Powersport Street

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

SUZUKI (continued)

GSX-R1100 '88-92, GSX-R1100 83-88, (1052 Crank)

TOTAL / ROTATE / RECIP

4	PRO-H	SU-GS>1-8M4621S	8mm CARR	4.621	117.37	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	346 / 245 / 101
4	PRO-H	SU-GS>1-8M4621H	8mm WMC	4.621	117.37	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	346 / 245 / 101

GSX-R1300 Hayabusa '99-07

4	PRO-H	SU-GS13>-8M4705S	8mm CARR	4.705	119.50	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	348 / 247 / 101
4	PRO-H	SU-GS13>-8M4705H	8mm WMC	4.705	119.50	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	348 / 247 / 101
4	PRO-A	SU-G13-1<A-8M4705H	8mm WMC	4.705	119.50	0.785	19.94	0.826	20.98	1.6144	41.006	20mm	346 / 247 / 99
4	PRO-H	SU-13HD>-8M4705S	8mm CARR	4.705	119.50	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	373 / 256 / 117

GSX-R1300 Hayabusa '99-07 Stroker

4	PRO-H	SU-KAT>-8M4606S	8mm CARR	4.606	117.00	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	340 / 242 / 98
4	PRO-H	SU-KAT>-8M4606H	8mm WMC	4.606	117.00	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	340 / 242 / 98
4	PRO-H	SU-GS>1-8M4621S	8mm CARR	4.621	117.37	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	346 / 245 / 101
4	PRO-H	SU-GS>1-8M4621H	8mm WMC	4.621	117.37	0.825	20.96	0.826	20.98	1.6144	41.006	20mm	346 / 245 / 101

GSX-R1300 Hayabusa '2008'

4	PRO-H	SU-1308>-8M4705S	8mm CARR	4.705	119.50	0.825	20.96	0.826	20.98	1.6144	41.006	18mm	348 / 252 / 96
4	PRO-H	SU-1308>-8M4705H	8mm WMC	4.705	119.50	0.825	20.96	0.826	20.98	1.6144	41.006	18mm	348 / 252 / 96

YAMAHA

YZF600-R6 '99-00

4	PRO-H	YA-R6>-43622S	1/4 CARR	3.622	92.00	0.700	17.78	0.701	17.81	1.2992	33.000	16mm	232 / 169 / 63
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YZF-R6 '01-05, FZ600 R6 '04

4	PRO-H	YA-R601>-43603S	1/4 CARR	3.603	91.50	0.630	16.00	0.701	17.81	1.2992	33.000	16mm	220 / 164 / 57
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YZF-R6 '06-08

4	PRO-H	YA-R606<-43563S	1/4 CARR	3.563	90.50	0.592	15.00	0.708	17.83	1.339	34.000	15mm	233 / 175 / 58
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FZR1000 EXUP '89-95, GTS1000 '93-94 YZF1000R '97

4	PRO-H	YA-FZ1>-8M4310S	8mm CARR	4.310	109.50	0.630	16.00	0.819	20.80	1.5360	39.014	19mm	318 / 237 / 81
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YZF-R1 '98-03, FZ1 '01-05

4	PRO-H	YA-YZF>1-8M4350S	8mm CARR	4.350	110.50	0.710	18.03	0.819	20.80	1.5360	39.014	17mm	324 / 239 / 85
4	PRO-H	YA-YZF>1-8M4350H	8mm WMC	4.350	110.50	0.710	18.03	0.819	20.80	1.5360	39.014	17mm	324 / 239 / 85

YZF-R1 '04-09

4	PRO-H	YA-R104<-8M4055S	8mm CARR	4.055	103.00	0.630	16.00	0.885	22.48	1.4567	37.000	17mm	315 / 241 / 74
4	PRO-H	YA-R104<-8M4055H	8mm WMC	4.055	103.00	0.630	16.00	0.885	22.48	1.4567	37.000	17mm	315 / 241 / 74

FJ1100, FJ1200 '86-93

4	PRO-H	YA-FJ1>-8M4665S	8mm CARR	4.665	118.50	0.800	20.32	0.934	23.72	1.6144	41.006	18mm	356 / 264 / 92
4	PRO-H	YA-FJ1>-8M4665H	8mm WMC	4.665	118.50	0.800	20.32	0.934	23.72	1.6144	41.006	18mm	356 / 264 / 92
4	PRO-A	YA-FJ1-1<A-8M4665H	8mm WMC	4.665	118.50	0.800	20.32	0.934	23.72	1.6144	41.006	18mm	337 / 252 / 85

V-Max '86-05, XVZ13 Venture '86-87

4	PRO-H	YA-VMAX>-8M4882S	8mm CARR	4.882	124.00	0.675	17.15	0.784	19.91	1.6142	41.000	19mm	360 / 263 / 97
4	PRO-H	YA-VMAX>-8M4882H	8mm WMC	4.882	124.00	0.675	17.15	0.784	19.91	1.6142	41.000	19mm	360 / 263 / 97
4	PRO-A	YA-VMX-1<A-8M4882H	8mm WMC	4.882	124.00	0.750	19.05	0.784	19.91	1.6142	41.000	19mm	334 / 244 / 90

H=H-11 tool steel bolts and S=CARR Multiphase bolts

< = Taper Blade

> = Straight Blade

**Weights and Dimensions are for reference only. Actual weight may vary.

All sets weight matched to +/- 1 gram per end.

These listings are not necessarily current and complete.

Carrillo reserves the right to add or delete part numbers per demand.

