



Automotive Crankshafts & Connecting Rods

An Energy Transfer Technology Company



K1-00



Crankshafts & Connecting Rods

K1 Technologies
is dedicated to providing
world-class energy-transfer technology
at an affordable price.

Our vast experience designing, engineering and manufacturing connecting rods and crankshafts assures that we will continue providing the same top of the line product and customer service we have always provided.

Our mission is to bring, to the racing market, high quality parts at an affordable price and to provide our customers with world-class customer service.

We welcome your phone calls, comments, requests and certainly welcome the opportunity to be your company of choice when it comes to connecting rods and crankshafts.

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Connecting Rod Numbering System

X	X	X X X X	X X	X	X
Engine Maker	Rod Type	Center to center	Housing Bore	Wrist Pin Size	Wrist Pin
A - Acura	F - Forged I-Beam		AA - 1.693	A - 0.747	B - Bushed
B - Buick	H - Billet H-Beam		AB - 1.772	B - 0.750	P - Press Fit
C - Chevy			AC - 1.890	C - 0.787	
D - Chrysler			AD - 1.965	D - 0.799	
F - Ford			AE - 2.008	E - 0.812	
H - Honda			AF - 2.047	F - 0.826	
M - Mitsubishi			AG - 2.086	G - 0.866	
N - Nissan			AH - 2.125	H - 0.900	
O - Oldsmobile			AJ - 2.165	J - 0.906	
P - Pontiac			AK - 2.205	K - 0.912	
S - Subaru			AL - 2.225	L - 0.927	
T - Toyota			AM - 2.239	M - 0.975	
Z - Mazda			AN - 2.250	N - 0.980	
			AP - 2.325	P - 0.984	
			AR - 2.375	R - 0.990	
			AS - 2.427	S - 1.030	
			AT - 2.436	T - 1.040	
			AU - 2.500	U - 1.094	
			AV - 2.591	V - 0.940	
			AW - 2.625	W - 0.708	
			AY - 2.653	Y - 0.875	
			AZ - 1.614	Z - 1.358	
			BA - 2.032		
			BB - 1.992		
			BC - 1.986		
			BD - 2.244		
			DA - 2.637		



4340 Forged I-Beam Connecting Rods

Part Number	Description	Housing Bore Size	Crank Pin Size	Wrist Pin Size	Bolt Size	Gram Weight
Chevy Small Block Forged I-Beam Rods						
CF5700ALLB8-A	5.700" SB Chevy Bushed Forged	2.225"	2.100"	.927"	3/8"	591
CF5700ALLP8-A	5.700" SB Chevy Press Fit Forged	2.225"	2.100"	.927"	3/8"	587
CF6000ALLB8-A	6.000" SB Chevy Bushed Forged	2.225"	2.100"	.927"	3/8"	618
CF6000ALLP8-A	6.000" SB Chevy Press Fit Forged	2.225"	2.100"	.927"	3/8"	614
Chevy Big Block Forged I-Beam Rods						
CF6135APRB8-A	6.135" BB Chevy Bushed Forged	2.325"	2.200"	.990"	7/16"	828
CF6135APRP8-A	6.135" BB Chevy Press Fit Forged	2.325"	2.200"	.990"	7/16"	828
CF6385APRB8-A	6.385" BB Chevy Bushed Forged	2.325"	2.200"	.990"	7/16"	839
CF6535APRB8-A	6.535" BB Chevy Bushed Forged	2.325"	2.200"	.990"	7/16"	850

4340 Domestic H-Beam Billet Connecting Rods

Chevy Small Block H-Beam Billet Rods						
CH5700ALLB8-A	5.700" SB Chevy Bushed	2.225"	2.100"	.927"	7/16"	622
CH5850ALLB8-A	5.850" SB Chevy Bushed	2.225"	2.100"	.927"	7/16"	630
CH6000ALLB8-A	6.000" SB Chevy Bushed	2.225"	2.100"	.927"	7/16"	635
CH6125ALLB8-A	6.125" SB Chevy Bushed	2.225"	2.100"	.927"	7/16"	645
CH6200ALLB8-A	6.200" SB Chevy Bushed	2.225"	2.100"	.927"	7/16"	654
CH6250ALLB8-A	6.250" SB Chevy Bushed	2.225"	2.100"	.927"	7/16"	656
CH6300ALLB8-A	6.300" SB Chevy Bushed	2.225"	2.100"	.927"	7/16"	658
Chevy Small Block Lightweight H-Beam Billet Rods						
CH5700ALLB-L8-A	5.700" Chevy Lightweight Bushed	2.225"	2.100"	.927"	3/8"	492
CH6000ALLB-L8-A	6.000" Chevy Lightweight Bushed	2.225"	2.100"	.927"	3/8"	500
CH6125ALLB-L8-A	6.125" Chevy Lightweight Bushed	2.225"	2.100"	.927"	3/8"	503
CH6250ALLB-L8-A	6.250" Chevy Lightweight Bushed	2.225"	2.100"	.927"	3/8"	507
Chevy Small Block Small Journal H-Beam Billet Rods						
CH5700AHLB8-A	5.700" SB Chevy Bushed Small Journal	2.125"	2.000"	.927"	7/16"	630
CH6000AHLB8-A	6.000" SB Chevy Bushed Small Journal	2.125"	2.000"	.927"	7/16"	633
CH6125AHLB8-A	6.125" SB Chevy Bushed Small Journal	2.125"	2.000"	.927"	7/16"	638
CH6200AHLB8-A	6.200" SB Chevy Bushed Small Journal	2.125"	2.000"	.927"	7/16"	643
Chevy Small Block Lightweight Honda Journal H-Beam Billet Rods						
CH6000AZLB-L8-A *	6.000" Chevy Lightweight Rods w/ Honda Journal	2.015"	1.890"	.927"	3/8"	530
CH6250AZLB-L8-A *	6.250" Chevy Lightweight Rods w/ Honda Journal	2.015"	1.890"	.927"	3/8"	539

