



THE MEASURED DIFFERENCE

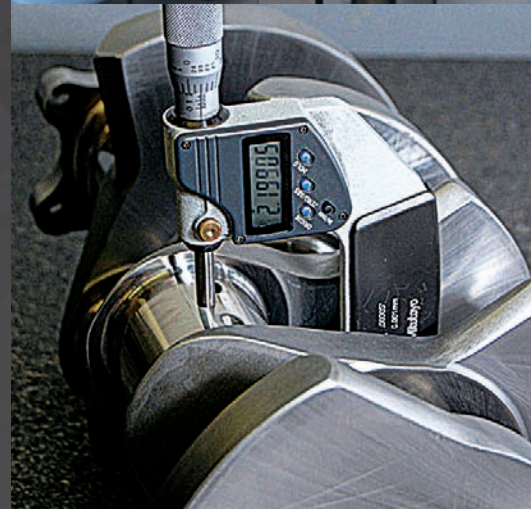
ADVANCED
STATE OF THE ART
MANUFACTURING
TECHNOLOGY

THE ULTIMATE IN HIGH PERFORMANCE

CRANKSHAFTS

CONNECTING RODS

ROTATING ASSEMBLIES





SCAT COMPANY OVERVIEW

SCAT have been manufacturing and distributing crankshafts, connecting rods and engine components for the automotive aftermarket since the early 1960's.

OUR ROOTS Go back to 1964, when our owner and founder, Tom Lieb, planted the seeds for what SCAT has become today . . . one of the most respected and innovative manufacturing company's in the automotive aftermarket. The next generation of Lieb's, Tommy & Peter, will carry forward SCAT's tradition of excellence.

CUSTOMER SERVICE Our Customers are our most important resource and are a testament to our success. We pride ourselves in our ability to handle our customers needs. From our friendly and professional receptionist to our dedicated team of sales professionals to our executive team, at SCAT, the customer is KING! Our customers are our partners and our goal is to constantly improve our level of service and quality to ensure our mutual success. As a further testament to this success, SCAT is proud to be a trusted supplier to

the most respected names in the automotive business, General Motors, Daimler Chrysler and Ford to name a few.

TECHNICAL SUPPORT SCAT has a wealth of hands on experience in design, manufacturing and engine building for the street and the track. We pride ourselves in the ability to assist our customers to ensure they are buying the parts that make sense for their particular application.

INNOVATION SCAT with its team of dedicated engineering professionals has complete in-house engineering and programming capability, using only state-of-the art technology.

QUALITY SCAT's quality is the best in the business. We use state of the art manufacturing equipment . . . we travel the world to purchase the finest castings, forgings and billet materials . . . we utilize only the most innovative

and sophisticated heat treat processes . . . we have personnel dedicated to constant research and development to ensure we employ only state-of-the-art technology to developing the highest quality and most reliable parts in the automotive aftermarket.

MANUFACTURING CAPABILITY SCAT has a 42,000 square foot manufacturing and distribution facility in Redondo Beach, California, U.S.A., home to over 70 major pieces of equipment including CNC machines, rod honing machines, crankshaft grinding machines and polishing machines.

OUR DISTRIBUTION & WAREHOUSING CAPABILITY SCAT as a dedicated team of warehouse personnel, who ensure that customer orders are processed timely and accurately. We are extremely proud of our fill rate.

OUR EXHAUSTIVE PRODUCT LINE INCLUDES THOUSANDS OF CRANKSHAFTS, CONNECTING RODS, ROTATING ASSEMBLIES, BLOCKS AND INCLUDES . . .

CAST CRANKSHAFTS

Pro stock replacement and Procomp lightweight for Chevy, Ford, Chrysler and other popular applications

FORGED CRANKSHAFTS

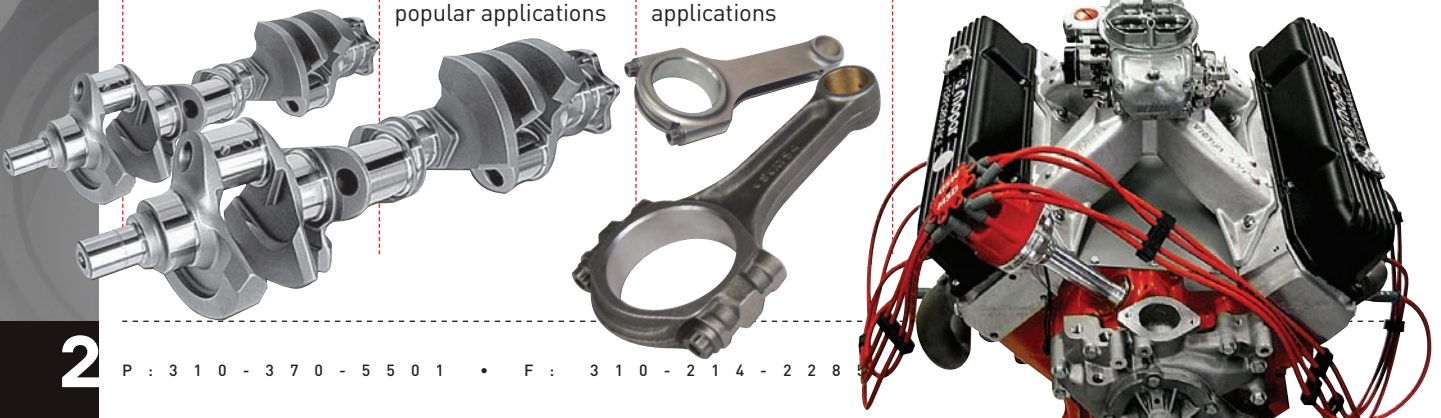
Standard weight, Procomp lightweight, Superlight or Q-lite styles for Chevy, Ford, Chrysler, Pontiac, Honda and other popular applications

CONNECTING RODS

H-Beam and I-Beam designs for Chevy, Ford, Chrysler, Pontiac, Honda, AMC, Subaru, Toyota and other popular applications

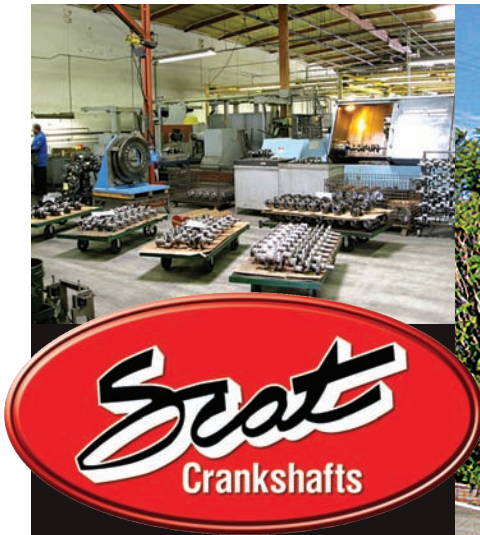
OVER 1,200 BALANCED ROTATING ASSEMBLIES furnished with the finest parts available for ease of installation.

AND... World & Dart blocks for Chevy, Ford, Chrysler and Honda.





SETTING THE STANDARDS COMPANY OVERVIEW



THE MEASURED DIFFERENCE

ADVANCED STATE
OF THE ART
MANUFACTURING
TECHNOLOGY

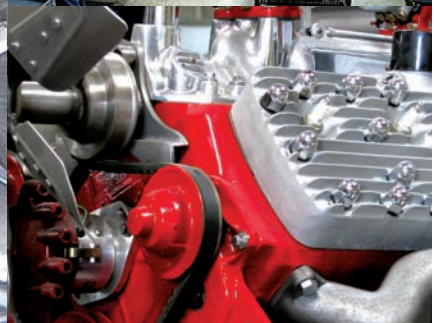
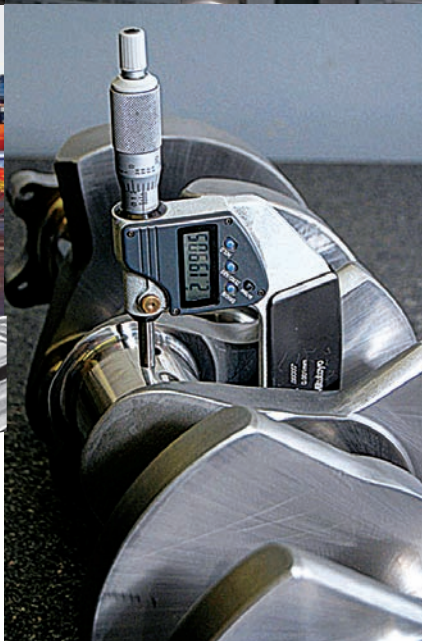
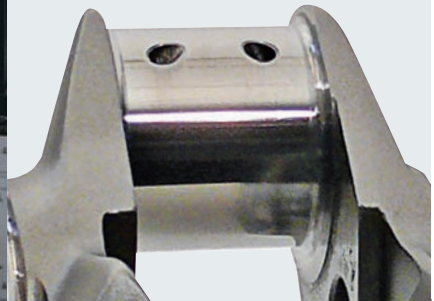




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TERMS AND CONDITIONS

SALES POLICY Terms, prices and policies herein supercede all previous terms, whether implied or expressed orally or in writing. We neither assume nor authorize any person to assume for us any other terms and conditions in connection with the sale of SCAT products. Due to rising costs of labor and production, all prices are subject to change without notice. Try as we may, errors can occur therefore we will not be responsible for typographical errors.

These parts are designed primarily for off highway use. It is the customers sole responsibility to check compliance with your State and Federal emissions regulations.

CONDITIONAL AND LIMITED WARRANTY: SCAT makes every effort to provide our customers with the highest quality products in the marketplace. SCAT warrants each product to be free from defects in material and workmanship for a period of one (1) year from date of purchase, provided that the product is properly installed and subjected to normal use and service. SCAT's warranty will not cover products that have been altered or improperly used with other manufacturers' products, damaged because of customer (or installer) negligence or used for racing and/or competition purposes.

All product warranties are limited to replacing or repairing any part or parts returned to SCAT, which upon SCAT's inspection, are determined to be defective. Customer is responsible for paying for freight on any products returned to SCAT. Warranty covers only the product itself, not labor, towing or other perceived damages. This warranty is expressly in lieu of all other warranties, express or implied.

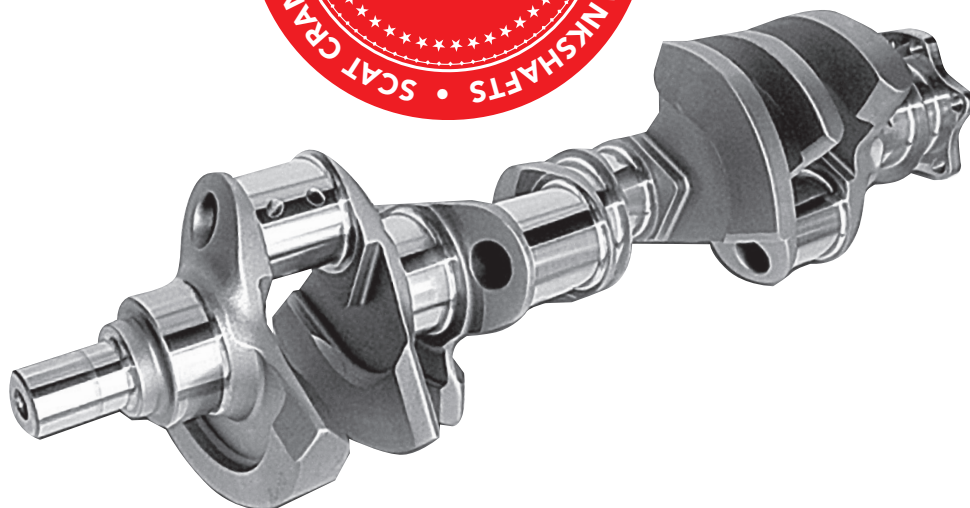
RETURN MERCHANDISE:

All sales are final. No refunds will be made. All returns will be handled by credits to your account or exchanges. Credits or exchanges will be subject to a 20% handling charge and must be completed within 45 days of purchase. Merchandise cannot be returned without a written Return Goods Authorization issued by SCAT. Freight must be prepaid on all authorized returns. Discounted and special order parts are not returnable. All returns must be in original packaging and not installed or altered.

For Piston orders, make sure you are ordering the correct bore size – any returns due to incorrect bore size will be subject to a 20% restocking charge. Single pistons subject to a \$25.00 handling charge. Custom orders are not returnable.

For Flexplate orders, make sure you check the date on your SFI sticker. Outdated SFI parts are not returnable.

Credit will not be issued if merchandise has been damaged by customer or while in transit. Credit will only be issued for merchandise which is deemed to be a manufacturing defect. Credits issued can be applied to new or existing orders. No cash refunds.





SCAT PRODUCT SHOWCASE ANATOMY OF A SCAT CRANKSHAFT

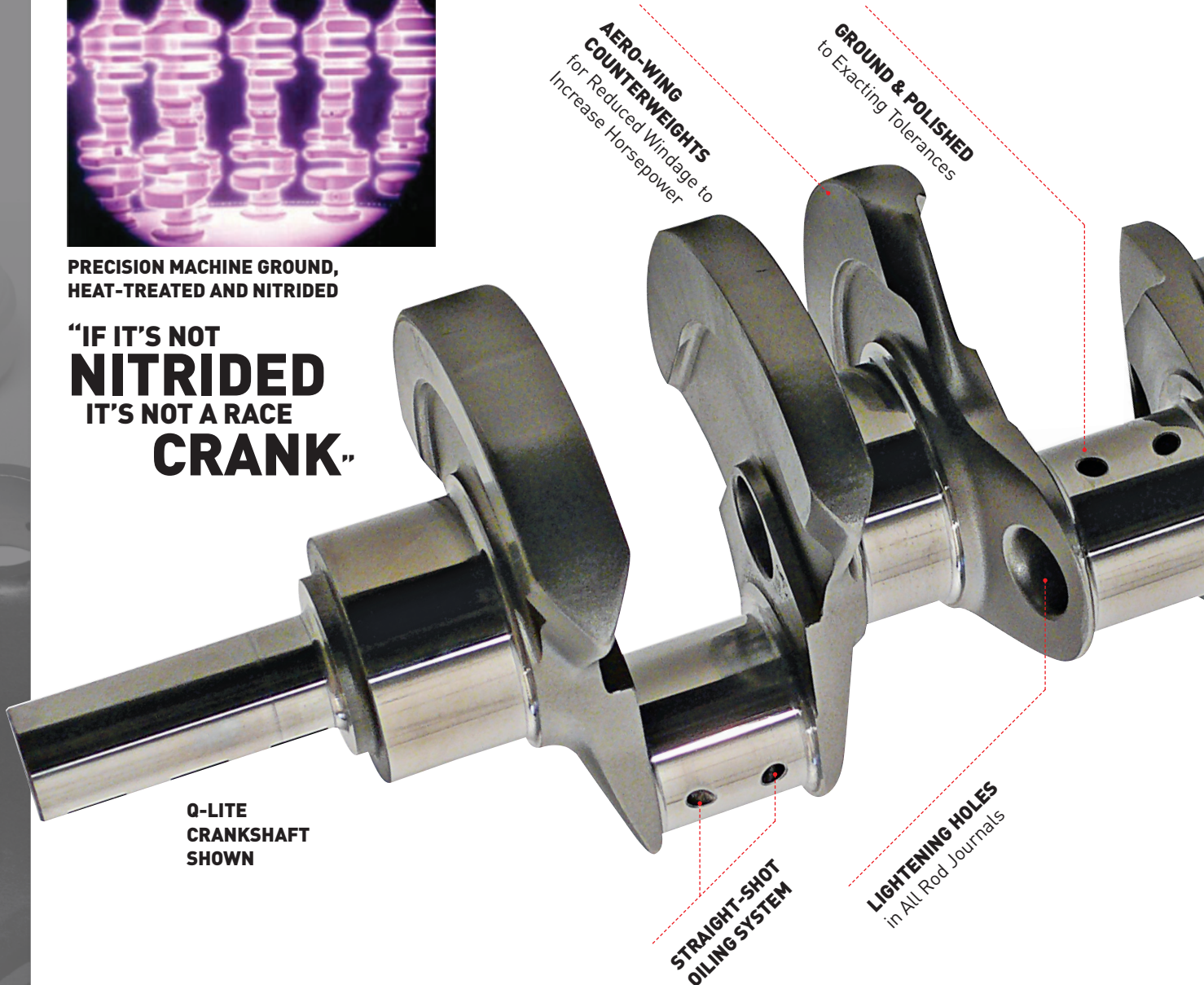
LIVE FROM REDONDO BEACH, CALIFORNIA... ...THE POWER OF SCAT MANUFACTURING

SCAT's highly engineered and innovative crankshafts offer many benefits that are shown in our Anatomy of a SCAT Crankshaft. SCAT's cranks are available in billet, forged or cast designs. Models are available for Small and Big-Block Chevy, Small and Big-Block Ford, Ford FE, Ford Flathead, Pontiac, Chrysler and Sport Compact. In addition to these popular models, SCAT's newest division, US Crankshaft offers custom billets in a broad range of models, including Porsche, Ferrari, Buick and Tractor. We offer cranks to suit your specific engine specs from standard weight to the Q-Light design. All SCAT cranks are made with quality at the forefront, starting with only the best materials. Our highly trained and skilled craftsmen use SCAT's innovation, creativity and dedication to produce the best parts possible.



**PRECISION MACHINE GROUND,
HEAT-TREATED AND NITRIDED**

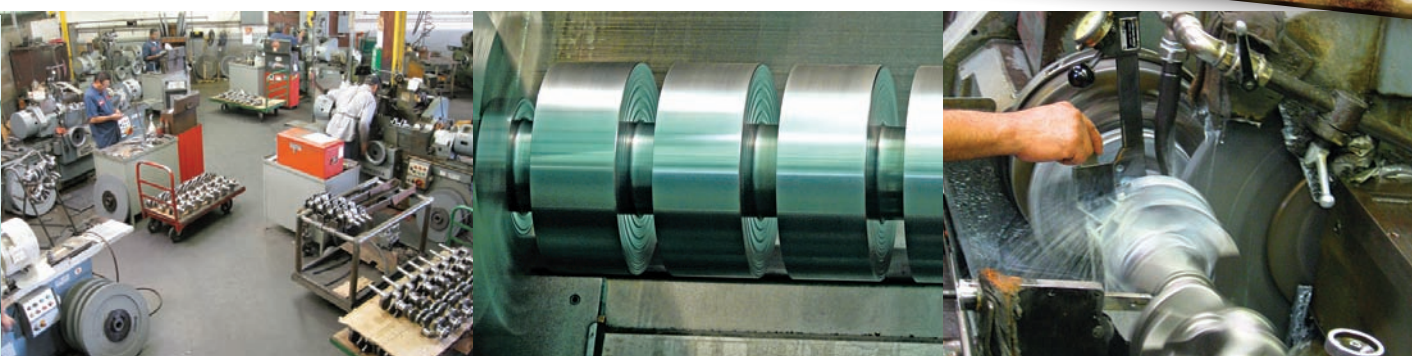
**"IF IT'S NOT
NITRIDED
IT'S NOT A RACE
CRANK."**





SCAT PRODUCT SHOWCASE

ANATOMY OF A SCAT CRANKSHAFT





CUSTOM BILLET AND CUSTOM FORGED CRANKS

In the world of crankshafts, the quality and depth of our line of cast and forged crankshafts is second to none.

SCAT can also make to your specs a custom Billet or Forged crankshaft, shaped and styled the way YOU want it. Our billet range covers any billet crank imaginable.

A billet crank is the strongest, because unlike the forging which has uneven grain structure and stress (a result of the forging process), the billet has a uniform and non - stressed grain structure.

A custom forged crank has all of the machining features of a billet but the material is made by taking a piece of steel and forcing it into roughly the correct shape for a crankshaft



PRO STOCK CRANK STANDARD FEATURES INCLUDE

- Straight Shot and Chamfered Oil Holes
- Generous Radius on all Journals
- Stress Relieved & Shot Peened
- Nitride Hardened for Superior Wear Resistance
- Inspected and Micro Polished at Scat

PRO COMP Lightweight DESIGN

Add Aero-wing counterweights and lightening holes in all rod throws.

Superlight DESIGN

Add Aero-wing counterweights, lightening holes in all rod throws and pendulum-cuts on throw side of each counterweight.

ADDITIONAL FEATURES AVAILABLE

Balance crankshaft - Custom
Internal or external - no hole style

Balance crankshaft - Standard
Internal or external - hole style

Heavy metal
mallory to balance crankshaft - per pc chg

Gun drilled mains

Special keyway

Special crank snout

Tapered counterweights

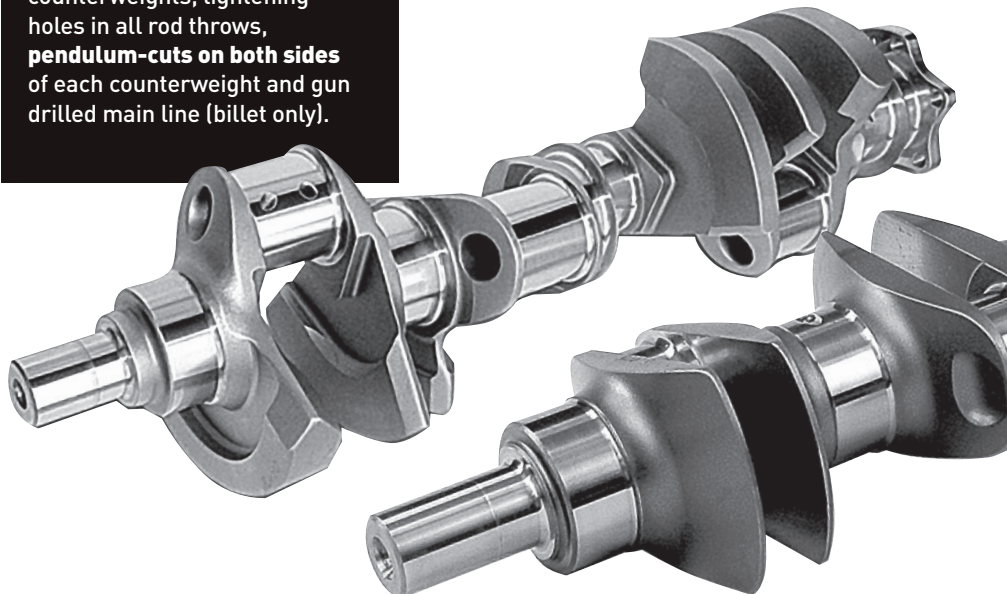
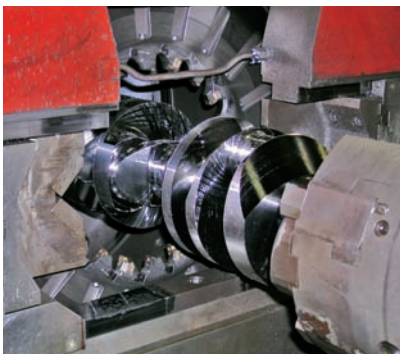
Center counterweights

Featherlight DESIGN

Add Aero-wing counterweights, lightening holes in all rod throws, **pendulum-cuts on throw side** of each counterweight and gun drilled main line (billet only).

Q-Lite DESIGN

Add Aero-wing counterweights, lightening holes in all rod throws, **pendulum-cuts on both sides** of each counterweight and gun drilled main line (billet only).



FORD, CHEVY, CHRYSLER & MORE SHAPED & STYLED THE WAY YOU WANT IT

Series 7000 4340 Custom Forged Crankshafts

Available in a wide range of stroke & rod combinations, in a variety of counterweight shapes & styles and nitride hardened for maximum durability . . . custom cranks available for:

Chevy

- SMALL BLOCK
- BIG BLOCK
- LS-1

Ford

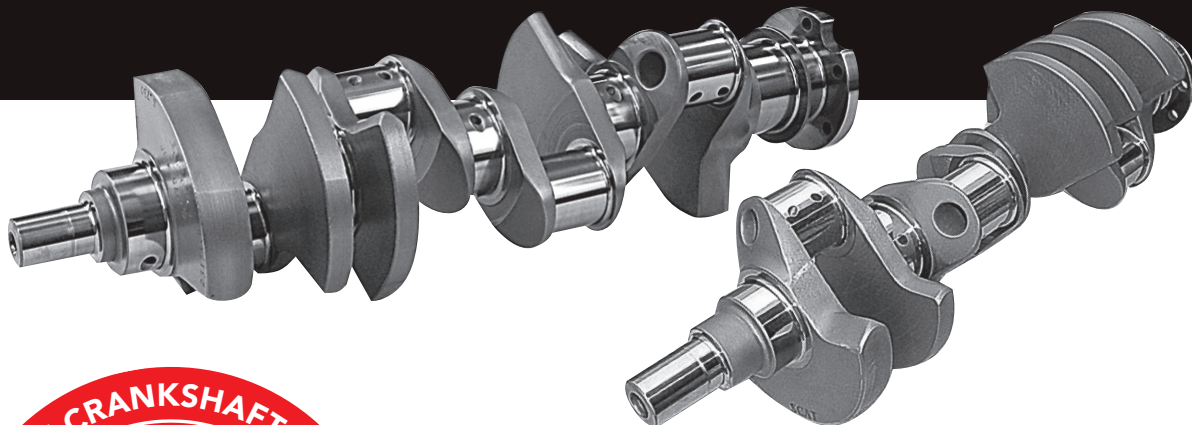
- 302 SMALL BLOCK
- 351 SMALL BLOCK
- BIG BLOCK

Chrysler

- SMALL BLOCK WEDGE
- SMALL BLOCK HEMI
- BIG BLOCK

Pontiac

PLS CALL



SCAT EXCLUSIVE SERIES 8000 CUSTOM BILLETS

Scat can manufacture cranks for any application up to 40" in length and 10" in diameter. V4, V6, V10, V12, specialized race, prototype and industrial engines:

- V8 Custom Billets for many different models
- Inline 4-Cylinder Custom Billets for Domestic & Imports
- V6 Custom Billets for Domestic & Imports
- Import, Exotic & Industrial Custom Billets

Consult Order Form to Design your Crankshaft for Your Needs.

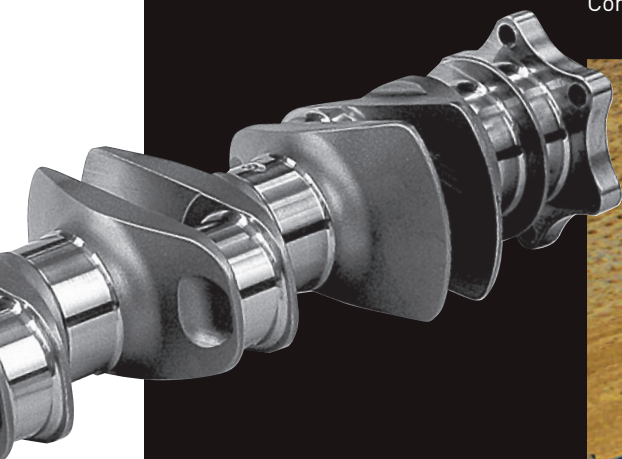


Photo Courtesy of Tiffany Wyzard Motorsports



ROTATING ASSEMBLIES AND BLOCKS

SCAT offers over 1,200 rotating assemblies combinations for Chevy, Ford, Chrysler, Pontiac and Honda applications.

If you do not find your specific assembly SCAT will put together a custom assembly to your specifications.

NEW to the SCAT line are Dart and World blocks for Ford & Chevy.



BASIC

UNBALANCED

- Crankshaft
- Connecting rods
- Pistons

BASIC PLUS

UNBALANCED

- Crankshaft
- Connecting rods
- Pistons
- Rings & Bearings

PREMIUM

BALANCED

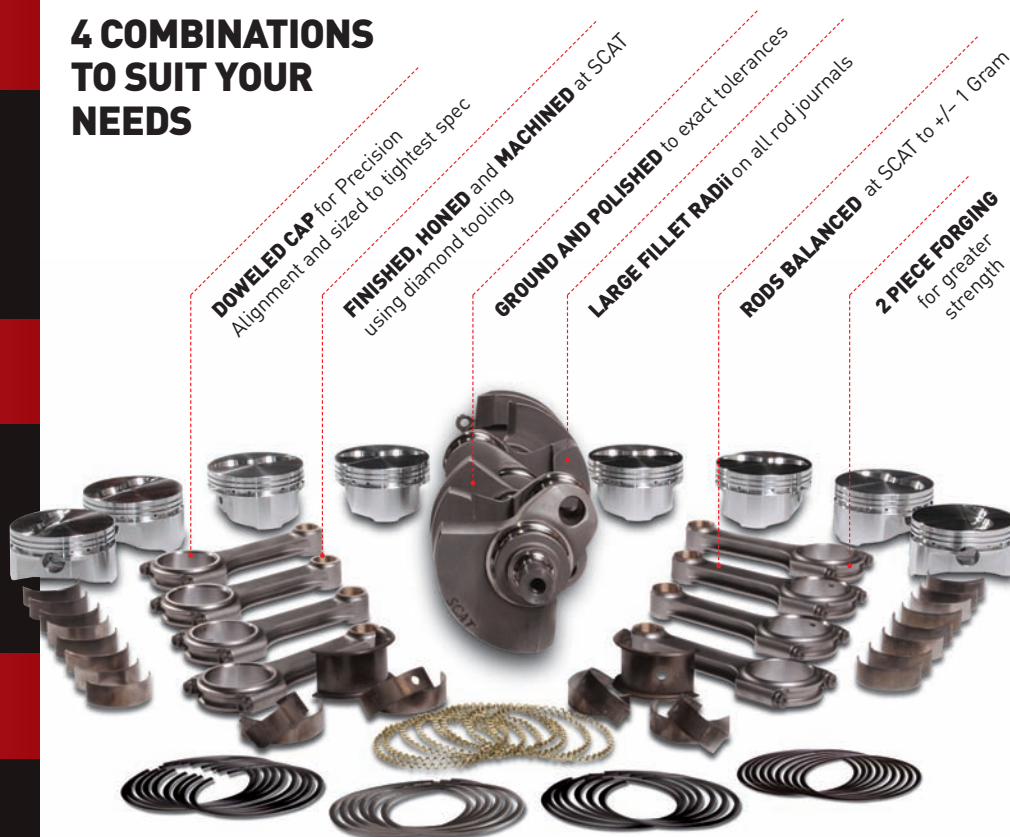
Complete internal or external balanced assembly

PREMIUM+

+ BLOCK

Prepped block with complete internal or external rotating assembly

4 COMBINATIONS TO SUIT YOUR NEEDS



ONLY THE FINEST COMPONENT PARTS AVAILABLE IN THE WORLD

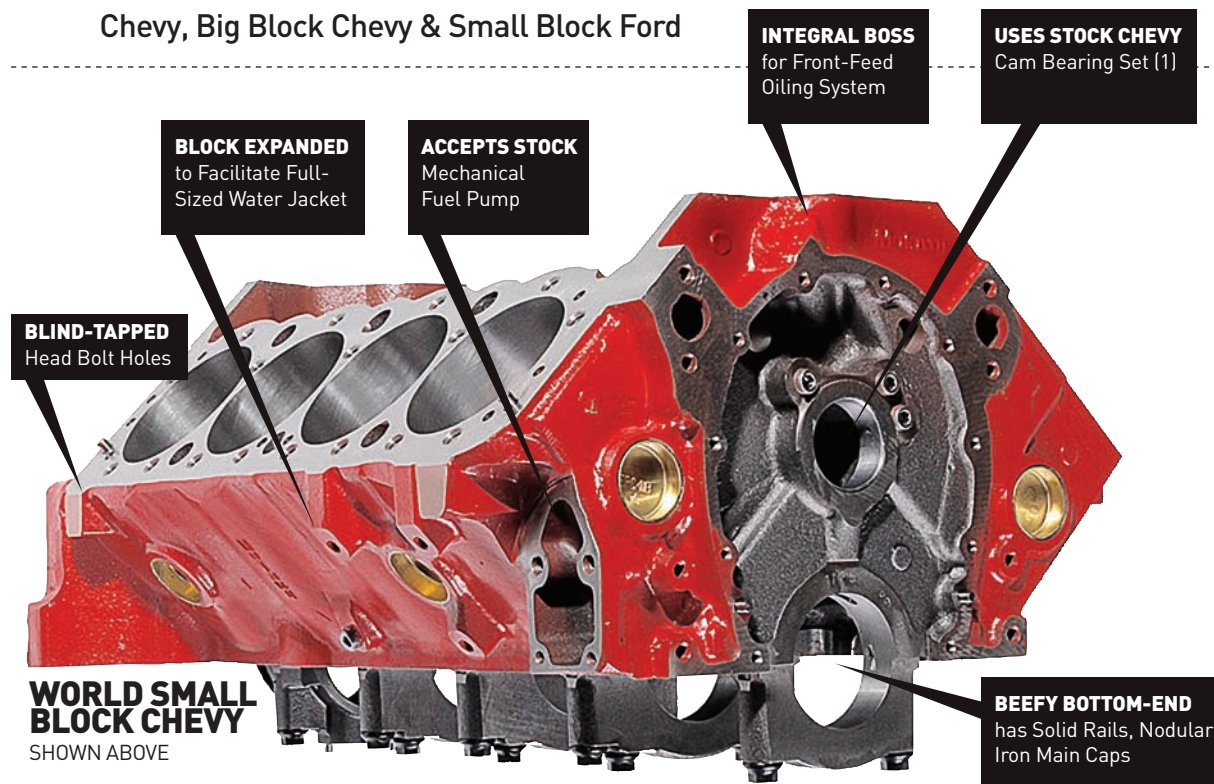
- Your choice of **World** or **Dart** fully prepped blocks
- Cast and forged cranks in all styles, weights and rod combinations
- 6 different styles of I-Beam and H-Beam rods in various lengths, weights and journal combinations
- Infinite number of piston combinations and are selected by SCAT based upon specific application. Pistons supplied by **SRP/JE, Mahle, Ross, KB, Diamond and Probe**
- **Total Seal** or **Mahle rings** with plasma ductile iron top rings and standard tension oil rings. For KB pistons, premium rings are furnished.
- **Clevite77, King** or **Federal Mogul** rod & main bearings depending on availability & application.