2009 PERFORMANCE CATALOG

European Powersport Street

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

DUCATI

851/ 748/ 916

TOTAL / ROTATE/ RECIPI

2	PRO-H	DU-851<-8M4882S	8mm CARR	4.882	124.00	0.860	21.84	0.863	21.92	1.7723	45.016	20mm	402 / 285 / 117
2	PRO-H	DU-851<-8M4882H	8mm WMC	4.882	124.00	0.860	21.84	0.863	21.92	1.7723	45.016	20mm	402 / 285 / 117

900SS/ 906/ 907

2	PRO-H	DU-906>-8M5118S	8mm CARR	5.118	130.00	0.865	21.97	0.863	21.92	1.7723	45.016	19mm	403 / 296 / 107
2	PRO-H	DU-906>-8M5118H	8mm WMC	5.118	130.00	0.865	21.97	0.863	21.92	1.7723	45.016	19mm	403 / 296 / 107

996, 998, 999

2	PRO-H	DU-998>-8M4882S	8mm CARR	4.882	124.00	0.803	20.40	0.823	20.90	1.7723	45.016	20mm	407 / 286 / 115
2	PRO-H	DU-998>-8M4882H	8mm WMC	4.882	124.00	0.803	20.40	0.823	20.90	1.7723	45.016	20mm	407 / 286 / 115

TRIUMPH

Triple, 1995 and up

3	PRO-H	TR-953>-8M4587S	8mm CARR	4.587	116.50	0.875	22.23	0.915	23.24	1.7323	44.000	19mm	393 / 288 / 105
3	PRO-H	TR-953>-8M4587H	8mm WMC	4.587	116.50	0.875	22.23	0.915	23.24	1.7323	44.000	19mm	393 / 288 / 105

H=H-11 tool steel bolts and S=CARR Multiphase bolts

< = Taper Blade

> = Straight Blade

**Weights and Dimensions are for reference only. Actual weight may vary. All sets weight matched to +/- 1 gram per end.

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Classic European Powersport Street

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

BSA

[BSA B50](#)

TOTAL / ROTATE / RECIP

1	PRO-H	BS-B50>N-06000	N/A	6.000		1.000		0.781		2.0185		0.750	390 / 254 / 136
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[BSA Goldstar](#)

1	PRO-H	BS-DBD>-06470	N/A	6.470		1.000		0.873		2.1240		0.750	362 / 238 / 124
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MATCHLESS

[Matchless G 80](#)

1	PRO-H	MT-G80>-06875	N/A	6.875		0.950		0.680		2.3100		0.875	469 / 294 / 175
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MOTO GUZZI

[Moto Guzzi 2 cylinder](#)

2	PRO-H	MO-GZ>-8M5512S	8mm CARR	5.512	140.00	0.950	24.13	0.938	23.83	1.8554	47.127	22mm	503 / 350 / 153
2	PRO-H	MO-GZ>-8M5512H	8mm WMC	5.512	140.00	0.950	24.13	0.938	23.83	1.8554	47.127	22mm	503 / 350 / 153

NORTON

[Commando 750/850](#)

2	PRO-H	NO-COM>-55875S	5/16 CARR	5.875		1.000		1.010		1.8957		0.687	467 / 333 / 134
2	PRO-H	NO-COM>-55875H	5/16 WMC	5.875		1.000		1.010		1.8957		0.687	467 / 333 / 134

TRIUMPH

[650 Twin T120](#)

2	PRO-H	TR-650>-56500S	5/16 CARR	6.500		1.000		1.041		1.7700		0.687	485 / 345 / 140
2	PRO-H	TR-650>-56500H	5/16 WMC	6.500		1.000		1.041		1.7700		0.687	485 / 345 / 140

[750 Twin T140](#)

2	PRO-H	TR-750>-56000S	5/16 CARR	6.500		1.000		1.041		1.7700		0.750	460 / 329 / 131
2	PRO-H	TR-750>-56000H	5/16 WMC	6.500		1.000		1.041		1.7700		0.750	460 / 329 / 131

[Trident T150](#)

3	PRO-H	TR-TRD>-55750S	5/16 CARR	5.750		0.910		0.912		1.7700		0.687	425 / 305 / 120
3	PRO-H	TR-TRD>-55750H	5/16 WMC	5.750		0.910		0.912		1.7700		0.687	425 / 305 / 120

VINCENT

[Vincent 998 Twin](#)

2	PRO-H	VN-998<-07250	N/A	7.250		0.960		0.960		2.1240		0.875	567 / 380 / 187
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H=H-11 tool steel bolts and S=CARR Multiphase bolts

< = Taper Blade

> = Straight Blade

**Weights and Dimensions are for reference only. Actual weight may vary. All sets weight matched to +/- 1 gram per end.

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Carrillo reserves the right to add or delete part numbers per demand.



Thank you Carrillo for the stout rods!

Bill Ross

Team Subtle Crowbar -Moto Guzzi

New Record holder El Mirage, CA 6/18/2008 161.048mph

New Record Holder Bonneville Salt Flats, UT World of Speed

September 2008

APS-PG 1000cc 170.856mph

APG 1000cc 150.908mph

2009 PERFORMANCE CATALOG

American Iron Powersport Street

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

HARLEY

[Big Twin FX-FL](#) TOTAL / ROTATE/ RECIPI

n/a	PRO-H	HD-EVO-07437	n/a	7.437		1.060		1.754		1.6250		0.791	N/A
n/a	PRO-H	HD-BGTWN-07690	n/a	7.690		1.060		1.754		1.6250		0.927	N/A
n/a	PRO-H	HD-BGTWN-08000	n/a	8.000		1.060		1.754		1.6250		0.927	N/A
n/a	PRO-H	HD-BGTWN-08375	n/a	8.375		1.060		1.754		1.6250		0.927	N/A

[Sportster XL](#)

n/a	PRO-H	HD-SPORT-06938	n/a	6.938		1.060		1.490		1.6250		0.791	N/A
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[V Rod](#)