* Uses Clevite CB-1663 Bearing

Chevy LS1 H-Beam Billet Rods

CH6098ALLB-LS8-A	6.098" LS1 Chevy Bushed	2.225"	2.100"	.927"	7/16"	659
CH6125ALLB-LS8-A	6.125" LS1 Chevy Bushed	2.225"	2.100"	.927"	7/16"	660
CH6125ALLB-LSL8-A	6.125" LS1 Chevy Lightweight Bushed	2.225"	2.100"	.927"	7/16"	616
CH6450ALLB-LSL8-A	6.450" LS1 Chevy Lightweight Bushed	2.225"	2.100"	.927"	7/16"	624

Chevy V6 H-Beam Billet Rods

CH5700ARLB6-A	5.700" Chevy Even Fire V-6 (4.3L)	2.375"	2.249"	.927"	7/16"	646
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Chevy Big Block H-Beam Billet Rods

CH6135APRB8-A	6.135" BB Chevy Bushed	2.325"	2.200"	.990"	7/16"	727
CH6385APRB8-A	6.385" BB Chevy Bushed	2.325"	2.200"	.990"	7/16"	740
CH6405APRB8-A	6.405" BB Chevy Bushed	2.325"	2.200"	.990"	7/16"	741
CH6480APRB8-A	6.480" BB Chevy Bushed	2.325"	2.200"	.990"	7/16"	740
CH6535APRB8-A	6.535" BB Chevy Bushed	2.325"	2.200"	.990"	7/16"	758
CH6635APRB8-A	6.635" BB Chevy Bushed	2.325"	2.200"	.990"	7/16"	774
CH6700APRB8-A	6.700" BB Chevy Bushed	2.325"	2.200"	.990"	7/16"	781
CH6800APRB8-A	6.800" BB Chevy Bushed	2.325"	2.200"	.990"	7/16"	785
CH7000APRB8-A	7.000" BB Chevy Bushed	2.325"	2.200"	.990"	7/16"	790
CH7100APRB8-A	7.100" BB Chevy Bushed	2.325"	2.200"	.990"	7/16"	804

4340 Domestic H-Beam Billet Connecting Rods

Part Number	Description	Housing Bore Size	Crank Pin Size	Wrist Pin Size	Bolt Size	Gram Weight
Buick V6 H-Beam Billet Rods						
BH5960ARVB6-A	5.960" Buick Bushed	2.374"	2.249"	.940"	7/16"	698
BH5960ARVP6-A	5.960" Buick Press Fit	2.374"	2.249"	.940"	7/16"	703
BH6000ARLB6-A	6.000" Buick Bushed	2.374"	2.249"	.927"	7/16"	705
BH6350ARLB-EF6-A	6.350" Buick Even Fire On-Center Bushed	2.374"	2.249"	.927"	7/16"	698
BH6350ARLB-WJ6-A	6.350" Buick Bushed With .890" Wide Journal	2.374"	2.249"	.927"	7/16"	752
BH6350ARLB6-A	6.350" Buick Bushed Even-Fire Off-Center	2.374"	2.249"	.927"	7/16"	742
Chrysler Slant Six H-Beam Billet Rods						
DH7005BEHB6-A	7.005" Slant Six Chrysler Bushed	2.312"	2.187"	.901"	3/8"	644
Chrysler Small Block H-Beam Billet Rods						
DH6123ANLB8-A	6.123" Small Block Chrysler Bushed	2.250"	2.125"	.927"	7/16"	649
DH6123ANPB8-A	6.123" Small Block Chrysler Bushed	2.250"	2.125"	.984"	7/16"	656
Chrysler Small Block Hemi H-Beam Billet Rods						
DH6125AHGB8-A	6.125" Chrysler with 2.000" SB Chevy Small Journal	2.150"	2.000"	.866"	3/8"	606
DH6125ALLB8-A	6.125" Chrysler 2.100 Journal	2.225"	2.100"	.927"	7/16"	653
DH6243ANLB8-A	6.243" Chrysler 5.7 Hemi Rod	2.250"	2.125"	.927"	7/16"	622
Chrysler 426/440 Big Block H-Beam Billet Rods						
DH6760APRB8-A	6.760" Chrysler 440 Bushed	2.325"	2.200"	.990"	7/16"	815
DH6760AURB8-A	6.760" Chrysler 440 Bushed	2.500"	2.375"	.990"	7/16"	820
DH6760AUUB8-A	6.760" Chrysler 440 Bushed	2.500"	2.375"	1.094"	7/16"	812
DH6860AURB8-A	6.860" Chrysler Hemi Bushed	2.500"	2.375"	.990"	7/16"	824
DH6860AUSB8-A	6.860" Chrysler Hemi Bushed	2.500"	2.375"	1.030"	7/16"	833
DH7000APRB8-A	7.000" Chrysler Bushed	2.325"	2.200"	.990"	7/16"	824
DH7100APRB8-A	7.100" Chrysler Bushed	2.325"	2.200"	.990"	7/16"	835
DH7100AURB8-A	7.100" Chrysler Bushed	2.500"	2.375"	.990"	7/16"	855
DH7100AUSB8-A	7.100" Chrysler Bushed	2.500"	2.375"	1.030"	7/16"	850
Chrysler 392 Hemi H-Beam Billet Rods						
DH6950AUPB8-A	6.950" Chrysler 392 Hemi Bushed	2.500"	2.375"	.984"	7/16"	835
Chrysler Viper V10 H-Beam Billet Rods						
DH6123ANLB10-A	6.123" Small Block Chrysler Bushed - Model Year 1994-02	2.250"	2.125"	.927"	7/16"	626
DH6200AHLB10-A	6.200" Small Block Chrysler Bushed	2.150"	2.000"	.927"	7/16"	619
DH6221ANLB10-A	6.221" Small Block Chrysler Bushed - Model Year 2003-06	2.250"	2.125"	.927"	7/16"	639
Ford H-Beam Billet Rods						
FH5400ALLB8-A	5.400" Ford Bushed	2.225"	2.100"	.927"	7/16"	590
FH6200ALGB8-A	6.200" Ford w/Chevy Rod Pin	2.225"	2.100"	.866"	7/16"	628
FH6200ALLB8-A	6.200" Ford w/Chevy Rod Pin	2.225"	2.100"	.927"	7/16"	630
Ford 4.6L Modular V8 H-Beam Billet Rods						
FH5933AMGB8-A	5.933" Ford 4.6L Modular Rod	2.239"	2.086"	.866"	7/16"	596
Ford Big Block H-Beam Billet Rods						
FH6800APRB8-A	6.800" Ford Bushed w/Chevy Journal and Pin	2.325"	2.200"	.990"	7/16"	749



