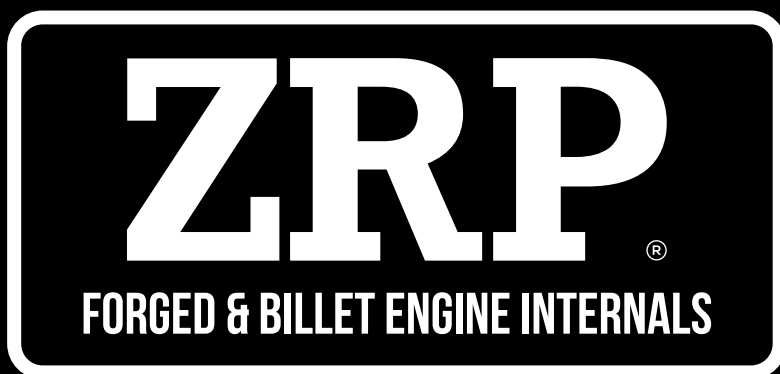




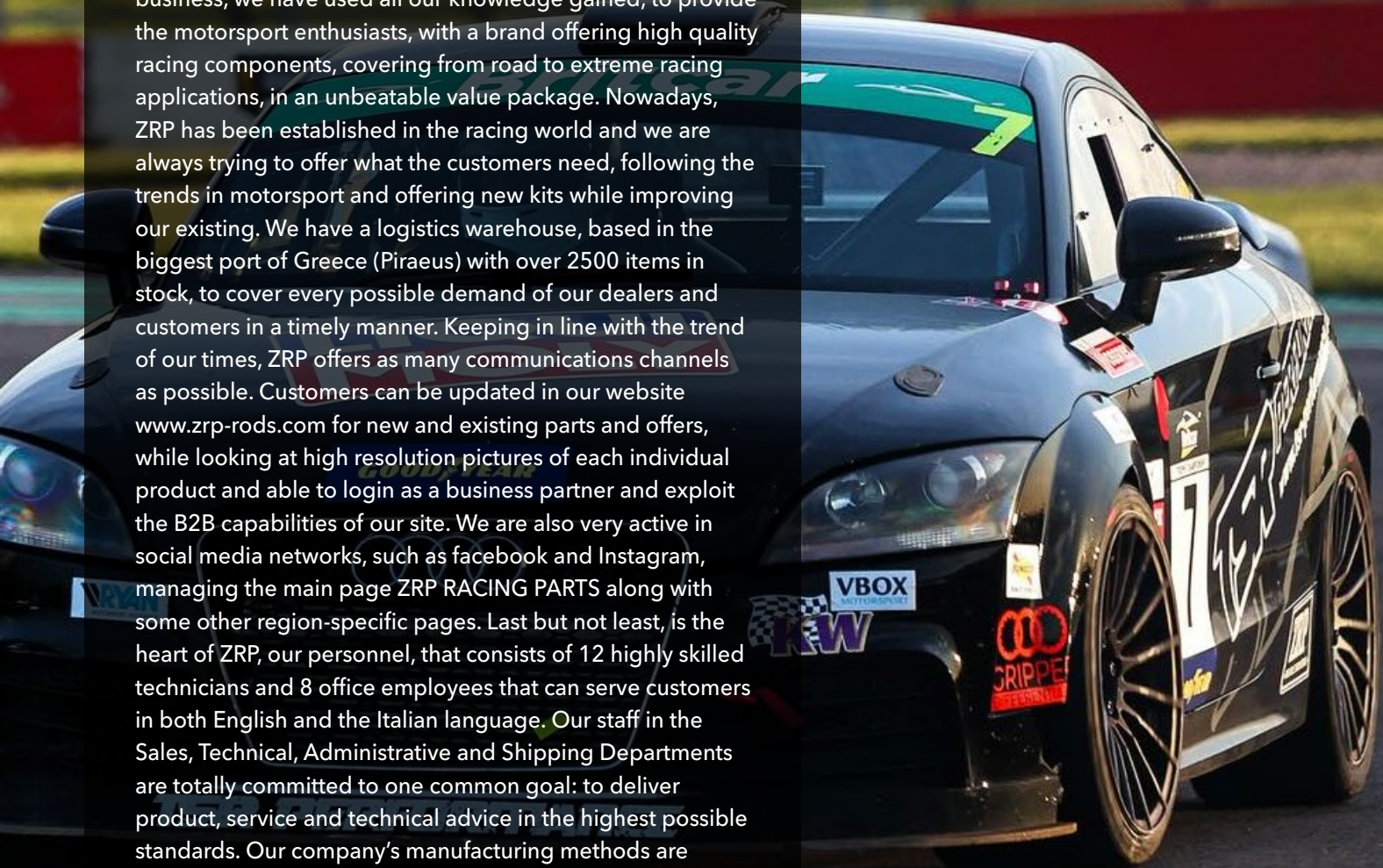
2024 CATALOG

FORGED AND BILLET ENGINE INTERNALS



MOTORSPORT IS NOT JUST BUSINESS

After more than a 60 years in the engineering and machining business, we have used all our knowledge gained, to provide the motorsport enthusiasts, with a brand offering high quality racing components, covering from road to extreme racing applications, in an unbeatable value package. Nowadays, ZRP has been established in the racing world and we are always trying to offer what the customers need, following the trends in motorsport and offering new kits while improving our existing. We have a logistics warehouse, based in the biggest port of Greece (Piraeus) with over 2500 items in stock, to cover every possible demand of our dealers and customers in a timely manner. Keeping in line with the trend of our times, ZRP offers as many communications channels as possible. Customers can be updated in our website www.zrp-rods.com for new and existing parts and offers, while looking at high resolution pictures of each individual product and able to login as a business partner and exploit the B2B capabilities of our site. We are also very active in social media networks, such as facebook and Instagram, managing the main page ZRP RACING PARTS along with some other region-specific pages. Last but not least, is the heart of ZRP, our personnel, that consists of 12 highly skilled technicians and 8 office employees that can serve customers in both English and the Italian language. Our staff in the Sales, Technical, Administrative and Shipping Departments are totally committed to one common goal: to deliver product, service and technical advice in the highest possible standards. Our company's manufacturing methods are certified with TUV ISO9001 and the International Certification Network IQNET.



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FORGED CONNECTING RODS

ZRP connecting rods are forged from 4340 high tensile steel. All rods are now fitted with industry-leading AMPCO 18 bushings. They are designed for high performance and extreme durability offered in H-beam and I-beam shapes. They are shot peened to relieve stress from the material and multi-stage heat-treated to increase rigidity, offered in “standard”, “Heavy-Duty” and “pro-series”. Our connecting rods are capable of great power figures but priced reasonably from the racer to the everyday user. ZRP connecting rods come with industry-standard ARP2000 bolts. Customers can upgrade per request to L19 or CA625+ at an additional cost.