2	PRO-H	HD-VROD<-65709S	3/8 CARR	5.709	145.00	0.819	20.80	0.901	22.89	2.0320	51.613	0.866	542 / 391 / 151
2	PRO-H	HD-VROD<-65709H	3/8 WMC	5.709	145.00	0.819	20.80	0.901	22.89	2.0320	51.613	0.866	537 / 386 / 151
2	PRO-H	HD-VRD-1<A-65709H	3/8 WMC	5.709	145.00	0.819	20.80	0.901	22.89	2.032	51.613	0.866	507 / 377 / 130

INDIAN

[Indian Scout](#)

n/a	PRO-H	IN-SCOUT-07400	n/a	7.400		1.250		1.545		1.6860		0.750	N/A
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[Indian Chief](#)

n/a	PRO-H	IN-CHIEF-08148	n/a	8.148		1.250		1.545		1.6860		0.750	N/A
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H=H-11 tool steel bolts and S=CARR Multiphase bolts

< = Taper Blade

> = Straight Blade

**Weights and Dimensions are for reference only. Actual weight may vary. All sets weight matched to +/- 1 gram per end.

These listings are not necessarily current and complete.

Carrillo reserves the right to add or delete part numbers per demand.

Powersport Other



Carrillo connecting rods are synonymous with racing and power and we put them to the ultimate test! Their sales and technical staff are excellent and understand what their customers need and want.

Mitch Payton
2008 Team Monster Energy/Pro Circuit/ Kawasaki



2009

PERFORMANCE CATALOG

Powersport Dirt Bike

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

HONDA

CRF250R '04-'06

TOTAL / ROTATE/ RECIP

1	PRO-A	HO-25CA<-03543N	n/a	3.543	90.00	0.701	17.81	0.590	14.99	1.4961	38.001	16mm	183 / 131 / 52
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CRF450R '02-'06

1	PRO-A	HO-45CA-2<-04156N	n/a	4.156	105.50	0.710	18.03	0.788	20.00	1.6535	42.000	19mm	246 / 165 / 81
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CRF450X '05-'06

1	PRO-A	HO-TX45CA-2<-04156N	n/a	4.156	105.56	0.710	18.03	0.859	21.82	1.6535	42.000	19mm	259 / 179 / 80
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XR500 except '83-'84

1	PRO-H	HO-XR5>-05545N	n/a	5.545	140.80	0.790	20.07	0.790	20.07	1.6540	42.012	21mm	377 / 254 / 123
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XL/ XR 600 '93-'00

1	PRO-H	HO-XL6<-05276N	n/a	5.276	134.00	1.000	25.40	0.904	22.96	1.8900	48.006	24mm	462 / 306 / 156
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XR650R '00-'06

1	PRO-H	HO-X65R>-05524N	n/a	5.524	140.30	0.915	23.24	0.906	23.01	1.9688	50.008	23mm	485 / 334 / 151
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HUSQVARNA

610

1	PRO-H	HU-610<-04999N	n/a	4.999	127.00	0.867	22.02	0.708	17.98	1.4961	38.000	22mm	361 / 242 / 119
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KAWASAKI

KX250F '04-'06

1	PRO-A	KA-25CA<-03642N	n/a	3.642	92.50	0.590	14.99	0.709	18.01	1.4965	38.011	16mm	186 / 133 / 53
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KX450F '05-'06

1	PRO-A	KA-KX45CA-2<-03976N	n/a	3.976	101.00	0.709	18.00	0.786	19.96	1.6535	42.000	19mm	236 / 163 / 73
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KTM

'03-'06 450 EXC Racing, '00-'02 520 SX, '02-'06 525 SX, '01-'06 250

1	PRO-H	KT-EXC>-05079N	N/A	5.079	129.00	0.862	21.90	0.862	21.90	1.6929	43.000	20mm	346 / 236 / 110
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'94-'06 620 LC4, '94-'97 DUKE, '98-'01 620 SC, '02-'06 625 SX & SM, '98-'06 640 LC4 & DUKE II

1	PRO-H	KT-6LC>-05571N	N/A	5.571	141.50	0.901	22.90	0.901	22.90	1.9685	50.000	22mm	497 / 339 / 158
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ROTAX

Rotax 600

1	PRO-H	RO-600>-05512	n/a	5.512	140.00	0.850	21.59	0.865	21.97	1.6934	43.012	22mm	434 / 294 / 140
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SUZUKI

DR-Z400 '00-'06

1	PRO-H	SU-DR4>-04203	n/a	4.203	106.80	0.780	18.95	0.858	21.80	1.6934	43.010	20mm	347 / 239 / 108
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RM-Z250 '04-'06

1	PRO-A	KA-25CA<-03642N	n/a	3.642	92.50	0.590	14.99	0.709	18.01	1.4965	38.011	16mm	186 / 133 / 53
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RM-Z450 '06

1	PRO-A	SU-RM45CA-2<-04173N	n/a	4.173	106.00	0.726	18.44	0.778	19.76	1.6535	42.000	19mm	238 / 165 / 73
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YAMAHA

YZ250F '03-'06, WR250F '03-'05

1	PRO-A	YA-25CA<-03681N	n/a	3.681	93.50	0.590	14.99	0.706	17.93	1.5748	40.000	16mm	181 / 124 / 57
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YZ450F '03-'06, WR450F '03

1	PRO-A	YA-45CA-2<-04075N	n/a	4.075	103.50	0.710	18.03	0.785	19.94	1.6535	42.000	18mm	239 / 166 / 73
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TT500/ XT500

1	PRO-H	YA-TT5>-05710N	n/a	5.710	145.00	0.945	24.00	0.943	23.95	1.6540	42.012	20mm	441 / 302 / 139
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TT500/ XT500 7mm Stroker(3.5mm shorter)