"After running our 426 Stroker Hemi for 3 weeks on our engine Dyno, we found the motor (including the K1 Rods and Crank) still in perfect condition!"

Bob Cousimano
CMW Motorsports

"When I went looking for cranks and rods, my objective was - Quality in engineering, design, and performance. I found all three at K1."

Darrell Poe
DP Performance Engines



4340 Sport Compact H-Beam Billet Connecting Rods

Part Number	Description	Center To Center	Housing Bore Size	Wrist Pin Size	Bolt Size	Gram Weight
Chrysler H-Beam Billet Rods						
DH5972AGHB4-A	Chrysler Bushed for 2.2L/2.5L Turbo	5.972"	2.325"	.901"	3/8"	606
Ford H-Beam Billet Rods						
FH5440AGFB6-A	Ford Duratech 3.0L	5.440"	2.086"	21mm	3/8"	535
FH5700AHLB4-A	Ford Pinto Rod 2.000" Chevy Journal	5.700"	2.125"	.927"	3/8"	507
Honda H-Beam Billet Rods						
HH5394ACAB4-A	Honda D17	5.394"	1.890"	19mm	3/8"	463
HH5394ACFB4-A	Honda B18A/B	5.394"	1.890"	21mm	3/8"	501
HH5433ACFB4-A	Honda B18C	5.433"	1.890"	21mm	3/8"	500
HH5630AEB4-A	Honda S2000/K24 Conversion Rod	5.630"	2.008"	22mm	3/8"	526
HH5636AEB4-A	Honda H22	5.636"	2.008"	22mm	3/8"	630
HH5865AAWB4-A	Honda Fit	5.865"	1.693"	18mm	3/8"	361
Honda I-Beam Billet Rods						
HI5985AEB4-A	Honda K24 I-Beam	5.985"	2.325"	22mm	3/8"	454
Mazda H-Beam Billet Rods						
ZH5234ACCB4-A	Mazda MX5	5.234"	1.890"	20mm	3/8"	490
ZH5315AEAB4-A	Mazda FS-DE	5.315"	2.008"	19mm	3/8"	530
ZH5400AEAB4-A	Mazda FS-DE	5.400"	2.008"	19mm	3/8"	536
Mitsubishi H-Beam Billet Rods						
MH5906ACFB-L4-A	Mitsubishi 4G63 Gen 1 Lightweight	5.906"	1.890"	21mm	3/8"	533
MH5906ACGB-L4-A	Mitsubishi 4G63 Gen 2 Lightweight	5.906"	1.890"	22mm	3/8"	530
MH5906ACGB4-A	Mitsubishi 4G63 Gen 2	5.906"	1.890"	22mm	3/8"	595
MH6025ADAB-L4-A	Mitsubishi 4G94 Lightweight	6.025"	1.976"	19mm	3/8"	486
Nissan H-Beam Billet Rods						
NH4783AEFB6-A	Nissan RB25	4.783"	2.008"	21mm	3/8"	498
NH5231ACCB4-A	Nissan CA16DE/CA18DE	5.231"	1.890"	20mm	3/8"	550
NH5364AEB4-A	Nissan SR20 Bushed	5.364"	2.008"	22mm	3/8"	524
NH5676AJGB6-A	Nissan VQ-35 Rod	5.676"	2.165"	22mm	3/8"	538
NH6495AGFB4-A	Nissan KA24	6.495"	2.165"	21mm	3/8"	624
Peugeot H-Beam Billet Rods						
PEH5260BLCBB4-A	Peugeot TU5JP4	5.260"	1.916"	19.48mm	3/8"	499
Subaru H-Beam Billet Rods						
SH5137AJJB4-A	Subaru EJ20	5.137"	2.165"	23mm	3/8"	533
SH5180AJJB4-A	Subaru EJ25	5.180"	2.165"	23mm	3/8"	547
Toyota H-Beam Billet Rods						
TH4850AEB4-A	Toyota 3TC	4.850"	2.008"	22mm	3/8"	529
TH5886AEB4-A	Toyota Rod 2AZ-FE for Scion tC, Rav 4, Scion xB, Camry	5.866"	2.008"	22mm	3/8"	514
Volkswagen H-Beam Billet Rods						
VW5669BBCB4-A	Volkswagen Connecting Rod for Golf 1.8L Bushed	5.669"	1.992"	20mm	3/8"	514
VW6260BBFB4-A	Volkswagen Connecting Rod for ABF High Block	6.260"	1.992"	21mm	3/8"	565
Vauxhall H-Beam Billet Rods						
VX5634AFFB4-A	Vauxhall Connecting Rod for 16V 2.0L Bushed	5.634"	2.047"	21mm	3/8"	524
4340 Motorcycle H-Beam Billet Connecting Rods						
Harley Davidson H-Beam Billet Rods						
HDH5585BAGB2-A	V-Rod Stroker Rod	5.585"	2.032"	22mm	3/8"	496
HDH5648BAGB2-A	V-Rod Stroker Rod	5.648"	2.032"	22mm	3/8"	498
HDH5710BAGB2-A	V-Rod Stock Replacement	5.710"	2.032"	22mm	3/8"	500