ALL CONNECTING RODS HAVE THE FOLLOWING FEATURES

- Two-Piece forging for great strength.
- CNC machining for superior tolerances as tight as 0.0002”.
- Bend and twist are tightly controlled.
- Center to center is maintained to .001” tolerance.
- Shot peened to relieve stress from the material.
- Double ribbed caps for added strength.
- Magnaflux Inspection guarantees the consistency of the forged material.
- Lipped cap: Big end rigidity improvement using bigger contact area between cap and con-rod body.
- Multi-Stage Heat Treat for maximum strength and dimensional stability.
- Finished, Machined, and honed with Sunnen machine.
- Finite Element Analysis FEA Computer-generated stress analysis of con rods.
- Optimal balancing for weight matched sets ± 1 gram.



PRO-SERIES

Pro Series conrods, aimed for extreme applications. Built from the finest raw materials with a specially optimized shape that also accommodates. The industry-standard size 3/8" cap fasteners are in L19 material in all applications as standard. For those who are not familiar with 817M40T, it is high-tensile alloy steel renowned for its wear resistance properties. It's a popular grade of through-hardening alloy steel due to its excellent machinability in the "T" condition, the hardness is in the range of 248/302 Hb. The 817M40T-EN24T can be further surface-hardened by induction or nitriding processing to create components with enhanced wear resistance. These qualities make it the finest material for Con-rods manufacturing, where high-strength properties are required.



HEAVY DUTY

Built from the finest raw materials with a specially optimized shape which also accommodates, the industry standard, 3/8" bolts in all applications. The design of these rods has been developed, based on our experience, individually to each application in order to optimize the design depending on each engine's character. The Heavy-Duty series conrods are beefed up in their cross members wall thickness and all other critical areas, in order to withstand extreme horsepower figures of more than 240ps per cylinder!

I STANDARD

It is more economically priced but without compromising quality and performance.

The shape is optimized depending on the model; some have an H-beam shape, and others have an I-beam shape.