1	PRO-H	YA-TT5>-05571N	n/a	5.571	141.50	0.945	24.00	0.943	23.95	1.6540	42.012	20mm	436 / 304 / 132
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XT600 '86-'95, TT600 '86

1	PRO-H	YA-XT6>-05335N	n/a	5.335	135.50	0.865	21.97	0.865	21.97	1.6934	43.012	22mm	431 / 292 / 139
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Powersport ATV & Side x Side

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

HONDA

TRX400 '01-06

TOTAL / ROTATE/ RECIP

1	PRO-H	HO-TRX4>-04832N	n/a	4.832	122.75	0.788	20.02	0.826	20.98	1.6933	43.010	20mm	332 / 228 / 104
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TRX450R '04-05

1	PRO-A	HO-TXCA-2<-04384N	n/a	4.384	111.35	0.788	20.02	0.925	23.50	1.8110	46.000	21mm	297 / 204 / 93
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TRX450R '06

1	PRO-A	HO-TX45CA-2<-04156N	n/a	4.156	105.56	0.710	18.03	0.859	21.82	1.6535	42.000	19mm	259 / 179 / 80
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KAWASAKI

KFX450 '07-'08

1	PRO-A	KA-KFX45CA-2<-04213N	n/a	4.213	107.00	0.709	18.00	0.786	19.96	1.6540	42.012	21mm	
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Teryx & Brute Force 750 V-Twin '08

2	PRO-H	KA-TERYX>-8M4626S	8mm CARR	4.626	117.50	0.709	18.00	0.782	19.86	1.6929	43.000	20mm	
2	PRO-H	KA-TERYX>-8M4626H	8mm WMC	4.626	117.50	0.709	18.00	0.782	19.86	1.6929	43.000	20mm	

SUZUKI

LT-Z400 '03-06

1	PRO-H	SU-DR4>-04203	n/a	4.203	106.80	0.780	18.95	0.858	21.80	1.6934	43.010	20mm	347 / 239 / 108
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LTR450 '06

1	PRO-A	SU-LT45CA-2<-04212N	n/a	4.212	106.98	0.750	19.05	0.857	21.77	1.6535	42.000	19mm	261 / 179 / 82
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YAMAHA

YFZ450 '04-05

1	PRO-A	YA-YFZCA-2<-04035N	n/a	4.035	102.50	0.710	18.03	0.785	19.94	1.6535	42.000	20mm	243 / 165 / 78
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YFZ450 '06

1	PRO-A	YA-YFZCA-2<-03996N	n/a	3.996	101.50	0.710	18.03	0.785	19.94	1.6535	42.000	20mm	250 / 168 / 82
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YFM660 Raptor/Grizzly '02-05, Rhino 660 '04-07

1	PRO-H	YA-XTZ>-05374N	n/a	5.374	136.50	0.866	22.00	0.864	21.95	1.7722	45.014	22mm	444 / 300 / 144
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YFZ700 Raptor/Grizzly '06-09, Rhino 700 '08-09

1	PRO-H	YA-RAP7R>-05315N	n/a	5.315	135.00	0.865	21.970	0.8650	21.97	1.9685	50.000	23mm	472 / 321 / 151
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H=H-11 tool steel bolts and S=CARR Multiphase bolts

< = Taper Blade

> = Straight Blade

**Weights and Dimensions are for reference only. Actual weight may vary. All sets weight matched to +/- 1 gram per end.

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2009 PERFORMANCE CATALOG

Powersport Snow & Water

CYL	TYPE	PARTNUMBER	BOLT SIZE	LENGTH		PE WIDTH		BE WIDTH		BE BORE		PIN DIA	WEIGHT GRAMS**
				Inches	Metric	Inches	Metric	Inches	Metric	Inches	Metric		

SNOW MOBILE

TOTAL / ROTATE/ RECIPI

YAMAHA

[RX \(All\) '03-05, Apex \(All\) '06-07, Attak '06-07](#)

4	PRO-H	YA-YZF>1-8M4350S	8mm CARR	4.350	110.50	0.710	18.03	0.819	20.80	1.5360	39.014	17mm	324 / 239 / 85
4	PRO-H	YA-YZF>1-8M4350H	8mm WMC	4.350	110.50	0.710	18.03	0.819	20.80	1.5360	39.014	17mm	324 / 239 / 85

[RS \(All\) '05-'07, Nytro '07, VK Pro '06-07](#)

3	PRO-H	YA-RSV>-8M4744S	8mm CARR	4.744	120.50	0.712	18.08	0.8590	21.82	1.6142	41.001	19mm	369 / 275 / 94
3	PRO-H	YA-RSV>-8M4744H	8mm WMC	4.744	120.50	0.712	18.08	0.8590	21.82	1.6142	41.001	19mm	369 / 275 / 94

[Phazer '07](#)

2	PRO-H	YA-PHAZ>-8M3937S	8mm CARR	3.937	100.00	0.630	16.00	0.885	22.48	1.4567	37.000	17mm	327 / 246 / 81
2	PRO-H	YA-PHAZ>-8M3937H	8mm WMC	3.937	100.00	0.630	16.00	0.885	22.48	1.4567	37.000	17mm	327 / 246 / 81

ARTIC CAT

[Jaguar Z1](#)

2	PRO-H	AC-JAGZ1>-8M5295S	8mm CARR	5.295	134.50	0.864	21.95	0.864	21.95	1.8897	47.998	22mm	466 / 364 / 102
2	PRO-H	AC-JAGZ1>-8M5295H	8mm WMC	5.295	134.50	0.864	21.95	0.864	21.95	1.8897	47.998	22mm	466 / 364 / 102

WATER CRAFT

KAWASAKI

[ULTRA 250X, Ultra LX, STX-15F](#)