At SCAT, our rotating assembly and block assembly component parts are designed for the ultimate in performance. We take the "guess work" out of engine assemblies, just wash, Q.C. and assemble. Whether it is street, strip or circle track, SCAT's knowledgeable sales staff will help you to design the ultimate engine assembly and precision balance it to your specs.



THE BUILDING BLOCKS FOR SPEED

World and Dart blocks available for Small Block Chevy, Big Block Chevy & Small Block Ford



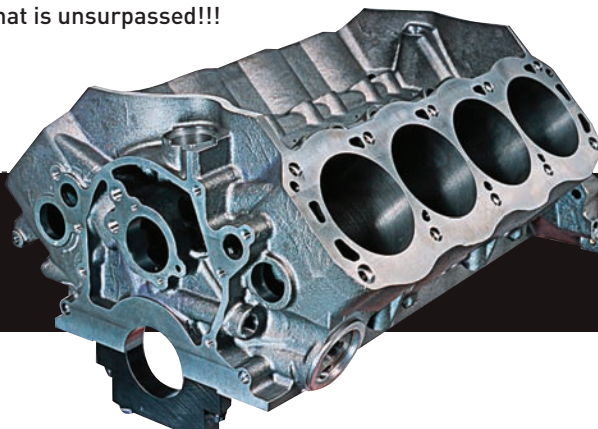
FOR OVER 40 YEARS
SCAT HAS LED THE WAY WITH
QUALITY, INNOVATION, AND PERFORMANCE

WHY IS SCAT #1 PROVEN FACTS WHY WE ARE THE BEST

SCAT utilizes state-of-the-art manufacturing equipment and travels the world, purchasing the finest castings, forgings and billet materials to ensure that it meets the aftermarket needs of its customers. The combination of **SCAT'S COMPLETE, BALANCED ROTATING ASSEMBLIES** and **DART or WORLD'S HIGH QUALITY, AFFORDABLE CAST-IRON BLOCKS** generate Chevy and Ford engine power that is unsurpassed!!!



DART FORD BLOCK
SHOWN

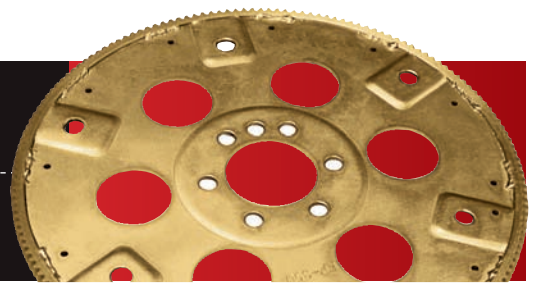


SCAT PRODUCT SHOWCASE
ROTATING ASSEMBLIES AND BLOCKS



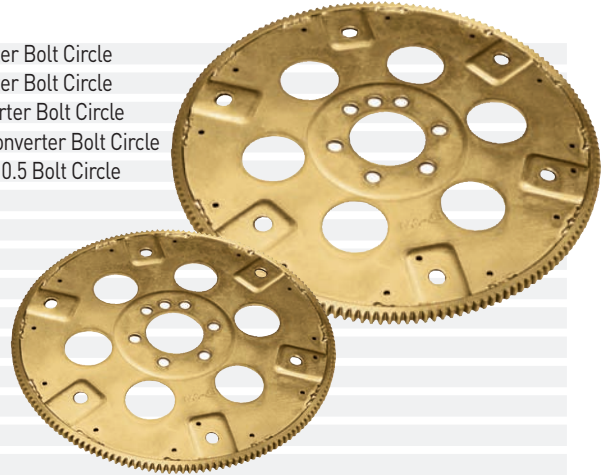
FLEXPLATES & HEAVY METAL

Flexplates that will withstand the extreme power and RPMs of today's engines



FLEXPLATES EXTRA THICK MATERIAL DOUBLE WELDED ANODIZED

PART NUMBER	DESCRIPTION
FP-302E	S/B FORD 164 Tooth - 28.2 oz/External - 11.5 Converter Bolt Circle
FP-302L	S/B FORD 164 Tooth - 50.5 oz/External - 11.5 Converter Bolt Circle
FP-302N	S/B FORD 164 Tooth - Neutral Balanced - 11.5 Converter Bolt Circle
FP-302-157	S/B FORD 157 Tooth - 28.2 oz/Ext for Stroker- 10.5 Converter Bolt Circle
FP-302-157-50	S/B FORD 157 Tooth - 50 oz/External replacement - 10.5 Bolt Circle
FP-305	S/B CHEVY 153 Tooth - Internal
FP-350	S/B CHEVY 168 Tooth - Internal
FP-350L	S/B CHEVY 168 Tooth - External - 1-pc rear seal
FP-350L-153	S/B CHEVY 153 Tooth - External - 1-pc rear seal
FP-400	S/B CHEVY 168 Tooth - External
FP-454	B/B CHEVY 168 Tooth - External
FP-454L	B/B CHEVY 168 Tooth - External - 1-pc rear seal
FP-455	B/B PONTIAC 166 Tooth - Internal
FP-460	B/B FORD 164 Tooth - External
FP-460A	B/B FORD 164 Tooth - Internal



SFI FLEXPLATES EXTRA THICK MATERIAL DOUBLE WELDED ANODIZED, WITH SFI STICKER

PART NUMBER	DESCRIPTION
FP-302E-SFI	S/B FORD 164 Tooth - 28.2 oz/External - 11.5 Bolt Circle
FP-302L-SFI	S/B FORD 164 Tooth - 50.5 oz/External - 11.5 Bolt Circle
FP-302N-SFI	S/B FORD 164 Tooth - Neutral Balanced - 11.5 Converter Bolt Circle
FP-302-157-SFI	S/B FORD 157 Tooth - 28.2 oz/External for stroker - 10.5 Bolt Circle
FP-302-157-50-SFI	S/B FORD 157 Tooth - 50 oz/External replacement - 10.5 Bolt Circle
FP-305-SFI	S/B CHEVY 153 Tooth - Internal
FP-350-SFI	S/B CHEVY 168 Tooth - Internal
FP-350L-SFI	S/B CHEVY 168 Tooth - External - 1-pc rear seal
FP-350L-153-SFI	S/B CHEVY 153 Tooth - External - 1-pc rear seal
FP-400-SFI	S/B CHEVY 168 Tooth - External
FP-454-SFI	B/B CHEVY 168 Tooth - External
FP-454L-SFI	B/B CHEVY 168 Tooth - External - 1-pc rear seal
FP-455-SFI	B/B PONTIAC 166 Tooth - Internal
FP-460-SFI	B/B FORD 164 Tooth - External
FP-460A-SFI	B/B FORD 164 Tooth - Internal



HEAVY METAL PER PC

PART NUMBER	DESCRIPTION
HM.500 X 1.200	HM.500 DIAMETER X 1.200 LENGTH
HM.625 X 1.200	HM.625 DIAMETER X 1.200 LENGTH
HM.750 X 1.000	HM.750 DIAMETER X 1.000 LENGTH
HM.750 X 1.200	HM.750 DIAMETER X 1.200 LENGTH
HM.875 X .800	HM.875 DIAMETER X .800 LENGTH
HM.875 X 1.000	HM.875 DIAMETER X 1.000 LENGTH
HM.875 X 1.200	HM.875 DIAMETER X 1.200 LENGTH
HM1.000 X .800	HM1.000 DIAMETER X .800 LENGTH
HM1.000 X 1.000	HM1.000 DIAMETER X 1.000 LENGTH
HM1.000 X 1.200	HM1.000 DIAMETER X 1.200 LENGTH
HM1.125 X .800	HM1.125 DIAMETER X .800 LENGTH
HM1.125 X 1.200	HM1.125 DIAMETER X 1.200 LENGTH
HM1.250 X .800	HM1.250 DIAMETER X .800 LENGTH
HM1.250 X 1.200	HM1.250 DIAMETER X 1.200 LENGTH



PERFORMANCE DAMPERS

These dampers are a must for engines that want to reach higher than stock RPMs. Street or Strip applications.



STREET PERFORMANCE DAMPERS

PART	DESCRIPTION
D-80000	S/B 350 Chevy - 6 3/4" - Internal
D-80001	S/B 400 Chevy - 6 3/4" - External
D-80002	S/B 350 Chevy - 8" - Internal
D-80003	S/B 400 Chevy - 8" - External
D-80004	B/B 396/427 Chevy - 8" - Internal
D-80005	B/B 454/502 Chevy - 8" - External
D-80006	S/B Ford Early - 6.4" - External - 28.2oz./in.
D-80007	S/B Ford Late - 6.4" - External - 50.5oz./in.
D-80008	B/B Ford 429/460 - 6.7"
D-80009	B/B FE Ford 352/390/406/410/427/428 - 7.5" - incl pulley
D-80010	S/B Chevy V8 - 6" - Internal
D-80011	4.6L Ford Modular V8 - 6.8"
D-80012	S/B Chrysler 318/340/360 - 7.4"
D-80013	B/B Chrysler
D-80020	Pontiac V8 ('61 - '79) - 6.9"
D-80022	Olds V8 350/400/403/425/455 - 6.5"
D-80030	LT1
D-80032	LS1 Camaro
D-80033	LS1/LS6 Corvette

Note: 80006/80007 Ford dampers have both 3- and 4-bolt accessory bolt patterns. These dampers are made to the shortest Ford damper length, as used on '79 and earlier vehicles. They will fit the listed engines in those early vehicles. To fit later vehicles, use an 81006 or 81007 spacer as specified above.

PERFORMANCE DAMPERS

PART	DESCRIPTION
D-90000	S/B 350 Chevy - 6 3/4" - Internal
D-90001	S/B 400 Chevy - 6 3/4" - External
D-90002	S/B 350 Chevy - 8" - Internal
D-90003	S/B 400 Chevy - 8" - External
D-90004	B/B 396/427 Chevy - 8" - Internal
D-90005	B/B 454/502 Chevy - 8" - External
D-90006	S/B Ford Early - 6.4" - External - 28.2oz./in.
D-90007	S/B Ford Late - 6.4" - External - 50.5oz./in.
D-90008	B/B Ford 429/460 - 6.7"
D-90009	B/B FE Ford 352/390/406/410/427/428 - 7.5" - incl pulley
D-90010	S/B Chevy V8 - 6" - Internal
D-90011	4.6L Ford Modular V8 - 6.8"
D-90012	S/B Chrysler 318/340/360 - 7.4"
D-90013	B/B Chrysler
D-90020	Pontiac V8 ('61 - '79) - 6.9"
D-90022	Olds V8 350/400/403/425/455 - 6.5"
D-90030	LT1
D-90032	LS1 Camaro
D-90033	LS1/LS6 Corvette



Note: 90006/90007 Ford dampers have both 3- and 4-bolt accessory bolt patterns. These dampers are made to the shortest Ford damper length, as used on '79 and earlier vehicles. They will fit the listed engines in those early vehicles. To fit later vehicles, use an 81006 or 81007 spacer as specified above.

DAMPER HARDWARE

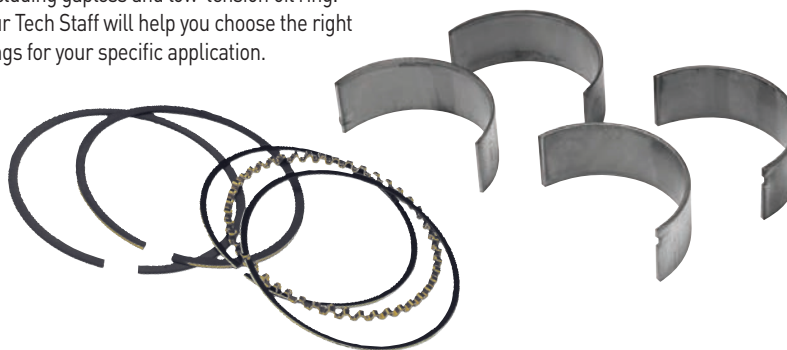
PART	DESCRIPTION
D-81006	S/B Ford Spacer ('79 and earlier) - 0.35" Thick
D-81007	S/B Ford Spacer ('80 and later) - 0.95 Thick
D-81008	S/B Ford Spacer - 0.875 Thick
D-91003	C'weight for SB Chevy 400
D-91005	C'weight for BB Chevy 454/502
D-91006	C'weight for early SB Ford (28.4 oz. In.)

PART	DESCRIPTION
D-91007	C'weight for late SB Ford (50 oz. In.)
D-91011	Ford Damper Pilot Adapter
D-91012	C'weight for '71-'92 360 SB Chrysler
D-91013	C'weight for '93-'97 360 SB Chrysler
D-91014	C'weight for '72 - '73 340 SB Chrysler
D-91022	C'weight for Olds V8

PISTONS // SCAT offers a complete line of racing pistons from a wide range of manufacturers such as SRP/JE, Ross, Mahle, Probe, KB, Diamond and SCAT offers pistons for today's most popular engine combinations from the street enthusiast to the Sportsman racer.

RINGS // To supplement SCAT's exhaustive line-up of cranks, rods and pistons, we offer the complete line of Total Seal, JE rings and Mahle rings. These are top-of-the-line rings with the flattest, tightest tolerances available anywhere. Available in all styles including gapless and low-tension oil ring. Our Tech Staff will help you choose the right rings for your specific application.

BEARINGS // SCAT also offers an extensive line of Clevite, King and Federal Mogul bearings. These bearings are the most respected names in the business. We choose them to compliment our premium crankshafts and rotating assemblies.





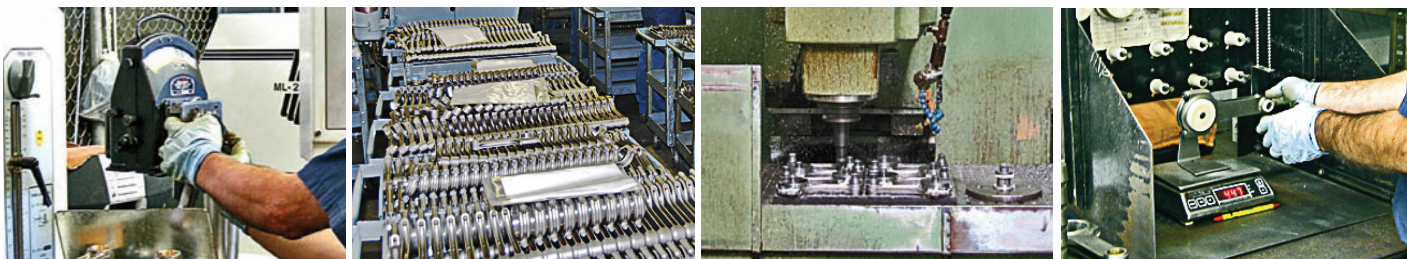
THE POWER OF SCAT MANUFACTURING ANATOMY OF A SCAT ROD



SCAT connecting rods feature the same high-quality craftsmanship that has led us to the forefront of the performance industry. SCAT rods are made from a 2-piece chromoly steel forging to ensure maximum strength and durability. We offer a complete line of Small and Big-Block Chevy, Small and Big-Block Ford, Honda and many more in both the I-Beam and H-Beam designs. Precision finished at SCAT on the newest and most modern machinery available by SCAT's master machinists.



ALL SCAT RODS ARE PRECISION HONED ON THE LATEST SUNNEN EQUIPMENT WITH DIAMOND TOOLING, TEMPERATURE CONTROLLED COOLING AND MICRO PROCESSORS FOR EXACTING SIZES





ULTRA-LITE, STANDARD WEIGHT & Q-LITE
H-BEAM CONNECTING RODS FOR CHEVY

CHEVY ULTRA LITE & STANDARD WEIGHT STROKER H-BEAM 4340 FORGED CONNECTING RODS

SCAT is proud to introduce our newest innovation . . .
Ultra Q-Lite and Standard Weight "STROKER" connecting rods for Chevy

- Comes with 1.4" special ARP 7/16" bolts to ensure clearance with NO machining or indexing required . . . Shipped 100% ready to install
- Special doweled cap and profiled clearance for stroker applications
- Formula "1" style lightening hole which reduces weight, but does NOT compromise strength
- ARP 2000 bolt upgrade is available



CHEVY ULTRA Q-LITE STROKER RODS

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WT(*) GMS
2-350-6000-1888-QLS	6600018QLS	BUSHED	2-350-6000-1888-QLSA	6600018QLSA	6.000	1.888	.927	.940	569
2-350-6125-1888-QLS	6612518QLS	BUSHED	2-350-6125-1888-QLSA	6612518QLSA	6.125	1.888	.927	.940	569
2-350-5700-2000-QLS	6570020QLS	BUSHED	2-350-5700-2000-QLSA	6570020QLSA	5.700	2.000	.927	.940	569
2-350-5850-2000-QLS	6585020QLS	BUSHED	2-350-5850-2000-QLSA	6585020QLSA	5.850	2.000	.927	.940	569
2-350-6000-2000-QLS	6600020QLS	BUSHED	2-350-6000-2000-QLSA	6600020QLSA	6.000	2.000	.927	.940	569
2-350-6000-2100-QLS	6600021QLS	BUSHED	2-350-6000-2100-QLSA	6600021QLSA	6.000	2.100	.927	.940	569
2-350-6125-2100-QLS	6612521QLS	BUSHED	2-350-6125-2100-QLSA	6612521QLSA	6.125	2.100	.927	.940	569

ARP 8740 7/16" CAP SCREWS

ARP 2000 7/16" CAP SCREWS

CHEVY STANDARD WEIGHT STROKER RODS

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WT(*) GMS
2-350-6000-2100-S	6600021S	BUSHED	2-350-6000-2100-SA	6600021SA	6.000	2.100	.927	.940	616

ARP 8740 7/16" CAP SCREWS

ARP 2000 7/16" CAP SCREWS

BAD IDEA COMPETITORS DESIGN

Requires machining before installation



GOOD IDEA READY TO INSTALL



CHEVY Q-LITE H-BEAM 4340 FORGED CONNECTING RODS

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WT(*) GMS
2-350-5700-2100QL	65700214	BUSHED	-	-	5.700	2.100	.927	.940	581
2-350-6000-2100QL	66000214	BUSHED	-	-	6.000	2.100	.927	.940	581

ARP 2000 3/8" CAP SCREWS



CHEVY PRO SPORT 4340 FORGED H-BEAM RODS

With ARP 7/16" CAP SCREWS, The "Bad Boy" of all SCAT Rods available for serious horsepower engines.

- H-Beam design is the strongest SCAT rod available
- Perfect for supercharged and nitrous applications
- Special doweled cap for specific cap-to-rod alignment
- ARP 2000 bolt upgrade is available



CHEVY SMALL BLOCK

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-350-5700-2000	6570020	BUSHED	2-350-5700-2000A	6570020A	5.700	2.000	.927	.940
2-350-6000-2000	6600020	BUSHED	2-350-6000-2000A	6600020A	6.000	2.000	.927	.940
2-350-6125-2000	6612520	BUSHED	2-350-6125-2000A	6612520A	6.125	2.000	.927	.940
2-350-6200-2000	6620020	BUSHED	2-350-6200-2000A	6620020A	6.200	2.000	.927	.940
2-350-5700-2100	6570021	BUSHED	2-350-5700-2100A	6570021A	5.700	2.100	.927	.940
2-350-5850-2100	6585021	BUSHED	2-350-5850-2100A	6585021A	5.580	2.100	.927	.940
2-350-6000-2100	6600021	BUSHED	2-350-6000-2100A	6600021A	6.000	2.100	.927	.940
2-350-6125-2100	6612521	BUSHED	2-350-6125-2100A	6612521A	6.125	2.100	.927	.940
2-350-6200-2100	6620021	BUSHED	2-350-6200-2100A	6620021A	6.200	2.100	.927	.940
2-350-6250-2100	6625021	BUSHED	2-350-6250-2100A	6625021A	6.250	2.100	.927	.940

ARP 8740 7/16" CAP SCREWS

ARP 2000 7/16" CAP SCREWS

CHEVY 6-CYLINDER

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-250-6000-2000	66000206	BUSHED	2-250-6000-2000A	66000206A	6.000	2.000	.927	1.050

ARP 8740 7/16" CAP SCREWS

ARP 2000 7/16" CAP SCREWS

CHEVY BIG BLOCK

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-454-6135-2200	6613522	BUSHED	2-454-6135-2200A	6613522A	6.135	2.200	.990	.992
2-454-6385-2200	6638522	BUSHED	2-454-6385-2200A	6638522A	6.385	2.200	.990	.992
2-454-6535-2200	6653522	BUSHED	2-454-6535-2200A	6653522A	6.535	2.200	.990	.992
2-454-6700-2200	6670022	BUSHED	2-454-6700-2200A	6670022A	6.700	2.200	.990	.992
2-454-6800-2200	6680022	BUSHED	2-454-6800-2200A	6680022A	6.800	2.200	.990	.992
2-454-7100-2200	6710022	BUSHED	2-454-7100-2200A	6710022A	7.100	2.200	.990	.992

ARP 8740 7/16" CAP SCREWS

ARP 2000 7/16" CAP SCREWS

CHEVY LS1

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-LS1-6100-2100-927	66100927	BUSHED	2-LS1-6100-2100-927A	66100927A	6.100	2.100	.927	.940
2-LS1-6100-2100-945	66100945	BUSHED	2-LS1-6100-2100-945A	66100945A	6.100	2.100	.945	.940

ARP 8740 7/16" CAP SCREWS

ARP 2000 7/16" CAP SCREWS

FORD & CHRYSLER PRO SPORT 4340 FORGED H-BEAM RODS

FORD SMALL BLOCK

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-302-5090-2123-912	65090	302	2-302-5090-2123-912A	65090A	5.090	2.123	.912	.830
2-302-5400-2000-927	6540092720	302	2-302-5400-2000-927A	6540092720A	5.400	2.000	.927	.830
2-302-5400-2100-927	6540092721	302	2-302-5400-2100-927A	6540092721A	5.400	2.100	.927	.830
2-302-5400-2123-912	65400912	302	2-302-5400-2123-912A	65400912A	5.400	2.123	.912	.830
2-302-5400-2123-927	65400927	302	2-302-5400-2123-927A	65400927A	5.400	2.123	.927	.830
2-351-5955-2311-912	65955	351	2-351-5955-2311-912A	65955A	5.955	2.311	.912	.830
2-351-6125-2311-912	66125	351	2-351-6125-2311-912A	66125A	6.125	2.311	.912	.830
2-351-6200-2311-927	66200	351	2-351-6200-2311-927A	66200A	6.200	2.311	.927	.830

ARP 8740 7/16" CAP SCREWS

ARP 2000 7/16" CAP SCREWS

FORD FLATHEAD

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-239-7000-2000	6700	*	2-239-7000-2000A	6700A	7.000	2.000	.750	.865
2-239-7000-2138**	670021	STK BEARING	N/A	N/A	7.000	2.138	.750	.865

ARP 8740 3/8" CAP SCREWS

ARP 2000 3/8" CAP SCREWS

* Uses CB610P, Buick Bearing
** Stud & 12 Pt. Nut

FORD BIG BLOCK 460 & FE

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-428-6490-2438-975	66490	428 Ford	2-428-6490-2438-975A	66490A	6.490	2.438	.975	.875
2-460-6605-2500	66605	460 Ford	2-460-6605-2500A	66605A	6.605	2.500	1.040	.995

ARP 8740 7/16" CAP SCREWS

ARP 2000 7/16" CAP SCREWS

FORD MODULAR

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-46L-5933*	6593346	V8, 4.6L	2-46L-5933A	6593346A	5.933	2.086	.866	.950
2-54L-6657*	6665754	V8, 5.4L	2-54L-6657A	6665754A	6.657	2.086	.866	.950

ARP 8740 3/8" CAP SCREWS

ARP 2000 3/8" CAP SCREWS

* 2-46L-5633 & 2-54L-6657 use 3/8" CAP SCREWS

CHRYSLER SMALL BLOCK & BIG BLOCK

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-360-6123-2124	66123	360 Small Block	2-360-6123-2124A	66123A	6.123	2.124	.984	.925
2-426-6800-2200-990	66858	426 Big Block	2-426-6800-2200-990A	66858A	6.800	2.200	.990	1.007
2-426-6860-2374-1030	66860	426 Big Block	2-426-6860-2374-1030A	66860A	6.860	2.374	1.030	1.007
2-440-6760-2374-1094	6676010	440 Big Block	2-440-6760-2374-1094A	6676010A	6.760	2.374	1.094	1.007
2-440-6760-2374-990	6676099	440 Big Block	2-440-6760-2374-990A	6676099A	6.760	2.374	.990	1.007

ARP 8740 7/16" CAP SCREWS

ARP 2000 7/16" CAP SCREWS



OTHER APPLICATIONS

PRO SPORT 4340 FORGED H-BEAM RODS

With ARP 7/16" or 3/8" CAP SCREWS, the "Bad Boy" of all SCAT Rods available for serious horsepower engines.

- H-Beam design is the strongest SCAT rod available
- Perfect for supercharged and nitrous applications
- Special doweled cap for specific cap-to-rod alignment
- ARP 2000 bolt upgrade is available



AMC

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-343-5885-2208	65885	BUSHED	2-343-5885-2208A	65885A	5.885	2.095	.930	.988
ARP 8740 7/16" CAP SCREWS			ARP 2000 7/16" CAP SCREWS					

BUICK

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-3.8-5970-2249-940	6385970	BUSHED	2-3.8-5970-2249-940A	6385970A	5.970	2.249	.940	.850
ARP 8740 7/16" CAP SCREWS			ARP 2000 7/16" CAP SCREWS					

CADILLAC

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-500-6750-1000P	66750P	PRESSED	2-500-6750-1000PA	66750PA	6.750	2.498	.997	.933
2-500-7000-990P	67000P	PRESSED	2-500-7000-990PA	67000PA	7.000	2.498	.997	.933
2-500-7000-990	67000	BUSHED	2-500-7000-990A	67000A	7.000	2.498	.997	.933
ARP 8740 7/16" CAP SCREWS			ARP 2000 7/16" CAP SCREWS					

HOLDEN

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-308-5627-2124	65627	BUSHED	2-308-5627-2124A	65627A	5.627	2.124	.930	.880
ARP 8740 7/16" CAP SCREWS			ARP 2000 7/16" CAP SCREWS					

PONTIAC BIG BLOCK

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-455-6625-2249	66625	BUSHED	2-455-6625-2249A	66625A	6.625	2.249	.980	.995
2-455-6625-2249P	66625P	PRESSED	2-455-6625-2249PA	66625PA	6.625	2.249	.980	.995
ARP 8740 7/16" CAP SCREWS			ARP 2000 7/16" CAP SCREWS					

VAUXHALL

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-VAUXHAULL-1	6VAUX	BUSHED	5.636	1.927	.827	1.039
ARP 8740 3/8" CAP SCREWS						

SPORT COMPACT APPLICATIONS

PRO SPORT 4340 FORGED H-BEAM RODS

HONDA / ACURA

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
B16A DOHC VTEC, 4CYL.	2-5290-1771-935-827	65290198	5.290	1.771	.827	.935
D16 SOHC VTEC, 4CYL.	2-5394-1771-898-748	65394187	5.394	1.771	.748	.898
B18A DOHC VTEC, 4CYL.	2-5394-1771-935-827	65394198	5.394	1.771	.827	.935
GSR, 4CYL.	2-5430-1771-858-827	65430187	5.430	1.771	.827	.858
K20A2 VTEC, 4CYL.	2-5472-1888-780-866	65472178	5.464	1.888	.780	.866
GSR 1.055, 4CYL.	2-5485-1771-858-827	65485188	5.485	1.771	.827	.858
H22 VTEC A1 LONG, 4CYL.	2-5630-1890-935-866	65630198	5.630	1.890	.866	.935

ARP 2000 3/8" CAP SCREWS

SUBARU

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
WRX 2.00, 2.2, 4CYL.	2-5138-2047-842-905	65138289	5.138	2.047	.905	.842
WRX 2.5, 2000 & LATER 4CYL.	2-5180-2047-842-905	65180289	5.180	2.047	.905	.842

ARP 2000 5/16" CAP SCREWS

FIAT

ENGINE	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
PUNTO, GT, 4CYL.	2-5050-1915-1000-866	65050118	5.050	1.915	.866	1.000

ARP 2000 3/8" CAP SCREWS

MITSUBISHI

ENGINE	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
4G63B, EARLY, 4CYL.	2-5906-1771-1115-827	659061182	5.906	1.771	.827	1.115
4G63B, LATE, 4CYL.	2-5906-1771-1038-866	659061186	5.906	1.771	.866	1.038

ARP 2000 3/8" CAP SCREWS

NISSAN

ENGINE	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
SR20DE 4CYL.	2-5365-1888-898-866	65365188	5.365	1.888	.866	.898
VQ35DE-350ZX-MAXIMA, 6CYL.	2-5677-2047-817-866	65677288	5.677	2.047	.817	.866
VG30-300ZX-V7, 6CYL.	2-6071-1967-817-866	66071188	6.071	1.967	.866	.817

ARP 2000 3/8" CAP SCREWS

PEUGEOT

ENGINE	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
106, 4CYL	2-5252-1915-940-767	65252197	5.252	1.915	.767	.940

ARP 2000 3/8" CAP SCREWS

PONTIAC LE MANS/DAEWOO

ENGINE	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
1.6L GM, 4CYL.	2-5110-1810-862-708	65110187	5.110	1.691	.708	.862

ARP 2000 3/8" CAP SCREWS



SPORT COMPACT APPLICATIONS

PRO SPORT 4340 FORGED H-BEAM RODS

SATURN

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
SATURN-1.9-116CID 4CYL.	2-5707-1850-966-767	65707197	5.707	1.850	.767	.966

ARP 2000 3/8" CAP SCREWS

TOYOTA

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
1.3TURBOJDM 4CYL., 3/8"	2-4645-1693-818-709	64645187	4.645	1.693	.709	.818
2JZGTE - V7 6CYL., 5/16"	2-5590-2047-1020-866	65590218	5.590	2.047	.866	1.020

ARP 2000 3/8" CAP SCREWS

VW SCIROCCO/JETTA/GOLF

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
1.8 LITER, 1.8T, 4CYL	2-5670-1992-981-787	65670187	5.670	1.880	.787	.981
15 20V, 10V, 5CYL	2-5670-1992-981-787S	65670187S	5.670	1.880	.787	.981

ARP 2000 3/8" CAP SCREWS

VW GOLF/JETTA

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
1.8 L ABA, 4CYL	2-6244-1992-981-787	66244197	6.244	1.880	.787	.981
2.0 L ABA, 4CYL	2-6260-1992-981-787	66260197	6.260	1.880	.787	.981
2.0 L ABA, 4CYL	2-6260-1992-981-827	66260198	6.260	1.880	.827	.981

ARP 2000 3/8" CAP SCREWS



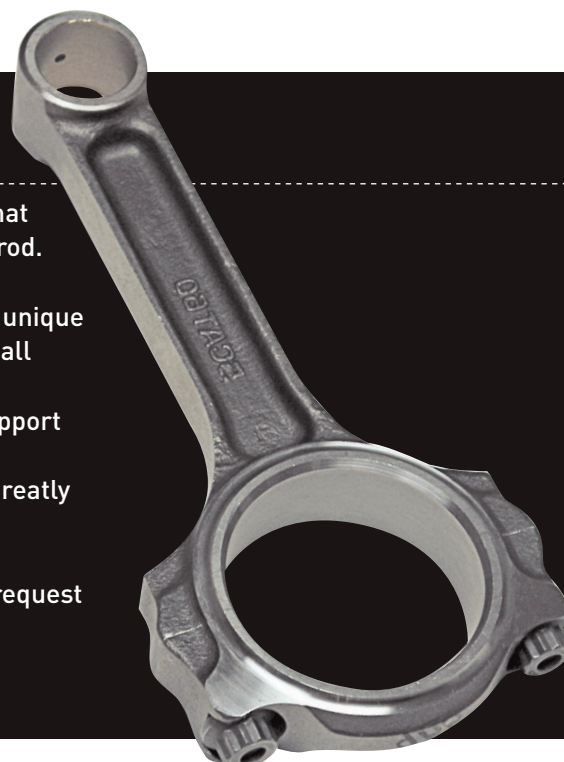


PRO COMP I-BEAM 7/16"
CONNECTING RODS

CHEVY PREMIUM PRO COMP 4340 FORGED I-BEAM RODS

With ARP 7/16" CAP SCREWS, The ultimate I-Beam rod that incorporates the strength and technology of the H-Beam rod.