The design is customized for weight and rigidity depending on the application and whether it is for turbo or N/A use.



BILLET CRANKSHAFTS

The ZRP crankshafts are **manufactured** from aerospace grade **4340 solid** billet steel and **EN40B**.

No compromises have been made to the quality of the material in order to ensure the best possible product.

Based on our vast experience, they are designed carefully to provide the best possible engine performance.

Our crankshaft production process consists of detailed inspections to ensure the best quality and tolerances for perfect fitment. We use CNC machining for precise results, multi-stage heat treatment, ION (Plasma) Nitriding for hardening and heat treatment for superior wear resistance, Magna-fluxing for flawless surface finish, Shot peening for stress release, Micro-polishing for longer bearing life.

Finally, they are sonic tested and X-rayed to ensure a reliable end product.

We offer many different crankshaft designs, from knife-edged to stepped counterweights, depending on the application, whether it is turbo or N/A, drag or drift, rally or hill-climb, we have the preferred design for you!

All designs feature straight oil holes for best oiling to the rod journals and are all balanced to 1gr.cm +/- 0.1 for the four cylinders and 2gr.cm +/- 0.1 for the six cylinders using the state-of-the-art Sunnen machines.

All ZRP crankshafts are fully balanced and ready to install.



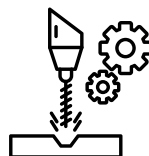
TECHNICAL FEATURES



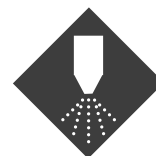
Micro-polishing for
longer bearing life



Ultra-Sonic
tested and x-ray



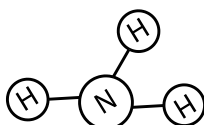
Full CNC
machining



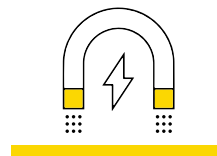
Shot peening
for stress release



Multi-stage heat treatment
for superior wear resistance



ION (Plasma) Nitride
process for hardening



100% Magna- fluxing for
flawless surface finish



FORGED PISTONS SUPERSPORT SERIES



As the name suggests, these are developed for mild to high tuning mainly for road or club race cars that want to develop their engine for high mileage and/or street use. These are designed by ZRP engineers and manufactured in Germany from 4032 (T6) high-silicon, low expansion alloy. This allows the engine builder to run a closer piston to bore clearance, thus producing a better seal. This helps remove the slapping noise during cold start, common place among engines running forged pistons due to larger than OE bore clearances.

We have chosen Round Style Skirt design for Turbo Application and X-Style skirt for Natural aspirated engines, with over size and deeper valve pockets to allow even the most extreme camshaft profiles to be used. They have offset pins for quiet operation and the wrist pins are made from 9310 alloy. Other features include Anti-detonation grooves to protect the first rings, gas pressure accumulator groove for better ring seal and vibration relieve.

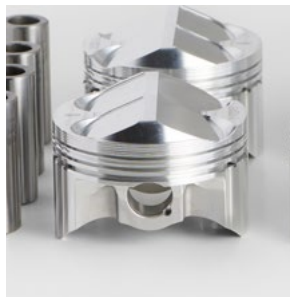
Premium Japanese quality 1.00mm x 1.20mm x 2.80mm ring package included.

Optional coatings available per request:

Thermal barrier coating "Blast Off Bronze" / Moly Side-Skirt and Under-Crown coating "Stealth Black"

TECHNICAL FEATURES

- Clip cuts on the edge of the pistons on the intake side.
- Anti-detonation grooves act as small pressured gas reservoirs to keep the piston from rattling at high rpm, damaging the cylinder's top and rounding the piston's top edge. This also helps reduce detonation waves, protecting the first ring from damage (Long wear life and performance).
- Gas pressure accumulator groove in the 2nd ring land. this acts as a shock absorber using the residual combustion gasses to improve the ring seal and relieve the first ring from vibration. this, as an effect, has a longer wear life.
- Horizontal slots in the pin bore allow oil to enter between the wrist pin and pin-bore area.
- Full round skirt design with the bottom reinforcing band for High Hp and boost applications (turbo application).
- 4032-T6 high-silicon / low-expansion alloy.
- Precision CNC machined ring grooves.
- Pistons designed to optimize squish for longer engine life and increased horsepower potential.
- Valve pockets designed to allow oversize valves and high lift camshafts.



FORGED PISTONS AP SERIES

COLLABORATION WITH



ZRP, in collaboration with Wiseco, created unique pistons made from dedicated forgings, an offering specifically destined for the most demanding racer.