4	PRO-H	KA-STX15>-9M4449S	9mm CARR	4.449	113.00	0.750	19.05	0.930	23.62	1.6535	41.999	21mm	360 / 270 / 90
4	PRO-H	KA-STX15>-9M4449H	9mm WMC	4.449	113.00	0.750	19.05	0.930	23.62	1.6535	41.999	21mm	360 / 270 / 90

YAMAHA (Personal Water Craft)

[FX \(All\) '02-07, VX \(All\) '05-07](#)

4	PRO-H	YA-YZF>1-8M4350S	8mm CARR	4.350	110.50	0.710	18.03	0.819	20.80	1.5360	39.014	17mm	324 / 239 / 85
4	PRO-H	YA-YZF>1-8M4350H	8mm WMC	4.350	110.50	0.710	18.03	0.819	20.80	1.5360	39.014	17mm	324 / 239 / 85

[2008-2009 FX SHO \(PWC\)](#)

4	PRO-H	YA-FXSHO>-9M5709S	9mm CARR	5.709	145.00	0.823	20.90	1.057	26.85	1.7708	44.978	22mm	521 / 369 / 152
4	PRO-H	YA-FXSHO>-9M5709H	9mm WMC	5.709	145.00	0.823	20.90	1.057	26.85	1.7708	44.978	22mm	521 / 369 / 152

YAMAHA (Jet Boat)

[AR210 '06-'07, AR230 '04-'07, SR210 '06-'07, SR230 '03-'07, SX210 '06-'07, SX230 '04-'07](#)

4	PRO-H	YA-YZF>1-8M4350S	8mm CARR	4.350	110.50	0.710	18.03	0.819	20.80	1.5360	39.014	17mm	324 / 239 / 85
4	PRO-H	YA-YZF>1-8M4350H	8mm WMC	4.350	110.50	0.710	18.03	0.819	20.80	1.5360	39.014	17mm	324 / 239 / 85

SEADOO - ROTAX

[Sea-Doo PWC and Sport Boats - Rotax 1503 3 Cylinder Engines](#)

3	PRO-H	RO-RXP>-8M4724S	8mm CARR	4.724	120.00	0.865	21.97	0.865	21.97	1.8898	48.000	23mm	445 / 306 / 139
3	PRO-H	RO-RXP>-8M4724H	8mm WMC	4.724	120.00	0.865	21.97	0.865	21.97	1.8898	48.000	23mm	445 / 306 / 139

Powersport Speedway

SPEEDWAY

[Speedway 163 mm length](#)

1	PRO-SA	WY-CA<-06417N	n/a	6.417	163.00	0.786	20.00	0.786	20.00	1.6540	42.010	20.625 mm	361 / 231 / 130
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[Speedway 164.5 mm length](#)

1	PRO-SA	WY-CA<-06476N	n/a	6.476	164.50	0.786	20.00	0.786	20.00	1.6540	42.010	20.625 mm	362 / 231 / 131
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Bolt Instructions

The CARRILLO connecting rod is a precision, high strength, quality connecting rod, which when properly installed and maintained, will perform flawlessly in today's racing and high performance internal combustion engines. We would like to offer some suggestions and specifications that should be helpful in your installation.

BOLTS

All bolts should be lubricated under the heads as well as on the threads. We recommend the bolt lube included, or as an alternative, molybdenum base paste mixed with engine oil.

The preferred method to torque the bolt is by using the stretch figure listed in the table below. In order to check bolt stretch, simply fixture one rod, leaving the cap portion free from clamping load. Measure both bolt lengths loose, then progressively tighten the bolt until the measured increase in length correlates with the figures below. Use the indicated torque reading to tighten all the connecting rods in final assembly.

THREAD	TYPE	HEAD MARKING	STRETCH RECOMMENDED ENGLISH	STRETCH RECOMMENDED METRIC	TORQUE NOT TO EXCEED ENGLISH	TORQUE NOT TO EXCEED METRIC
1/4	CARR	S4	.0040 to .0060in	0.102 to 0.152	275 inlb	31 Nm
5/16	WMC	H5	.0040 to .0060in	0.102 to 0.152	38 ftlb	52 Nm
5/16	CARR	S5	.0050 to .0070in	0.127 to 0.178	45 ftlb	61 Nm
3/8	WMC	H6	.0050 to .0070in	0.127 to 0.178	45 ftlb	61 Nm
3/8	CARR	S6	.0050 to .0070in	0.127 to 0.178	65 ftlb	88 Nm
7/16	WMC	H7	.0050 to .0070in	0.127 to 0.178	75 ftlb	102 Nm
7/16-1	WMC	H71	.0050 to .0070in	0.127 to 0.178	75 ftlb	102 Nm
7/16	CARR	S7	.0050 to .0080in	0.127 to 0.203	100 ftlb	136 Nm
M8	WMC	HM8	.0040 to .0055in	0.102 to 0.140	42 ftlb	57 Nm
M8-1	CARR	SM81	.0040 to .0055in	0.102 to 0.140	42 ftlb	57 Nm
M8	CARR	SM8	.0045 to .0060in	0.114 to 0.152	48 ftlb	65 Nm
M9	WMC	HM8	.0045 to .0060in	0.114 to 0.152	60 ftlb	81 Nm
M9	CARR	SM9	.0045 to .0060in	0.114 to 0.152	60 ftlb	81 Nm

DO NOT MAGNAFLUX CARRILLO CONNECTING RODS WITH BOLTS INSTALLED

CLEARANCES

Bearing clearances are dictated primarily by the bearing, not by the housing bore of the connecting rods. The connecting rod bore determines crush. Bearing clearances vary as to the application, diameter of the journal and bearing design. An approximate factor would be .001 per 1.000" diameter of crankshaft pin measured at the crown of the bearing surface.