- Scat offers the best possible I-Beam Rod which offers a unique forging design to strengthen the big end. Stronger than all other I-Beam designs
- Single rib cap design for added strength and bearing support
- Polished beams to eliminate stress risers
- Special hollow dowels and huge 7/16" cap screw bolts greatly increase strength and horsepower capabilities
- Profiled clearance for stroker applications
- All Pro Comp rods available with ARP 2000 bolts, upon request



CHEVY SMALL BLOCK with ARP 8740 7/16" CAP SCREW BOLTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WEIGHT(*)
2-ICR5700-7/16	25700716	BUSHED	5.700	2.100	.927	.940	590
2-ICR6000-7/16	26000716	BUSHED	6.000	2.100	.927	.940	605
2-ICR6125-7/16	26125716	BUSHED (350 or LS1)	6.125	2.100	.927	.940	610
2-ICR6200-7/16	26200716	BUSHED	6.200	2.100	.927	.940	620

*AS LOW AS

CHEVY BIG BLOCK with ARP 8740 7/16" CAP SCREW BOLTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WEIGHT(*)
2-ICR6135-7/16	26135716	BUSHED	6.135	2.200	.990	.992	780
2-ICR6385-7/16	26385716	BUSHED	6.385	2.200	.990	.992	785
2-ICR6700-7/16	26700716	BUSHED	6.700	2.200	.990	.992	810

*AS LOW AS

CHEVY LS1 with ARP 8740 7/16" CAP SCREW BOLTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WEIGHT(*)
2-ICR6100-927	26100927	BUSHED	6.100	2.100	.927	.940	595
2-ICR6100-944P	26100944P	PRESSED	6.100	2.100	.944	.940	600

*AS LOW AS

CHRYSLER SMALL BLOCK with ARP 8740 7/16" CAP SCREW BOLTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-ICR6123-2124	26123	BUSHED	6.123	2.124	.984	.925

HOLDEN with ARP 8740 7/16" CAP SCREW BOLTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-ICR308-5700-2124	2570012	BUSHED	2-ICR308-5700-2124A	2570012A	5.627	2.124	.930	.880

ARP 8740 7/16" CAP SCREWS

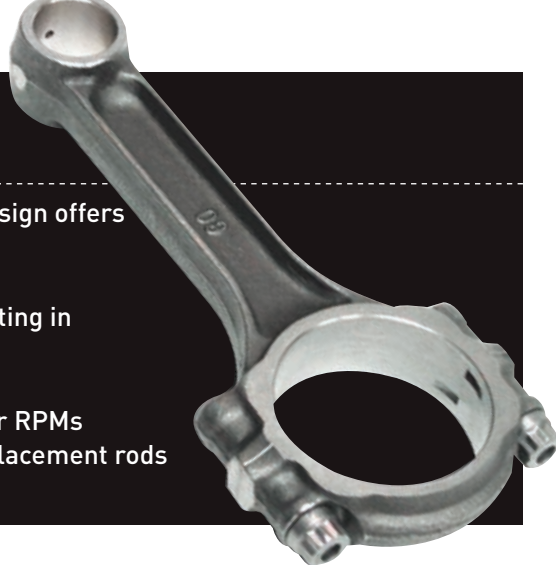
ARP 2000 8740 7/16" CAP SCREWS



CHEVY PRO STOCK 4340 FORGED I-BEAM RODS

With 3/8" or 7/16" Thru-Bolts, SCAT's Lightweight I-Beam design offers more strength than stock replacement rods

- 12-point 8740 cap screw bolts
- Special doweled cap for perfect cap-to-rod alignment resulting in increased strength and longer life
- Press pin or bushed
- Lightweight I-Beam design for increased power and quicker RPMs
- Designed to handle increased horsepower versus stock replacement rods



CHEVY SMALL BLOCK with 3/8" CAP SCREW BOLTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-ICR5700P	25700P	PRESSED	5.700	2.100	.927	.940
2-ICR5700-2000	2570020	BUSHED	5.700	2.000	.927	.940
2-ICR5700-2000P	2570020P	PRESSED	5.700	2.000	.927	.940
2-ICR5700	25700	BUSHED	5.700	2.100	.927	.940
2-ICR6000	26000	BUSHED	6.000	2.100	.927	.940
2-ICR6000P	26000P	PRESSED	6.000	2.100	.927	.940
2-ICR6000-2000	2600020	BUSHED	6.000	2.000	.927	.940

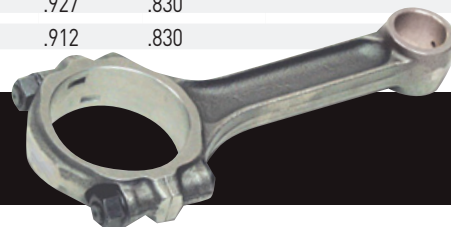
CHEVY BIG BLOCK with ARP 8740 7/16" CAP SCREW BOLTS

2-ICR6135P	26135P	PRESSED	6.135	2.200	.990	.992
2-ICR6385P	26385P	PRESSED	6.385	2.200	.990	.992
2-ICR6135	26135	BUSHED	6.385	2.200	.990	.992
2-ICR6385	26385	BUSHED	6.385	2.200	.990	.992

FORD SMALL BLOCK with ARP 8740 3/8" CAP SCREW BOLTS

2-ICR5090P	35090P	PRESSED 302	5.090	2.123	.912	.830
2-ICR5090	35090	BUSHED 302	5.090	2.123	.912	.830
2-ICR5325-927	2532597	BUSHED 302	5.325	2.123	.927	.830
2-ICR5400-912	25400912	BUSHED 302	5.400	2.123	.912	.830
2-ICR5400-927	25400927	BUSHED 302	5.400	2.123	.927	.830
2-ICR5955-912	25955912	BUSHED 351 Windsor	5.955	2.311	.912	.830

CHEVY STOCK REPLACEMENT FORGED I-BEAM CONNECTING RODS



CHEVY SMALL BLOCK WITH ARP 8740 3/8" WAVE-LOC BOLTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
3-ICR5700P	35700P	PRESSED	5.700	2.100	.927	.940
3-ICR6000P	36000P	PRESSED	6.000	2.100	.927	.940
3-ICR5700	35700	BUSHED	5.700	2.100	.927	.940
3-ICR6000	26000	BUSHED	6.000	2.100	.927	.940

CHEVY BIG BLOCK WITH GM FACTORY REPLACEMENT PERFORMANCE BOLTS

3-10198922	310198922	PRESSED	with 7/16" bolts	6.135	2.200	.990	.992
3-10212764	310212764	PRESSED	with 3/8" bolts	6.135	2.200	.990	.992

ROD TORQUE SPECS

IMPORTANT INSTALLATION INSTRUCTIONS

- 1** Disassemble rods and thoroughly clean (including bolt and beam threads) to remove rust preventative.
- 2** Apply ARP Molylube to the threads and under the head of each bolt.
- 3** Install rods by bringing cap and beam into alignment. Tap into place before installing bolts (DO NOT USE BOLTS TO PULL CAPS INTO POSITION) Each rod is numbered and MUST be assembled with the same number on cap and beam.

DESCRIPTION

5/16" x 1.500" ARP 2000 cap screw
 3/8" x 1.600" ARP 8740 cap screw
 3/8" x 1.600" ARP 2000 cap screw
 3/8" ARP 8740 Wave Loc bolt & nut
 7/16" x 1.400" ARP 8740 cap screw
 7/16" x 1.500" SCAT 2000 cap screw
 7/16" x 1.600" ARP 8740 cap screw
 7/16" x 1.600" ARP 2000 cap screw
 7/16" x 1.800" ARP 8740 cap screw
 7/16" x 1.800" SCAT 2000 cap screw

MAXIMUM RECOMMENDED TORQUE

26 ft./lb w/ARP moly
 45 ft./lb w/ARP moly
 50 ft./lb w/ARP moly
 50 ft./lb w/ARP moly
 64 ft./lb w/ARP moly
 70 ft./lb w/ARP moly
 63 ft./lb w/ARP moly
 70 ft./lb w/ARP moly
 63 ft./lb w/ARP moly
 70 ft./lb w/ARP moly



CONNECTING ROD ACCESSORIES

SCAT / ARP BOLTS

PART NUMBER	DESCRIPTION
AR304-1WB 1 PC	3/8" WAVE-LOC BOLTS FOR I-BEAM RODS - 3 SERIES, 8740 BOLTS
4AJ1.601-1SLU 1 PC	3/8" x 1.600 BOLTS FOR I-BEAM RODS - 2 SERIES, 8740 BOLTS
4AJ1.601-2SLU 1 PC	3/8" x 1.600 BOLTS FOR I-BEAM RODS - 2 SERIES, 2000 SERIES BOLTS
4AP1.400-1LU 1 PC	7/16" x 1.400 BOLTS FOR 7/16" I-BEAM RODS, 8740 BOLTS
AR407-2 1 PC	7/16" x 1.450 BOLTS FOR 7/16" I-BEAM RODS, 2000 SERIES BOLTS
4AP1.602-1LU 1 PC	7/16" x 1.600 BOLTS FOR H-BEAM RODS, 8740 BOLTS
4AP1.602-2LU 1 PC	7/16" x 1.600 BOLTS FOR H-BEAM RODS - 2000 SERIES BOLTS
4AP1.801-1LU 1 PC	7/16" x 1.800 BOLTS FOR I-BEAM BIG BLOCK & CHRYSLER H-BEAM RODS, 8740 BOLTS
4AP1.802-1LU 1 PC	7/16" x 1.800 BOLTS FOR I-BEAM BIG BLOCK & CHRYSLER H-BEAM RODS - 2000 SERIES BOLTS
5AP1.601.65LU 1 PC	7/16" x 1.600 BOLTS FOR H-BEAM RODS, L19 BOLTS



ROD CAP ALIGNMENT SLEEVES

PART NUMBER	DESCRIPTION
S3750 1 PC	FOR 3/8" BOLT - I BEAM RODS
S4375 1 PC	FOR 7/16" BOLT - I & H BEAM RODS

WRIST PIN BUSHINGS

PART NUMBER	DESCRIPTION	PART NUMBER	DESCRIPTION
B750 1 PC	.750 FLATHEAD	B984 1 PC	.984 SB CHRYSLER
B827 1 PC	.827 VW, HONDA	B990 1 PC	.990 BB CHEVY
B866 1 PC	.866 VW, HONDA	B1030 1 PC	1.030 BB CHRYSLER
B912 1 PC	.912 FORD	B1094 1 PC	1.094 BB CHRYSLER
B927 1 PC	.927 SB FORD & CHEVY		

ARP MOLY LUBE

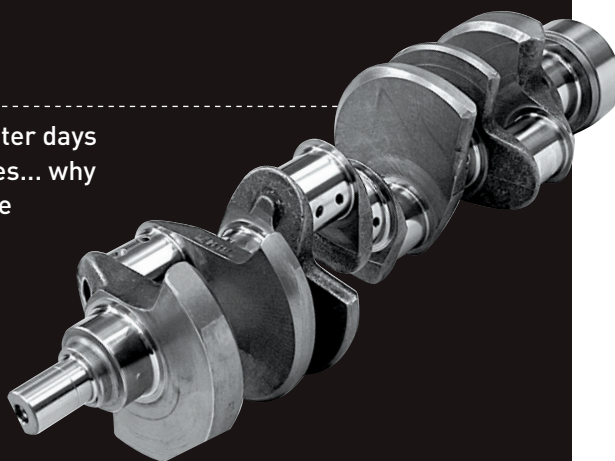
PART NUMBER	DESCRIPTION
100-9902	ARP Moly assembly Lube 1 -1/2oz
100-9905	ARP Moly assembly Lube 1 Pint



CHEVY CAST PRO STOCK REPLACEMENT CRANKSHAFTS

Designed to replace stock crankshafts that have seen better days
Competitively priced for stock or mildly built street engines... why reground when you can have new at virtually the same price

- Precision ground and micro polished,
- NO more hassles with poor quality crank cores,
- Simplify your bearing stocks to all standard/standard size
- Designed at SCAT
- Engineered at SCAT



CHEVY SMALL BLOCK 383 REPLACEMENT

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	TECH NOTES
9-103750	9103750	350 2-PC REAR SEAL	3.750	5.700	2.100	External balance
9-103750L	9103750L	350 1-PC REAR SEAL, LATE	3.750	5.700	2.100	Internal front, External rear balance

CHEVY SMALL BLOCK

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	TECH NOTES
9-10442	910442	350 2-PC REAR SEAL	3.480	5.700	2.100	Internal balance
9-104000	910400	400 2-PC REAR SEAL	3.750	5.700	2.100	External balance
9-10526	910526	350 1-PC REAR SEAL, LATE	3.480	5.700	2.100	Internal balance

CHEVY BIG BLOCK

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	TECH NOTES
9-10454	910454	454 2-PC REAR SEAL	4.000	6.135	2.200	External balance
9-10454L	910454L	454 1-PC REAR SEAL, LATE	4.000	6.135	2.200	External balance

GMC DIESEL & CHEVY V6

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	TECH NOTES
9-6.5L-3819-6280	965L3819	GMC	3.819	6.280	2.399	-
9-4.3L-3480-5700	943L3480	CHEVY V6 EVEN FIRE	3.480	5.700	2.250	-

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CHEVY STOCK REPLACEMENT FORGED I-BEAM CONNECTING RODS



CHEVY SMALL BLOCK WITH ARP 8740 3/8" WAVE-LOC BOLTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
3-ICR5700P	35700P	PRESSED	5.700	2.100	.927	.940
3-ICR6000P	36000P	PRESSED	6.000	2.100	.927	.940
3-ICR5700	35700	BUSHED	5.700	2.100	.927	.940
3-ICR6000	26000	BUSHED	6.000	2.100	.927	.940

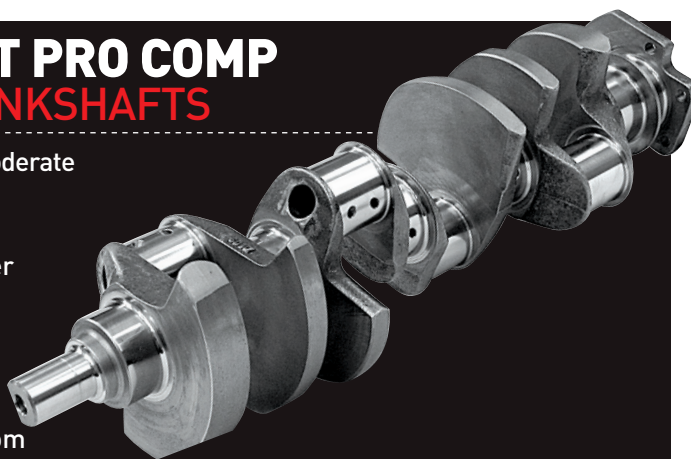
CHEVY BIG BLOCK WITH GM FACTORY REPLACEMENT PERFORMANCE BOLTS

3-10198922	310198922	PRESSED	with 7/16" bolts	6.135	2.200	.990	.992
3-10212764	310212764	PRESSED	with 3/8" bolts	6.135	2.200	.990	.992

CHEVY SERIES 9000 CAST PRO COMP STROKER LIGHTWEIGHT CRANKSHAFTS

A perfect way to increase cubic inches on mild to moderate street or race engines

- Aero-wing counterweights increase horsepower by reducing windage, straight shot oil holes,
- Lightening holes in all rod throws (except 3.480 stroke), precision ground and micropolished,
- Designed after our custom billets and made from SCAT's exclusive space-age 9000 material



SMALL BLOCK CHEVY 350 & 400 MAIN 2-PC REAR SEAL

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
9-350-3480-5700	935010	350 2-PC REAR SEAL	3.480	5.700	2.100	51 LBS	Internal balance.
9-350-3750-5700	935050	350 2-PC REAR SEAL	3.750	5.700	2.100	51 LBS	External balance.
9-350-3750-6000	935056	350 2-PC REAR SEAL	3.750	6.000	2.100	51 LBS	Internal balance.
9-400-3500-6000	940020	400 2-PC REAR SEAL	3.500	6.000	2.100	51 LBS	Internal balance.
9-400-3750-5700	940050	400 2-PC REAR SEAL	3.750	5.700	2.100	55 LBS	External balance.
9-400-3750-6000	940056	400 2-PC REAR SEAL	3.750	6.000	2.100	55 LBS	Internal balance.

SMALL BLOCK CHEVY 350 MAIN 1-PC REAR SEAL

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
9-350-3750-5700-L	935050L*	350 1-PC REAR SEAL, LATE	3.750	5.700	2.100	51 LBS	*
9-350-3750-6000-L	935060L	350 1-PC REAR SEAL, LATE	3.750	6.000	2.100	51 LBS	Internal balance

*BALANCES AT 1830 TO 1850 GRAMS WITH STD WEIGHTED FLYWHEEL, NEUTRAL STD BALANCER & ONE PIECE MALLARY IN COUNTERWEIGHT 1

BIG BLOCK CHEVY 454 MAIN 2-PC REAR SEAL

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
9-454-4250-6135	945420	454 2-PC REAR SEAL	4.250	6.135	2.200	67 LBS	External balance.
9-454-4250-6385	945425	454 2-PC REAR SEAL	4.250	6.385	2.200	67 LBS	Int bal, may req heavy metal

BIG BLOCK CHEVY 454 MAIN 1-PC REAR SEAL

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
9-454-4250-6135-L	945420L	454 1-PC REAR SEAL, LATE	4.250	6.135	2.200	67 LBS	External balance.
9-454-4250-6385-L	945425L	454 1-PC REAR SEAL, LATE	4.250	6.385	2.200	67 LBS	External balance.



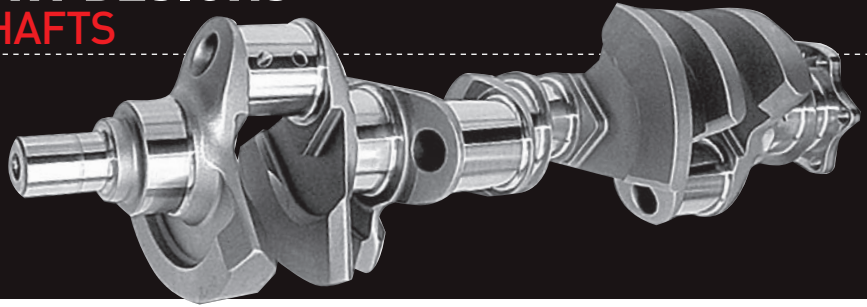
Photo courtesy of Chris Moore, JCR Motorsports



Photo courtesy of Paul Wiechmann racing



COUNTER WEIGHT DESIGNS BY SCAT CRANKSHAFTS



FORGED 4340 STANDARD WEIGHT CRANKSHAFTS

STANDARD FEATURES & BENEFITS IN ALL FORGED 4340 CRANKSHAFTS

- Straight shot & chamfered oil holes
- Nitride hardened for superior wear resistance
- Lightening holes in all rod throws
- Large radius on all journals
- Precision ground, heat treated & shot peened



FORGED 4340 LIGHTWEIGHT PRO COMP CRANKSHAFTS

Perfect for engines wanting quicker RPM's, SCAT's Pro Comp cranks use a computer generated symmetrical counterweight system to reduce rotating mass. This reduces stress on the block, crank flex, and overall weight while increasing horsepower and acceleration. SCAT's aero wing counterweight edge design reduces horsepower robbing windage and oil turbulence in the crank case. Ideal for competition engines using medium weight components while demanding maximum performance.



FORGED 4340 SUPERLIGHT CRANKSHAFTS

SCAT's Superlight cranks carry the Pro Comp style crankshaft to the next level. The computer generated Pro Comp symmetrical counterweight system now incorporates the pendulum cut on the inner face of the counterweights. This metal removal does not sacrifice strength. It removes unnecessary material, thereby further reducing rotating mass. Ideal for competition engines using lightweight components, running higher RPMs while demanding lightening acceleration.



FORGED 4340 Q-LITE CRANKSHAFTS

This is the ultimate lightweight crankshaft, taking the Superlight crank to the next level. An additional pendulum cut is taken on the outer face of the counterweights. Used in competition engines normally of shorter stroke. Nothing is spared to use the lightest components available, where high RPM and blinding acceleration is demanded without compromise.



CHEVY SMALL BLOCK F43 SERIES

Introducing the "F-43" Series line of 4340 forged cranks for Chevy, weighing in at an incredible 40 - 42 pounds

- Straight shot & chamfered oil holes
- Nitride hardened for superior wear resistance
- Profiled counterweights
- Pendulum cut counterweights
- Gun-drilled main line hole for lightening and equalization of crankcase pressure



SMALL BLOCK CHEVY F43 SERIES

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES*
4-350-3350-5700-20LW	435011LW	350 2-PC REAR SEAL	3.350	5.700	2.000	40-42	Internal balance
4-350-3480-5700-18LW	435020LW	350 2-PC REAR SEAL	3.480	5.700	1.888	40-42	Internal balance
4-350-3480-5700-20LW	435021LW	350 2-PC REAR SEAL	3.480	5.700	2.000	40-42	Internal balance
4-350-3480-5700-21LW	435022LW	350 2-PC REAR SEAL	3.480	5.700	2.100	40-42	Internal balance
4-350-3500-5700-18LW	435030LW	350 2-PC REAR SEAL	3.500	5.700	1.888	40-42	Internal balance
4-350-3500-5700-20LW	435031LW	350 2-PC REAR SEAL	3.500	5.700	2.000	40-42	Internal balance
4-350-3500-5700-21LW	435032LW	350 2-PC REAR SEAL	3.500	5.700	2.100	40-42	Internal balance
4-350-3562-5700-20LW	435041LW	350 2-PC REAR SEAL	3.562	5.700	2.000	40-42	Internal balance
4-350-3625-5700-20LW	435051LW	350 2-PC REAR SEAL	3.625	5.700	2.000	40-42	Internal balance
4-350-3750-6000-20LW	435061LW	350 2-PC REAR SEAL	3.750	6.000	2.000	40-42	Internal balance
4-350-3750-6000-21LW	435062LW	350 2-PC REAR SEAL	3.750	6.000	2.100	40-42	Internal balance
4-350-4000-6000-21LW	435072LW	350 2-PC REAR SEAL	4.000	6.000	2.100	40-42	Internal balance
4-400-4000-6000-21LW	440072LW	400 2-PC REAR SEAL	4.000	6.000	2.100	40-42	Internal balance

NOTE: Heavier Bob weights may require heavy metal

CHEVY SMALL BLOCK 4340 FORGED STANDARD WEIGHT CRANKSHAFTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
4-350-3000-5700-2"	435005	350 2-PC REAR SEAL	3.000	5.700	2.0000	50	Internal balance
4-350-3250-5700	435006	350 2-PC REAR SEAL	3.250	5.700	2.1000	50	Internal balance
4-350-3480-5700	435010	350 2-PC REAR SEAL	3.480	5.700	2.1000	51	Internal balance
4-350-3500-5700	435020	350 2-PC REAR SEAL	3.500	5.700	2.1000	51	Internal balance
4-350-3562-5700	435030	350 2-PC REAR SEAL	3.562	5.700	2.1000	51	Internal balance
4-350-3625-5700	435040	350 2-PC REAR SEAL	3.625	5.700	2.1000	52	Internal balance
4-350-3750-5700	435050	350 2-PC REAR SEAL	3.750	5.700	2.1000	52	Internal balance
4-350-3750-6000	435056	350 2-PC REAR SEAL	3.750	6.000	2.1000	53	Internal balance
4-350-3875-6000	435076	350 2-PC REAR SEAL	3.875	6.000	2.1000	53	Internal balance
4-350-4000-6000	435086	350 2-PC REAR SEAL	4.000	6.000	2.1000	54	Internal balance

400 MAIN - 2 PC REAR SEAL

4-400-3500-6000	440026	350 2-PC REAR SEAL	3.500	6.000	2.1000	55	Internal balance
4-400-3750-5700	440050	350 2-PC REAR SEAL	3.750	5.700	2.1000	55	Internal balance
4-400-3750-6000	440056	350 2-PC REAR SEAL	3.750	6.000	2.1000	55	Internal balance
4-400-3800-6000	440066	350 2-PC REAR SEAL	3.800	6.000	2.1000	55	Internal balance
4-400-3875-6000	440076	350 2-PC REAR SEAL	3.875	6.000	2.1000	55	Internal balance
4-400-4000-6000	440086	350 2-PC REAR SEAL	4.000	6.000	2.1000	55	Internal balance

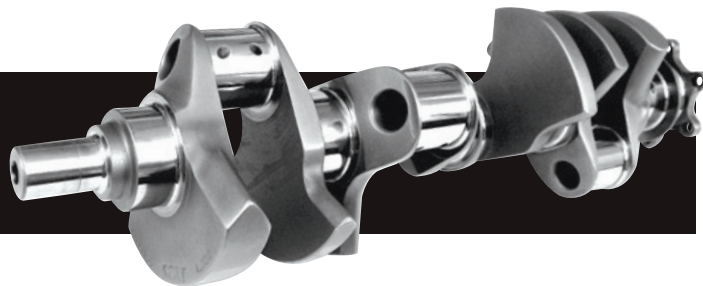
350 MAIN - 1 PC REAR SEAL

4-350-3480-5700-L	435010L	350 1-PC REAR SEAL	3.480	5.700	2.1000	51	-
4-350-3750-5700-L	435050L	350 1-PC REAR SEAL	3.750	5.700	2.1000	52	-
4-350-3800-5700-L	435060L	350 1-PC REAR SEAL	3.800	5.700	2.1000	52	-
4-350-3800-6000-L	435065L	350 1-PC REAR SEAL	3.800	6.000	2.1000	52	-
4-350-3875-6000-L	435070L	350 1-PC REAR SEAL	3.875	6.000	2.1000	52	-

* Weights are approximate. Actual weights may vary.



CHEVY SMALL BLOCK PRO COMP LIGHTWEIGHT CRANKSHAFTS



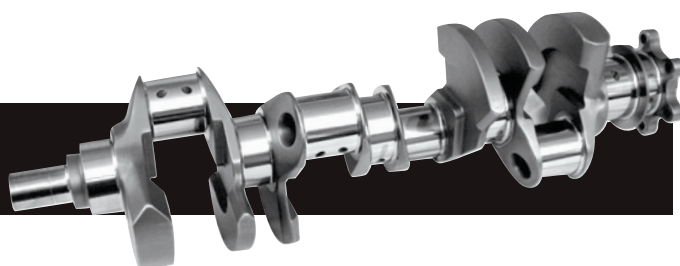
350 MAIN - 2 PC REAR SEAL

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
4-350-3480-5700-2	435010-2	350 2-PC REAR SEAL	3.480	5.700	2.100	48	Internal balance
4-350-3500-5700-2	435020-2	350 2-PC REAR SEAL	3.500	5.700	2.100	48	Internal balance
4-350-3562-5700-2	435030-2	350 2-PC REAR SEAL	3.562	5.700	2.100	48	Internal balance
4-350-3750-5700-2	435040-2	350 2-PC REAR SEAL	3.750	5.700	2.100	49	Internal balance
4-350-3750-6000-2	435050-2	350 2-PC REAR SEAL	3.750	6.000	2.100	49	Internal balance
4-350-3800-6000-2	435056-2	350 2-PC REAR SEAL	3.800	6.000	2.100	49	Internal balance
4-350-3875-6000-2	435076-2	350 2-PC REAR SEAL	3.875	6.000	2.100	49	Internal balance
4-350-4000-6000-2	435086-2	350 2-PC REAR SEAL	4.000	6.000	2.100	49	Internal balance

400 MAIN - 2 PC REAR SEAL

4-400-3500-6000-2	440026-2	400 2-PC REAR SEAL	3.500	6.000	2.100	50	Internal balance
4-400-3750-5700-2	440050-2	400 2-PC REAR SEAL	3.750	5.700	2.100	50	Internal balance
4-400-3750-6000-2	440056-2	400 2-PC REAR SEAL	3.750	6.000	2.100	50	Internal balance
4-400-3800-6000-2	440066-2	400 2-PC REAR SEAL	3.800	6.000	2.100	50	Internal balance
4-400-3875-6000-2	440076-2	400 2-PC REAR SEAL	3.875	6.000	2.100	50	Internal balance
4-400-4000-6000-2	440086-2	400 2-PC REAR SEAL	4.000	6.000	2.100	50	Internal balance

CHEVY SMALL BLOCK SUPERLIGHT CRANKSHAFTS



350 MAIN - 2 PC REAR SEAL - EARLY

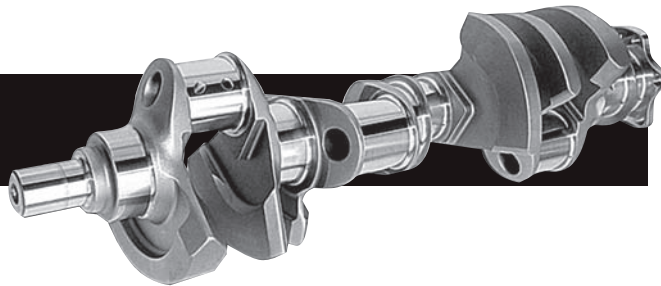
PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
4-350-3350-5700-3-2"	435007-3	350 2-PC REAR SEAL	3.350	5.700	2.000	44	Internal balance
4-350-3480-5700-3-2"	435012-3	350 2-PC REAR SEAL	3.480	5.700	2.000	44	Internal balance
4-350-3500-5700-3-2"	435022-3	350 2-PC REAR SEAL	3.500	5.700	2.000	44	Internal balance
4-350-3562-5700-3-2"	435032-3	350 2-PC REAR SEAL	3.562	5.700	2.000	44	Internal balance
4-350-3480-5700-3	435010-3	350 2-PC REAR SEAL	3.480	5.700	2.100	44	Internal balance
4-350-3500-5700-3	435020-3	350 2-PC REAR SEAL	3.500	5.700	2.100	44	Internal balance
4-350-3562-5700-3	435030-3	350 2-PC REAR SEAL	3.562	5.700	2.100	44	Internal balance
4-350-3750-5700-3	435040-3	350 2-PC REAR SEAL	3.750	5.700	2.100	44	Internal balance
4-350-3750-6000-3	435050-3	350 2-PC REAR SEAL	3.750	6.000	2.100	45	Internal balance
4-350-3800-6000-3	435056-3	350 2-PC REAR SEAL	3.800	6.000	2.100	45	Internal balance
4-350-3875-6000-3	435076-3	350 2-PC REAR SEAL	3.875	6.000	2.100	45	Internal balance
4-350-4000-6000-3	435086-3	350 2-PC REAR SEAL	4.000	6.000	2.100	45	Internal balance

400 MAIN - 2 PC REAR SEAL - EARLY

4-400-3500-6000-3	440026-3	400 2-PC REAR SEAL	3.500	6.000	2.100	46	Internal balance
4-400-3750-5700-3	440050-3	400 2-PC REAR SEAL	3.750	5.700	2.100	46	Internal balance
4-400-3750-6000-3	440056-3	400 2-PC REAR SEAL	3.750	6.000	2.100	46	Internal balance
4-400-3800-6000-3	440066-3	400 2-PC REAR SEAL	3.800	6.000	2.100	46	Internal balance
4-400-3875-6000-3	440076-2	400 2-PC REAR SEAL	3.875	6.000	2.100	46	Internal balance
4-400-4000-6000-3	440086-3	400 2-PC REAR SEAL	4.000	6.000	2.100	46	Internal balance

* NOTE: weights are aproximate. Actual weights may vary. Some cranks may require heavy metal on Bob weight

CHEVY SMALL BLOCK Q-LITE CRANKSHAFTS



350 MAIN - 2 PC REAR SEAL - EARLY

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
4-350-3480-5700-QL	435010-4	-	3.480	5.700	2.100	40	Internal balance
4-350-3500-5700-QL	435020-4	-	3.500	5.700	2.100	40	Internal balance
4-350-3562-5700-QL	4350320-4	-	3.562	5.700	2.100	40	Internal balance

* Weights are approximate. Actual weights may vary.