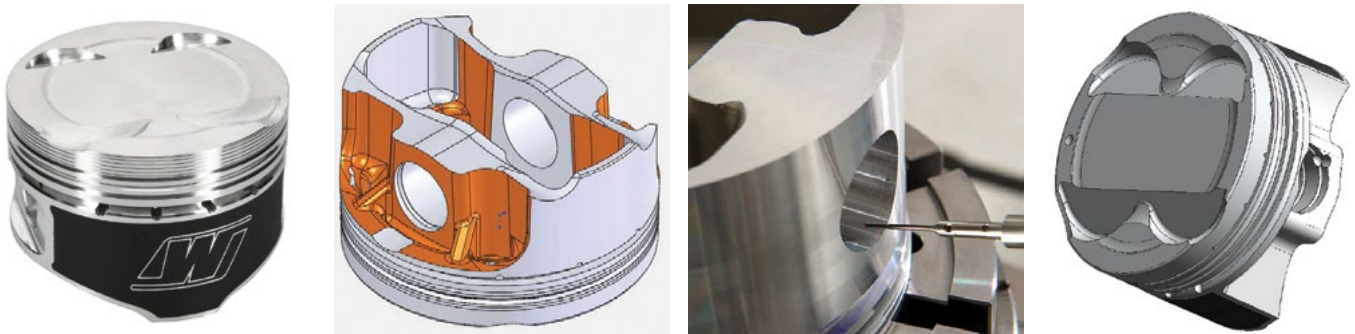
The AP Series pistons from ZRP are specifically designed for high horsepower setups, making them ideal for those seeking maximum performance. These pistons feature H13 or 9310 upgraded pins and share many advanced features in the Wiseco HD1400 series, ensuring exceptional durability and performance under extreme conditions.

Each AP Series piston includes an anti-friction ArmorGlide skirt coating to minimize scuffing during break-in and reduce friction on the cylinder wall. It also includes the new Armor Plating Piston Coating, which gives it a bronze tint on the top and wrist pin bore.

The AP Series pistons come with more standard features than others on the market and are priced more affordably than many competitors !

TECHNICAL FEATURES

- 2618 Low-Silicon / High-Expansion alloy
- Upgraded 9310 or H13 wrist pins / 5.34mm Wall Thick.
- Dedicated forgings for lightweight pistons with superior strength and optimal design.
- Gas pressure accumulator and Anti-Detonation grooves.
- Offset pins for quiet operation.
- Oversize and deeper valve pockets.
- Premium 1.0 x 1.2 x 2.8 rings included.
- ArmorGlide skirt coating.
- ArmorPlating piston coating.
- Valve pockets designed to allow oversize valves and high-lift camshafts.
- Made in USA.



AP SERIES SKIRT COATING



ArmorGlide, a dry-film lubricant applied to the piston skirt, helps reduce friction, improve performance, and quiet down the piston in the cylinder bore. The coating is permanent, as it's applied with a unique computer-controlled screen-printing process designed not to compromise the piston's base material, geometry, or heat treatment.

The piston is fully machined to the designated outside diameter before the coating is applied in-house at Wiseco's manufacturing facility. The exact depth of the coating is kept proprietary, but it does conform to the detailed skirt shape and profile specific to each application.

Features

Wiseco developed a moly-based, solid film lubricant.

Permanently bonded to the piston.

Seizure resistance, friction reduction, and quiet operation.

Less piston rock reduces noise and increases power!

AP SERIES PISTON COATING



Armor Plating piston coating is an abrasion-resistant plating that raises the hardness of the aluminum, increases the durability of the ring grooves, prevents micro-welding of the piston rings, reduces carbon buildup, and combats corrosion caused by detonation.

- Applied to the critical parts of the piston.
- Reduces the effects of detonation on the piston dome.
- Lowers the temperature of the piston crown (20c on average).
- Creates a hard, smooth surface for the rings to rest on.
- Prevents micro-welding of the rings in the ring grooves.
- Available on custom applications as well.

New ArmorPlating by Wiseco reduces the ill effects of high heat in turbocharged pistons!



STROKER KITS

ZRP stroker kits are specifically designed to satisfy the demanding needs of the professional racer or the everyday driver alike, by giving a significant advantage of extra displacement to your engine.