Wrist pin to bushing clearance is variable per diameter as well. The following is a reference scale:

WRIST PIN DIAMETER	CLEARANCE	MAXIMUM CLEARANCE
.500 to 0.750"	.0010"	.0016"
.751 to 1.094"	.0012"	.0020"

Prior to disassembly of the connecting rod, number the connecting rod and matching cap. DO NOT use a metal stamp!

GUARANTEE

We guarantee the quality of the steel, the forging, the heat treat process, and the dimensional sizes. We have no control over the assembly or customer modification of the connecting rod in the engine. There are no further guarantees either expressed or implied by CARRILLO INDUSTRIES or any of their agents or representatives.

BOLTS

We employ two different materials: H-11 tool steel (220,000 UTS) as well as AMS5844 or 5842 (285,000 UTS). All our fasteners employ a patented thread design as well as the highest dimensional integrity in the industry. Each lot is sample tested destructively for both ultimate tensile strength as well as fatigue.

MICROMETER

Carrillo recommends the use of a conventional taper pointed 2-3 inch micrometer to validate the lineal bolt stretch.

2009 PERFORMANCE CATALOG

Custom Build Applications

Here is a list of some applications we have made rods for. We have the dimensions for these applications, but since these are custom we will need to confirm the specs with you and get a 50% deposit before beginning any production. Since these are custom we can also alter the rod to suit your needs, whether you need a different length, a different piston pin or want to use a different bearing we can accommodate your needs. We can also make custom versions of our catalog part numbers to suit your requirements. Check with our knowledgeable sales staff for assistance.

Application	Cylinders	Application	Cylinders	Application	Cylinders
Alfa		Ferrari		Lamborghini	
1300	4	410	12	Daiblo V12	12
1600	4	5.0 V12	12	V10	10
Twin Spark 2.0 ltr 8 valve (75 & 164)	4	246GT, GTS, DINO	6	Mazda	
Twin Spark 2.0 ltr 16 valve (147 & 155)	4	330	12	FS 2.0L	4
2.5 & 3.0 V6	6	430	8	F2T 2.2L Turbo	4
1900 JTS (159)	4	510	12	KL 2.5 V6	6
Aston Martin		Fiat		MG	
DB3	6	850	4	TC & TD	4
DB4	6	1150	4	MGA 1622	4
Audi		1290	4	Twin Cam	4
2.7 V6	6	Punto & Uno	4	MGB Early 3 Main Crank	4
Austin Healey		Ford		6R4 Metro	6
3000	6	Zetec 2.0Ltr	4	Mini	
BMW		1600 CVH	4	1275 GT Metro	4
2002 M10	4	2.5 & 3.0 Duratec V6	6	Mitsubishi	
320i M30	6	RS2000	4	6A12	6
Big 6 M30	6	BA6, BA6T (Australia)	6	4G93	4
M60/M62B46 E53-X5 4.6si	8	302	8	4G63 1st Gen	4
Buick		289 and 302 Boss	8	4G94	4
215	8	351 Windsor	8	6G72	6
400, 455	8	351 Cleveland	8	6A13	6
Chev		390, 427FE, 428	8	4G54	4
4 Cylinder Small Journal Midget	4	429, 460	8	6G74	6
4 Cylinder Large Journal Midget	4	Honda/Acura		Nissan/Datsun	
4.3 V6	6	EV1	4	MA12	4
Chrysler		EB1 / EB2 / EB3	4	CA16 / CA18	4
3.5 V6	6	D15	4	A12 Early with 11/16 pin	4
273, 318, 340, 360	8	D16A	4	A12A with 19mm pin	4
426 HEMI	8	C30A	6	A14 / A15	4
413-426-440 Wedge	8	C27A	6	L20B	4
Climax		J35A	6	L26 / L28	6
FWB	4	Hyundai		FJ20	4
MKII (FPF)	4	2.7 V6	6	RB30	6
Cosworth		Jaguar		VQ30DE	6
DFV	8	AJ-V8 4.2L	8	R16	4
YB	4	3.4 & 3.6	6	U20	4
GAA 3.4 V6	6	2.4	6	VK56DE	8
				TB42, TB45	6

Custom Build Applications

Application	Cylinders	Application	Cylinders	Application	Cylinders
Oldsmobile		Renault		Toyota	
400, 455	8	R5	4	1NZ-FE	4
260, 307, 350, 403	8	Clio	4	4E	4
Opel / Vauxhall		Clio V6	6	4AG	4
Astra / Corsa 1.6	4	PRV6	6	4AGE 1.6 16v and 4AGZ	4
C24NE CIH	4	Rover		4K	4
Peugeot		K Series	4	AGZ	4
1.9 16v (309)	4	Rover 4.2L V8	8	5E	4
406	4	4.6L V8	8	1ZZ-FE	4
306	4	Saab		2TC / 3TC	4
692, 356 "Carrera 2"	4	900/Turbo 2.3ltr	4	1UZ-FE / 2UZ-FE	8
Pontiac		Subaru		5SFE	4
400 / 421 / 455	8	EJ-25 Phase I DOHC	4	5M / 7M-GE / 7M-GTE	6
Porsche		EJ-25 2000 & newer SOHC	4	1JZ / 1JZ-GTE	6
914 (2.0)	4	EJ22	4	3UZ-FE	8
928	8	Suzuki		20R / 22R	4
904 Engine type 587 (356 B/C, 2000 GS)	4	Swift 1.3L	4	Triumph	
996 (98'-02') Non-Turbo	6	1.6L	4	1300 Spitfire	4
996 (03' up) Non-Turbo	6			1147	4
4.5 Ltr Cayenne	8			TVR	
914 (1.7-1.8)	4			Speed 6 AJP6	6
692, 356 "Carrera 2"	4			AJP8	8
				Volkswagen	
				Rabbit 1.6L and 1.7L	4
				Corrado G60	4
				Type 1 with Buick bearing	4
				Type 1 stock bearing	4



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Custom Build Applications

Here is a list of some applications we have made rods for. We have the dimensions for these applications, but since these are custom we will need to confirm the specs with you and get a 50% deposit before beginning any production. Since these are custom we can also alter the rod to suit your needs, whether you need a different length, a different piston pin or want to use a different bearing we can accommodate your needs. We can also make custom versions of our catalog part numbers to suit your requirements. Check with our knowledgeable sales staff for assistance.