CHEVY BIG BLOCK 348-409 CRANKSHAFTS, CONNECTING RODS & ROTATING ASSEMBLIES



CHEVY 348-409 COMPETITION ROTATING ASSEMBLIES

CI	KEY	CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	COMPRESSION	UNBALANCED CRANK ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
Standard Weight Forged Crank, H-Beam Connecting Rods with 7/16" Cap Screws										
434	NEW	4-409-4000-6135	2-454-6135-2200	4.000"	6.135"	FORGED	4.155	10.8	1-92230	1-92230BE
472	NEW	4-409-4000-6135	2-454-6135-2200	4.000"	6.135"	FORGED	4.340	10.8	1-92231	1-92230BE
Standard Weight Forged Crank, Pro Stock I-Beam Connecting Rods with 7/16" Cap Screws										
434	NEW	4-409-4000-6135	2-ICR6135-7/16	4.000"	6.135"	FORGED	4.155	10.8	1-92235	1-92235BE
472	NEW	4-409-4000-6135	2-ICR6135-7/16	4.000"	6.135"	FORGED	4.340	10.8	1-92236	1-92236BE

CHEVY 348-409 STANDARD WEIGHT 4340 CRANKSHAFTS

PART NUMBER	SHORT NUMBER	CRANK STROKE	ROD LENGTH	ROD PIN
4-409-4000-6135	440910	4.000"	6.135"	2.200"

CHEVY 348-409 CONNECTING RODS

PART NUMBER	SHORT NUMBER	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	ROD PIN	B. E. WIDTH
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FORGED H-BEAM CONNECTING RODS with 7/16" Cap Screws

2-454-6135-2200	6613522	2-454-6135-2200A	6613522A	6.135	2.200	.990	.992
ARP 8740 7/16" CAP SCREWS		ARP 2000 8740 7/16" CAP SCREWS					

FORGED PRO STOCK I-BEAM CONNECTING RODS with 7/16" Cap Screws

2-ICR6135-7/16	26135716	2-ICR6135-7/16A	26135716A	6.135	2.200	.990	.992
ARP 8740 7/16" CAP SCREWS		ARP 2000 8740 7/16" CAP SCREWS					

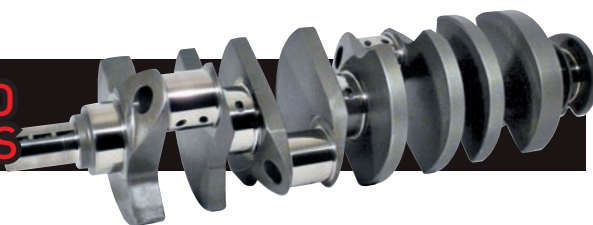
GM FACTORY STOCK REPLACEMENT CONNECTING RODS with 7/16" Bolts

3-10198922	310198922	6.135	2.200	.990	.992
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CHEVY SMALL BLOCK 4340 FORGED Q-LITE & CHEVY BIG BLOCK 348-409
ROTATING ASSEMBLIES, CRANKSHAFTS & CONNECTING RODS



CHEVY BIG BLOCK 4340 FORGED STANDARD WEIGHT CRANKSHAFTS



BIG BLOCK CHEVY 454 MAIN WITH CENTER COUNTERWEIGHTS - 2 PC REAR SEAL

PART NUMBER	SHORT NUMBER		CRANK STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
4-454-4250-6385-C	445425C		4.250	6.385	2.200	75	Internal balance
4-454-4375-6385-C	445426C		4.375	6.385	2.200	75	Internal balance
4-454-4500-6535-C	445430C		4.500	6.535	2.200	75	Internal balance
4-454-4750-6700-C	445440C		4.750	6.700	2.200	75	Internal balance

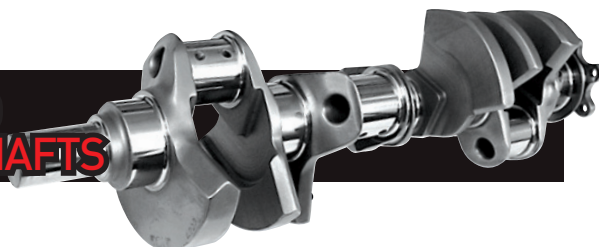
BIG BLOCK CHEVY 454 MAIN WITHOUT CENTER COUNTERWEIGHTS - 2 PC REAR SEAL

4-454-4000-6135	445410	454 2-PIECE REAR SEAL	4.000	6.135	2.200	70	Extrenal balance
4-454-4000-6385	445415	454 2-PIECE REAR SEAL	4.000	6.385	2.200	70	Internal balance
4-454-4250-6135	445420	454 2-PIECE REAR SEAL	4.250	6.135	2.200	70	External balance
4-454-4250-6385	445425	454 2-PIECE REAR SEAL	4.250	6.385	2.200	70	Internal balance
4-454-4375-6385	445426	454 2-PIECE REAR SEAL	4.375	6.385	2.200	70	Internal balance
4-454-4500-6535	445430	454 2-PIECE REAR SEAL	4.500	6.535	2.200	75	Internal balance
4-454-4750-6700	445440	NEW	4.750	6.700	2.200	75	Internal balance

BIG BLOCK CHEVY 454 MAIN WITHOUT CENTER COUNTERWEIGHTS - 1 PC REAR SEAL

4-454-4000-6135-L	445410L	454 1-PIECE REAR SEAL	4.000	6.135	2.200	70	Extrenal balance
4-454-4250-6135-L	445420L	454 1-PIECE REAR SEAL	4.250	6.135	2.200	70	Extrenal balance
4-454-4250-6385-L	445425L	454 1-PIECE REAR SEAL	4.250	6.385	2.200	70	Internal balance
4-454-4500-6385-L	445430L	454 1-PIECE REAR SEAL	4.500	6.385	2.200	75	Internal balance

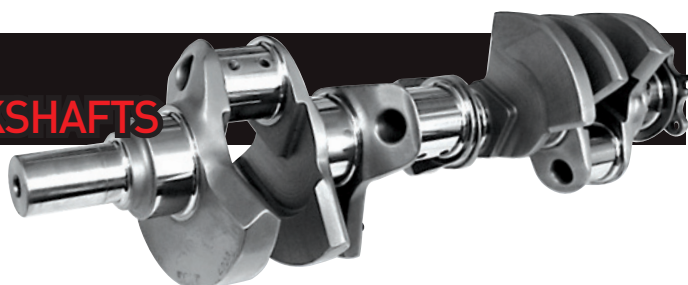
CHEVY BIG BLOCK 4340 FORGED PRO COMP LIGHTWEIGHT CRANKSHAFTS



BIG BLOCK CHEVY 454 MAIN WITHOUT CENTER COUNTERWEIGHTS - 2 PC REAR SEAL

PART NUMBER	SHORT NUMBER	DESCRIPTION	CRANK STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
4-454-4000-6385-2	445415-2	454 2-PIECE REAR SEAL	4.000	6.385	2.200	65	Internal balance
4-454-4250-6385-2	445425-2	454 2-PIECE REAR SEAL	4.250	6.385	2.200	65	Internal balance
4-454-4500-6535-2	445430-2	454 2-PIECE REAR SEAL	4.500	6.535	2.200	70	Internal balance
4-454-4750-6700-2	445440-2	NEW	4.750	6.700	2.200	70	Internal balance

CHEVY BIG BLOCK 4340 FORGED SUPERLIGHT CRANKSHAFTS



BIG BLOCK CHEVY 454 MAIN WITHOUT CENTER COUNTERWEIGHTS - 2 PC REAR SEAL

PART NUMBER	SHORT NUMBER	DESCRIPTION	CRANK STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
4-454-4000-6385-3	445415-3	454 2-PIECE REAR SEAL	4.000	6.385	2.200	59	Internal balance
4-454-4250-6385-3	445425-3	454 2-PIECE REAR SEAL	4.250	6.385	2.200	59	Internal balance
4-454-4500-6535-3	445430-3	454 2-PIECE REAR SEAL	4.500	6.535	2.200	64	Internal balance
4-454-4750-6700-3	445440-3	NEW	4.750	6.700	2.200	69	Internal balance



CHEVY ULTRA LITE STROKER, STANDARD WEIGHT STROKER
Q-LITE & PRO SPORT 4340 H-BEAM CONNECTING RODS

CHEVY ULTRA LITE & STANDARD WEIGHT STROKER H-BEAM 4340 FORGED CONNECTING RODS

SCAT is proud to introduce our newest innovation . . .
Ultra Q-Lite and Standard Weight "STROKER" connecting rods for Chevy

- Come with 1.4" special ARP 7/16" bolts to ensure clearance with NO machining or indexing required . . . Shipped 100% ready to install
- Special doweled cap and profiled clearance for stroker applications
- Formula "1" style lightening hole which reduces weight, but does NOT compromise strength
- ARP 2000 bolt upgrade is available



CHEVY ULTRA Q-LITE STROKER RODS

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WT(*) GMS
2-350-6000-1888-QLS	6600018QLS	BUSHED	2-350-6000-1888-QLSA	6600018QLSA	6.000	1.888	.927	.940	569
2-350-6125-1888-QLS	6612518QLS	BUSHED	2-350-6125-1888-QLSA	6612518QLSA	6.125	1.888	.927	.940	569
2-350-5700-2000-QLS	6570020QLS	BUSHED	2-350-5700-2000-QLSA	6570020QLSA	5.700	2.000	.927	.940	569
2-350-5850-2000-QLS	6585020QLS	BUSHED	2-350-5850-2000-QLSA	6585020QLSA	5.850	2.000	.927	.940	569
2-350-6000-2000-QLS	6600020QLS	BUSHED	2-350-6000-2000-QLSA	6600020QLSA	6.000	2.000	.927	.940	569
2-350-6000-2100-QLS	6600021QLS	BUSHED	2-350-6000-2100-QLSA	6600021QLSA	6.000	2.100	.927	.940	569
2-350-6125-2100-QLS	6612521QLS	BUSHED	2-350-6125-2100-QLSA	6612521QLSA	6.125	2.100	.927	.940	569

ARP 8740 7/16" CAP SCREWS

ARP 2000 8740 7/16" CAP SCREWS

CHEVY STANDARD WEIGHT STROKER RODS

2-350-6000-2100-S	6600021S	BUSHED	2-350-6000-2100-SA	6600021SA	6.000	2.100	.927	.940	581
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ARP 8740 7/16" CAP SCREWS

ARP 2000 8740 7/16" CAP SCREWS

CHEVY Q-LITE H-BEAM 4340 FORGED CONNECTING RODS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WT(*) GMS
2-350-5700-2100QL	65700214	BUSHED	5.700	2.100	.927	.940	550
2-350-6000-2100QL	66000214	BUSHED	6.000	2.100	.927	.940	560

ARP 2000 3/8" CAP SCREWS

CHEVY PRO SPORT H-BEAM 4340 FORGED CONNECTING RODS

CHEVY SMALL BLOCK

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-350-5700-2000	6570020	BUSHED	2-350-5700-2000A	6570020A	5.700	2.000	.927	.940
2-350-6000-2000	6600020	BUSHED	2-350-6000-2000A	6600020A	6.000	2.000	.927	.940
2-350-6125-2000	6612520	BUSHED	2-350-6125-2000A	6612520A	6.125	2.000	.927	.940
2-350-6200-2000	6620020	BUSHED	2-350-6200-2000A	6620020A	6.200	2.000	.927	.940
2-350-5700-2100	6570021	BUSHED	2-350-5700-2100A	6570021A	5.700	2.100	.927	.940
2-350-5850-2100	6585021	BUSHED	2-350-5850-2100A	6585021A	5.850	2.100	.927	.940
2-350-6000-2100	6600021	BUSHED	2-350-6000-2100A	6600021A	6.125	2.100	.927	.940
2-350-6125-2100	6612521	BUSHED	2-350-6125-2100A	6612521A	6.200	2.100	.927	.940
3-350-6200-2100	6620021	BUSHED	3-350-6200-2100A	6620021A	6.250	2.100	.927	.940
2-350-6250-2100	6625021	BUSHED	2-350-6250-2100A	6625021A	6.300	2.100	.927	.940
2-350-6300-2100	6630021	BUSHED	2-350-6300-2100A	6630021A	6.000	2.100	.927	.940

ARP 8740 7/16" CAP SCREWS

ARP 2000 8740 7/16" CAP SCREWS

CHEVY 6-CYLINDER

2-250-6000-2000	66000206	BUSHED	2-250-6000-2000A	66000206A	6.000	2.000	.927	1.050
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ARP 8740 7/16" CAP SCREWS

ARP 2000 8740 7/16" CAP SCREWS

CHEVY BIG BLOCK

2-454-6135-2200	6613522	BUSHED	2-454-6135-2200A	6613522A	6.135	2.200	.990	.992
2-454-6385-2200	6638522	BUSHED	2-454-6385-2200A	6638522A	6.385	2.200	.990	.992
2-454-6535-2200	6653522	BUSHED	2-454-6535-2200A	6653522A	6.535	2.200	.990	.992
2-454-6700-2200	6670022	BUSHED	2-454-6700-2200A	6670022A	6.700	2.200	.990	.992
2-454-6800-2200	6680022	BUSHED	2-454-6800-2200A	6680022A	6.800	2.200	.990	.992
2-454-7100-2200	6710022	BUSHED	2-454-7100-2200A	6710022A	7.100	2.200	.990	.992

ARP 8740 7/16" CAP SCREWS

ARP 2000 8740 7/16" CAP SCREWS



CHEVY PREMIUM PRO COMP FORGED 4340 I-BEAM CONNECTING RODS

with ARP 8740 7/16" x 1.400 cap screws for stroker clearance



CHEVY SMALL BLOCK WITH ARP 8740 7/16" CAP SCREW BOLTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WT(*) GMS
2-ICR5700-7/16	25700716	BUSHED	5.700	2.100	.927	.940	590
2-ICR6000-7/16	26000716	BUSHED	6.000	2.100	.927	.940	605
2-ICR6125-7/16	26125716	BUSHED (350 or LS1)	6.125	2.100	.927	.940	610
2-ICR6200-7/16	26200716	BUSHED	6.200	2.100	.927	.940	620

AS LOW AS

CHEVY BIG BLOCK WITH ARP 8740 7/16" CAP SCREW BOLTS

2-ICR6135-7/16	26135716	BUSHED	6.135	2.200	.990	.992	780
2-ICR6385-7/16	26385716	BUSHED	6.385	2.200	.990	.992	785
2-ICR6700-7/16	26700716	BUSHED	6.700	2.200	.990	.992	810

AS LOW AS

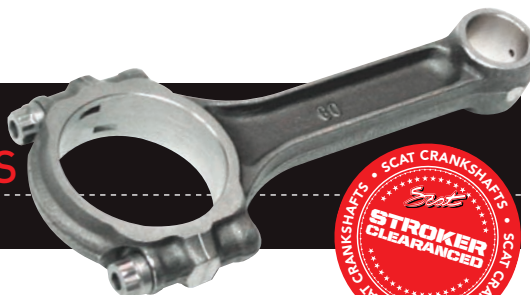
CHEVY LS-1 WITH ARP 8740 7/16" CAP SCREW BOLTS

2-ICR6100-927	26100927	BUSHED	6.100	2.100	.927	.940	595
2-ICR6100-944P	26100944P	PRESSED	6.100	2.100	.944	.940	600

AS LOW AS

CHEVY PRO STOCK FORGED 4340 I-BEAM CONNECTING RODS

with ARP 8740 7/16" x 1.400 cap screws for stroker clearance



CHEVY SMALL BLOCK WITH 3/8" CAP SCREW BOLTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-ICR5700P	25700P	PRESSED	5.700	2.100	.927	.940
2-ICR6000P	26000P	PRESSED	6.000	2.100	.927	.940
2-ICR5700-2000P	2570020P	PRESSED	5.700	2.000	.927	.940
2-ICR5700	25700	BUSHED	5.700	2.100	.927	.940
2-ICR6000	26000	BUSHED	6.000	2.100	.927	.940
2-ICR5700-2000	2570020	BUSHED	5.700	2.000	.927	.940
2-ICR6000-2000	2600020	BUSHED	6.000	2.000	.927	.940

CHEVY BIG BLOCK WITH ARP 8740 7/16" CAP SCREW BOLTS

2-ICR6135P	26135P	PRESSED	6.135	2.200	.990	.992
2-ICR6385P	26385P	PRESSED	6.385	2.200	.990	.992
2-ICR6135	26135	BUSHED	6.135	2.200	.990	.992
2-ICR6385	26385	BUSHED	6.385	2.200	.990	.992



HOLDEN CRANKSHAFTS
& CONNECTING RODS

HOLDEN CRANKSHAFTS, H-BEAM & I-BEAM CONNECTING RODS

HOLDEN CAST PRO COMP STROKER LIGHTWEIGHT CRANKSHAFTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
9-308-3480-5627	930815	-	3.480	5.627	2.124	-	-
9-308-3480-5700	930820	-	3.480	5.700	2.100	-	-

HOLDEN PRO SPORT H-BEAM CONNECTING RODS

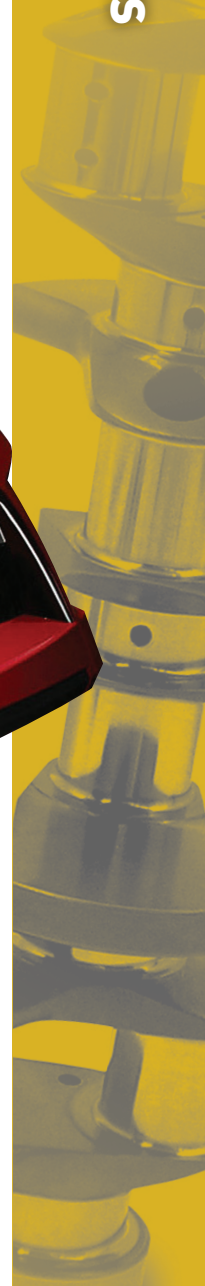
PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-308-5627-2124	65627	BUSHED	2-308-5627-2124A	65627A	5.627	2.124	.930	.880

ARP 8740 7/16" CAP SCREWS ARP 2000 8740 7/16" CAP SCREWS

HOLDEN FORGED 4340 PRO COMP I-BEAM WITH ARP 8740 OR ARP 2000 7/16" CAP SCREWS

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-ICR308-5700-2124	2570012	BUSHED	2-ICR308-5700-2124A	2570012A	5.700	2.124	.930	.880

ARP 8740 7/16" CAP SCREWS ARP 2000 8740 7/16" CAP SCREWS





CHEVY SMALL BLOCK 383, 350, 400

STREET PERFORMANCE ROTATING ASSEMBLIES

CI	KEY	CRANK	ROD	CRANK		ROD	PISTON	PISTON		COMPRESSION			UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
				STROKE	LENGTH			BORE	TYPE	58CC	64CC	70CC		

CHEVY SMALL BLOCK SERIES 9000

CAST STOCK REPLACEMENT 2-PC REAR SEAL

STREET PERFORMANCE ROTATING ASSEMBLIES



Series 9000 Cast Cranks, I-Beam Connecting Rods with 3/8" Wav Loc Bolts, Hypereutectic Pistons, Rod Bearings, Main Bearings, Rings

INTERNAL BALANCED ROTATING ASSEMBLIES

355 CUBIC INCH, 350 MAIN, 2-PC REAR SEAL

355	9-10442	3-ICR5700P	3.480"	5.700"	HYPEREUTECTIC	4.030	FLAT	11.2	10.4	9.1	1-92200	1-92200BI
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Series 9000 Cast Cranks, Pro Stock I-Beam Connecting Rods with 3/8" Cap Screws, Hypereutectic Pistons, Rod Bearings, Main Bearings, Rings, Flexplate & Damper

EXTERNAL BALANCED ROTATING ASSEMBLIES INCLUDE FLEXPLATE & DAMPER

383 CUBIC INCH, 350 MAIN, 2-PC REAR SEAL

383	9-103750	2-ICR5700P	3.750"	5.700"	HYPEREUTECTIC	4.030	FLAT	12.0	11.0	10.0	1-92000	1-92000BE
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407 CUBIC INCH, 400 MAIN, 2-PC REAR SEAL

407	9-10400	2-ICR5700P	3.750"	5.700"	HYPEREUTECTIC	4.155	FLAT	12.6	11.7	10.3	1-92100	1-92100BE
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CI	KEY	CRANK	ROD	CRANK		ROD	PISTON	PISTON		COMPRESSION			UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
				STROKE	LENGTH			BORE	TYPE	58CC	64CC	70CC		

CHEVY SMALL BLOCK SERIES 9000

CAST STOCK REPLACEMENT 1-PC REAR SEAL

STREET PERFORMANCE ROTATING ASSEMBLIES

Series 9000 Cast Cranks, I-Beam Connecting Rods with 3/8" Wav Loc Bolts, Hypereutectic Pistons, Rod Bearings, Main Bearings & Rings

INTERNAL BALANCED, EXTERNAL FLEXPLATE ROTATING ASSEMBLIES INCLUDE FLEXPLATE

355 CUBIC INCH, 350 MAIN, 2-PC REAR SEAL

355	9-10526	3-ICR5700P	3.480"	5.700"	HYPEREUTECTIC	4.030	FLAT	11.2	10.4	9.1	1-92300	1-92300BIE
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Series 9000 Cast Cranks, Pro Stock I-Beam Connecting Rods with 3/8" Cap Screws, Hypereutectic Pistons, Rod Bearings, Main Bearings & Rings

INTERNAL BALANCED, EXTERNAL FLEXPLATE ROTATING ASSEMBLIES INCLUDE FLEXPLATE

383 CUBIC INCH, 350 MAIN, 1-PC REAR SEAL

383	9-103750L	2-ICR5700P	3.750"	5.700"	HYPEREUTECTIC	4.030	FLAT	12.0	11.0	10.0	1-92302	1-92302BIE
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CHEVY SMALL BLOCK 350 & 400 2-PC REAR SEAL
STREET & STRIP ROTATING ASSEMBLIES

CHEVY SMALL BLOCK 350 & 400

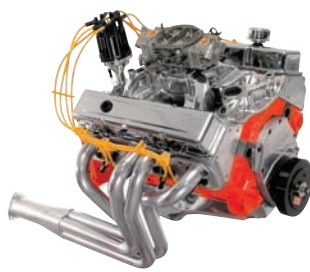
EARLY 2-PC REAR SEAL

CI	KEY	CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	TYPE	COMPRESSION			UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
									58CC	64CC	70CC		

CHEVY SMALL BLOCK SERIES 9000

CAST PRO COMP STREET & STRIP ROTATING ASSEMBLIES

Series 9000 Cast Cranks, Pro Stock I-Beam Connecting Rods with 3/8" Cap Screws, Hypereutectic, Forged or Premium Forged Pistons, Rod Bearings, Main Bearings & Rings



INTERNAL BALANCED ROTATING ASSEMBLIES

350 MAIN, 2-PC REAR SEAL

355	9-350-3480-5700	2-ICR5700	3.480"	5.700"	FORGED	4.030	FLAT	11.1	10.3	9.6	1-90005	1-90005BI
355	9-350-3480-5700	2-ICR5700	3.480"	5.700"	PREMIUM FORGED	4.030	FLAT	11.1	10.3	9.6	1-90010	1-90010BI
355	9-350-3480-5700	2-ICR6000	3.480"	6.000"	HYPEREUTECTIC	4.030	FLAT	11.1	10.3	9.6	1-90150	1-90150BI
355	9-350-3480-5700	2-ICR6000	3.480"	6.000"	FORGED	4.030	FLAT	11.1	10.3	9.6	1-90155	1-90155BI
355	9-350-3480-5700	2-ICR6000	3.480"	6.000"	PREMIUM FORGED	4.030	FLAT	11.1	10.3	9.6	1-90160	1-90160BI
355	9-350-3480-5700	2-ICR6000	3.480"	6.000"	FORGED	4.030	DOME	14.2	12.9	11.9	1-90255	1-90255BI
355	9-350-3480-5700	2-ICR6000	3.480"	6.000"	PREMIUM FORGED	4.030	DOME	14.2	12.9	11.9	1-90260	1-90260BI
383	9-350-3750-6000	2-ICR6000	3.750"	6.000"	HYPEREUTECTIC	4.030	FLAT	11.8	11.0	10.3	1-90450	1-90450BI
383	9-350-3750-6000	2-ICR6000	3.750"	6.000"	FORGED	4.030	FLAT	11.8	11.0	10.3	1-90455	1-90455BI
383	9-350-3750-6000	2-ICR6000	3.750"	6.000"	PREMIUM FORGED	4.030	FLAT	11.8	11.0	10.3	1-90460	1-90460BI
383	9-350-3750-6000	2-ICR6000	3.750"	6.000"	HYPEREUTECTIC	4.030	DISH	10.4	9.8	9.2	1-90500	1-90500BI
383	9-350-3750-6000	2-ICR6000	3.750"	6.000"	FORGED	4.030	DISH	10.4	9.8	9.2	1-90505	1-90505BI
383	9-350-3750-6000	2-ICR6000	3.750"	6.000"	PREMIUM FORGED	4.030	DISH	10.4	9.8	9.2	1-90510	1-90510BI
383	9-350-3750-6000	2-ICR6000	3.750"	6.000"	FORGED	4.030	DOME	14.1	12.9	12.0	1-90555	1-90555BI

400 MAIN, 2-PC REAR SEAL

377	9-400-3500-6000	2-ICR6000	3.750"	6.000"	FORGED	4.155	FLAT	11.6	10.8	10.1	1-91610	1-91610BI
377	9-400-3500-6000	2-ICR6000	3.750"	6.000"	FORGED	4.155	DOME	14.2	13.0	12.0	1-90710	1-90710BI
407	9-400-3750-6000	2-ICR6000	3.750"	6.000"	HYPEREUTECTIC	4.155	FLAT	12.4	11.6	10.8	1-90900	1-90900BI
407	9-400-3750-6000	2-ICR6000	3.750"	6.000"	FORGED	4.155	FLAT	12.4	11.6	10.8	1-90905	1-90905BI
407	9-400-3750-6000	2-ICR6000	3.750"	6.000"	PREMIUM FORGED	4.155	FLAT	12.4	11.6	10.8	1-90910	1-90910BI
407	9-400-3750-6000	2-ICR6000	3.750"	6.000"	HYPEREUTECTIC	4.155	DISH	11.1	10.6	9.7	1-90950	1-90950BI
407	9-400-3750-6000	2-ICR6000	3.750"	6.000"	FORGED	4.155	DISH	11.1	10.3	9.7	1-90955	1-90955BI
407	9-400-3750-6000	2-ICR6000	3.750"	6.000"	FORGED	4.155	DOME	14.2	13.0	12.0	1-91005	1-91005BI
407	9-400-3750-6000	2-ICR6000	3.750"	6.000"	PREMIUM FORGED	4.155	DOME	14.2	13.0	12.0	1-91010	1-91010BI

Series 9000 Cast Cranks, Pro Stock I-Beam Connecting Rods with 3/8" Cap Screws, Hypereutectic, Forged or Premium Forged Pistons

EXTERNAL BALANCE ROTATING ASSEMBLIES INCLUDE FLEXPLATE & DAMPER

350 MAIN, 2-PC REAR SEAL

383	9-350-3750-5700	2-ICR5700	3.750"	5.700"	HYPEREUTECTIC	4.030	FLAT	11.8	11.0	10.3	1-90300	1-90300BE
383	9-350-3750-5700	2-ICR5700	3.750"	5.700"	FORGED	4.030	FLAT	11.8	11.0	10.3	1-90305	1-90305BE
383	9-350-3750-5700	2-ICR5700	3.750"	5.700"	PREMIUM FORGED	4.030	FLAT	11.8	11.0	10.3	1-90310	1-90310BE
383	9-350-3750-5700	2-ICR5700	3.750"	5.700"	HYPEREUTECTIC	4.030	DISH	10.4	9.8	9.2	1-90300	1-90350BE
383	9-350-3750-5700	2-ICR5700	3.750"	5.700"	FORGED	4.030	DISH	10.4	9.8	9.2	1-90300	1-90355BE

400 MAIN, 2-PC REAR SEAL

407	9-400-3750-5700	2-ICR5700	3.750"	5.700"	FORGED	4.155	FLAT	12.5	11.6	10.8	1-90755	1-90755BE
407	9-400-3750-5700	2-ICR5700	3.750"	5.700"	FORGED	4.155	DISH	10.4	9.8	9.2	1-90805	1-90805BE
407	9-400-3750-5700	2-ICR5700	3.750"	5.700"	PREMIUM FORGED	4.155	DISH	10.4	9.8	9.2	1-90810	1-90810BE



CHEVY SMALL BLOCK 350 & 400 EARLY 2-PC REAR SEAL

CI	KEY	CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	TYPE	COMPRESSION 58CC	64CC	70CC	UNBAL'D CRANK ROD, PISTONS	UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
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CHEVY SMALL BLOCK 4340 STREET & STRIP ROTATING ASSEMBLIES

4340 Forged Standard Weight Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screws, Forged Pistons
INTERNAL BALANCED ROTATING ASSEMBLIES

350 MAIN, 2-PC REAR SEAL

355	4-350-3480-5700	2-ICR5700-7/16	3.480"	5.700"	FORGED	4.030	FLAT	11.1	10.3	9.6	1-40005-1	1-40005	1-40005BI
355	4-350-3480-5700	2-ICR5700-7/16	3.480"	5.700"	FORGED	4.030	DISH	9.8	8.5	8.0	1-40055-1	1-40055	1-40055BI
383	4-350-3750-5700	2-ICR5700-7/16	3.750"	5.700"	FORGED	4.030	FLAT	9.8	8.5	8.0	1-40605-1	1-40605	1-40605BI
383	4-350-3750-5700	2-ICR5700-7/16	3.750"	5.700"	FORGED	4.030	DISH	11.1	10.3	9.6	1-40655-1	1-40655	1-40655BI
355	4-350-3480-5700	2-ICR6000-7/16	3.480"	6.000"	FORGED	4.030	FLAT	11.1	10.3	9.6	1-40205-1	1-40205	1-40205BI
355	4-350-3480-5700	2-ICR6000-7/16	3.480"	6.000"	FORGED	4.030	DOME	14.2	12.9	11.9	1-40305-1	1-40305	1-40305BI
383	4-350-3750-6000	2-ICR6000-7/16	3.750"	6.000"	FORGED	4.030	FLAT	9.8	8.5	8.0	1-40755-1	1-40755	1-40755BI
383	4-350-3750-6000	2-ICR6000-7/16	3.750"	6.000"	FORGED	4.030	DISH	11.1	10.3	9.6	1-40805-1	1-40805	1-40805BI
383	4-350-3750-6000	2-ICR6000-7/16	3.750"	6.000"	FORGED	4.030	DOME	14.2	12.9	11.9	1-40855-1	1-40855	1-40855BI

400 MAIN, 2-PC REAR SEAL

407	4-400-3750-5700	2-ICR5700-7/16	3.750"	5.700"	FORGED	4.155	FLAT	12.5	11.6	10.8	1-41255-1	1-41255	1-41255BI
407	4-400-3750-5700	2-ICR5700-7/16	3.750"	5.700"	FORGED	4.155	DISH	10.4	9.8	9.2	1-41305-1	1-41305	1-41305BI
407	4-400-3750-6000	2-ICR6000-7/16	3.750"	6.000"	FORGED	4.155	FLAT	12.4	11.6	10.8	1-41405-1	1-41405	1-41405BI
407	4-400-3750-6000	2-ICR6000-7/16	3.750"	6.000"	FORGED	4.155	DISH	11.1	10.3	9.7	1-41455-1	1-41455	1-41455BI
407	4-400-3750-6000	2-ICR6000-7/16	3.750"	6.000"	FORGED	4.155	DOME	14.2	13.0	12.0	1-41505-1	1-41505	1-41505BI

CHEVY SMALL BLOCK 4340 COMPETITION ROTATING ASSEMBLIES

4340 Forged Standard Weight Cranks, H-Beam Connecting Rods with 7/16" Cap Screw, Premium Forged Pistons
INTERNAL BALANCED ROTATING ASSEMBLIES

350 MAIN, 2-PC REAR SEAL

355	4-350-3480-5700	2-350-5700-2100	3.480"	5.700"	PREMIUM FORGED	4.030	FLAT	11.1	10.3	9.6	1-40010-1	1-40010	1-40010BI
355	4-350-3480-5700	2-350-6000-2100	3.480"	6.000"	PREMIUM FORGED	4.030	FLAT	11.1	10.3	9.6	1-40210-1	1-40210	1-40210BI
355	4-350-3480-5700	2-350-6000-2100	3.480"	6.000"	PREMIUM FORGED	4.030	DISH	11.1	10.3	9.6	1-40310-1	1-40310	1-40310BI
364	4-350-3562-5700	2-350-5700-2100	3.562"	5.700"	PREMIUM FORGED	4.030	FLAT	11.3	10.5	9.9	1-40410-1	1-40410	1-40410BI
364	4-350-3562-5700	2-350-6000-2100	3.562"	6.000"	PREMIUM FORGED	4.030	DOME	14.3	13.0	11.1	1-40510-1	1-40510	1-40510BI
383	4-350-3750-5700	2-350-5700-2100	3.750"	5.700"	PREMIUM FORGED	4.030	FLAT	11.8	11.0	10.3	1-40610-1	1-40610	1-40610BI
383	4-350-3750-5700	2-350-5700-2100	3.750"	5.700"	PREMIUM FORGED	4.030	DISH	10.4	9.8	9.2	1-40660-1	1-40660	1-40660BI
383	4-350-3750-6000	2-350-6000-2100	3.750"	6.000"	PREMIUM FORGED	4.030	FLAT	11.8	11.0	10.3	1-40760-1	1-40760	1-40760BI
383	4-350-3750-6000	2-350-6000-2100	3.750"	6.000"	PREMIUM FORGED	4.030	DISH	10.4	9.8	9.2	1-40810-1	1-40810	1-40810BI
383	4-350-3750-6000	2-350-6000-2100	3.750"	6.000"	PREMIUM FORGED	4.030	DOME	14.1	12.9	12.0	1-40860-1	1-40860	1-40860BI

400 MAIN, 2-PC REAR SEAL

377	4-400-3500-6000	2-350-6000-2100	3.500"	6.000"	PREMIUM FORGED	4.155	FLAT	12.5	11.6	10.8	1-41010-1	1-41010	1-41010BI
377	4-400-3500-6000	2-350-6000-2100	3.500"	6.000"	PREMIUM FORGED	4.155	DOME	12.5	11.6	10.8	1-41210-1	1-41210	1-41210BI
407	4-400-3750-5700	2-350-5700-2100	3.750"	5.700"	PREMIUM FORGED	4.155	FLAT	10.4	9.8	9.2	1-41260-1	1-41260	1-41260BI
407	4-400-3750-5700	2-350-5700-2100	3.750"	5.700"	PREMIUM FORGED	4.155	DISH	14.0	12.9	11.9	1-41310-1	1-41310	1-41310BI
407	4-400-3750-6000	2-350-6000-2100	3.750"	6.000"	PREMIUM FORGED	4.155	FLAT	12.4	11.6	10.8	1-41410-1	1-41410	1-41410BI
407	4-400-3750-6000	2-350-6000-2100	3.750"	6.000"	PREMIUM FORGED	4.155	DISH	11.1	10.3	9.7	1-41460-1	1-41460	1-41460BI
407	4-400-3750-6000	2-350-6000-2100	3.750"	6.000"	PREMIUM FORGED	4.155	DOME	11.1	10.3	9.7	1-41560-1	1-41560	1-41560BI

4340 Forged Standard Weight Cranks, NEW Stroker H-Beam Connecting Rods with 7/16" Cap Screws, Premium Forged Pistons
INTERNAL BALANCED ROTATING ASSEMBLIES

350 MAIN, 2-PC REAR SEAL

395	4-350-3875-6000	2-350-6000-2100S	3.875"	6.000"	PREMIUM FORGED	4.030	FLAT	12.2	11.4	10.6	1-40900-1	1-40900	1-40900BI
421 NEW	4-350-3875-6000	2-350-6000-2100S	3.875"	6.000"	PREMIUM FORGED	4.155	FLAT	12.2	11.4	10.6	1-40901-1	1-40901	1-40901BI
434 NEW	4-350-4000-6000	2-350-6000-2100S	4.000"	6.000"	PREMIUM FORGED	4.155	FLAT	12.2	11.4	10.6	1-40902-1	1-40902	1-40902BI

400 MAIN, 2-PC REAR SEAL

421 NEW	4-400-3875-6000	2-350-6000-2100S	3.875"	6.000"	PREMIUM FORGED	4.155	FLAT	13.1	12.2	12.2	1-41564-1	1-41564	1-41564BI
434	4-400-4000-6000	2-350-6000-2100S	4.000"	6.000"	PREMIUM FORGED	4.155	FLAT	13.1	12.2	12.2	1-41565-1	1-41565	1-41565BI
434	4-400-4000-6000	2-350-6000-2100S	4.000"	6.000"	PREMIUM FORGED	4.155	DOME	14.6	13.5	11.6	1-41566-1	1-41566	1-41566BI

CHEVY SMALL BLOCK 350

1-PC REAR SEAL ROTATING ASSEMBLIES

CI	KEY	CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	TYPE	COMPRESSION			UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
									58CC	64CC	70CC		

CHEVY SMALL BLOCK SERIES 9000

CAST PRO COMP STREET & STRIP ROTATING ASSEMBLIES

Series 9000 Cast Cranks, Pro Stock I-Beam Connecting Rods with 3/8" Cap Screws, Hypereutectic, Forged or Premium Forged Pistons, Rod Bearings, Main Bearings & Rings