Subaru EJ20



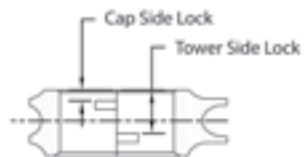
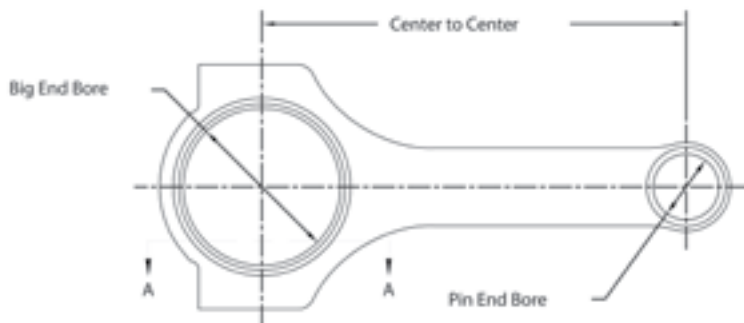
Harley V-Rod

Custom Rods

If your specific application is not in our catalog,
just provide us with the following information.

Let's discuss producing short run Custom Rods for you.

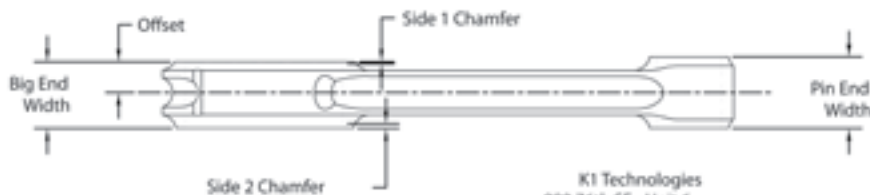
K1 Custom Connecting Rod Form



SECTION A-A
BEARING LOCK
OPTION 1



SECTION A-A
BEARING LOCK
OPTION 2



K1 Technologies
889 76th SE - Unit 6
Byron Center, MI 49315
Phone: 616-583-9700 Fax: 616-878-3612