Application	Cylinders
PWC	
Bombardier	
500cc Rotax Single	1
Motorcycle	
Aermacchi	
250	1
350	1
BMW	
Most 2 cyl	2
1100RS	2
R65	2
R69	2
HP2	2
BSA	
A-10 Early	2
A-10	2
A-50 & A-65	2
B33 & B34 Gold Star	1
B40	1
V441	1
Ducati	
250 Narrow Case	1
350 Wide Case	1
450	1
750	2
900 Beval Drive	2
750SS	2
Pantah	2

Application	Cylinders
Honda	
350X	1
CB1000	4
CB1100F	4
CB350	2
CB400	4
CB550	4
CB650	4
CB750 DOHC	4
CB750 SOHC	4
CB900	4
CB900F	4
CBR1000F	4
CBR600F/F2	4
CBR900RR	4
CBR929RR	4
CBR954RR	4
CBX 1000	6
NT650 HAWK GT	2
RVT100R RC51	2
VF750C	4
VFR400RR(NC30)	4
VFR700	4
VFR750F	4
VFR750R RC30	4
VT1100C	2
X-4	4
XR350	1
XR500	1
XR650L	1





Custom Build Applications

Application	Cylinders
Motorcycle	
Husqvarna	
350	1
Kawasaki	
750 NINJA	4
900 NINJA	4
EX250	2
EX500	2
GPZ750	4
KLR650	1
KLX650	1
KZ750 (twin)	2
VULCAN	2
ZRX12	4
ZX10	4
ZX6	4
ZX9R	4
ZZR12	4
Matchless	
G45	1
G50	1
Moto Guzzi	
MGS-01 Corsa	2
Norton	
Model 88 Dominator	2
Manx (Short Stroke)	1

Application	Cylinders
Royal Enfield	
700	2
Fury / Bullet 500	1
Suzuki	
GS500	2
GSX1400	4
GSX750F KATANA	4
GSX-R600	4
GSX-R600W	4
GSX-R750	4
GSX-R750	4
GSX-R750	4
RF600	4
RF900	4
SV1000	2
TL1000R/S	2
Triumph	
500 Daytona	2
Bonneville	2
VOR	
530	1
503	1
Yamaha	
350 Warrior	1
FZR400	4
FZR600	4
FZR750	4
SRX600	1
TDM850 / TRX850	2
XV1600(Road Star)	2
YZF600R(not R6)	4





2009

PERFORMANCE CATALOG

Terms and Conditions

Payment Options

We accept Cashiers Check, Company Check (Upon Approval), Visa and Master Card, AMEX and Discover. Initial custom connecting rod orders require a 50% deposit prior to order processing. Acceptable methods of payment for international orders may be made by credit card or by wire transfer. Please ask your sales representative for details. All orders will be charged the applicable sales tax, unless a completed resale card is submitted and on file.

Shipping

Shelf orders are normally shipped same day via United Parcel Service if submitted by 2:00 PM Pacific Standard Time. Next Day Air, 2nd Day, 3 Day Select and ground service are available. Customer assumes responsibility for all freight charges. All Drop shipments will incur a \$10.00 fee. An additional \$10.00 charge will be added for all non-UPS International shipments.

Return Policy

All returns are subject to a 10% restocking fee. Returns must be made within 90 days and in new unused condition. All returns require a Return Merchandise Authorization (RMA) number. We will only accept returns purchased directly from Carrillo with the original invoice number and date for each item returned for credit. Custom Connecting rods are not returnable.

Notice

Due to the nature of performance applications, all Carrillo Connecting Rods are sold without any expressed or implied warranty of merchantability or fitness for particular purpose. Carrillo shall not, under any circumstances, be liable for any special, incidental or consequential damages, including, but not limited to, damages or loss of other 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 sale, installation or use of these parts. Carrillo reserves the right to make product improvements/changes without notice and without incurring liability with respect to similar products previously manufactured. A \$30 fee will be charged for each returned check. A 1.5% per month finance Charge will apply for all balances over 30 days.

Terms and Conditions

Guarantee

Technological advances are constantly made in the high performance engine business; many components that are adequate today will be outdated and unacceptable tomorrow. For this reason, we at Carrillo are continually testing both our connecting rods and fasteners to assure our customers that we offer the highest quality connecting rod assembly. Carrillo's enviable reputation in the industry and the proven success of our H-Beam and more recently, our A-Beam, configuration has led competitors throughout the world to copy our design. Watch for counterfeits. These imitations do not employ our sophisticated methods of certification and inspection. Consequently, these parts cannot approach the high quality component that Carrillo produces. Look for Carrillo rods with our logo laser etched and a 5-digit number stamped on the side of the cap. Our obligation to the high performance engine business is that only the finest quality materials, workmanship and inspection procedures are documented and accepted. This is our guarantee to you, our customer.

Engine Assembly & Modification

We guarantee the quality of the steel, the forging, the heat treat process, and the dimensional sizes. We have no control over the assembly or customer modification of the connecting rod in the engine. There are no further guarantees either expressed or implied by CARRILLO INDUSTRIES or any of their agents or representatives. CARRILLO INDUSTRIES reserves the right to alter the design or initiate product changes without incurring liability or obligation with respect to similar products previously manufactured by this concern.