BALANCED INTERNAL, EXTERNAL FLEXPLATE ROTATING ASSEMBLIES INCLUDE FLEXPLATE

350 MAIN, 1-PC REAR SEAL

355	9-10526	2-ICR5700	3.480"	5.700"	FORGED	4.030	FLAT	11.1	10.3	9.6	1-91015	1-91015BIE
383	9-350-3750-5700L	2-ICR5700	3.750"	5.700"	HYPEREUTECTIC	4.030	FLAT	11.8	11.0	10.3	1-91050	1-91050BIE
383	9-350-3750-5700L	2-ICR5700	3.750"	5.700"	FORGED	4.030	FLAT	11.8	11.0	10.3	1-91055	1-91055BIE
383	9-350-3750-5700L	2-ICR5700	3.750"	5.700"	PREMIUM FORGED	4.030	FLAT	11.8	11.0	10.3	1-91060	1-91060BIE
383	9-350-3750-5700L	2-ICR5700	3.750"	5.700"	HYPEREUTECTIC	4.030	DISH	10.4	9.8	9.2	1-91100	1-91100BIE
383	9-350-3750-5700L	2-ICR5700	3.750"	5.700"	FORGED	4.030	DISH	10.4	9.8	9.2	1-91105	1-91105BIE
383	9-350-3750-5700L	2-ICR5700	3.750"	5.700"	PREMIUM FORGED	4.030	DISH	10.4	9.8	9.2	1-91110	1-91110BIE
383	9-350-3750-5700L	2-ICR6000	3.750"	6.000"	HYPEREUTECTIC	4.030	FLAT	11.8	11.0	10.3	1-91200	1-91200BIE
383	9-350-3750-5700L	2-ICR6000	3.750"	6.000"	FORGED	4.030	FLAT	11.8	11.0	10.3	1-91205	1-91205BIE
383	9-350-3750-5700L	2-ICR6000	3.750"	6.000"	PREMIUM FORGED	4.030	FLAT	11.8	11.0	10.3	1-91210	1-91210BIE
383	9-350-3750-5700L	2-ICR6000	3.750"	6.000"	HYPEREUTECTIC	4.030	DISH	10.4	9.8	9.2	1-91250	1-91250BIE
383	9-350-3750-5700L	2-ICR6000	3.750"	6.000"	FORGED	4.030	DISH	10.4	9.8	9.2	1-91255	1-91255BIE
383	9-350-3750-5700L	2-ICR6000	3.750"	6.000"	PREMIUM FORGED	4.030	DISH	10.4	9.8	9.2	1-91260	1-91260BIE
383	9-350-3750-5700L	2-ICR6000	3.750"	6.000"	FORGED	4.030	DOME	14.1	12.9	12.0	1-91305	1-91305BIE

CHEVY SMALL BLOCK 4340 FORGED

STREET AND STRIP ROTATING ASSEMBLIES

4340 Forged Standard Weight Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screws, Forged Pistons, Rod Bearings, Main Bearings & Rings

BALANCED INTERNAL, EXTERNAL FLEXPLATE ROTATING ASSEMBLIES INCLUDE FLEXPLATE

350 MAIN, 1-PC REAR SEAL

355	4-350-3480-5700L	2-ICR5700-7/16	3.480"	5.700"	FORGED	4.030	FLAT	11.1	10.3	9.6	1-41605	1-41605BIE
355	4-350-3480-5700L	2-ICR5700-7/16	3.480"	5.700"	FORGED	4.030	DISH	9.8	8.5	8.0	1-41630	1-41630BIE
383	4-350-3750-5700L	2-ICR5700-7/16	3.750"	5.700"	FORGED	4.030	FLAT	11.8	11.0	10.3	1-41705	1-41705BIE
383	4-350-3750-5700L	2-ICR5700-7/16	3.750"	5.700"	FORGED	4.030	DISH	10.4	9.8	9.2	1-41755	1-41755BIE
383	4-350-3750-5700L	2-ICR5700-7/16	3.750"	5.700"	FORGED	4.030	DOME	14.0	12.4	11.9	1-41805	1-41805BIE
383	4-350-3750-5700L	2-ICR6000-7/16	3.750"	6.000"	FORGED	4.030	FLAT	11.8	11.0	10.3	1-41823	1-41823BIE
383	4-350-3750-5700L	2-ICR6000-7/16	3.750"	6.000"	FORGED	4.030	DISH	10.4	9.8	9.2	1-41829	1-41829BIE
383	4-350-3750-5700L	2-ICR6000-7/16	3.750"	6.000"	FORGED	4.030	DOME	14.0	12.9	12.0	1-41835	1-41835BIE

CHEVY SMALL BLOCK 4340 FORGED

COMPETITION ROTATING ASSEMBLIES

4340 Forged Standard Weight Cranks, H-Beam Connecting Rods with 7/16" Cap Screws, Premium Forged Pistons, Rod Bearings, Main Bearings & Rings

BALANCED INTERNAL, EXTERNAL FLEXPLATE ROTATING ASSEMBLIES INCLUDE FLEXPLATE

350 MAIN, 1-PC REAR SEAL

355	4-350-3480-5700L	2-350-5700-2100	3.480"	5.700"	PREMIUM FORGED	4.030	FLAT	11.1	10.3	9.6	1-41610	1-41610BIE
355	4-350-3480-5700L	2-350-6000-2100	3.480"	5.700"	PREMIUM FORGED	4.030	FLAT	11.1	10.3	9.6	1-41641	1-41641BIE
355	4-350-3480-5700L	2-350-6000-2100	3.480"	5.700"	PREMIUM FORGED	4.030	DISH	9.8	8.5	8.0	1-41643	1-41643BIE
383	4-350-3750-5700L	2-350-5700-2100	3.750"	5.700"	PREMIUM FORGED	4.030	FLAT	11.8	11.0	10.3	1-41710	1-41710BIE
383	4-350-3750-5700L	2-350-5700-2100	3.750"	5.700"	PREMIUM FORGED	4.030	DISH	10.4	9.8	9.2	1-41760	1-41760BIE
383	4-350-3750-5700L	2-350-5700-2100	3.750"	5.700"	PREMIUM FORGED	4.030	DOME	14.0	12.4	11.9	1-41810	1-41810BIE
383	4-350-3750-5700L	2-350-6000-2100	3.750"	6.000"	PREMIUM FORGED	4.030	FLAT	11.8	11.0	10.3	1-41825	1-41825BIE
383	4-350-3750-5700L	2-350-6000-2100	3.750"	6.000"	PREMIUM FORGED	4.030	DISH	10.4	9.8	9.2	1-41831	1-41831BIE
383	4-350-3750-5700L	2-350-6000-2100	3.750"	6.000"	PREMIUM FORGED	4.030	DOME	14.0	12.9	12.0	1-41837	1-41837BIE
386 NEW	4-350-3800-6000L	2-350-6000-2100	3.800"	6.000"	PREMIUM FORGED	4.030	FLAT	11.6	10.8	10.2	1-41838	1-41838BIE
394 NEW	4-350-3875-6000L	2-350-6000-2100	3.875"	6.000"	PREMIUM FORGED	4.030	FLAT	11.2	10.5	9.9	1-41839	1-41839BIE



CHEVY SMALL BLOCK SUPERLIGHT 350 & 400

ROTATING ASSEMBLIES WITH SRP PROFESSIONAL PISTONS



CI	KEY CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	TYPE	COMPRESSION			UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
								58CC	64CC	70CC		

CHEVY SMALL BLOCK 4340 FORGED SUPERLIGHT COMPETITION ROTATING ASSEMBLIES

4340 Forged Superlight Cranks, Q-Lite H-Beam Connecting Rods with 3/8" Cap Screws, SRP Professional,, Rod Bearings, Main Bearings & Rings

BALANCED INTERNAL, EXTERNAL FLEXPLATE BALANCED ROTATING ASSEMBLIES INCLUDE FLEXPLATE

350 MAIN, 2-PC REAR SEAL

355	4-350-3500-5700-3	2-350-6000-2100QL	3.500"	6.000"	SRP PROFESSIONAL 4.030	FLAT	10.6				1-40570	1-40571BI
355	4-350-3500-5700-3	2-350-6000-2100QL	3.500"	6.000"	SRP PROFESSIONAL 4.030	DOME	13.0				1-40572	1-40572BI
383	4-350-3750-6000-3	2-350-6000-2100QL	3.500"	6.000"	SRP PROFESSIONAL 4.030	FLAT	11.3				1-40573	1-40573BI
383	4-350-3750-6000-3	2-350-6000-2100QL	3.500"	6.000"	SRP PROFESSIONAL 4.030	DOME	14.0				1-40575	1-40575BI

400 MAIN, 2-PC REAR SEAL

377	4-400-3500-6000-3	2-350-6000-2100QL	3.500"	6.000"	SRP PROFESSIONAL 4.155	FLAT	11.0				1-40578	1-40578BI
377	4-400-3500-6000-3	2-350-6000-2100QL	3.500"	6.000"	SRP PROFESSIONAL 4.155	DOME	13.7				1-40579	1-40579BI
407	4-400-3750-6000-3	2-350-6000-2100QL	3.500"	6.000"	SRP PROFESSIONAL 4.155	FLAT	11.8				1-40580	1-40580BI
407	4-400-3750-6000-3	2-350-6000-2100QL	3.500"	6.000"	SRP PROFESSIONAL 4.155	DOME	13.2/14.7				1-40582	1-40582BI

4340 Forged Superlight Cranks, NEW Stroker Ultra-Lite H-Beam Connecting Rods with 7/16" Cap Screw, SRP Professional, Rod Bearings, Main Bearings & Rings

INTERNAL BALANCED ROTATING ASSEMBLIES

350 MAIN, 2-PC REAR SEAL

408	4-350-4000-6000-3	2-350-6000-210-QLS	4.000"	6.000"	SRP PROFESSIONAL 4.030	FLAT	11.8				1-40576	1-40576BI
408	4-350-4000-6000-3	2-350-6000-210-QLS	4.000"	6.000"	SRP PROFESSIONAL 4.030	DOME	14.6				1-40577	1-40577BI
434	4-400-4000-6000-3	2-350-6000-210-QLS	4.000"	6.000"	SRP PROFESSIONAL 4.155	FLAT	12.3				1-40583	1-40583BI
434	4-400-4000-6000-3	2-350-6000-210-QLS	4.000"	6.000"	SRP PROFESSIONAL 4.155	DOME	13.7				1-40584	1-40583BI

CHEVY ULTRA LITE & STANDARD WEIGHT STROKER H-BEAM 4340 FORGED CONNECTING RODS



SCAT is proud to introduce our newest innovation . . . Ultra Q-Lite and Standard Weight "STROKER" connecting rods for Chevy

- Come with 1.4" special ARP 7/16" bolts to ensure clearance with NO machining or indexing required . . . Shipped 100% ready to install
- Special doweled cap and profiled clearance for stroker applications
- Lightening hole which reduces weight, but does NOT compromise strength
- ARP 2000 bolt upgrade is available

CHEVY ULTRA Q-LITE STROKER RODS

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WT(*) GMS
2-350-6000-1888-QLS	6600018QLS	BUSHED	2-350-6000-1888-QLSA	6600018QLSA	6.000	1.888	.927	.940	569
2-350-6125-1888-QLS	6612518QLS	BUSHED	2-350-6125-1888-QLSA	6612518QLSA	6.125	1.888	.927	.940	569
2-350-5700-2000-QLS	6570020QLS	BUSHED	2-350-5700-2000-QLSA	6570020QLSA	5.700	2.000	.927	.940	569
2-350-5850-2000-QLS	6585020QLS	BUSHED	2-350-5850-2000-QLSA	6585020QLSA	5.850	2.000	.927	.940	569
2-350-6000-2000-QLS	6600020QLS	BUSHED	2-350-6000-2000-QLSA	6600020QLSA	6.000	2.000	.927	.940	569
2-350-6000-2100-QLS	6600021QLS	BUSHED	2-350-6000-2100-QLSA	6600021QLSA	6.000	2.100	.927	.940	569
2-350-6125-2100-QLS	6612521QLS	BUSHED	2-350-6125-2100-QLSA	6612521QLSA	6.125	2.100	.927	.940	569

ARP 8740 7/16" CAP SCREWS

ARP 2000 8740 7/16" CAP SCREWS

CHEVY STANDARD WEIGHT STROKER RODS

2-350-6000-2100-S	6600021S	BUSHED	2-350-6000-2100-SA	6600021SA	6.000	2.100	.927	.940	616
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ARP 8740 7/16" CAP SCREWS

ARP 2000 8740 7/16" CAP SCREWS

CHEVY Q-LITE H-BEAM 4340 FORGED CONNECTING RODS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WT(*) GMS
2-350-5700-2100QL	65700214	BUSHED	5.700	2.100	.927	.940	581
2-350-6000-2100QL	66000214	BUSHED	6.000	2.100	.927	.940	581

ARP 2000 8740 3/8" CAP SCREWS

CHEVY BIG BLOCK 454

EARLY 2-PC

CI	KEY	CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	TYPE	COMPRESSION			UNBAL'D CRANK, ROD, PISTONS	UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
									112CC	118CC	124CC			

CHEVY BIG BLOCK SERIES 9000

CAST STOCK REPLACEMENT STREET & STRIP ROTATING ASSEMBLIES

Series 9000 Cast Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screws, Pistons

EXTERNAL BALANCE ROTATING ASSEMBLIES INCLUDE FLEXPLATE & DAMPER

460	NEW	9-10454	2-ICR6135-7/16	4.000"	6.135"	HYPEREUTECTIC	4.280	FLAT	8.9	8.4	8.2	1-92249-1	1-92249	1-92249BE
460		9-10454	2-ICR6135-7/16	4.000"	6.135"	FORGED	4.280	FLAT	8.9	8.4	8.2	1-92250-1	1-92250	1-92250BE
460		9-10454	2-ICR6135-7/16	4.000"	6.135"	HYPEREUTECTIC	4.280	DOME	13.7	12.8	11.9	1-92254-1	1-92254	1-92254BE
460		9-10454	2-ICR6135-7/16	4.000"	6.135"	FORGED	4.280	DOME	13.7	12.8	11.9	1-92256-1	1-92256	1-92256BE
460		9-10454	2-ICR6385-7/16	4.000"	6.385"	FORGED	4.280	FLATE	8.9	8.4	8.2	1-92260-1	1-92260	1-92260BE
460	NEW	9-10454	2-ICR6385-7/16	4.000"	6.385"	FORGED	4.280	DOME	14.0	12.7	11.7	1-92263-1	1-92263	1-92263BE
489		9-454-4250-6135	2-ICR6135-7/16	4.250"	6.135"	FORGED	4.280	FLAT	9.4	9.0	8.6	1-91350-1	1-91350	1-91350BE
489		9-454-4250-6135	2-ICR6135-7/16	4.250"	6.135"	PREMIUM FORGED	4.280	FLAT	9.4	9.0	8.6	1-91360-1	1-91360	1-91360BE
489		9-454-4250-6135	2-ICR6135-7/16	4.250"	6.135"	PREMIUM FORGED	4.280	DOME	10.5	10.1	9.5	1-91460-1	1-91460	1-91460BE

Series 9000 Cast Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screws, Pistons

INTERNAL BALANCE ROTATING ASSEMBLIES

489		9-454-4250-6385	2-ICR6385-7/16	4.250"	6.385"	FORGED	4.280	FLAT	9.4	9.0	8.6	1-91505-1	1-91505	1-91505BI
489		9-454-4250-6385	2-ICR6385-7/16	4.250"	6.385"	PREMIUM FORGED	4.280	FLAT	9.4	9.0	8.6	1-91510-1	1-91510	1-91510BI
489		9-454-4250-6385	2-ICR6385-7/16	4.250"	6.385"	FORGED	4.280	DOME	10.7	10.2	9.7	1-91605-1	1-91605	1-91605BI
489		9-454-4250-6385	2-ICR6385-7/16	4.250"	6.385"	PREMIUM FORGED	4.280	DOME	10.7	10.2	9.7	1-91610-1	1-91610	1-91610BI

CHEVY BIG BLOCK 4340 FORGED COMPETITION ROTATING ASSEMBLIES

4340 Forged Standard Weight Cranks, H-Beam Connecting Rods with 7/16" Cap Screws, Forged Pistons, Rod Bearings, Main Bearings & Rings

EXTERNAL BALANCE ROTATING ASSEMBLIES INCLUDE FLEXPLATE & DAMPER

460		4-454-4000-6135	2-454-6135-2200	4.000"	6.135"	FORGED	4.280	FLAT	8.9	8.4	8.2	1-42005-1	1-42005	1-42005BE
460		4-454-4000-6135	2-454-6135-2200	4.000"	6.135"	FORGED	4.280	DOME	13.7	12.8	11.9	1-42055-1	1-42055	1-42055BE
489		4-454-4250-6135	2-454-6135-2200	4.250"	6.135"	FORGED	4.280	FLAT	9.4	9.3	8.6	1-42255-1	1-42255	1-42255BE
489		4-454-4250-6135	2-454-6135-2200	4.250"	6.135"	PREMIUM FORGED	4.280	FLAT	9.4	9.3	8.6	1-45257-1	1-45257	1-45257BE
489		4-454-4250-6135	2-454-6135-2200	4.250"	6.135"	PREMIUM FORGED	4.280	DOME	10.5	10.0	9.5	1-45260-1	1-45260	1-45260BE

4340 Forged Standard Weight Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screws, Forged or Premium Forged Pistons

INTERNAL BALANCE ROTATING ASSEMBLIES

460		4-454-4000-6385	2-454-6385-2200	4.000"	6.385"	FORGED	4.280	FLAT	8.9	8.4	8.2	1-42105-1	1-42105	1-42105BI
460	NEW	4-454-4000-6385	2-454-6385-2200	4.000"	6.385"	FORGED	4.280	DOME	13.7	12.8	11.9	1-42159-1	1-42159	1-42159BI
489		4-454-4250-6385	2-454-6385-2200	4.250"	6.385"	FORGED	4.280	FLAT	8.9	8.5	8.5	1-42305-1	1-42305	1-42305BI
489		4-454-4250-6385	2-454-6385-2200	4.250"	6.385"	PREMIUM FORGED	4.280	FLAT	9.4	9.0	8.6	1-42310-1	1-42310	1-42310BI
489		4-454-4250-6385	2-454-6385-2200	4.250"	6.385"	FORGED	4.280	DOME	10.8	10.2	9.7	1-42355-1	1-42355	1-42355BI
489		4-454-4250-6385	2-454-6385-2200	4.250"	6.385"	PREMIUM FORGED	4.280	DOME	10.7	10.2	9.7	1-42360-1	1-42360	1-42360BI

4340 Forged Standard Weight Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screws, Premium Forged Pistons
9.780 SHORT DECK

INTERNAL BALANCE ROTATING ASSEMBLIES

540		4-454-4250-6385	2-454-6385-2200	4.250"	6.385"	PREMIUM FORGED	4.280	FLAT	9.8	9.4	9.0	1-42370-1	1-42370	1-42370BI
540		4-454-4250-6385	2-454-6385-2200	4.250"	6.385"	PREMIUM FORGED	4.280	DISH	8.7	8.4	8.2	1-42375-1	1-42375	1-42375BI
540		4-454-4250-6385	2-454-6385-2200	4.250"	6.385"	PREMIUM FORGED	4.280	DOME	14.8	13.5	12.3	1-42380-1	1-42380	1-42380BI

4340 Forged Standard Weight Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screws, Premium Forged Pistons
10.200 SHORT DECK

INTERNAL BALANCE ROTATING ASSEMBLIES

572		4-454-4500-6535	2-454-6535-2200	4.500"	6.535"	PREMIUM FORGED	4.500	FLAT	10.0	9.7	9.4	1-42385-1	1-42385	1-42385BI
572		4-454-4500-6535	2-454-6535-2200	4.500"	6.535"	PREMIUM FORGED	4.500	DISH	8.8	8.5	8.2	1-42390-1	1-42390	1-42390BI
572		4-454-4500-6535	2-454-6535-2200	4.500"	6.535"	PREMIUM FORGED	4.500	DOME	15.5	13.1	12.2	1-42392-1	1-42392	1-42392BI

NOTE: PISTONS 1.395 COMPRESSION HEIGHT

572		4-454-4500-6535	2-454-6700-2200	4.500"	6.535"	PREMIUM FORGED	4.500	FLAT	10.0	9.7	9.4	1-42395-1	1-42395	1-42395BI
572		4-454-4500-6535	2-454-6700-2200	4.500"	6.535"	PREMIUM FORGED	4.500	DOME	15.5	13.1	12.2	1-42397-1	1-42397	1-42397BI

NOTE: PISTONS 1.245 COMPRESSION HEIGHT



CHEVY 454 BIG BLOCK LATE 1-PC REAR SEAL

CI	KEY	CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	TYPE	COMPRESSION			UNBAL'D CRANK, ROD, PISTONS	UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
									112CC	118CC	124CC			

9000 CAST STREET & STRIP ROTATING ASSEMBLIES

Series 9000 Cast Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screws
Hypereutectic, Forged or Premium Forged Pistons

EXTERNAL BALANCE ROTATING ASSEMBLIES INCLUDE FLEXPLATE & DAMPER

460	NEW	9-10454L	2-ICR6135-7/16	4.000"	6.135"	HYPEREUTECTIC	4.280	FLAT	8.9	8.4	8.2	1-92399-1	1-92399	1-92399BE
460		9-10454L	2-ICR6135-7/16	4.000"	6.135"	FORGED	4.280	FLAT	8.9	8.4	8.2	1-92400-1	1-92400	1-92400BE
460		9-10454L	2-ICR6135-7/16	4.000"	6.135"	HYPEREUTECTIC	4.280	DOME	13.7	12.8	11.9	1-92404-1	1-92404	1-92404BE
460		9-10454L	2-ICR6135-7/16	4.000"	6.135"	FORGED	4.280	DOME	13.7	12.8	11.9	1-92406-1	1-92406	1-92406BE
460		9-10454L	2-ICR6385-7/16	4.000"	6.385"	FORGED	4.280	FLAT	8.9	8.4	8.2	1-92410-1	1-92410	1-92410BE
460	NEW	9-10454L	2-ICR6385-7/16	4.000"	6.385"	FORGED	4.280	DOME	14.0	12.7	11.7	1-92414-1	1-92414	1-92414BE
489		9-454-4250-6135-L	2-ICR6135-7/16	4.250"	6.135"	FORGED	4.280	FLAT	9.4	9.0	8.6	1-91650-1	1-91650	1-91650BE
489		9-454-4250-6135-L	2-ICR6135-7/16	4.250"	6.135"	PREMIUM FORGED	4.280	FLAT	9.4	9.0	8.6	1-91655-1	1-91655	1-91655BE
489		9-454-4250-6135-L	2-ICR6135-7/16	4.250"	6.135"	PREMIUM FORGED	4.280	DOME	10.5	10.0	9.5	1-91710-1	1-91710	1-91710BE

Series 9000 Cast Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screws
Forged or Premium Forged Pistons

INTERNAL BALANCE ROTATING ASSEMBLIES

489		9-454-4250-6385-L	2-ICR6385-7/16	4.250"	6.385"	FORGED	4.280	FLAT	8.7	8.4	8.0	1-91755-1	1-91755	1-91755BI
489		9-454-4250-6385-L	2-ICR6385-7/16	4.250"	6.385"	PREMIUM FORGED	4.280	FLAT	9.4	9.0	8.6	1-91760-1	1-91760	1-91760BI
489		9-454-4250-6385-L	2-ICR6385-7/16	4.250"	6.385"	FORGED	4.280	DOME	10.5	10.0	9.5	1-91805-1	1-91805	1-91805BI
489		9-454-4250-6385-L	2-ICR6385-7/16	4.250"	6.385"	PREMIUM FORGED	4.280	DOME	10.7	10.2	9.7	1-91810-1	1-91810	1-91810BI
540		9-454-4250-6385-L	2-ICR6385-7/16	4.250"	6.385"	PREMIUM FORGED	4.500	FLAT	10.2	9.8	9.4	1-91900-1	1-91900	1-91900BI
540		9-454-4250-6385-L	2-ICR6385-7/16	4.250"	6.385"	PREMIUM FORGED	4.500	DISH	10.8	10.3	9.9	1-91905-1	1-91905	1-91905BI
540		9-454-4250-6385-L	2-ICR6385-7/16	4.250"	6.385"	PREMIUM FORGED	4.500	DOME	9.8	9.4	9.0	1-91910-1	1-91910	1-91910BI

4340 FORGED COMPETITION ROTATING ASSEMBLIES

4340 Forged Standard Weight Cranks, H-Beam Connecting Rods with 7/16" Cap Screws
Forged or Premium Forged Pistons

EXTERNAL BALANCE ROTATING ASSEMBLIES INCLUDE FLEXPLATE & DAMPER

460	NEW	4-454-4000-6135-L	2-454-6135-2200	4.000"	6.135"	FORGED	4.280	FLAT	9.4	9.3	8.6	1-42445-1	1-42445	1-42445BE
460	NEW	4-454-4000-6135-L	2-454-6135-2200	4.000"	6.135"	FORGED	4.280	DOME	10.5	10.0	9.5	1-42446-1	1-42446	1-42446BE
489		4-454-4250-6135-L	2-454-6135-2200	4.250"	6.135"	FORGED	4.280	FLAT	9.4	9.3	8.6	1-42450-1	1-42450	1-42450BE
489		4-454-4250-6135-L	2-454-6135-2200	4.250"	6.135"	PREMIUM FORGED	4.280	FLAT	9.4	9.3	8.6	1-42452-1	1-42452	1-42452BE
489		4-454-4250-6135-L	2-454-6135-2200	4.250"	6.135"	PREMIUM FORGED	4.280	DOME	10.5	10.0	9.5	1-42454-1	1-42454	1-42454BE

4340 Forged Standard Weight Cranks, H-Beam Connecting Rods with 7/16" Cap Screws
Forged or Premium Forged Pistons

INTERNAL BALANCE ROTATING ASSEMBLIES

489		4-454-4250-6385-L	2-454-6385-2200	4.250"	6.385"	FORGED	4.280	FLAT	8.7	8.4	8.0	1-42405-1	1-42405	1-42405BI
489		4-454-4250-6385-L	2-454-6385-2200	4.250"	6.385"	PREMIUM FORGED	4.280	FLAT	9.4	9.0	8.6	1-42410-1	1-42410	1-42410BI
489		4-454-4250-6385-L	2-454-6385-2200	4.250"	6.385"	FORGED	4.280	DOME	10.5	10.0	9.5	1-42455-1	1-42455	1-42455BI
489		4-454-4250-6385-L	2-454-6385-2200	4.250"	6.385"	PREMIUM FORGED	4.280	DOME	10.7	10.2	9.7	1-45460-1	1-45460	1-45460BI

4340 Forged Standard Weight Cranks, H-Beam Connecting Rods with 7/16" Cap Screws

INTERNAL BALANCE ROTATING ASSEMBLIES

540		4-454-4250-6385-L	2-454-6385-2200	4.250"	6.385"	PREMIUM FORGED	4.500	FLAT	10.2	9.8	9.4	1-42500-1	1-42500	1-42500BI
540		4-454-4250-6385-L	2-454-6385-2200	4.250"	6.385"	PREMIUM FORGED	4.500	DISH	9.8	9.4	9.0	1-42510-1	1-42510	1-42510BI
540		4-454-4250-6385-L	2-454-6385-2200	4.250"	6.385"	PREMIUM FORGED	4.500	DOME	10.8	10.3	9.9	1-42505-1	1-42505	1-42505BI

CHEVY DART SMALL BLOCKS



CHEVY DART SMALL BLOCKS

Ultimate starting point for any project.

Dart has applied their years of manufacturing experience to create these small block Chevy race blocks. Working with the leading engine builders, Dart has incorporated features that make the Dart block the best choice for an all-out competition engine.

CHEVY SMALL BLOCK DART SHP BLOCK

KEY	PART NUMBER	MATERIAL	DESCRIPTION	MAIN CAPS	MAIN BEARING DIAMETER	DECK HEIGHT	CYL BORE DIAMETER
NEW	31161111	Iron	SHP Block	Ductile	350	9.025	4.000
NEW	31161211	Iron	SHP Block	Ductile	350	9.025	4.125

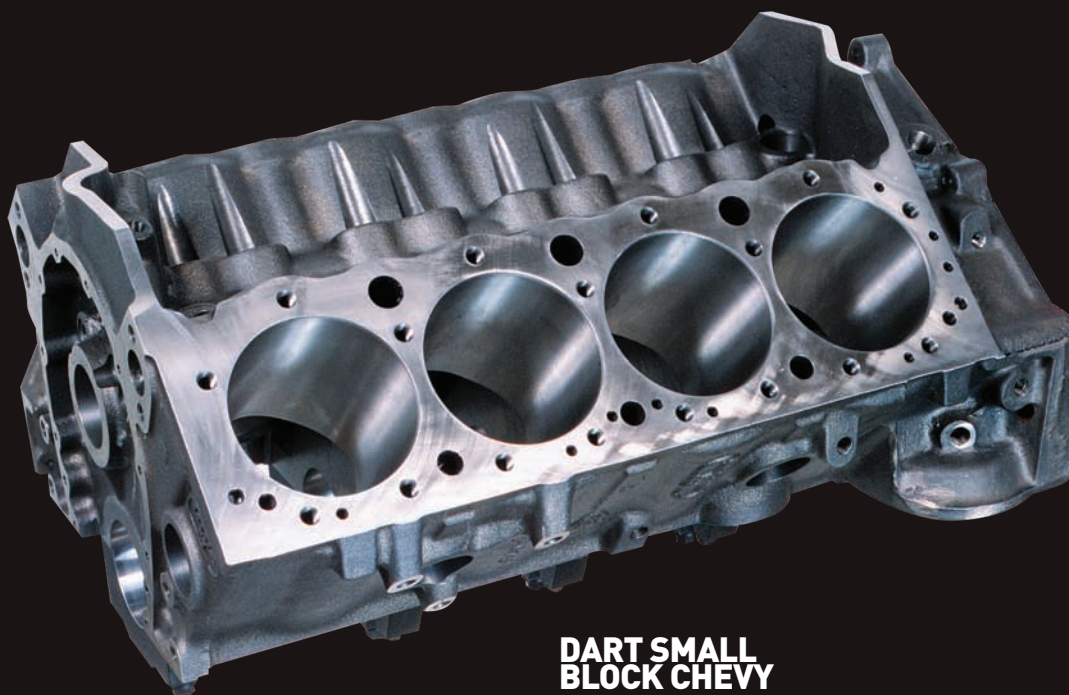
CHEVY "LITTLE M" SPORTSMAN SMALL BLOCKS

NEW	31151111	Iron	Little M Sportsman	Ductile	350	9.025	4.000
NEW	31151211	Iron	Little M Sportsman	Ductile	350	9.025	4.125
NEW	31152111	Iron	Little M Sportsman	Ductile	400	9.025	4.000
NEW	31152211	Iron	Little M Sportsman	Ductile	400	9.025	4.125

NOTE: DART Sportsman Blocks do not include freeze plugs, coated cam bearings and dowels.

CHEVY "LITTLE M" IRON SMALL BLOCKS

NEW	31131111	Iron	Little M Sportsman	Steel	350	9.025	4.000
NEW	31131211	Iron	Little M Sportsman	Steel	350	9.025	4.125
NEW	31132111	Iron	Little M Sportsman	Steel	400	9.025	4.000
NEW	31132211	Iron	Little M Sportsman	Steel	400	9.025	4.125



**DART SMALL
BLOCK CHEVY**
SHOWN



CHEVY WORLD MAN O WAR CAST IRON CNC SMALL BLOCKS

CHEVY SMALL BLOCK NODULAR IRON MAIN CAPS

KEY	PART NUMBER	MATERIAL	DESCRIPTION	MAIN CAPS	MAIN BEARING DIAMETER	DECK HEIGHT	CYL BORE DIAMETER
NEW	084010	Cast Iron	S/B Chevy Block	Nodular Iron Splayed	350	9.025	3.990
NEW	084020	Cast Iron	S/B Chevy Block	Nodular Iron Splayed	350	9.025	4.115
NEW	084030	Cast Iron	S/B Chevy Block	Nodular Iron Splayed	400	9.025	4.115

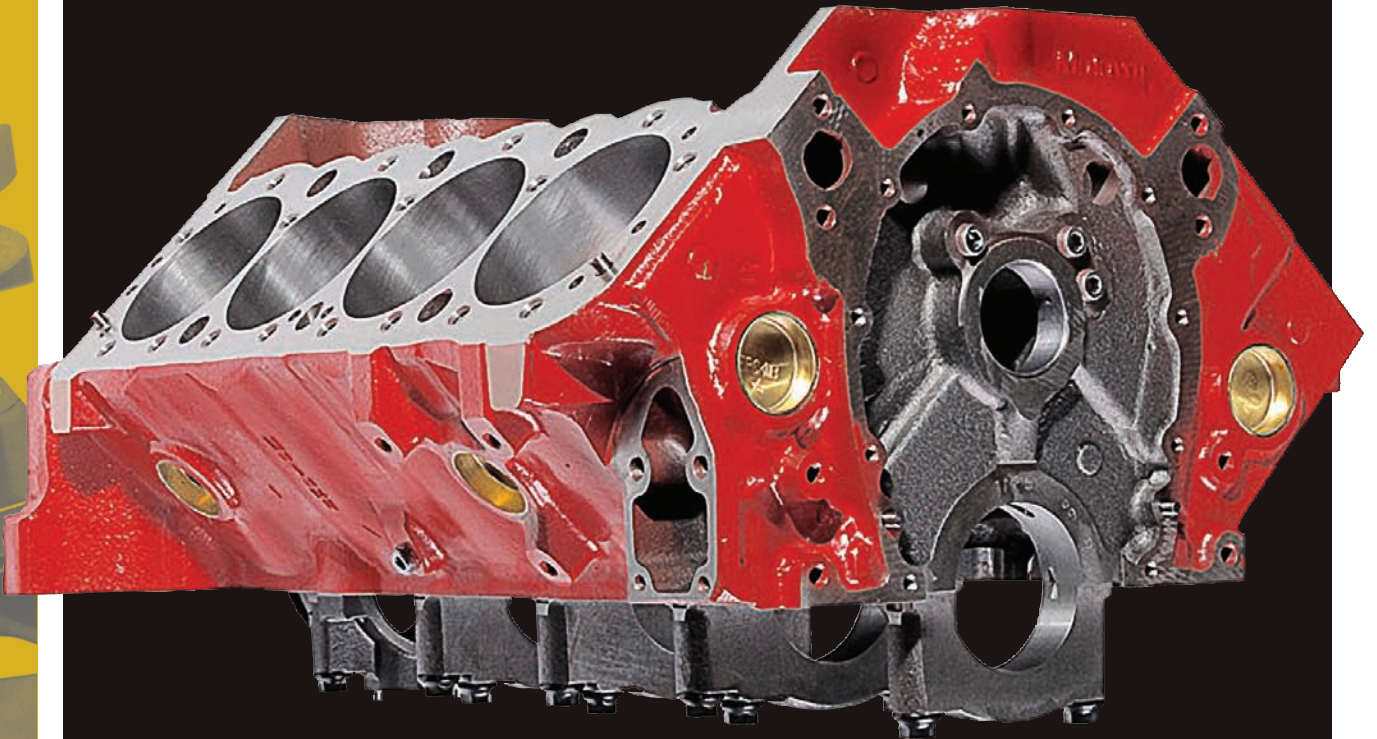
CHEVY SMALL BLOCK BILLET SPRAYED CAPS

NEW	084110	Cast Iron	S/B Chevy Block	Billet Splayed	350	9.025	3.990
NEW	084120	Cast Iron	S/B Chevy Block	Billet Splayed	350	9.025	4.115
NEW	084130	Cast Iron	S/B Chevy Block	Billet Splayed	400	9.025	4.115

MAN O WAR CAST IRON CNC SMALL BLOCKS

- FULLY PREPPED CNC BLOCK
- HONED WITH TORQUE PLATES, LIFTER BORES HONED, WASHED, PAINTED, CAM BEARINGS & FREEZE PLUGS INSTALLED
- ALL AVAILABLE... CALL SCAT SALES FOR INFORMATION

WORLD SMALL
BLOCK CHEVY
SHOWN



CHEVY DART BIG BLOCKS



The foundation for a better big block.