Engine Make: _____

Engine Model: _____

Engine Year: _____

Rods Per Set: _____

Cylinder Bore: _____

Stroke: _____

RPM: _____

Amount of Boost: _____

Piston Weight: _____

Pin Weight: _____

Ring Weight: _____

Center to Center: _____

Big End Bore: _____

Wrist Pin Diameter: _____

Big End Width: _____

Pin End Width: _____

Offset: _____

Cap Side Lock: _____

Tower Side Lock: _____

Lock Width: _____

Lock Option 1 or 2: _____

Side 1 Chamfer: _____

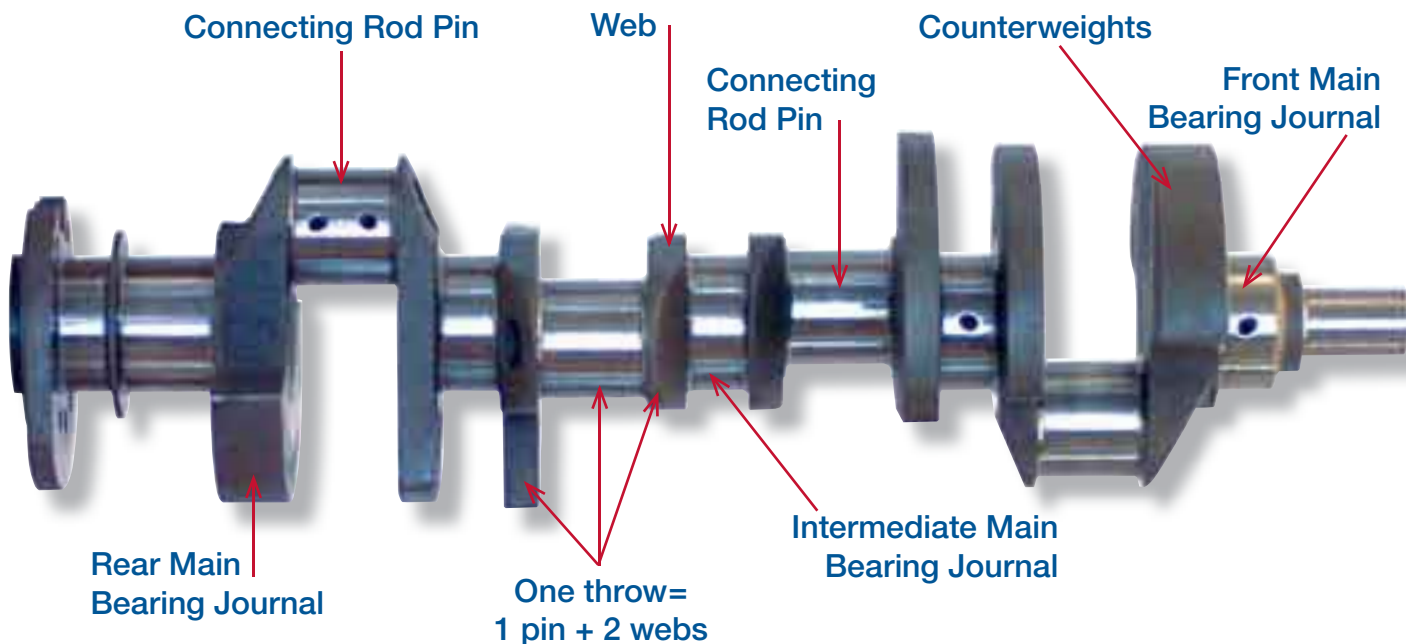
Side 2 Chamfer: _____

Special Instructions / Notes

Domestic Crankshaft Numbering System

XXX	XXXX	X	X	X	X	- X
Engine	Stroke	Main Journal	Rod Journal	CWT 4, 5 or 8	Type	Option
302 - SB Ford		A - 283 Chevy	A - 2.000		S - Standard	2 - BB Chevy
327 - SB Chevy		B - 350 Chevy	B - 2.100		L - Lgt. Wt.	Snout
Small Mains		C - 400 Chevy	C - 2.200		F - Forged	
340 - Chrysler		D - 454 Chevy	D - 1.889		B - Billet	
345 - 5.7L Chrysler		E - 340 Chrysler	Honda		C - Custom	
SB Hemi		F - 360 Chrysler	E - 2.375			
346 - LS1 Chevy		G - 302 Ford	F - 2.125			
350 - SB Chevy		H - Ford Cleveland	G - 1.771			
Large Mains		J - Chrysler Hemi	H - 1.850			
351 - SVO Ford		K - Ford Windsor				
360 - Chrysler		L - 390 AMC				
383 - Chrysler		M - 140 Ford				
390 - AMC		1974-90 (LG)				
392 - Chrysler		N - 140 Ford				
392 Hemi		1974-90 (SM)				
426 - Chrysler		P - Chrysler				
426 Hemi		392 Hemi				
440 - Chrysler		R - LS1 Chevy				
454 - BB Chevy		S - SB Chrysler				
		Hemi (2005-)				
		T - 383/400 BB				
		Chrysler				

All of K1 Technologies' crankshafts are made from 4340 steel, core hardened, nitrided, mag-particle inspected and feature straight oil holes for the best oiling to the rod journals to insure you get the best crank for your money.



4340 Forged Domestic Crankshafts

Part Number	Description	Stroke	Main Journal	Rod Pin	Flange	Weight
Chevy Small Block Forged 4340 Cranks						
327-3750AA6F	Chevy 327 Forged Crank 3.750" Stroke	3.750	327	2.000	6 Bolt Chevy	52
350-3350BA6F	Chevy 350 Forged Crank 3.350" Stroke	3.350	350	2.000	6 Bolt Chevy	52
350-3480BA6F	Chevy 350 Forged Crank 3.480" Stroke	3.480	350	2.000	6 Bolt Chevy	51
350-3480BB6F	Chevy 350 Forged Crank 3.480" Stroke	3.480	350	2.100	6 Bolt Chevy	53
350-3480BB6F-RN*	Chevy 350 Forged Crank 3.480" Stroke	3.480	350	2.100	6 Bolt Chevy	50
350-3500BA6F	Chevy 350 Forged Crank 3.500" Stroke	3.500	350	2.000	6 Bolt Chevy	51
350-3500BB6F	Chevy 350 Forged Crank 3.500" Stroke	3.500	350	2.100	6 Bolt Chevy	53
350-3625BB6F	Chevy 350 Forged Crank 3.625" Stroke	3.625	350	2.100	6 Bolt Chevy	56
350-3750BB6F-OPS**	Chevy 350 Forged Crank 3.750" Stroke w/1-Piece Rear Seal	3.750	350	2.100	6 Bolt Chevy	54
350-3750BB6F	Chevy 350 Forged Crank 3.750" Stroke	3.750	350	2.100	6 Bolt Chevy	55
350-3875BB6F	Chevy 350 Forged Crank 3.875" Stroke	3.875	350	2.100	6 Bolt Chevy	54
350-4000BB6F	Chevy 350 Forged Crank 4.000" Stroke	4.000	350	2.100	6 Bolt Chevy	57
400-3500CB6F	Chevy 400 Forged Crank 3.500" Stroke	3.500	400	2.100	6 Bolt Chevy	54
400-3750CB6F	Chevy 400 Forged Crank 3.750" Stroke	3.750	400	2.100	6 Bolt Chevy	54
400-3750CB6F-2	Chevy 400 Forged Crank 3.750" Stroke w/Big Block Snout	3.750	400	2.100	6 Bolt Chevy	55
400-3800CB6F	Chevy 400 Forged Crank 3.800" Stroke	3.800	400	2.100	6 Bolt Chevy	59
400-3875CB6F	Chevy 400 Forged Crank 3.875" Stroke	3.875	400	2.100	6 Bolt Chevy	57
400-4000CB6F	Chevy 400 Forged Crank 4.000" Stroke	4.000	400	2.100	6 Bolt Chevy	57

* Rounded Leading and Trailing Edges - 50# Legal

** One Piece Rear Seal

Chevy Small Block 4340 Lightweight Cranks**

327-3480AD6L	Chevy 327 Lt.wt. Forged Crank 3.480" Stroke 283 Mains Honda Rod Pins	3.480	327	1.890	6 Bolt Chevy	43
327-3500AD6L	Chevy 327 Lt.wt. Forged Crank 3.500" Stroke 283 Mains Honda Rod Pins	3.500	327	1.890	6 Bolt Chevy	43
350-3330BA6L-2	Chevy 350 Lt.wt. Forged Crank 3.330" Stroke w/Big Block Snout	3.330	350	2.000	6 Bolt Chevy	42
350-3350BA6L	Chevy 350 Lightweight Forged Crank 3.350" Stroke	3.350	350	2.000	6 Bolt Chevy	44
350-3500BB6L	Chevy 350 Lightweight Forged Crank 3.500" Stroke	3.500	350	2.100	6 Bolt Chevy	43
350-3750BB6L	Chevy 350 Lightweight Forged Crank 3.750" Stroke	3.750	350	2.100	6 Bolt Chevy	46
350-4000BB6L	Chevy 350 Lightweight Forged Crank 4.000" Stroke	4.000	350	2.100	6 Bolt Chevy	47

** Fully Machined on all Surfaces and Includes Undercut Counterweights

LS1 Chevy 4340 Forged Cranks

346-3622RB6F	Chevy LS1 Forged Crank 3.622" Stroke	3.622	LS1	2.100	6 Bolt LS1	51
346-3900RB6F	Chevy LS1 Forged Crank 3.900" Stroke	3.900	LS1	2.100	6 Bolt LS1	52
346-4000RB6F	Chevy LS1 Forged Crank 4.000" Stroke	4.000	LS1	2.100	6 Bolt LS1	52
346-4100RB6F	Chevy LS1 Forged Crank 4.100" Stroke	4.100	LS1	2.100	6 Bolt LS1	53
346-4125RB6F	Chevy LS1 Forged Crank 4.125" Stroke	4.125	LS1	2.100	6 Bolt LS1	53
346-4250RB6F	Chevy LS1 Forged Crank 4.250" Stroke	4.250	LS1	2.100	6 Bolt LS1	54