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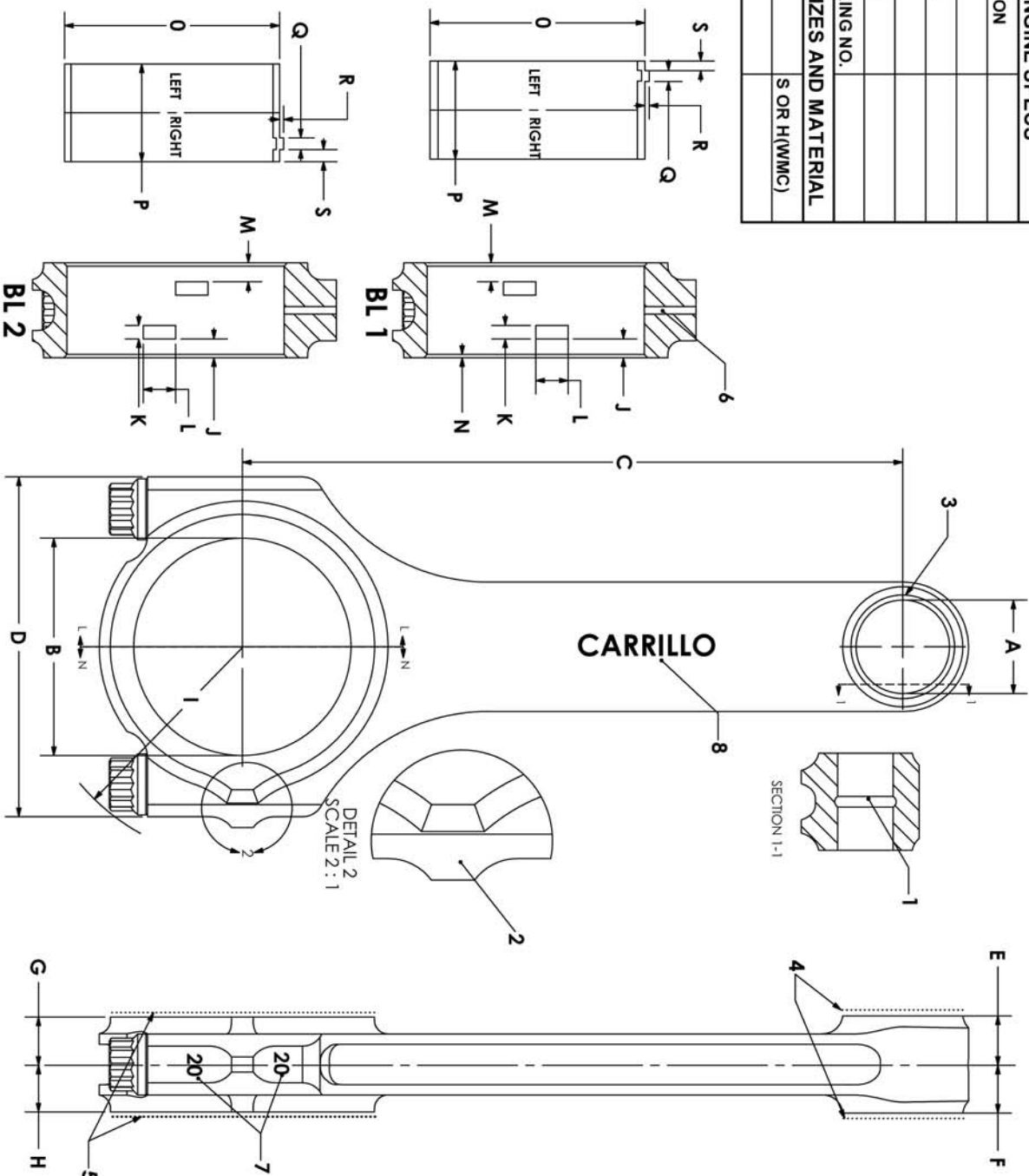
THE CHOICE CONNECTION

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GENERAL DIMENSIONS		ENGINE SPECS	
INCHES	MM	APPLICATION	
A		NO. CYL	
B		CYL BORE	
C		STROKE	
D		MAX R.P.M	
E		ROD BEARING NO.	
F		BOLT SIZES AND MATERIAL	
G		SIZE	S OR H(WMC)
H			
I			

BEARING TANG LOCATION	
CHOOSE BL1 OR BL2 CONFIGURATION	
J	
K	
L	
M	
N	
O	
P	
Q	
R	
S	

FEATURES	
DESCRIPTION	YES OR NO
1 ANNULAR GROOVES	
2 LIPPED CAP	
3 BUSHING	
4 PE MACHINED FINISH	
5 BE MACHINED FINISH	
6 FPO	
7 SERIALIZATION	
8 CUSTOM LASER MARK	



COMMENTS:

Apparel



Cap

This high quality cap features an embroidered logo on the front and "the choice connection" slogan on the back. One size fits all



Shop Apron

The perfect addition to your workshop with an embroidered logo in the center and 2 pockets on the sides. One size fits all.



Polo

100% Cotton Pique with embroidered logo. Available in Black and Navy Blue
Sizes: M, L, XL, XXL, XXXL



Tee-shirt

100% Cotton top quality tee for a day at the track. Available in white with black print or Black with white print.
Sizes: M, L, XL, XXL, XXXL



Sweatshirt

100% Cotton top quality sweatshirt. Navy blue with large Carrillo logo. Comfy fit.
Sizes: M, L, XL, XXL, XXXL



Stainless Steel Coffee Tumbler

High quality stainless steel rugged tumbler with lid keeps your coffee or other warm liquid hot, all day.

\$ 5 . 0 0

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