These Dart Big M Chevy big blocks are a no-compromise design that solves the problems that have plagued big blocks for years. They feature an improved oiling system, extra-thick cylinder walls, 4-bolt mains, and scalloped water jackets for improved coolant flow. They come available with a choice of two different deck heights and three cylinder bores, so there's sure to be a Big M block to fit your needs.

CHEVY "BIG M" SPORTSMAN BIG BLOCKS

KEY	PART NUMBER	MATERIAL	DESCRIPTION	MAIN CAPS	MAIN BEARING DIAMETER	DECK HEIGHT	CYL BORE DIAMETER
NEW	31273344	Iron	Big M Sportsman	Ductile	Standard	9.800	4.250
NEW	31273354	Iron	Big M Sportsman	Ductile	Standard	10.200	4.250
NEW	31273444	Iron	Big M Sportsman	Ductile	Standard	9.800	4.500
NEW	31273454	Iron	Big M Sportsman	Ductile	Standard	10.200	4.500
NEW	31273644	Iron	Big M Sportsman	Ductile	Standard	9.800	4.600
NEW	31273654	Iron	Big M Sportsman	Ductile	Standard	10.200	4.600

NOTE: DART Sportsman Blocks do not include freeze plugs, coated cam bearings and dowels.

CHEVY "BIG M" SPORTSMAN BIG BLOCKS

KEY	PART NUMBER	MATERIAL	DESCRIPTION	MAIN CAPS	MAIN BEARING DIAMETER	DECK HEIGHT	CYL BORE DIAMETER
NEW	31263344	Iron	Big M Sportsman	Steel	Standard	9.800	4.250
NEW	31263354	Iron	Big M Sportsman	Steel	Standard	10.200	4.250
NEW	31263444	Iron	Big M Sportsman	Steel	Standard	9.800	4.500
NEW	31263454	Iron	Big M Sportsman	Steel	Standard	10.200	4.500
NEW	31263644	Iron	Big M Sportsman	Steel	Standard	9.800	4.600
NEW	31263654	Iron	Big M Sportsman	Steel	Standard	10.200	4.600

CHEVY WORLD MERLIN CAST IRON CNC BIG BLOCKS

CHEVY BIG BLOCK NODULAR IRON MAIN CAPS

KEY	PART NUMBER	MATERIAL	DESCRIPTION	MAIN CAPS	MAIN BEARING DIAMETER	DECK HEIGHT	CYL BORE DIAMETER
NEW	081100	Cast Iron	B/B Chevy Block	Nodular Iron Splayed	454	9.800	4.240
NEW	081110	Cast Iron	B/B Chevy Block	Nodular Iron Splayed	454	10.200	4.240
NEW	081101	Cast Iron	B/B Chevy Block	Nodular Iron Splayed	454	9.800	4.490
NEW	081111	Cast Iron	B/B Chevy Block	Nodular Iron Splayed	454	10.200	4.490

CHEVY BIG BLOCK BILLET SPRAYED CAPS

NEW	085010	Cast Iron	B/B Chevy Block	Billet Splayed	454	9.800	4.490
NEW	085110	Cast Iron	B/B Chevy Block	Billet Splayed	454	10.200	4.490

MAN O WAR CAST IRON CNC BIG BLOCKS

- FULLY PREPPED CNC BLOCK
- HONED WITH TORQUE PLATES, LIFTER BORES HONED, WASHED, PAINTED, CAM BEARINGS & FREEZE PLUGS INSTALLED
- ALL AVAILABLE... CALL SCAT SALES FOR INFORMATION



CHEVY LS SERIES FORGED 4340 STANDARD WEIGHT CRANKSHAFTS

Designed for street or race engines with substantially increased horsepower

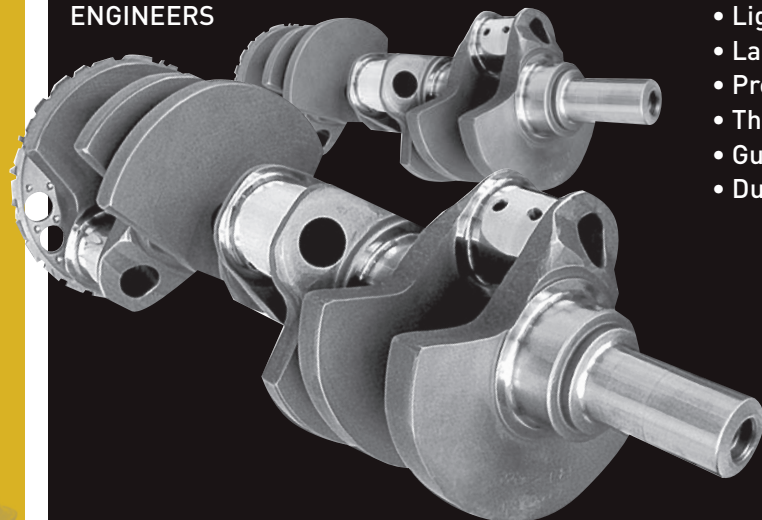
DESIGNED AND
ENGINEERED
BY SCAT
ENGINEERS

FINISHED
MACHINED
& BALANCED

INSPECTED &
MICROPOLISHED

FEATURES & BENEFITS

- Straight shot & chamfered oil holes
- Nitride hardened for superior wear resistance
- Lightening holes in all rod throws
- Large radius on all journals
- Precision ground, heat treated & shot peened
- Throws lightened
- Gun drilled mains
- Dual linear post keyways for damper



**ROUGH
BALANCED
TO 1800 GRAMS**

PART NUMBER	SHORT NUMBER	FLYWHEEL BOLT	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
4-LS1-4000-6125-24	4LS140062	11mm x 1.5	4.000	6.125	2.100	48	24-Tooth Relcutor Wheel
4-LS1-4000-6125-58	4LS140065	11mm x 1.5	4.000	6.125	2.100	48	58-Tooth Relcutor Wheel
4-LS1-4125-6125-24	4LS141262	7/16 x 20	4.125	6.125	2.100	48	24-Tooth Relcutor Wheel
4-LS1-4125-6125-58	4LS141265	7/16 x 20	4.125	6.125	2.100	48	58-Tooth Relcutor Wheel
4-LS1-4250-6125-24	4LS142562	7/16 x 20	4.250	6.125	2.100	48	24-Tooth Relcutor Wheel
4-LS1-4250-6125-58	4LS142565	7/16 x 20	4.250	6.125	2.100	48	58-Tooth Relcutor Wheel

CHEVY LS SERIES H-BEAM & I-BEAM CONNECTING RODS

FORGED 4340 H-BEAM CONNECTING RODS

PART NUMBER	SHORT# NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WEIGHT (*)
2-LS1-6100-2100-927	66100927	BUSHED	2-LS1-6100-2100-927A	66100927A	6.100	2.100	.927	.940	
2-LS1-6100-2100-945	66100945	BUSHED	2-LS1-6100-2100-945A	66100945A	6.100	2.100	.945	.940	
2-350-6125-2100-QLS	6612521QLS	BUSHED	2-350-6125-2100-QLSA	6612521QLSA	6.125	2.100	.927	.940	530 GMS

▲ ARP 8740 7/16" CAP SCREWS

▲ ARP 2000 8740 7/16" CAP SCREWS

NOTE: .927 PIN FOR PERFORMANCE PISTONS

FORGED 4340 PRO COMP I-BEAM

PART NUMBER	SHORT# NUMBER	DESCRIPTION	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH	WEIGHT (*)
Stroker Pro Comp							
2-ICR6125-7/16	26125716	BUSHED	6.125	2.100	.927	.940	610 GMS
▲ WITH ARP 8740							
Stock Replacement							
2-ICR6100-927	26100927	BUSHED	6.100	2.100	.927	.940	595 GMS
2-ICR6100-944P	26100944P	PRESSED	6.100	2.100	.944	.940	600 GMS
▲ WITH ARP 8740							

NOTE: .927 PIN FOR PERFORMANCE PISTONS

CHEVY LS SERIES ROTATING ASSEMBLIES

CI	CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	TYPE	COMPRESSION	UNBAL'D CRANK, ROD, PISTONS, RINGS, COMPLETE BEARINGS	BALANCED COMPLETE ASSY
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LS SERIES 4340 FORGED STREET & STRIP ROTATING ASSEMBLIES

LS Series, 4340 Standard Weight Forged Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screw, Forged Pistons

INTERNAL BALANCED ROTATING ASSEMBLIES - 24 TOOTH RELUCTOR WHEEL

408	4-LS1-4000-6125-24	2-ICR6125-7/16	4.000"	6.125"	FORGED	NOTE 1	FLAT	11.5	1-41900	1-41900BI
427	4-LS1-4000-6125-24	2-ICR6125-7/16	4.000"	6.125"	FORGED	NOTE 1	DISH	9.3	1-41901	1-41901BI
408	4-LS1-4125-6125-24	2-ICR6125-7/16	4.125"	6.125"	FORGED	NOTE 1	FLAT	11.5	1-41920	1-41920BI
427	4-LS1-4125-6125-24	2-ICR6125-7/16	4.125"	6.125"	FORGED	NOTE 1	DISH	9.3	1-41921	1-41921BI

INTERNAL BALANCED ROTATING ASSEMBLIES - 58 TOOTH RELUCTOR WHEEL

408	4-LS1-4000-6125-58	2-ICR6125-7/16	4.000"	6.125"	FORGED	NOTE 1	FLAT	11.5	1-41910	1-41910BI
427	4-LS1-4000-6125-58	2-ICR6125-7/16	4.000"	6.125"	FORGED	NOTE 1	DISH	9.3	1-41911	1-41911BI
408	4-LS1-4125-6125-58	2-ICR6125-7/16	4.125"	6.125"	FORGED	NOTE 1	FLAT	11.5	1-41930	1-41930BI
427	4-LS1-4125-6125-58	2-ICR6125-7/16	4.125"	6.125"	FORGED	NOTE 1	DISH	9.3	1-41931	1-41931BI

LS SERIES 4340 FORGED COMPETITION ROTATING ASSEMBLIES

LS Series, 4340 Standard Weight Forged Cranks, H-Beam Connecting Rods with 7/16" Cap Screw, Forged Pistons

INTERNAL BALANCED ROTATING ASSEMBLIES - 24 TOOTH RELUCTOR WHEEL

408	4-LS1-4000-6125-24	2-350-6125-2100-QLS	4.000"	6.125"	PREMIUM FORGED	NOTE 1	FLAT	11.5	1-41902	1-41902BI
427	4-LS1-4000-6125-24	2-350-6125-2100-QLS	4.000"	6.125"	PREMIUM FORGED	NOTE 1	DISH	9.3	1-41903	1-41903BI
408	4-LS1-4125-6125-24	2-350-6125-2100-QLS	4.125"	6.125"	PREMIUM FORGED	NOTE 1	FLAT	11.5	1-41922	1-41922BI
427	4-LS1-4125-6125-24	2-350-6125-2100-QLS	4.125"	6.125"	PREMIUM FORGED	NOTE 1	DISH	9.3	1-41923	1-41923BI

INTERNAL BALANCED ROTATING ASSEMBLIES - 58 TOOTH RELUCTOR WHEEL

408	4-LS1-4000-6125-58	2-350-6125-2100-QLS	4.000"	6.125"	PREMIUM FORGED	NOTE 1	FLAT	11.5	1-41912	1-41912BI
427	4-LS1-4000-6125-58	2-350-6125-2100-QLS	4.000"	6.125"	PREMIUM FORGED	NOTE 1	DISH	9.3	1-41913	1-41913BI
408	4-LS1-4125-6125-58	2-350-6125-2100-QLS	4.125"	6.125"	PREMIUM FORGED	NOTE 1	FLAT	11.5	1-41932	1-41932BI
427	4-LS1-4125-6125-58	2-350-6125-2100-QLS	4.125"	6.125"	PREMIUM FORGED	NOTE 1	DISH	9.3	1-41933	1-41933BI

NOTE 1:

LS SERIES CUBIC INCH CHART

BORE	STROKE 4.000	STROKE 4.125	STROKE 4.250
3.810	365	376	-
3.903	383	395	-
4.005	403	417	428
4.030	408	421	434
4.070	416	428	442
4.125	427	441	454
4.155	434	448	461



FORD DART BLOCKS

Working with leading Ford racers and engine builders, we designed the Iron Eagle, Race Series and Sportsman small-blocks to solve the shortcomings of production-type blocks used in high-performance and competition applications. Dart blocks for Fords are produced on dedicated tooling and machined on state-of-the-art CNC equipment. We added the features that Ford racers need to build powerful and reliable engines.



KEY	PART NUMBER	MATERIAL	DESCRIPTION	MAIN CAPS	MAIN BEARING DIAMETER	DECK HEIGHT	CYLINDER BORE DIAMETER
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DART SHP BLOCKS

NEW	31364175	Iron	SHP Ford Block	Steel	302	8.200	4.000
NEW	31364275	Iron	SHP Ford Block	Steel	302	8.200	4.125
NEW	31365135	Iron	SHP Ford Block	Steel	Cleveland	9.500	4.000
NEW	31365235	Iron	SHP Ford Block	Steel	Cleveland	9.500	4.125

IRON EAGLE FORD SPORTSMAN SMALL BLOCKS

NEW	31354175	Iron	S/B Ford Block	Steel	302	8.200	4.000
NEW	31496802	Iron	S/B Ford Block	Steel	302	8.200	4.125
NEW	31355135	Iron	S/B Ford Block	Steel	351C	9.500	4.000
NEW	31355235	Iron	S/B Ford Block	Steel	351C	9.500	4.125

DART Sportsman Blocks do not include freeze plugs, coated cam bearings and dowels.

FORD WORLD MERLIN CAST IRON CNC BLOCKS

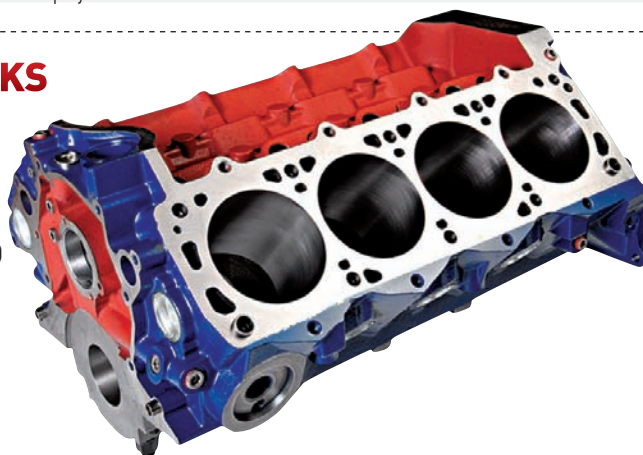
KEY	PART NUMBER	MATERIAL	DESCRIPTION	MAIN CAPS	MAIN BEARING DIAMETER	DECK HEIGHT	CYL BORE DIAMETER
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NODULAR IRON MAIN CAPS

NEW	087010	Cast Iron	S/B Ford Block	Nodular Iron Splayed	2.248	8.200	3.900
NEW	087020	Cast Iron	S/B Ford Block	Nodular Iron Splayed	2.248	8.200	4.115
NEW	087050	Cast Iron	S/B Ford Block	Nodular Iron Splayed	2.248	9.200	3.990
NEW	087052	Cast Iron	S/B Ford Block	Nodular Iron Splayed	2.749	9.200	3.990
NEW	087060	Cast Iron	S/B Ford Block	Nodular Iron Splayed	2.248	9.200	4.115
NEW	087062	Cast Iron	S/B Ford Block	Nodular Iron Splayed	2.749	9.200	4.115
NEW	087070	Cast Iron	S/B Ford Block	Nodular Iron Splayed	2.248	9.500	3.990
NEW	087072	Cast Iron	S/B Ford Block	Nodular Iron Splayed	2.749	9.500	3.990
NEW	087080	Cast Iron	S/B Ford Block	Nodular Iron Splayed	2.248	9.500	4.115
NEW	087082	Cast Iron	S/B Ford Block	Nodular Iron Splayed	2.749	9.500	4.115

MAN O WAR CAST IRON CNC BLOCKS

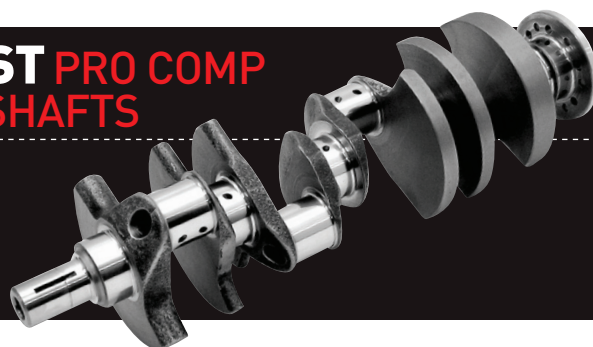
- FULLY PREPPED CNC BLOCK
- HONED WITH TORQUE PLATES, LIFTER BORES HOED, WASHED, PAINTED, CAM BEARINGS & FREEZE PLUGS INSTALLED
- ALL AVAILABLE... CALL SCAT SALES FOR INFORMATION





CHRYSLER SERIES 9000 CAST PRO COMP STROKER LIGHTWEIGHT CRANKSHAFTS

A perfect way to increase cubic inches on mild to moderate street or race engines



PART NUMBER	SHORT NUMBER	STROKE	ROD LENGTH	ROD PIN	WEIGHT	TECH NOTES
SMALL BLOCK CHRYSLER 340						
9-340-3580-6123	934010	3.580	6.123	2.125	54	Internal Balance
9-340-4000-6123	934020	4.000	6.123	2.125	54	Internal Balance
SMALL BLOCK CHRYSLER 360						
9-360-3580-6123	936010	3.580	6.123	2.125	56	Internal Balance
9-360-4000-6123	936020	4.000	6.123	2.125	56	Internal Balance
CHRYSLER 4.2L JEEP						
9-4.2L-3895	942010	3.895	6.123	2.125	56	Internal Balance

CHRYSLER H-BEAM & I-BEAM CONNECTING RODS



FORGED 4340 H-BEAM CONNECTING RODS

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B. E. WIDTH
SMALL BLOCK STROKER APPLICATIONS . . . USE CHEVY JOURNAL								
2-350-6200-2100	6620021	BUSHED	2-350-6200-2100A	6620021A	6.200	2.100	.927	.940
ARP 8740 7/16" CAP SCREWS			ARP 2000 8740 7/16" CAP SCREWS					
SMALL BLOCK CHRYSLER								
2-360-6123-2124	66123	BUSHED	2-360-6123-2124A	66123A	6.123	2.124	.984	.925
ARP 8740 7/16" CAP SCREWS			ARP 2000 8740 7/16" CAP SCREWS					
BIG BLOCK CHRYSLER								
2-426-6800-2200-990	66858	BUSHED	2-426-6800-2200-990A	66858A	6.800	2.200	.990	1.020
2-426-6860-2374-1030	66860	BUSHED	2-426-6860-2374-1030A	66860A	6.860	2.374	1.030	1.020
2-440-6760-2374-1094	6676010	BUSHED	2-440-6760-2374-1094A	6676010A	6.760	2.374	1.094	1.020
2-440-6760-2374-990	6676099	BUSHED	2-440-6760-2374-990A	6676099A	6.760	2.374	.990	1.020
ARP 8740 7/16" CAP SCREWS			ARP 2000 8740 7/16" CAP SCREWS					
BIG BLOCK CHEVY JOURNAL								
2-454-7100-2200	6710022	BUSHED	2-454-7100-2200A	6710022A	7.100	2.200	.990	.992
ARP 8740 7/16" CAP SCREWS			ARP 2000 8740 7/16" CAP SCREWS					

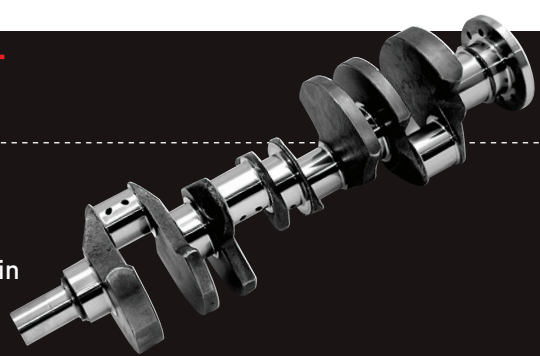
FORGED 4340 PRO COMP I-BEAM

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B. E. WIDTH
SMALL BLOCK CHRYSLER 340-360								
2-ICR6123-2124	26123	BUSHED	2-ICR6123-2124A	26123A	6.123	2.124	.984	.925
ARP 8740 7/16" CAP SCREWS			ARP 2000 8740 7/16" CAP SCREWS					

CHRYSLER STANDARD WEIGHT 4340 CRANKSHAFTS

Designed for street or race engines with substantially increased horsepower

- Designed and engineered by SCAT engineers at SCAT in REDONDO BEACH, CALIFORNIA
- Inspected & micropolished at SCAT in REDONDO BEACH, CALIFORNIA



FEATURES & BENEFITS:

- Straight shot & chamfered oil holes
- Nitride hardened for superior wear resistance
- Lightening holes in all rod throws
- Large radius on all journals
- Precision ground, heat treated & shot peened



Photo courtesy of Bob Mazzolini Racing

SMALL BLOCK CHRYSLER 340

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	WEIGHT	TECH NOTES
4-340-3580-6123	434010	-	3.580	6.123	2.125	1.875	58	Int bal, may req heavy metal
4-340-4000-6123	434020	-	4.000	6.123	2.125	1.875	58	Int bal, may req heavy metal

SMALL BLOCK CHRYSLER 360

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	WEIGHT	TECH NOTES
4-360-3580-6123	436010	-	3.580	6.123	2.125	1.875	60	Int bal, may req heavy metal
4-360-3400-6123	436020	-	4.000	6.123	2.125	1.875	60	Int bal, may req heavy metal

“B” BLOCK WEDGE 383-400

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	WEIGHT	TECH NOTES
4-383-3750-6760-2374	438310	-	3.750	6.760	2.374	2.048	60	8-Bolt flywheel flange
4-383-4150-6760-2374	438320	-	4.150	6.760	2.374	2.048	60	8-Bolt flywheel flange



HEMI 5.7/6.1

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	WEIGHT	TECH NOTES
4-HEMI-3795-6125	4HEMI37910	NEW HEMI	3.795	6.125	2.100	1.900	60	-

“RB” BLOCK WEDGE & HEMI

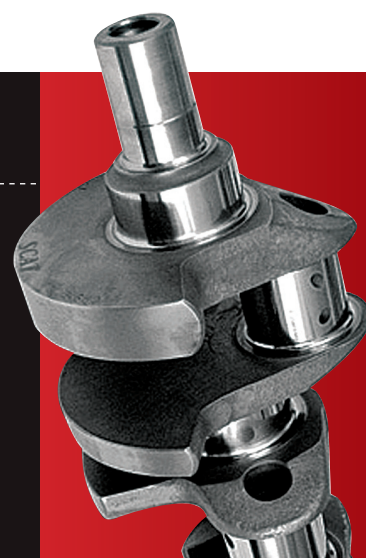
PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	WEIGHT	TECH NOTES
4-440-3750-6760-2374	444010	-	3.750	6.760	2.374	2.048	70	8-bolt flywheel flange
4-440-3763-6760-2374	444012	-	3.763	6.760	2.374	2.048	70	8-bolt flywheel flange
4-440-4150-6760-2374	444014	-	4.150	6.760	2.374	2.048	72	8-bolt flywheel flange
4-440-4500-6760-2374	444020	-	4.500	6.760	2.374	2.048	74	8-bolt flywheel flange
4-440-4250-6800-2200	444016	-	4.250	6.800	2.200	2.048	73	8-bolt flywheel flange
4-440-4500-6800-2200	444018	-	4.500	6.800	2.200	2.008	74	8-bolt flywheel flange



CHRYSLER FORGED 4340 LIGHTWEIGHT PRO COMP CRANKSHAFTS

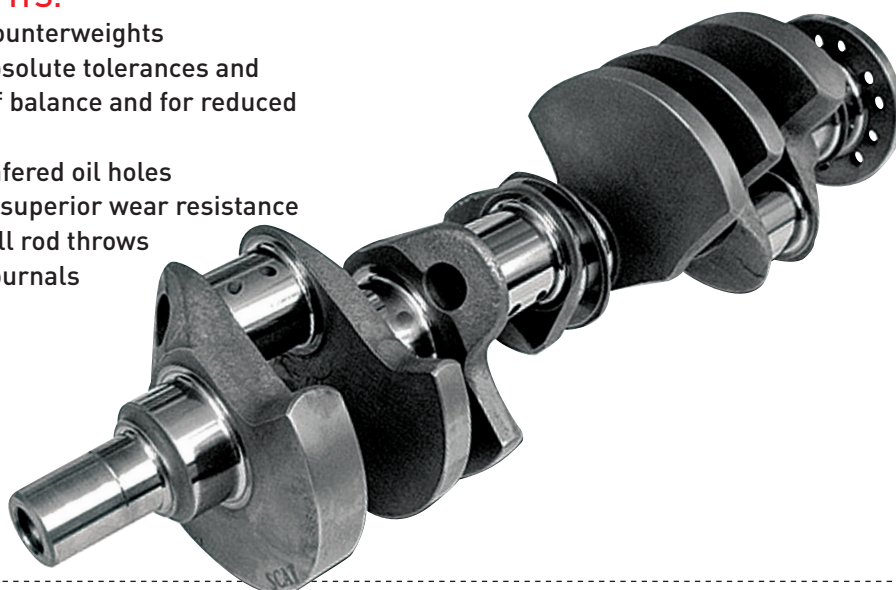
Perfect for engines wanting quicker rpm's.
SCAT's Pro Comp cranks have profiled counterweights
for less weight and reduced windage . . .

- Designed and engineered by SCAT engineers at SCAT in REDONDO BEACH, CALIFORNIA
- Precision machined, ground & heat treated by SCAT in REDONDO BEACH, CALIFORNIA
- Inspected & micropolished at SCAT in REDONDO BEACH, CALIFORNIA



FEATURES & BENEFITS:

- Profiled aero-wing counterweights
- CNC machined for absolute tolerances and symmetry for ease of balance and for reduced rotating weight
- Straight shot & chamfered oil holes
- Nitride hardened for superior wear resistance
- Lightening holes in all rod throws
- Large radius on all journals



SMALL BLOCK CHRYSLER 340

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	TECH NOTES
4-340-3580-6123-2	434010-2	-	3.580	6.123	2.125	1.875	Int bal, may req heavy metal
4-340-4000-6123-2	434020-2	-	4.000	6.123	2.125	1.875	Int bal, may req heavy metal

SMALL BLOCK CHRYSLER 360

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	TECH NOTES
4-360-3580-6123-2	436010-2	-	3.580	6.123	2.125	1.875	Int bal, may req heavy metal
4-360-3400-6123-2	436020-2	-	4.000	6.123	2.125	1.875	Int bal, may req heavy metal

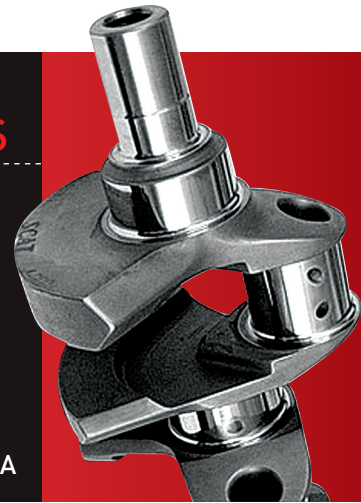
"RB" BLOCK WEDGE & HEMI

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	WEIGHT	TECH NOTES
4-440-3750-6760-2374-2	444010-2	-	3.750	6.760	2.374	2.048	70	8-bolt flywheel flange
4-440-3763-6760-2374-2	444012-2	-	3.763	6.760	2.374	2.048	70	8-bolt flywheel flange
4-440-4150-6760-2374-2	444014-2	-	4.150	6.760	2.374	2.048	72	8-bolt flywheel flange
4-440-4500-6760-2374-2	444020-2	-	4.500	6.760	2.374	2.048	74	8-bolt flywheel flange
4-440-4250-6800-2200-2	444016-2	-	4.250	6.800	2.200	2.048	73	8-bolt flywheel flange
4-440-4500-6800-2200-2	444018-2	-	4.500	6.800	2.200	2.008	74	8-bolt flywheel flange

CHRYSLER FORGED 4340 SUPERLIGHT CRANKSHAFTS

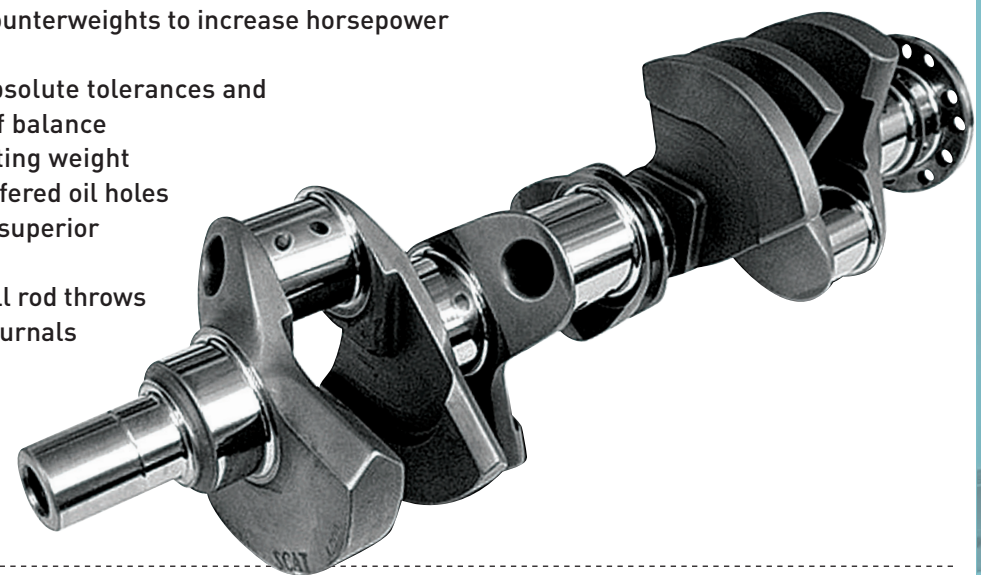
SCAT's Superlight cranks feature profiled counterweights PLUS PENDULUM CUT. Counterweights for less weight, reduced windage and rotating mass

- Designed and engineered by SCAT engineers at SCAT in REDONDO BEACH, CALIFORNIA
- Precision machined, ground & heat treated by SCAT in REDONDO BEACH, CALIFORNIA
- Inspected & micropolished at SCAT in REDONDO BEACH, CALIFORNIA



FEATURES & BENEFITS:

- Pendulum cut counterweights to reduce rotating mass
- Profiled aero-wing counterweights to increase horsepower and reduce windage
- CNC machined for absolute tolerances and symmetry for ease of balance and for reduced rotating weight
- Straight shot & chamfered oil holes
- Nitride hardened for superior wear resistance
- Lightening holes in all rod throws
- Large radius on all journals



SMALL BLOCK CHRYSLER 340

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	TECH NOTES
4-340-3580-6123-3	434010-3	-	3.580	6.123	2.125	1.875	Int bal, may req heavy metal
4-340-4000-6123-3	434020-3	-	4.000	6.123	2.125	1.875	Int bal, may req heavy metal

SMALL BLOCK CHRYSLER 360

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	TECH NOTES
4-360-3580-6123-3	436010-3	-	3.580	6.123	2.125	1.875	Int bal, may req heavy metal
4-360-3400-6123-3	436020-3	-	4.000	6.123	2.125	1.875	Int bal, may req heavy metal

"RB" BLOCK WEDGE & HEMI

PART NUMBER	SHORT NUMBER	DESCRIPTION	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	WEIGHT	TECH NOTES
4-440-3750-6760-2374-3	444010-3	-	3.750	6.760	2.374	2.048	70	8-bolt flywheel flange
4-440-3763-6760-2374-3	444012-3	-	3.763	6.760	2.374	2.048	70	8-bolt flywheel flange
4-440-4150-6760-2374-3	444014-3	-	4.150	6.760	2.374	2.048	72	8-bolt flywheel flange
4-440-4500-6760-2374-3	444020-3	-	4.500	6.760	2.374	2.048	74	8-bolt flywheel flange
4-440-4250-6800-2200-3	444016-3	-	4.250	6.800	2.200	2.048	73	8-bolt flywheel flange
4-440-4500-6800-2200-3	444018-3	-	4.500	6.800	2.200	2.008	74	8-bolt flywheel flange

CHRYSLER SMALL BLOCK ROTATING ASSEMBLIES

CI	CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	TYPE	COMPRESSION			UNBAL'D CRANK ROD, PISTONS	UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
								62CC	68CC	70CC			