Add -24 to Part Number for 25 Tooth Reluctor Ring

Add -58 to Part Number for 58 Tooth Reluctor Ring

Chevy Big Block Forged 4340 Cranks

454-4000DC6F	Chevy 454 Forged Crank 4.000" Stroke	4.000	454	2.200	6 Bolt Chevy	71
454-4250DB6F	Chevy 454 Forged Crank 4.250" Stroke	4.250	454	2.100	6 Bolt Chevy	69
454-4250DC6F	Chevy 454 Forged Crank 4.250" Stroke	4.250	454	2.200	6 Bolt Chevy	81
454-4375DC8F	Chevy 454 Forged Crank 4.375" Stroke	4.375	454	2.200	6 Bolt Chevy	82
454-4500DC8F	Chevy 454 Forged Crank 4.500" Stroke	4.500	454	2.200	6 Bolt Chevy	82
454-4625DC8F	Chevy 454 Forged Crank 4.625" Stroke	4.625	454	2.200	6 Bolt Chevy	77
454-4750DC8F	Chevy 454 Forged Crank 4.750" Stroke	4.750	454	2.200	6 Bolt Chevy	78

Chevy Big Block 4340 Lightweight Cranks**

454-4250DB6L	Chevy 454 Lightweight Forged Crank 4.250" Stroke	4.250	454	2.100	6 Bolt Chevy	57
454-4250DC6L	Chevy 454 Lightweight Forged Crank 4.250" Stroke	4.250	454	2.200	6 Bolt Chevy	59
454-4375DC8L	Chevy 454 Lightweight Forged Crank 4.375" Stroke	4.375	454	2.200	6 Bolt Chevy	61
454-4500DC8L	Chevy 454 Lightweight Forged Crank 4.500" Stroke	4.500	454	2.200	6 Bolt Chevy	63

** Fully Machined on all Surfaces and Includes Undercut Counterweights

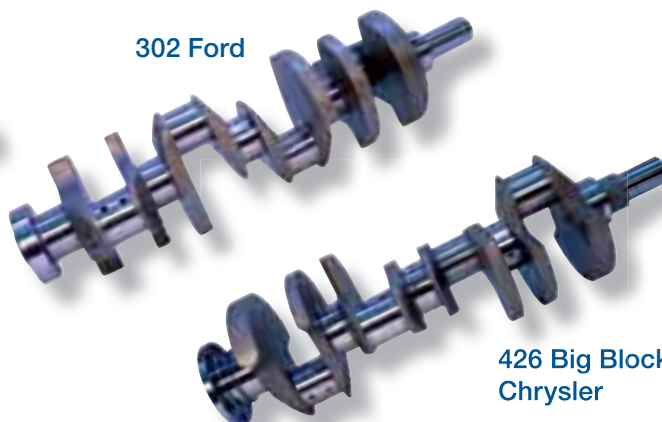
4340 Forged Domestic Crankshafts

Part Number	Description	Stroke	Main Journal	Rod Pin	Flange	Weight
Chrysler Small Block Forged 4340 Cranks						
340-3790EB6F	Chrysler 340 Forged Crank 3.790" Stroke	3.790	340	2.100	6 Bolt Chrysler	58
340-4000EB6F	Chrysler 350 Forged Crank 4.000" Stroke - 1.900" Wide Rod Pins	4.000	340	2.100	6 Bolt Chrysler	58
340-4000EF6F	Chrysler 340 Forged Crank 4.000" Stroke	4.000	340	2.125	6 Bolt Chrysler	58
360-3790FB6F	Chrysler 360 Forged Crank 3.790" Stroke	3.790	360	2.100	6 Bolt Chrysler	60
360-4000FB6F	Chrysler 360 Forged Crank 4.000" Stroke - 1.900" Wide Rod Pins	4.000	360	2.100	6 Bolt Chrysler	63
360-4000FF6F	Chrysler 360 Forged Crank 4.000" Stroke	4.000	360	2.125	6 Bolt Chrysler	63
Chrysler Small Block Hemi Forged 4340 Cranks						
345-4080SA6F	SB Chrysler Hemi Custom Forged Crank 4.080" Stroke	4.08	SB Hemi	2.000	6 Bolt Chrysler	56
345-4080SB6F	SB Chrysler Hemi Custom Forged Crank 4.080" Stroke	4.08	SB Hemi	2.100	6 Bolt Chrysler	57
Chrysler 383/400 Forged 4340 Cranks						
383-4150TC6F	Chrysler 383 Crank 4.150" Stroke	4.150	383/400	2.200		68
383-4250TC6F	Chrysler 383 Crank 4.250" Stroke	4.250	383/400	2.200		69
Chrysler Big Block Forged 4340 Cranks						
426-3750JE6F	Chrysler 426 Forged Crank 3.750" Stroke	3.750	426	2.375	8 Bolt Chrysler	71
426-4150JC6F	Chrysler 426 Forged Crank 4.150" Stroke	4.150	426	2.200	8 Bolt Chrysler	71
426-4150JE6F	Chrysler 426 Forged Crank 4.150" Stroke	4.150	426	2.375	8 Bolt Chrysler	72
426-4150JE6F-3	Chrysler 426 Forged Crank 4.150" Stroke 2800 Gram Bob Wt.	4.150	426	2.375	8 Bolt Chrysler	71
426-4250JC6F	Chrysler 426 Forged Crank 4.250" Stroke	4.250	426	2.200	8 Bolt Chrysler	71
426-4250JE6F	Chrysler 426 Forged Crank 4.250" Stroke	4.250	426	2.375	8 Bolt Chrysler	72
426-4375JC6F	Chrysler 426 Forged Crank 4.375" Stroke	4.375	426	2.200	8 Bolt Chrysler	71
426-4375JE6F	Chrysler 426 Forged Crank 4.375" Stroke	4.375	426	2.375	8 Bolt Chrysler	72
426-4500JC6F	Chrysler 426 Forged Crank 4.500" Stroke	4.500	426	2.200	8 Bolt Chrysler	72
426-4500JE6F	Chrysler 426 Forged Crank 4.500" Stroke	4.500	426	2.375	8 Bolt Chrysler	73
440-4150JC6F	Chrysler 440 Forged Crank 4.150" Stroke	4.150	440	2.200	6 Bolt Chrysler	71
440-4150JE6F	Chrysler 440 Forged Crank 4.150" Stroke	4.150	440	2.375	6 Bolt Chrysler	71
440-4250JC6F	Chrysler 440 Forged Crank 4.250" Stroke	4.250	440	2.200	6 Bolt Chrysler	71
440-4250JE6F	Chrysler 440 Forged Crank 4.250" Stroke	4.250	440	2.375	6 Bolt Chrysler	72
302 Ford Small Block Forged 4340 Cranks						
302-3250GB6F	Ford 302 Forged Crank 3.250" Stroke	3.250	302	2.100	6 Bolt Ford	47
302-3400GB6F	Ford 302 Forged Crank 3.400" Stroke	3.400	302	2.100	6 Bolt Ford	47
351 Ford Small Block Forged 4340 Cranks						
351-3500HB6F-RN	351 Forged Crank 3.500" Stroke W/Rounded Nose & Trailing Edges	3.500	Cleveland	2.100	6 Bolt Ford	50
351-3750HB6F	Ford 351 Forged Crank 3.750" Stroke	3.750	Cleveland	2.100	6 Bolt Ford	59
351-3900HB6F	Ford 351 Forged Crank 3.900" Stroke	3.900	Cleveland	2.100	6 Bolt Ford	60
351-4000HB6F	Ford 351 Forged Crank 4.000" Stroke	4.000	Cleveland	2.100	6 Bolt Ford	61
351-4000KB6F	Ford 351 Forged Crank 4.000" Stroke	4.000	Windsor	2.100	6 Bolt Ford	61
351-4100KB6F	Ford 351 Forged Crank 4.100" Stroke	4.100	Windsor	2.100	6 Bolt Ford	62
351-4175KB6F	Ford 351 Forged Crank 4.175" Stroke	4.175	Windsor	2.100	6 Bolt Ford	62
351-4250KB6F	Ford 351 Forged Crank 4.250" Stroke	4.250	Windsor	2.100	6 Bolt Ford	62

350 SB Chevy



302 Ford



454 Big Block Chevy

426 Big Block Chrysler

Sport Compact Crankshafts & Main Caps

Sport Compact Crankshaft Numbering System

X	XXX	XXXX	X
Engine	Stroke (mm)	Engine Model	Type
F - Ford H - Honda M - Mitsubishi N - Nissan S - Subaru			S - Standard L - Light Weight

4340 Billet Sport Compact Crankshafts

Part Number	Description	Stroke	Main Journal	Rod Pin	Flange	Weight
Mitsubishi 4340 Billet Cranks						
M8804G63	Mitsubishi 4G63 88mm Crank	88mm	Stock	Stock	7 Bolt Flange	32
M9404G63	Mitsubishi 4G63 94mm Crank	94mm	Stock	Stock	7 Bolt Flange	32
M9704G63	Mitsubishi 4G63 97mm Crank	97mm	Stock	Stock	7 Bolt Flange	32
M10004G63	Mitsubishi 4G63 100mm Crank	100mm	Stock	Stock	7 Bolt Flange	32
Mitsubishi 4340 Lightweight Billet Cranks						
M8804G63-L	Mitsubishi 4G63 88mm Crank - Lightweight	88mm	Stock	Stock	7 Bolt Flange	30
M9404G63-L	Mitsubishi 4G63 94mm Crank - Lightweight	94mm	Stock	Stock	7 Bolt Flange	30
M9704G63-L	Mitsubishi 4G63 97mm Crank - Lightweight	97mm	Stock	Stock	7 Bolt Flange	30
M10004G63-L	Mitsubishi 4G63 100mm Crank - Lightweight	100mm	Stock	Stock	7 Bolt Flange	30
Nissan 4340 Billet Cranks						
N920SR20	Nissan SR20 92mm Crank	92mm	Stock	Stock	Stock	42
Subaru 4340 Billet Cranks						
S750EJ20D	Subaru EJ20 75mm Dual Thrust	75mm	Stock	Stock	Stock	21
S790EJ25D	Subaru EJ25 79mm Dual Thrust	79mm	Stock	Stock	Stock	21
S830EJ25D	Subaru EJ25 83mm Dual Thrust	83mm	Stock	Stock	Stock	21

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MODULAR FORD
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SB MOPAR
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*You've spent a lot of time and money building an engine...
don't risk damage by failing to take a few minutes to put it together correctly.*



It's important to note that a fastener is like a very stiff spring and it must be stretched a specific amount. The material's ability to "rebound" like a spring is what provides the clamping force to keep the rod bolted together. If you do not stretch the bolt enough there may not be enough clamp load to keep the rod cap in place, which could result in broken bolts or spun bearings. If you stretch the bolt too much, you can exceed the yield strength of the fastener which will weaken it and cause it to fail. Either of these two conditions can result in catastrophic damage to your engine. Always follow the manufacturer's instructions to prevent damage to your engine.

Methods used for tightening Rod Bolts

Stretch Method: Measuring bolt stretch is the most accurate method for tightening rod bolts and insures the correct pre-load. Simply measure the free length of the bolt before tightening, lube the bolt threads and rod spotface. Install the bolt into the rod and tighten until the bolt is stretched the proper amount. K1 Technologies offers an economical bolt stretch gauge for this purpose.