340 MAIN SERIES 9000 CAST STREET & STRIP ROTATING ASSEMBLIES

340 Main, Series 9000 Cast Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screws

INTERNAL BALANCED ROTATING ASSEMBLIES

372	9-340-3580-6123-2123	2-ICR6123-2124	3.580"	6.123"	HYPEREUTECTIC	4.070	FLAT	10.9	10.2	9.8	1-98001-1	1-98001	1-98001BI
372	9-340-3580-6123-2123	2-ICR6123-2124	3.580"	6.123"	FORGED	4.070	FLAT	10.4	9.7	9.3	1-98003-1	1-98003	1-98003BI
416	9-340-4000-6123-2123	2-ICR6123-2124	4.000"	6.123"	HYPEREUTECTIC	4.070	DISH	9.9	9.4	9.0	1-98011-1	1-98011	1-98011BI
416	9-340-4000-6123-2123	2-ICR6123-2124	4.000"	6.123"	FORGED	4.070	FLAT	12.1	11.3	10.8	1-98012-1	1-98012	1-98012BI
416	9-340-4000-6123-2123	2-ICR6123-2124	4.000"	6.123"	FORGED	4.070	DISH	10.2	9.7	9.3	1-98013-1	1-98013	1-98013BI

340 MAIN 4340 FORGED COMPETITION ROTATING ASSEMBLIES

340 Main, 4340 Standard Weight Forged Cranks, H-Beam Connecting Rods with 7/16 Cap Screws

INTERNAL BALANCED ROTATING ASSEMBLIES

372	4-340-3580-6123-2123	2-360-6124-2124	3.580"	6.123"	FORGED	4.070	FLAT	10.4	9.7	9.3	1-48005-1	1-48005	1-48005BI
416	4-340-4000-6123-2123	2-360-6124-2124	4.000"	6.123"	FORGED	4.070	FLAT	12.1	11.3	10.8	1-48013-1	1-48013	1-48013BI
416	4-340-4000-6123-2123	2-360-6124-2124	4.000"	6.123"	FORGED	4.070	DISH	10.2	9.7	9.3	1-48015-1	1-48015	1-48015BI

360 MAIN SERIES 9000 CAST STREET & STRIP ROTATING ASSEMBLIES

360 Main, Series 9000 Cast Cranks, Pro Comp I-Beam Connecting Rods with 7/16" Cap Screws

INTERNAL BALANCED ROTATING ASSEMBLIES

365	9-360-3580-6123-2123	2-ICR6123-2124	3.580"	6.123"	FORGED	4.030	FLAT	10.4	9.7	9.3	1-98103-1	1-98103	1-98103BI
408	9-360-4000-6123-2123	2-ICR6123-2124	4.000"	6.123"	HYPEREUTECTIC	4.030	DISH	9.9	9.4	9.0	1-98111-1	1-98111	1-98111BI
408	9-360-4000-6123-2123	2-ICR6123-2124	4.000"	6.123"	FORGED	4.030	FLAT	12.1	11.3	10.8	1-98112-1	1-98112	1-98112BI
408	9-360-4000-6123-2123	2-ICR6123-2124	4.000"	6.123"	FORGED	4.030	DISH	10.2	9.7	9.3	1-98113-1	1-98113	1-98113BI

360 MAIN 4340 FORGED COMPETITION ROTATING ASSEMBLIES

360 Main, 4340 Standard Weight Forged Cranks, H-Beam Connecting Rods with 7/16 Cap Screws

INTERNAL BALANCED ROTATING ASSEMBLIES

365	4-360-3580-6123-2123	2-360-6124-2124	3.580"	6.123"	FORGED	4.030	FLAT	10.4	9.7	9.3	1-48025-1	1-48025	1-48025BI
408	4-360-4000-6123-2123	2-360-6124-2124	4.000"	6.123"	FORGED	4.030	FLAT	12.1	11.3	10.8	1-48033-1	1-48033	1-48033BI
408	4-360-4000-6123-2123	2-360-6124-2124	4.000"	6.123"	FORGED	4.030	DISH	10.2	9.7	9.3	1-48035-1	1-48035	1-48035BI





CHRYSLER "B" BLOCK WEDGE 384 CRANKSHAFTS, CONNECTING RODS & COMPETITION ROTATING ASSEMBLIES

CHRYSLER FORGED 4340 STANDARD WEIGHT CRANKSHAFTS

PART NUMBER	SHORT NUMBER	ENGINE	STROKE	ROD LENGTH	ROD PIN	PIN WIDTH	TECH NOTES
"B" BLOCK WEDGE 383-400							
4-383-3750-6760-2374	NEW 438310	"B" BLOCK	3.750	6.760	2.374	-	8-bolt flywheel flange
4-383-4150-6760-2374	NEW 438320	"B" BLOCK	4.150	6.760	2.374	-	8-bolt flywheel flange

CHRYSLER FORGED 4340 H-BEAM CONNECTING RODS

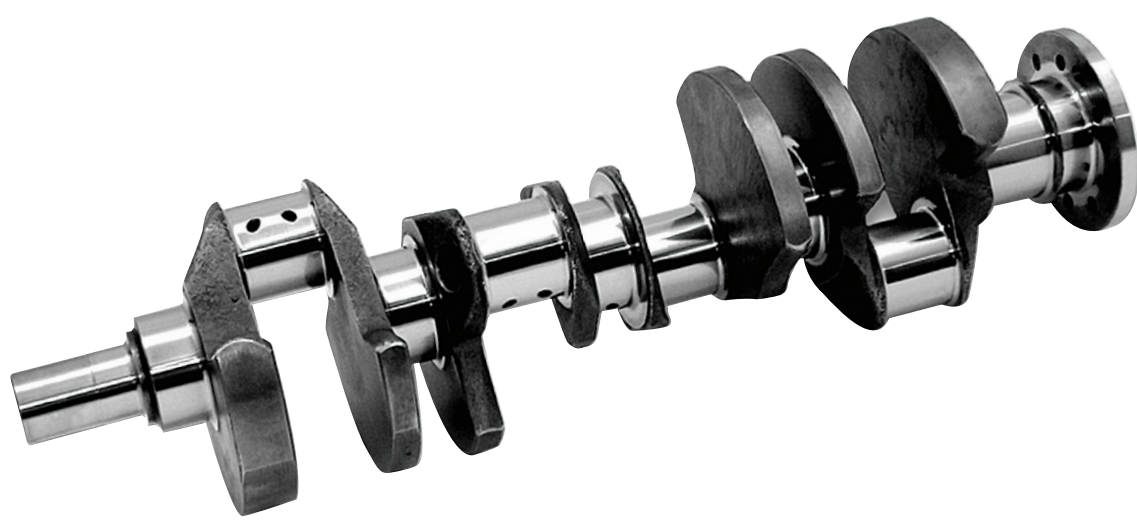
PART NUMBER	SHORT NUMBER	ENGINE	PART NUMBER	ROD LENGTH	ROD PIN	PIN WIDTH	B.E. WIDTH
BIG BLOCK CHRYSLER JOURNAL							
2-440-6760-2374-1094	6676010	BUSHED	2-440-6760-2374-1094A	6676010A	6.760	2.374	1.094
2-440-6760-2374-990	6676099	BUSHED	2-440-6760-2374-990A	6676099A	6.760	2.374	.990
ARP 8740 7/16" CAP SCREWS				ARP 2000 8740 7/16" CAP SCREWS			

CI	KEY	CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	TYPE	COMPRESSION 72CC	80CC	90CC	UNBAL'D CRANK ROD, PISTONS	UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
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CHRYSLER "B" BLOCK WEDGE 383-400

8-bolt Standard Weight Forged Crank, H-Beam Connecting Rods with 7/16" Cap Screws
INTERNAL BALANCED ROTATING ASSEMBLIES, 383 BORE

426	NEW	4-383-3750-6760-2374	2-440-6760-2374-990	3.750"	6.760"	PREMIUM FORGED	4.280	FLAT	-	-	-	1-48081-1	1-48081	1-48081BI
472	NEW	4-383-4150-6760-2374	2-440-6760-2374-990	4.150"	6.760"	PREMIUM FORGED	4.280	DISH	-	-	-	1-48083-1	1-48083	1-48083BI
452	NEW	4-383-3750-6760-2374	2-440-6760-2374-990	3.750"	6.760"	PREMIUM FORGED	4.375	FLAT	-	-	-	1-48091-1	1-48091	1-48091BI
500	NEW	4-383-4150-6760-2374	2-440-6760-2374-990	4.150"	6.750"	PREMIUM FORGED	4.375	DISH	-	-	-	1-48093-1	1-48093	1-48093BI





CHRYSLER "RB" BLOCK WEDGE & HEMI CRANKSHAFTS, CONNECTING RODS & COMPETITION ROTATING ASSEMBLIES



Photo courtesy of Dave Raybourn Jones Engine Development

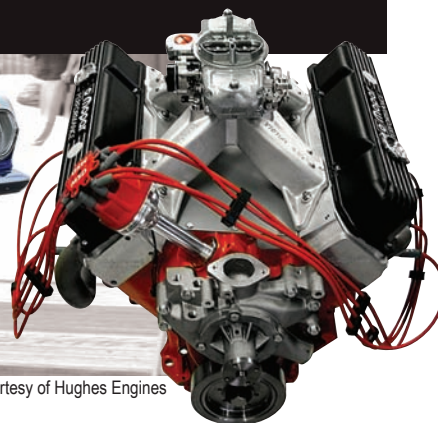


Photo courtesy of courtesy of Hughes Engines

CHRYSLER FORGED 4340 CRANKSHAFTS

4-440-3750-6760-2374	444010	-	3.750	6.760	2.374	2.030	70	8-bolt flywheel flange
4-440-3763-6760-2374	444012	-	3.763	6.760	2.374	2.030	70	8-bolt flywheel flange
4-440-4150-6760-2374	444014	-	4.150	6.760	2.374	2.030	72	8-bolt flywheel flange
4-440-4500-6760-2374	444020	-	4.500	6.760	2.374	2.030	74	8-bolt flywheel flange
4-440-4250-6800-2200	444016	-	4.250	6.800	2.200	2.030	73	8-bolt flywheel flange
4-440-4500-6800-2200	444018	-	4.500	6.800	2.200	2.000	74	8-bolt flywheel flange

CHRYSLER FORGED 4340 H-BEAM CONNECTING RODS

PART NUMBER	SHORT NUMBER	ENGINE	PART NUMBER	ROD LENGTH	ROD PIN	PIN WIDTH	B.E. WIDTH
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BIG BLOCK CHRYSLER JOURNAL

2-426-6800-2200-990	66858	BUSHED	2-426-6800-2200-990A	66858A	6.800	2.200	.990	1.007
2-426-6860-2374-1030	66860	BUSHED	2-426-6860-2374-1030A	66860A	6.860	2.374	1.030	1.007
2-440-6760-2374-1094	6676010	BUSHED	2-440-6760-2374-1094A	6676010A	6.760	2.374	1.094	1.007
2-440-6760-2374-990	6676099	BUSHED	2-440-6760-2374-990A	6676099A	6.760	2.374	.990	1.007

ARP 8740 7/16" CAP SCREWS

ARP 2000 8740 7/16" CAP SCREWS

BIG BLOCK CHEVY JOURNAL

2-454-7100-2200	6710022	BUSHED	2-454-7100-2200A	6710022A	7.100	2.200	.99	.992
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ARP 8740 7/16" CAP SCREWS

ARP 2000 8740 7/16" CAP SCREWS

CI	KEY CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON PISTON	PISTON BORE	COMPRESSION TYPE	72CC	80CC	90CC	UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
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CHRYSLER "RB" BLOCK WEDGE & HEMI 413, 426 & 440

8-bolt Standard Weight Forged Crank, H-Beam Connecting Rods with 7/16" Cap Screws
INTERNAL BALANCED ROTATING ASSEMBLIES

446	4-440-3750-6760-2374	2-440-6760-2374-990	3.750"	6.760"	PREMIUM FORGED	NOTE 1	FLAT	NOTE 2	1-48041-1	1-48041	1-48041BI
446	4-440-3750-6760-2374	2-440-6760-2374-990	3.750"	6.760"	PREMIUM FORGED	NOTE 1	DISH	NOTE 2	1-48043-1	1-48043	1-48043BI
493	4-440-4150-6760-2374	2-440-6760-2374-990	4.150"	6.760"	PREMIUM FORGED	NOTE 1	FLAT	NOTE 2	1-48051-1	1-48051	1-48051BI
493	4-440-4150-6760-2374	2-440-6760-2374-990	4.150"	6.760"	PREMIUM FORGED	NOTE 1	DISH	NOTE 2	1-48053-1	1-48053	1-48053BI
505	4-440-4250-6760-2374	4-426-6800-1012-990	4.250"	6.800"	PREMIUM FORGED	NOTE 1	FLAT	NOTE 2	1-48061-1	1-48061	1-48061BI
505	4-440-4250-6760-2374	4-426-6800-1012-990	4.250"	6.800"	PREMIUM FORGED	NOTE 1	DISH	NOTE 2	1-48063-1	1-48063	1-48063BI
572	NEW 4-426-4500-6800-2200	2-454-7100-2200	4.500"	7.100"	PREMIUM FORGED	NOTE 1	FLAT	NOTE 2	1-48065-1	1-48065	1-48065BI

NOTE 1: Specify piston bore prior to placing order. NOTE 2: Compression will vary depending on piston bore and cylinder head used.

PONTIAC COMPETITION ROTATING ASSEMBLIES, CRANKSHAFTS AND CONNECTING RODS



PONTIAC CRANKSHAFTS, CONNECTING RODS
& ROTATING ASSEMBLIES

CI	CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	PISTON TYPE	COMPRESSION		UNBAL'D CRANK, ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
								71CC	87CC		

PONTIAC COMPETITION ROTATING ASSEMBLIES

4340 Forged Standard Weight Cranks, H-Beam Connecting Rods with 7/16" Cap Screws,
Premium Forged Pistons, Rod Bearings, Main Bearings & Rings

INTERNAL BALANCE ROTATING ASSEMBLIES

433	4-400P-4000-6700-2200	2-454-6800-2200	4.000"	6.800"	PREMIUM FORGED	4.155	FLAT	11.4	-	1-41650	1-41650BI
461	4-400P-4250-6700-2200	2-454-6800-2200	4.250"	6.800"	PREMIUM FORGED	4.155	FLAT	12.2	-	1-41660	1-41660BI
461	4-400P-4250-6700-2200	2-454-6800-2200	4.250"	6.800"	PREMIUM FORGED	4.155	DISH	11.4	-	1-41661	1-41661BI
488	4-400P-4500-6700-2200	2-454-6700-2200	4.550"	6.700"	PREMIUM FORGED	4.155	FLAT	12.0	-	1-41670	1-41670BI
488	4-400P-4500-6700-2200	2-454-6700-2200	4.550"	6.700"	PREMIUM FORGED	4.155	DISH	11.3	-	1-41671	1-41671BI

PONTIAC FORGED 4340 STANDARD WEIGHT CRANKSHAFTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD STROKE	ROD LENGTH	CRANK PIN	WEIGHT	TECH NOTES
4-400P-4000-6700-2200	4400P40010	-	4.000	6.700	2.200	75LBS	-
4-400P-4250-6700-2200	4400P42510	-	4.250	6.700	2.200	75LBS	-
4-400P-4500-6700-2200	4400P45010	-	4.500	6.700	2.200	75LBS	-

PONTIAC FORGED 4340 LIGHTWEIGHT PRO COMP CRANKSHAFTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD STROKE	ROD LENGTH	CRANK PIN	WEIGHT	TECH NOTES
4-400P-4000-6700-2200-2	4400P40010-2	-	4.000	6.700	2.200	-	-
4-400P-4250-6700-2200-2	4400P42510-2	-	4.250	6.700	2.200	-	-
4-400P-4500-6700-2200-2	4400P45010-2	-	4.500	6.700	2.200	-	-

PONTIAC FORGED 4340 SUPERLIGHT CRANKSHAFTS

PART NUMBER	SHORT NUMBER	DESCRIPTION	ROD STROKE	ROD LENGTH	CRANK PIN	WEIGHT	TECH NOTES
4-400P-4000-6700-2200-3	4400P40010-3	-	4.000	6.700	2.200	-	-
4-400P-4250-6700-2200-3	4400P42510-3	-	4.250	6.700	2.200	-	-
4-400P-4500-6700-2200-3	4400P45010-3	-	4.500	6.700	2.200	-	-

PONTIAC FORGED 4340 H-BEAM CONNECTING RODS

WITH ARP 8740 OR 2000 7/16" CAP SCREWS

PART NUMBER	SHORT NUMBER	DESCRIPTION	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
2-455-6625-2249	66625	BUSHED	2-455-6625-2249A	66625A	6.625	2.249	.980	.995
2-455-6625-2249P	66625P	PRESSED	2-455-6625-2249PA	66625PA	6.625	2.249	.980	.995

ARP 8740 7/16" CAP SCREWS

ARP 2000 7/16" CAP SCREWS

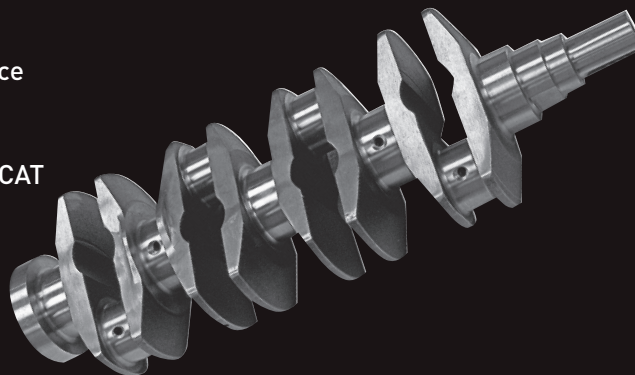


HONDA FORGED 4340 STANDARD WEIGHT CRANKSHAFTS

Our standard weight forged crankshaft is designed for street or race engines with substantially increased horsepower.

FEATURED

- Straight shot & chamfered oil holes,
- Nitride hardened for superior wear resistance
- Large radius on all journals,
- Precision ground, heat treated, shot peened, inspected & micropolished at SCAT
- Designed at SCAT
- Engineered at SCAT
- Finish machined at SCAT
- Finish grinding at SCAT
- Heat treated by SCAT
- Inspected & micropolished at SCAT



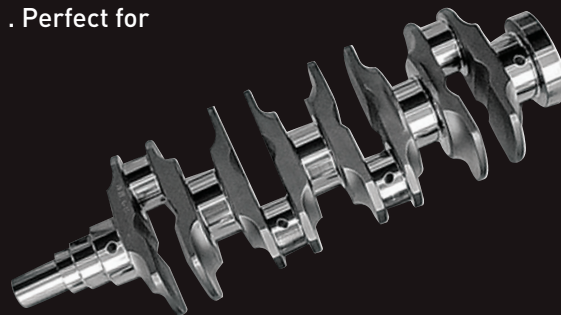
PART NUMBER	SHORT NUMBER	ENGINE	STROKE	WEIGHT	TECH NOTES
4-HONDA-89MM-1771	4H891	4-CYLINDER	89mm	33 LBS	1.771 pin diameter, .935 rod width.
4-HONDA-92MM-1771	4H921	4-CYLINDER	92mm	33 LBS	1.771 pin diameter, .935 rod width.
4-HONDA-95MM-1771	4H951	4-CYLINDER	95mm	33 LBS	1.771 pin diameter, .935 rod width.
4-HONDA-97MM-1771	4H971	4-CYLINDER	97mm	33 LBS	1.771 pin diameter, .935 rod width.
4-HONDA-98MM-1771	4H981	4-CYLINDER	98mm	33 LBS	1.771 pin diameter, .935 rod width.

HONDA FORGED 4340 LIGHTWEIGHT PRO COMP CRANKSHAFTS

Made from the same strong forging as our standard weight cranks, but with profiled counterweights for less weight . . . Perfect for engines wanting quicker rpm's.

FEATURED

- Profiled aero-wing counterweights
- Straight shot & chamfered oil holes
- Nitride hardened for superior wear resistance
- Large radius on all journals
- CNC machined for absolute tolerances and symmetry for ease of balance and for reduced rotating weight
- Designed at SCAT
- Engineered at SCAT
- Finish machined at SCAT



- Finish grinding at SCAT
- Heat treated by SCAT
- Inspected & micropolished at SCAT

PART NUMBER	SHORT NUMBER	ENGINE	STROKE	WEIGHT	TECH NOTES
4-HONDA-89MM-1771-2	4H891-2	4-CYLINDER	89mm	29 LBS	1.771 pin diameter, .935 rod width.
4-HONDA-92MM-1771-2	4H921-2	4-CYLINDER	92mm	29 LBS	1.771 pin diameter, .935 rod width.
4-HONDA-95MM-1771-2	4H951-2	4-CYLINDER	95mm	29 LBS	1.771 pin diameter, .935 rod width.
4-HONDA-97MM-1771-2	4H971-2	4-CYLINDER	97mm	29 LBS	1.771 pin diameter, .935 rod width.
4-HONDA-98MM-1771-2	4H981-2	4-CYLINDER	98mm	29 LBS	1.771 pin diameter, .935 rod width.

HONDA COMPETITION ROTATING ASSEMBLIES

Furnished with the finest parts available for ease of installation.



KEY	CRANK	ROD	CRANK STROKE	ROD LENGTH	PISTON	PISTON BORE	TYPE	COMPRESSION HEIGHT	UNBAL'D CRANK ROD, PISTONS, RINGS, BEARINGS	BALANCED COMPLETE ASSY
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1.85L TO 2.00L HONDA/ACURA "B" SERIES VTEC HEAD/L/S WITH VTEC B16A OR B18 C1 DOCH VTEC 94-01 GSR, B20B

4340 Forged Standard Weight Cranks, H-Beam Connecting Rods with ARP 2000 3/8" Cap Screws, Premium Forged Pistons, Rod Bearings, Main Bearings & Rings

INTERNAL BALANCED ROTATING ASSEMBLIES

-	4-HONDA-89MM-1771	2-5394-1771-935-827	89mm	5.394"	PREMIUM FORGED	NOTE	DISH	1.181	1-49000	1-49000BI
-	4-HONDA-89MM-1771	2-5394-1771-935-827	89mm	5.394"	PREMIUM FORGED	NOTE	DOVE	1.181	1-49010	1-49010BI

NOTE: PISTON BORE SIZES: 3.189 (Std), 3.199 (.010), 3.209 (.020)

2.00L TO 2.20L HONDA/ACURA "B" SERIES VTEC HEAD/L/S WITH VTEC B16A OR B18 C1 DOCH VTEC 94-01 GSR, B20B

4340 Forged Standard Weight Cranks, H-Beam Connecting Rods with ARP 2000 3/8" Cap Screws, Premium Forged Pistons, Rod Bearings, Main Bearings & Rings

INTERNAL BALANCED ROTATING ASSEMBLIES

-	4-HONDA-95MM-1771	2-5394-1771-935-827	89mm	5.394"	PREMIUM FORGED	NOTE	DISH	1.181	1-49050	1-49050BI
-	4-HONDA-95MM-1771	2-5394-1771-935-827	89mm	5.394"	PREMIUM FORGED	NOTE	DOVE	1.181	1-49060	1-49060BI

NOTE: PISTON BORE SIZES: 3.189 (Std), 3.199 (.010), 3.209 (.020)

1.85L TO 2.00L HONDA/ACURA "B" SERIES HONDA B18 A/B DOHC NON-VTEC 90-00

4340 Forged Standard Weight Cranks, H-Beam Connecting Rods with ARP 2000 3/8" Cap Screws, Premium Forged Pistons, Rod Bearings, Main Bearings & Rings

INTERNAL BALANCED ROTATING ASSEMBLIES

-	4-HONDA-89MM-1771	2-5394-1771-935-827	89mm	5.394"	PREMIUM FORGED	NOTE	DISH	1.181	1-49100	1-49100BI
-	4-HONDA-89MM-1771	2-5394-1771-935-827	89mm	5.394"	PREMIUM FORGED	NOTE	DOVE	1.181	1-49110	1-49110BI

NOTE: PISTON BORE SIZES: 3.189 (Std), 3.199 (.010), 3.209 (.020)

2.00L TO 2.20L HONDA/ACURA "B" SERIES HONDA B18 A/B DOHC NON-VTEC 90-00

4340 Forged Standard Weight Cranks, H-Beam Connecting Rods with ARP 2000 3/8" Cap Screws, Premium Forged Pistons, Rod Bearings, Main Bearings & Rings

INTERNAL BALANCED ROTATING ASSEMBLIES

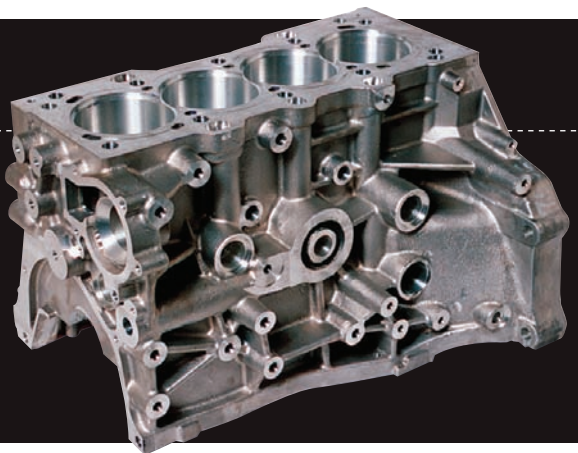
-	4-HONDA-95MM-1771	2-5394-1771-935-827	89mm	5.394"	PREMIUM FORGED	NOTE	DISH	1.181	1-49150	1-49150BI
-	4-HONDA-95MM-1771	2-5394-1771-935-827	89mm	5.394"	PREMIUM FORGED	NOTE	DOVE	1.181	1-49160	1-49160BI

NOTE: PISTON BORE SIZES: 3.189 (Std), 3.199 (.010), 3.209 (.020)



HONDA DART BLOCKS

Dart has produced the first aftermarket block for Honda B-series engines. Dart has addressed all the shortcomings of the factory casting and designed the Dart block specifically for racing and performance use. We use C355-T61 aerospace alloy and incorporated a closed-deck design, dry sleeved cylinders with extra-thick walls and beefed up main webs with steel caps.



KEY	PART NUMBER	MATERIAL	DECK	DESCRIPTION	MAIN CAPS	MAIN BEARING DIAMETER	DECK HEIGHT	CYL BORE DIA
NEW	31496801	ALUMINUM	SHORT DECK	HONDA B-18 BLOCK	STEEL	STANDARD	211.5mm	84.5mm
NEW	31496802	ALUMINUM	TALL DECK	HONDA B-20 BLOCK	STEEL	STANDARD	226.0mm	84.5mm

HONDA FORGED 4340 H-BEAM CONNECTING RODS

In the street or at the strip, using Scat products is vital for your engines performance. Scat offers Pro-Sport H-Beam connecting rods for Sport Compact . . . which features their "Formula 1" inspired design which reduces rotating mass by up to one third and ultimately, generates higher rpm's.



HONDA / ACURA

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
B16A DOHC VTEC, 4CYL.	2-5290-1771-935-827	65290198	5.290	1.771	.827	.935
D16 SOHC VTEC, 4CYL.	2-5394-1771-898-748	65394187	5.394	1.771	.748	.898
B18A DOHC VTEC, 4CYL.	2-5394-1771-935-827	65394198	5.394	1.771	.827	.935
GSR, 4CYL.	2-5430-1771-858-827	65430187	5.430	1.771	.827	.858
K20A2 VTEC, 4CYL.	2-5472-1888-780-866	65472178	5.472	1.888	.780	.866
GSR 1.055, 4CYL.	2-5485-1771-858-827	65485188	5.485	1.771	.827	.858
H22 VTEC A1 LONG, 4CYL.	2-5630-1890-935-866	65630198	5.630	1.890	.866	.935

ARP 2000 3/8" CAP SCREWS

SPORT COMPACT APPLICATIONS

FORGED 4340 H-BEAM & I-BEAM CONNECTING RODS

SUBARU

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
WRX 2.00, 2.2, 4CYL.	2-5138-2047-842-905	65138289	5.138	2.047	.905	.842
ARP 2000 3/8" CAP SCREWS						
WRX 2.5, 2000 & LATER 4CYL.	2-5180-2047-842-905	65180289	5.180	2.047	.905	.842
ARP 2000 5/16" CAP SCREWS						

FIAT

ENGINE	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
PUNTO, GT, 4CYL.	2-5050-1915-1000-866	65050118	5.050	1.915	.866	1.000
ARP 2000 3/8" CAP SCREWS						

MITSUBISHI

ENGINE	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
4G63B, EARLY, 4CYL.	2-5906-1771-1115-827	659061182	5.906	1.771	.827	1.115
4G63B, LATE, 4CYL.	2-5906-1771-1038-866	659061186	5.906	1.771	.866	1.038
ARP 2000 3/8" CAP SCREWS						

NISSAN

ENGINE	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
SR20DE 4CYL.	2-5365-1888-898-866	65365188	5.365	1.888	.866	.898
VQ35DE-350ZX-MAXIMA, 6CYL.	2-5677-2047-817-866	65677288	5.677	2.047	.817	.866
VG30-300ZX-V7, 6CYL.	2-6071-1967-817-866	66071188	6.071	1.967	.866	.817
ARP 2000 3/8" CAP SCREWS						

PEUGEOT

ENGINE	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
106, 4CYL	2-5252-1915-940-767	65252197	5.252	1.915	.767	.940
ARP 2000 3/8" CAP SCREWS						

PONTIAC LE MANS/DAEWOO

ENGINE	PART NUMBER	SHORT NUMBER	ROD LENGTH	CRANK PIN	WRIST PIN	B.E. WIDTH
1.6L GM, 4CYL.	2-5110-1810-862-708	65110187	5.110	1.691	.708	.862
ARP 2000 3/8" CAP SCREWS						





SPORT COMPACT APPLICATIONS

FORGED 4340 H-BEAM & I-BEAM CONNECTING RODS

SATURN

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
SATURN-1.9-116CID 4CYL.	2-5707-1850-966-767	65707197	5.707	1.850	.767	.966

ARP 2000 3/8" CAP SCREWS

TOYOTA

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
1.3TURBOJDM 4CYL., 3/8"	2-4645-1693-818-709	64645187	4.645	1.693	.709	.818
2JZGTE - V7 6CYL., 5/16"	2-5590-2047-1020-866	65590218	5.590	2.047	.866	1.020

ARP 2000 3/8" CAP SCREWS

VW SCIROCCO/JETTA/GOLF

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
1.8 LITER, 1.8T, 4CYL	2-5670-1992-981-787	65670187	5.670	1.880	.787	.981
15 20V, 10V, 5CYL	2-5670-1992-981-787S	65670187S	5.670	1.880	.787	.981

ARP 2000 3/8" CAP SCREWS

VW GOLF/JETTA

ENGINE	PART NUMBER	SHORT NUMBER	ROD PIN	CRANK PIN	WRIST WIDTH	B.E.
1.8 L ABA, 4CYL	2-6244-1992-981-787	66244197	6.244	1.880	.787	.981
2.0 L ABA, 4CYL	2-6260-1992-981-787	66260197	6.260	1.880	.787	.981
2.0 L ABA, 4CYL	2-6260-1992-981-827	66260198	6.260	1.880	.827	.981

ARP 2000 3/8" CAP SCREWS

SCAT AIRCOOLED VW

SCAT VW 3/8" H-BEAM CONNECTING RODS with ARP 2000 BOLTS

VW JOURNAL 2.165"/55mm PART NUMBER	CHEVY JOURNAL 2.000"/51mm PART NUMBER	ROD LENGTH
-	102494-3	5.325"/135.2mm
102502-3	-	5.394"/137.0mm
102512-3	102514-3	5.500"/139.0mm
102532-3	102534-3	5.700"/144.8mm

SCAT VW 5/16" H-BEAM CONNECTING RODS with ARP 2000 BOLTS

VW JOURNAL 2.165"/55mm PART NUMBER	CHEVY JOURNAL 2.000"/51mm PART NUMBER	ROD LENGTH
-	102494-2	5.325"/135.2mm
102512-2	-	5.500"/139.0mm
-	102534-2	5.700"/146.18mm

SCAT VW 3/8" I-BEAM CONNECTING RODS with ARP 2000 BOLTS

VW JOURNAL 2.165"/55mm PART NUMBER	CHEVY JOURNAL 2.000"/51mm PART NUMBER	ROD LENGTH
ICR5394-3	-	5.394"/137.0mm
ICR5500-3	ICR5500-34	5.500"/139.0mm
ICR5600-3	-	5.600"/141.5mm

SCAT TECH LIBRARY

Recently SCAT's competitors have made an attempt at copying SCAT's lightweight Pro Comp, Superlite and Ultralite crank design which have been the standard demanded by top engine builders for 40 years.



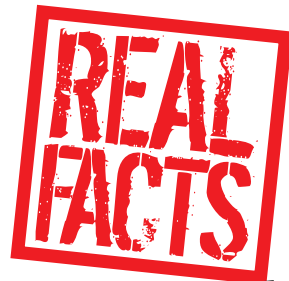
THEIR DECEPTION

That by reducing the weight with their design, they **DID NOT** compromise 2 key elements: **Strength & Rotating Balance AND** that their weight reduction was a reduction of rotating mass.

FACT 1 The lightened overall weight of a crankshaft has no effect on rotating mass, if it is taken off on the centerline of the crank. Their pendulum cut design crosses the center line of the crank which has no rotating value; it only makes the race car lighter and the crank weaker by reducing the cross section between the throw and main.

SCAT's exclusive pendulum counterweight design rotates off center around the main centerline eliminating excess rotating mass. Since the cut is offset from centerline it does not compromise the strength of the cross section between the main and throw.

FACT 2 The hole down the center of the main has no rotating value, only lightens the race car.