Torque & Angle Method: Do not confuse this with the "Torque to Yield" method. Torque to Yield stretches the bolt to a point where it will no longer return to the original length when loosened and requires the bolt to be replaced after each use. When using the Torque & Angle method, you lube the bolt threads and rod spotface, tighten the bolt to a low torque value (as prescribed on the instruction sheet) then, using an angle gauge, turn the bolt a prescribed number of degrees to properly stretch the bolt. This method uses the highly accurate pitch of the bolt thread to control the amount of stretch.

Torque Method: Torque does not measure clamp load and only measures the amount of friction that must be overcome to turn the bolt. The friction of the mating surfaces of the threads, rod spotface and bolt flange change with each tightening. When you consider the fact that different amounts and types of lubes also change the friction, using the torque method is like trying to hit a moving target that you cannot see. K1 Technologies does not recommend the use of or provide torque values for tightening bolts.

*Not only do connecting rod bolts see the same tension loads that try to pull a connecting rod apart, the total weight of the tower portion of the rod is trying to follow the piston up through the cylinder head. **Connecting rod bolts are the most highly stressed fastener in the engine!** They need to be properly tightened.*

Setting a torque wrench at a given number and tightening until this set amount of torque is reached is easy, but it can be highly inaccurate. A torque wrench only measures the amount of resistance it takes to turn the bolts. The amount and type of lube that is used will affect the actual clamp load provided by the bolts. Also, each time a bolt is tightened, the mating surfaces of the threads, the spotface on the rod and flange of the bolt get smoother, which changes the amount of torque that is required to properly tighten the fastener.

A bolt is simply a very stiff spring and it must be stretched a predetermined amount to keep the rod cap on and the bearing from spinning.

Bolt Materials Guide

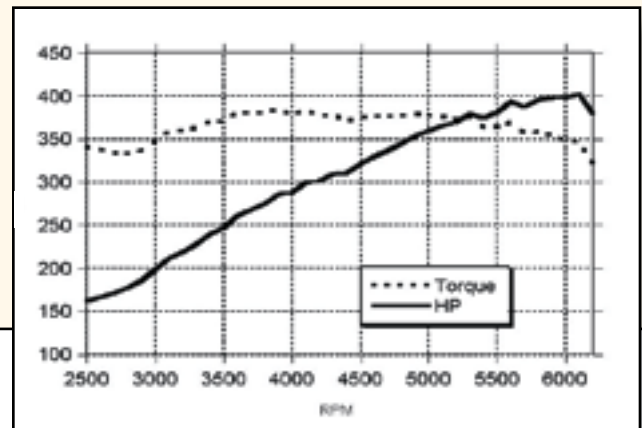
<u>Part #</u>	<u>Size</u>	<u>Material</u>
BT61501-2	3/8" x 1.500"ARP 2000
BT61601-2	3/8" x 1.600"ARP 2000
BT71401-2	7/16" x 1.400"ARP 2000
BT71601-1	7/16" x 1.600"8740
BT71601-2	7/16" x 1.600"ARP 2000
BT71801-1	7/16" x 1.800"8740
BT71801-2	7/16" x 1.800"ARP 2000

Horsepower Ratings

It's nearly impossible to put a power rating on a connecting rod. Power is produced from the expanding gasses in the combustion chamber pushing down on the piston which in turn pushes down on the connecting rods. While there are certain situations that could lead to failed rods due to compressive loads, rods generally do not fail due to power loads. If they did, they would experience severe bending to the point of permanent deformation prior to breaking.

When you see a broken connecting rod where there is no seizure of the bearing or failure of the piston/pin/cylinder wall, look closely and you will see that the rod was actually pulled in two. This high tension pulling load on the rod takes place at TDC on the exhaust stroke and is caused by the piston trying to continue up the cylinder walls and through the cylinder head, and the crankshaft trying to pull it back down. The heavier the piston, longer the stroke and the higher the RPM, the more pulling load is placed on the rod.

When you look at a Dyno sheet, you will see that as the RPM is taken past peak power the power falls off. However, most of us have seen engines that have had rods break when over revved. If power broke rods, they would never break due to being over revved.



Payment Options

We accept Cash, Cashiers Check, Company Check (Upon Approval) Visa and Master Card. Custom orders require 50% deposit prior to order processing. Acceptable methods of payment for international orders may be by credit card or by wire transfer. All orders will be charged applicable sales tax unless a completed resale card is submitted and on file.

Return Policy

All returns are subject to a 10% restocking fee. Returns must be made within 90 days and in new and unused condition. All returns require a Return Authorization (RMA) number. We only accept returns purchased directly from K1 Technologies 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 K1 Technologies connecting rods are sold without any expressed or implied warranty of merchantability or fitness for a particular purpose. K1 Technologies 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 revenues, cost of purchased or replacement goods, or claims of customer of the purchaser which may arise and/or result from the sale, installation or use of these parts. K1 Technologies reserves the right to make product improvements / changes without notice and without incurring liability with respect to similar products previously manufactured. A \$30.00 fee will be charged for each returned check. A 1.5% per month finance charge will apply for all past due balances.

Warranty

K1 Technologies warrants its products to be free from defects in material and workmanship. This warranty is void on all products that have been modified in any way or show evidence of misapplication, abuse, lack of proper maintenance or improper installation. Warranty is limited to replacement cost of K1 Technologies products only excluding labor and other related incurred costs. K1 Technologies will not be responsible for incidental damages or personal injury to the extent permitted by law.



Why K1?

"K1 engine parts are some of the strongest and highest quality parts available. This is why we use them in our World's Fastest Mitsubishi Evo 8."

Tim Salefski,
Engine Builder - AMS Performance



2006 Finland National Super Comp Champion.

Ari Pietilä



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Norm Beerhorst
Ultra Tech- Racing Engines



The first of many wins using K1 rods and cranks in the 2008 racing season.

Darrell Poe
DP Performance Racing Engines

NASA TTR 2007 Champion

DTM Motorsport



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Weighing 3670 lbs!

Jyrki Aukio (Finnish driver)



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