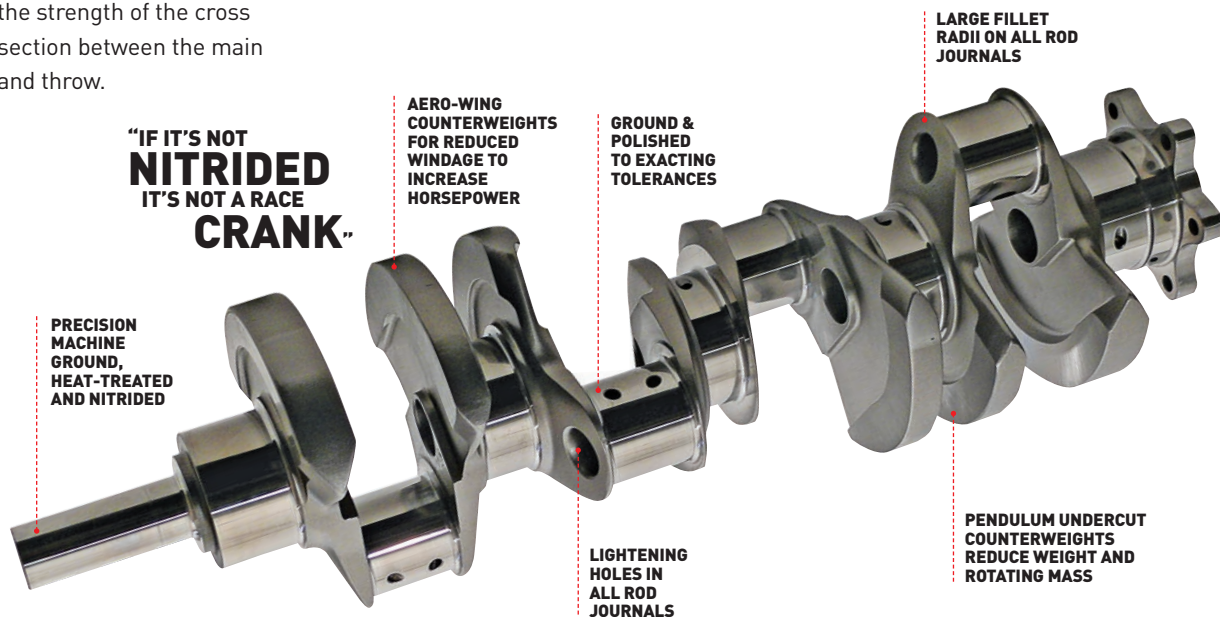
**PRECISION MACHINE GROUND,
HEAT-TREATED AND NITRIDED**

FACT 3 SCAT's engineers have designed a symmetrical counterweight system which moves weight towards the center main of the crank. This prevents power robbing crank flexing that will wipeout bearings, and break cranks and main webbs. By scientifically designing counterweight placement and intensive testing SCAT crankshafts are superior in strength, the finest balanced and lightest in rotating weight and overall weight.

FACT 4 The copycats to reduce weight choose to chop weight off of number 2,3,6,7 counterweights which encourages extreme crank flex and vibration under power and RPM. This cannot be measured on a balance machine and this ultimately leads to failure.

For the finest and most reliable crankshafts, buy your crankshaft from SCAT who has been designing and manufacturing innovative crankshafts for 40 years for the best names in the performance world industry.

**"IF IT'S NOT
NITRIDED
IT'S NOT A RACE
CRANK"**





SCAT TECH LIBRARY

For the last 40 years SCAT has been one of the foremost leaders in innovative crankshaft and connecting rod design.



HOW TO IDENTIFY GENUINE

"SCAT" CRANKSHAFTS AND RODS

With manufacturing facilities in the US and Overseas, SCAT has become the benchmark for others to focus on design, manufacturing, quality and marketing. It is no wonder then that others have copied SCAT's name, trademarks, designs, part numbers, packaging, cataloging, and advertising.



1 GENUINE SCAT CAST CRANKS SCAT name is a cast in raised letters on #1 counterweight or #2 counterweight



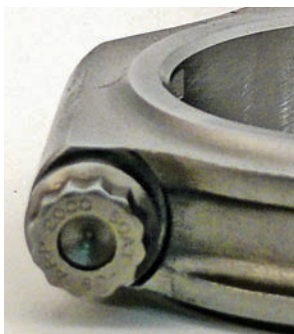
2 GENUINE SCAT BILLET CRANKS AND FORGED CRANKS have Scat name acid etched on the left hand face of number 1 counterweight



3 GENUINE SCAT CONNECTING RODS I-beam rods have the SCAT name forged in raised letters on the beam of the rod along with the length of rod



4 GENUINE SCAT H-BEAM RODS H-beam rods have a serial number laser etched on the cap and beam ending with S.



5 GENUINE SCAT CONNECTING RODS special designed and manufactured bolts by ARP with SCAT name on head of bolts



6 GENUINE SCAT CRANK PACKAGING consists of 350 lb. test box. SCAT cranks are protected with special SCAT rust protective coating, wrapped in rust preventative paper and suspended in the box with SCAT designed 2 piece foam blocks within a box to insure you receive your crank in a ready to use.



7 GENUINE SCAT FLEX PLATES SCAT logo stamped on part

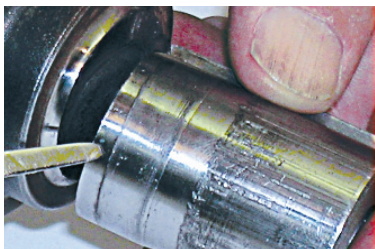
6a ALL SCAT WHITE BOXES are printed with a distinctive design which includes the identification on the end flap with part number, bar code and date of manufacture

In recent months we have had numerous questions and issues raised about the nose of the crank and what can cause it to break.



5 WAYS TO BREAK THE NOSE OF A CRANK

What we have found is that in most cases the crankshaft gets the blame for such failures. But in fact, it is the parts that are being used in conjunction with the crank, it is the additional machining done to the parts that are being used with the crank; it is 99% of the time NOT the crank that caused the crank to break.



1. IMPROPERLY MACHINED CRANK GEARS

A. Chamfer –machined at wrong angle. B. Chamfer machined with too small an angle. C. belt drive gears. The seal sleeve bottoms to the face of the main before the inner face of the gear bottoms against the step in the nose of the crank. All of the above prevents the crank gear from bottoming against the step on the nose of the crank. This leaves a gap between the gear and the step, which allows the crank to flex... A fatigue crack parts. SNAP!!!! The crank breaks.

2. DAMPERS WITH MOVING INERTIA WEIGHTS

A. Fluid, balls, springs; inertia rings with rubber O-Rings, etc. Can you balance a wheel on your race car if the tires are flat???? How can your rotating assembly be balanced? To quote one manufacturer, "These units (Dampers) should not be on the crank for balancing as the inertia weight may not be center until the engine starts." NEWS FLASH!!! Centrifugal force will always take the inertia weight off center no matter what RPM. Your assembly is never balanced. TELL TALE SIGN!!!! Metal transferred on nose outside diameter and damper internal diameter... A fatigue crack starts. SNAP!!! The crank breaks.

3. EXTERNAL BALANCE vs. RPM

A. Rotating weight multiplies as RPM increase. Engines have heavier or lighter balance weights and larger or smaller nose. RPM above 5500RPM is more risky on a Small Block Chevy than a Big Block Chevy. However, as RPM's go up, the weight more and more wants to leave the crank due to centrifugal force. Do not be surprised if at some point fatigue sets in and the nose comes off.

4. DRIVES EXTENDING BEYOND NORMAL DISTANCE ON THE NOSE

A. Multi-stage oil pumps, blowers, etc all have belt drives that require torque off at 90 degrees to center line of the crank. More torque is necessary for driving these things and the further away from main bearing support all leads to multiple of leverage wiggling the nose. Fatigue sets in, nose breaks, blower stops. The Small Block Chevy has the smallest diameter nose and the weakest of all. Note: Blowers take substantially more 90 degree torque than dry sump pumps, therefore, more likely to break noses. Not recommended for Small Block Chevy. If a blower is being used, use a crank with a Big Block nose.

5. IMPROPER BALANCING TECHNIQUE

The counterweights on a crankshaft are designed to work all together as a system within a certain bob weight range. To correct the balance on a crank where the counterweights are too heavy the following should be done.



INTERNAL BALANCE If more than 2 holes are require in each end, the outer diameter of all the counter weights should be turned in a lathe to correct the out of balance condition in all the counterweights. If you try to drill

more holes, you will create a secondary wave which will lead to crank flex and eventually crank fatigue.

EXTERNAL BALANCE The crank is spun with the external balance and flywheel. If it is determined that the assembly is too heavy where the weight is on the damper and flywheel, do not make the correction on the end counterweights of the crank. The out of balance condition is in the damper and the flywheel, which is where it should be corrected. It is very simple to alter the bolt on weight of the damper and drill the balance weight on the flywheel. If these components need to be replaced, simply bolt on the proper weight to the damper and match balance the flywheel which has to be balanced anyway. If you correct in the end counterweights, you will create a wave in the crank which will wiggle the nose of the crank which well eventually start a fatigue which will snap the crank.



AND THIS IS WHY WE ARE INTRODUCING THE SCAT BALANCED ROTATING ASSEMBLY



SCAT TECH LIBRARY

Some in our industry induction harden their crankshafts or as it is sometimes referred to, "tough" harden the cranks.



REAL PERFORMANCE CRANKS ARE NITRIDED

SO... JUST WHAT IS INDUCTION HARDENING?

Induction hardening goes back to ancient times when the sword makers heated up the sword cherry red and threw it into a bucket of water to quench it hard. How many sword fights have you seen in the movies where the sword, with one blow, breaks in two.

Imagine that is your crankshaft instead of a sword!!!!
Fast forward. Some manufacturers use an open flame "torch" to heat the journal cherry red. This only heats the journal $\frac{3}{4}$ of the circumference. Others use an electric induction coil that heats the complete journal diameter. Some only harden the throws... others harden the throws and the mains.

"THEY ALL HAVE THE FOLLOWING IN COMMON"

Every journal that has been heated cherry red has been heated above the critical temperature used to bring the core metal of the crank to its maximum strength. Since this induction heating is done on all the journals and the temperature is not controlled, and since the crank has thick and thin sections when it is dumped in the water or glycol, the crank now has major stress areas throughout, a result of uneven cooling.

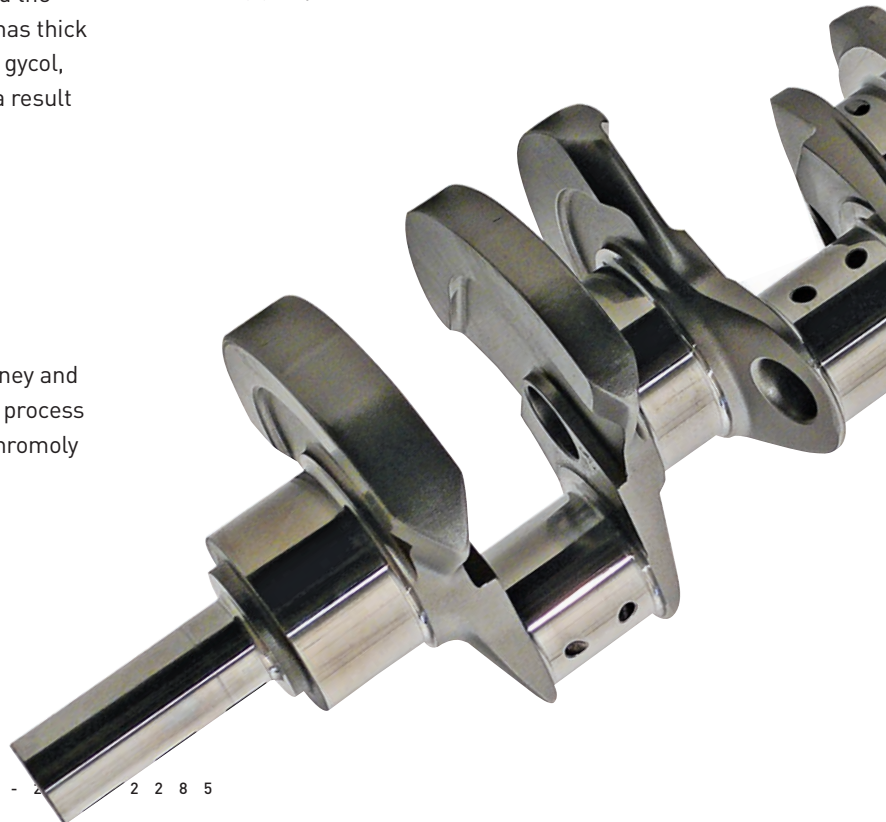
RESULT...

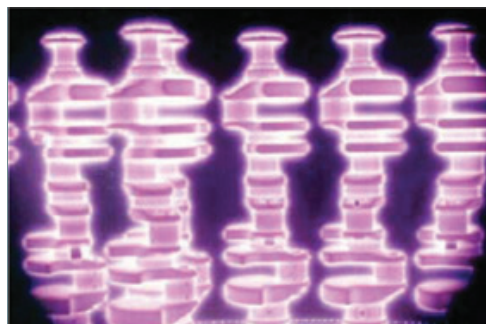
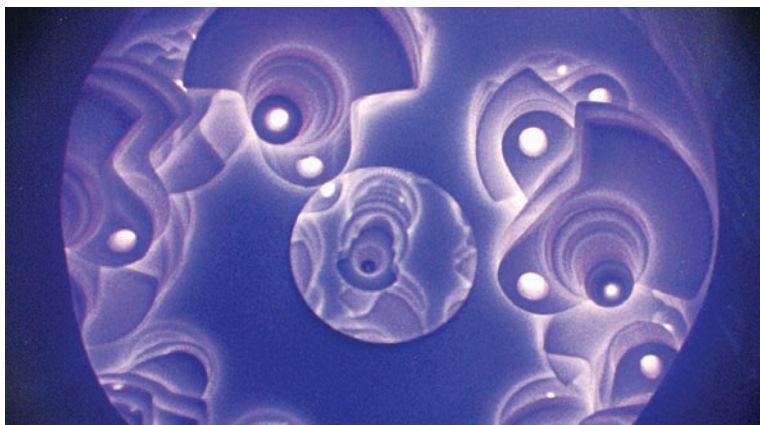
- Uncontrolled flexing.
- Main cap walk.
- Uneven wear pattern on main bearings.
- Premature cracking and breakage.
- The use of expensive alloy steels is a waste of money and meaningless. Induction hardening by the heating process took all the strength and good properties of the chromoly away that you thought you were purchasing.
- For sure you do not see any NASCAR team using induction hardened cranks.

**SO... WHY DO CRANK
MAKERS USE INDUCTION
HARDENING WHEN THEY
KNOW THEY ARE NOT
GIVING THEIR CUSTOMERS
THE PERFORMANCE CRANK
THEY ARE PAYING FOR?**

THE ANSWER IS SIMPLE... THE PROCESS IS CHEAP

It requires very low energy cost. It is done in a matter of minutes. It requires unskilled labor, very inexpensive low tech equipment, not expensive gases. And more important to the racer, it can be done to any metal without fear of scrapping the crank. But, how do you know you are getting the chromoly you paid for?





ION NITRIDING SHOWN - WHAT YOU CAN SEE IS THAT THE ENTIRE CRANK IS GETTING TREATED EVENLY THROUGHOUT.

SO... WHAT THE HECK IS NITRIDING?

The nitriding process, unlike induction hardening, is done in an oven. The cranks are suspended in a closed chamber which is lowered into the furnace for heating. At a determined temperature, ammonia and nitrogen gas is introduced into the chamber and circulated all around the cranks and chamber. This heated gas reacts with the carbon on the surface of the crank at a depth of approximately .010, making the surface hard.

Nitriding treats the crank evenly from top to bottom and side to side. It sets up a surface tension that stiffens the crank and increases the fatigue life by 18% to 20%. Induction hardening sets up stress risers that lower the fatigue life.

The process is expensive. The equipment is very high tech and is computer controlled. It has high energy and labor cost. Typical cycle time is 24 or more hours in the furnace. It uses expensive ammonia and nitrogen gas. The process is designed for each specific alloy steel. If the steel is not to spec, the crank will come out of the oven bent, broken or swollen. In reality, the nitriding process is SCAT's 100% check of the steel to make sure that each crank a customer receives is exactly what we say it is.

ARE THERE ANY DOWNSIDES TO NITRIDING? AND THE ANSWER IS YES, THERE ARE TWO.

1) If you have failure and the crank requires regrinding to restore surface hardness, you must re-nitride the crank. But then the crank is new again. Some say you should have more confidence in yourself than planning to rebuild before you have even run the engine for the first time.

2) Cost... You know the saying... You get what you pay for. There is no question a nitriding process is more costly. SCAT is committed to excellence and therefore will not compromise the quality of our crankshafts by using an inferior heat treating process to save money. By using high tech equipment and processing we are able to furnish our customers the finest performance cranks at an affordable cost.



NITRIDING IS DONE AT A TEMPERATURE THAT IS LESS THAN THE CRITICAL TEMPERATURE WHICH, UNLIKE INDUCTION HARDENING RETAINS MAXIMUM STRENGTH OF THE CORE OF THE CRANK.



SAY NO TO CROSS-DRILLING

THE SHORTEST DISTANCE BETWEEN TWO POINTS IS A STRAIGHT LINE

Nowhere is this more true than in the straight shot oil system designed into all SCAT cranks. With the throw at 12:00 the oil enters the main bearing between 6:00 and 9:00 depending on journal size and stroke. The oil passage goes straight to the throw and exits at approx 1:30 to 2:00. RPM of the crankshaft unlike cross-drilling has no effect on oil delivery to the throw

WHAT IS CROSS-DRILLING?

Cross drilled cranks have oil feed holes drilled completely throughout the journals. Sometimes mains only and sometimes mains and throws. An angle hole is then drilled from the throw to the main on the centerline of the crank. Some think this system, because both ends of the cross drilled hole are exposed to oil supply, will ensure continuous supply of oil to the rod journal.

WRONG!!

Pressurized oil must enter the main journal and overcome centrifugal force of rapid acceleration of RPM to reach the center of the crank before the oil can travel to the throw. Only increased oil pressure will overcome the "crack the whip effect". In most cases it will not and the result is a very expensive rod failure. For sure you do not see any NASCAR team using cross-drilled cranks.

SCAT'S COMMITMENT

SCAT is committed to manufacturing only the highest quality crankshafts and we WILL NOT cross drill cranks even though the process is easier and cheaper.





FIVE MINUTES WITH... TOM LIEB

TOM, CAN YOU TELL US A LITTLE BIT ABOUT THE BACKGROUND OF SCAT?

We started in the early '60s. We started making crankshafts in 1966, we started making connecting rods in '71 or '72, and we moved forward from there. There are actually several different things that we do at SCAT. We have the Volkswagen product line, and then we have the engine parts.

HOW DID THE BUSINESS START?

Originally, I started the business when I was in college, and in those days you built hot rods with junkyard parts. With my own hot rod and trying to support myself, it was a lot more profitable to buy and sell parts than to work in a service station. When I got out of school, the Los Angeles area was a hotbed of engine and component part rebuilders. With a combination of the hotrod stuff and the rebuilder stuff, we got into the engine business. Volkswagen was an offshoot of that, supplying engine components and finding that there was a market there.

GETTING STARED IN MANUFACTURING IS CAPITAL-INTENSIVE UNDERTAKING. HOW DID YOU GET YOUR FEET OFF THE GROUND?

In those days you didn't have the technology that we have today. It wasn't a matter of buying a CNC machine; there weren't any. When we built special crankshafts, for strokers, we welded the strokers, and we welded on center counterweights. We had a crank grinder, we bought a flame cutter to cut out the counterweights, we bought a good wire-feed welder, and we could make anything. When I look back at how we made crankshafts. It was really something. Back then, a brand-new crank grinder was \$12,000 to \$13,000.

Today, we have 14 Berco grinders, and they are \$120,000. Our first crank grinder I bought used for \$1,000.

HOW HAS THE MANUFACTURING OF ENGINE COMPONENTS EVOLVED OVER THE YEARS?

As time goes on, if you are to be a successful manufacturer, you have to invest in technology, and keep up with technology, and you have to constantly find better ways of doing things, which means you need to buy more productive equipment. We bought our first NC lathe in 1972. NC was where the machine worked on punched tape, and later, when the computers came along, the machines went to CNC. The machine became more productive; they could do more things and were more sophisticated. It took more money to buy them, but they are more productive, which allows us to make better parts.

FOR THOSE WHO ARE NOT FAMILIAR WITH SCAT, WHAT DO YOU MANUFACTURE IN THE ENGINE PARTS' LINE?

Well, 70 percent of our business is crankshafts, rods, and rotating assemblies. Over the years we have manufactured complete engines; we've made engine blocks. We started the Volkswagen engine in the midgets in 1973, and we ended up making that engine complete. We made the engine case, the heads, the crank, the rods, the cam, the block—we made it. As time went on, we built the V4 engine, which again was a complete engine. Our facilities here are capable of making any engine part.

SCAT OFFERS A WIDE VARIETY OF CRANKSHAFTS; CAN YOU GIVE US SOME INSIGHT ON THE CRANK LINE?

We have four different levels of crankshafts: cast cranks, basic

forged cranks, custom forged cranks, and billets. Obviously a billet is made for a very serious racer, and billet is also done for prototype and pre-production. Right now we are doing a 2010 model-year engine for a new vehicle from one of the Big Three automakers. We do all of the pre-production, prototype, and development work with the auto manufacturers, and they are always billet crankshafts. We also supply them with components for their crate motor.

COMPLETE ROTATING ASSEMBLIES SEEM TO BE GETTING MORE POPULAR. WHAT ARE SOME OF THE FACTORS LEADING TO A MORE TURNKEY PRODUCT?

First, people have a hard time trying to find someone they trust to do the job, and when they do it is always a one-off. The costs are substantially greater when you have to set up for a different engine each time. From the standpoint of being able to provide a customer with a proper rotating assembly that's ready to go, so all he has to do is wash the parts and assemble it, we can do it more economically, give him a better product in the end, and have him satisfied that things are good. This is why the rotating assemblies are as popular as they are growing.

WHAT ARE SOME IMPORTANT FACTORS FOR THE PERFORMANCE INDUSTRY AS A WHOLE GOING FORWARD IN THE FUTURE?

The challenge is bringing young people into the marketplace, and letting them know how much fun it is.



**SCAT ENTERPRISES CATALOG SHOWCASE**
U.S. CRANKSHAFT ORDER FORM**ORDER FORM**

NAME:		DATE:	
ADDRESS:		PHONE #:	
		QUOTE #:	
CUSTOMER PRICE LEVEL:		SALESPERSON:	
ENGINE TYPE:		FORGED OR BILLET:	FORGED: <input type="checkbox"/> BILLET: <input type="checkbox"/>
STROKE:		APPROX HORSE POWER:	
COUNTERWEIGHT STYLE:	PRO STOCK: <input type="checkbox"/> PRO COMP: <input type="checkbox"/>	SUPERLIGHT <input type="checkbox"/>	FEATHERLIGHT: <input type="checkbox"/> Q LITE: (QUOTE) <input type="checkbox"/>
ROD JOURNAL DIAMETER:		ROD LENGTH:	
ROD JOURNAL WIDTH:		MAIN JOURNAL DIAMETER:	
ROD WIDTH:		GRAY IS FOR INTERNAL SCAT USE ONLY	
ESTIMATED DELIVERY:		DEPOSIT AMOUNT, IF REQUIRED:	\$ 0.00
PART NUMBER:		PRICE BEFORE OPTIONS:	\$ 0.00
CRANKSHAFT OPTIONS:			
CENTER COUNTERWEIGHTS:		YES: <input type="checkbox"/>	
TAPERED COUNTERWEIGHTS:		YES: <input type="checkbox"/>	
SPECIAL KEY WAY:		YES: <input type="checkbox"/>	
SPECIAL CRANK NOSE:		YES: <input type="checkbox"/>	
GUN DRILLED MAINS (BILLET ONLY):		YES: <input type="checkbox"/>	
BALANCE CRANKSHAFT INTERNAL OR EXTERNAL (HOLE STYLE):		YES: <input type="checkbox"/>	
BALANCE CRANKSHAFT INTERNAL OR EXTERNAL (NO HOLE STYLE):		YES: <input type="checkbox"/>	
OTHER:		YES: <input type="checkbox"/>	
TOTAL PRICE:			\$ 0.00
SPECIAL INSTRUCTIONS:			
SCAT APPROVAL: SALES MANAGER:		DATE:	
SCAT APPROVAL: PROD MANAGER:		DATE:	
SCAT APPROVAL: FINANCE MANAGER:		DATE:	
CUSTOMER SIGNATURE:		DATE:	
Customer signature above or via E-mail indicates acceptance of crankshaft specifications indicated above and price per attached order acknowledgement. Custom cranks are NON-CANCELLABLE - carefully DOUBLE check specifications above.			

THE POWER OF U.S. CRANKSHAFT MANUFACTURING . . . LOCATED IN REDONDO BEACH, CALIFORNIA, USA

1400 KINGS DALE AVE. REDONDO BEACH, CA 90278, PHONE: 310-370-5501 • FAX: 310-214-2285

WWW.SCATCRANKSHAFTS.COM



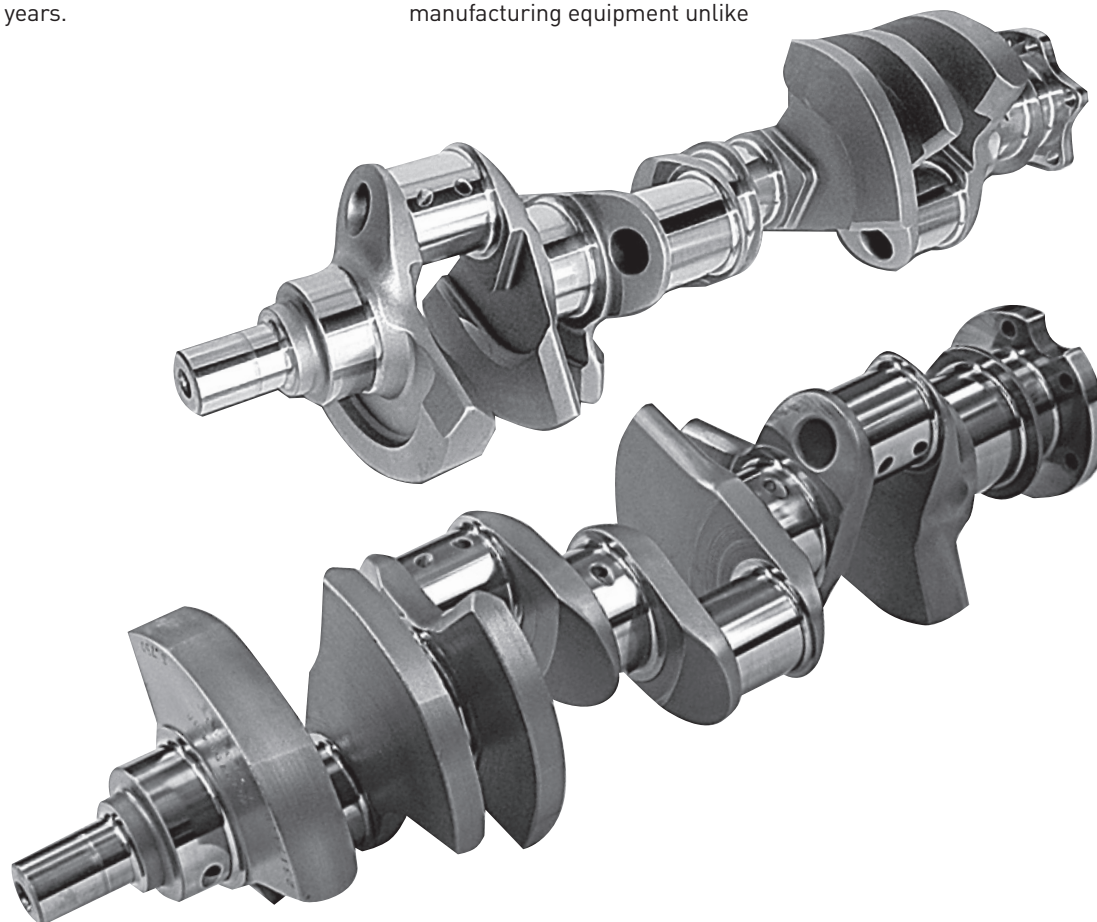
"PROTECT THE CORE"

SCAT Enterprises, Inc. has been manufacturing and distributing crankshafts, connecting rods and engine components for the automotive aftermarket since 1962. SCAT's newest division, U.S. Crankshaft was established in 2009 to answer the unprecedented growth of SCAT's custom line of billet and forged crankshafts. U.S. Crankshaft by SCAT has been making crankshafts from raw billets and forgings for over 45 years.

SCAT also offers a complete line of connecting rods in H-Beam & I-Beam designs and over 1,200 rotating assembly and block combinations for Chevy, Ford, Chrysler, Pontiac and Honda applications. Complete balancing is available for any SCAT rotating and block assembly . . .

U.S. Crankshaft has 2 complete crankshaft manufacturing lines to serve you. At the heart of these lines are specialized crankshaft manufacturing equipment unlike

equipment found in our competitor facilities, the centerpieces of which are 2 American GFM crankshaft milling machines. These machines weigh 60,000 pounds, sit on 6 feet of concrete and have 100hp on demand. The cutting technology of these machines allows U.S. Crankshaft to machine your custom crankshaft stress free and to exacting stroke and index tolerances.





SCAT ENTERPRISES CATALOG SHOWCASE VOLKSWAGEN RACING PRODUCTS & CUSTOM ACCESSORIES



ONE OF THE ORIGINAL FOUNDERS OF VW AFTERMARKET PARTS

SCAT, ONE OF THE ORIGINAL FOUNDERS OF THE VW AFTERMARKET, OFFERS A COMPREHENSIVE LINE OF AFTERMARKET PARTS FOR VW.

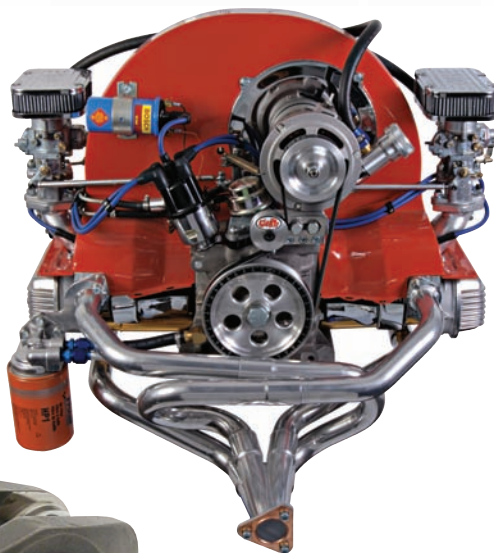
Our "0-MILE" Turn-key engines are made from all new component parts and are available for 1600cc to 2322cc. You will not find any re-built parts in a SCAT 0-MILE turn-key engine. Our engines are all pre-run and professionally tuned by SCAT's team of dedicated engine builders.

SCAT OFFERS A COMPLETE LINE OF PERFORMANCE PARTS, INCLUDING

- Long blocks, engine cases, crankshafts and connecting rods.
- Clutches & flywheels.
- Camshafts, Hi-Rev lifters pushrods, valve train components and rockers.
- Split-port cylinder heads and accessories.
- Complete carburetor systems.
- Crank pulley and accessories.
- Fan shrouds and exhaust systems.
- Electrical and transmission.

SCAT . . . has it all.

SCAT is dedicated to continuing our quest for excellence to keep the Volkswagens running and performing at the highest level.



PROCAR
by *Scat*

PROCAR CUSTOM SEATING SYSTEMS

SINCE 1982, PROCAR HAS BEEN THE TOP CHOICE FOR AUTOMOTIVE SEATING.

No other aftermarket seat can come close in terms of style, comfort or quality at such an affordable price.

SENSIBLE STYLING

is the hallmark of a Procar seat. The clean, classic lines will compliment the interior of any automobile street rod, cruiser, pony car, muscle car, jeep, off-road buggy, truck or sport compact....Procar seats always look like they were meant for your car!

AN AFFORDABLE ALTERNATIVE

to your ratty old original equipment, Procar® seats won't bust the budget on your restoration project. Easy installation, with custom mounting brackets available for over 3,000 applications means you'll save money and gain the satisfaction of doing the job yourself.

"The all-steel, TIG-welded frame is electrostatically coated for strength and durability. Premium grade fabrics and stitching will stand up to years of wear and tear"

HOT RODS

VOLKSWAGEN

MUSCLE CARS

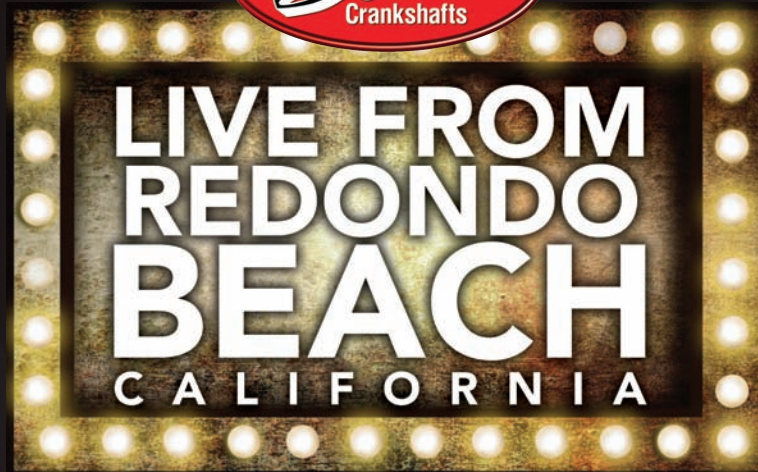
OFF-ROAD

SPORT -COMPACT

UPGRADE THE QUALITY AND COMFORT

of your vehicle when you go with a Procar® seat installation. The all-steel, TIG-welded frame is electrostatically coated for strength and durability. Premium grade fabrics and stitching will stand up to years of wear and tear. Ergonomically shaped cushions made with hi-density, injection-molded foam ensure comfort with the proper support. Along with having a great line of performance seats, SCAT is one of the leading manufacturers of aftermarket performance parts. SCAT's long list of offerings include crankshafts, connecting rods and accessories for Chevy, Ford, Chrysler, Pontiac, Sport Compact, VW and more. To see our complete line, visit us on the web at www.scatenterprises.com.





THANK YOU FOR CHOOSING
SCAT CRANKSHAFTS



SCAT ENTERPRISES INC

1400 KINGS DALE AVE / REDONDO BEACH / CA 90278 /
PHONE 310.370.5501 / FAX 310.214.2285 /

W W W . S C A T E N T E R P R I S E S . C O M

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