Our engineers have combined the highest quality materials and the latest forging and machining techniques to produce these kits. ZRP has focused on European and Japanese engines and has expanded the range of stroker kits to fulfill the racing industry's needs. Stroker kits, depending on the engine's use, come with either H or I-beam connecting rods and Wiseco AP Series 2618 alloy or ZRP Supersport Series 4032-T6 alloy forged pistons.

All components in the stroker kit adhere to the strictest quality assurances.



THERE IS NO REPLACEMENT FOR DISPLACEMENT!



WE DISTRIBUTE THE **BEST BRANDS**



At ZRP / Drakos Engineering, we offer high-performance engine parts from top brands like Athena, ACL, ARP, Ferrea, Supertech, LA Sleeves, Wiseco and Wössner.

We keep a large stock to serve clients worldwide quickly and reliably through our online store or B2B portal.

We work with these prestigious brands to enhance our rod and crankshaft offerings, including custom-made ARP fasteners with part numbers starting with 117-XXX, exclusively for ZRP customers.

As the exclusive distributors of these brands in our domestic markets, we offer unmatched service and expertise.



- Forged pistons
- Piston rings
- Piston pins



- Racing head gaskets
- Performance gasket sets



- Engine valves
- Valve springs
- Retainers
- Followers
- Valve guides
- Shims



- Main bearings
- Rod bearings
- Thrust
- Oil pump



- Head studs & bolts
- Main studs & bolts
- Flywheel bolts
- Rod bolts
- Cam tower bolts
- Harmonic damper bolts



- Forged pistons
- Piston rings
- Piston pins



- Engine valves
- Valve springs
- Retainers
- Valve guides
- Rocker



- Cylinder sleeves

MISCELLANEOUS

Block Guard

1.6L Mini Cooper R56

1.6L Peugeot 207 RC

1.6 Citroen DS3

SKU: BG-207



Made from high strength, high corrosion resistance 6061 aluminum alloy and CNC machined, ZRP's block guard for EP6 open deck motors, protect cylinder walls from flexing and cracking.

The block guard fills the gap covering the outer side of the cylinder wall and the rest of the block, while it provides maximum engine cooling allowing high water flow to avoid cylinder hot spots.

Main Bearing Girdle Kit

VW 1.8T 20v

VW 2.0L TFSI Gen. 1/2

SKU: Girdle-VW-6-KIT



The plate is made from very high strength aircraft 7075-T6 aluminum and requires no chain, sprocket, or new pump. The crankshaft reinforcement plate fitting into the 6 central main caps and **do not need any modifications.**

The kit includes spacers and ARP 2000 studs for all main caps.

CONNECTING RODS

ALFA ROMEO

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
2.5L Alfa 75 & GTV V6 / 3.0L 164 24v												
R-ALF-004H	H-Beam	131.00	22.00	55.50	24.80	478	6	3/8"	ARP2000	-	-	AR064-12

2.5L Alfa 75 & GTV V6 / 3.0L 164 24v

R-ALF-005-I	I-Beam	148.04	22.00	51.37	21.94	498	4	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End	4C, 940B2000, 940A1000, 939B1000, 960A1000
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AUDI / VOLKSWAGEN

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
1.4L TSI (EA111) '2012-Pre'												
R-VW-004-H	H-Beam	144.00	19.00	50.60	23.00	467	4	5/16"	ARP2000	-	Non-Rifle Drilled Rods	CAVD, CAXA, CAVA, BLG, CAX, CAV, CVA
R-VW-004-HR	H-Beam	144.00	19.00	50.60	23.00	457	4	5/16"	ARP2000	-	Rifle Drilled Rods	CAVD, CAXA, CAVA, BLG, CAX, CAV, CVA

1.4L TFSI (EA211) '2012-Current'

R-VW-005-I	I-Beam	140.02	19.00	50.60	20.00	397	4	5/16"	ARP2000	-	Tapered Pin End	CZCA, CPTA, CZE, CTHG, CMBH, CZC, CZCB, CZCC, CZDA, CVNA, CHPA, CMBA, CPWA
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1.4L 16v Polo MKIII

R-VW-003-I	I-Beam	144.00	17.00	50.60	20.00	425	4	5/16"	ARP2000	-	Light-weight design	AFH, AFK, AHW
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1.8L TSI EA888

R-AUD-008I	I-Beam	148.00	21.00	50.60	21.90	522	4	3/8"	ARP2000	-	Tapered Pin End / Also fits OEM pistons	*
* Engine Number: CDAA, BYT, BZB, CABA, CABB, CABD, CADA, CAEA, CAEB, CAED, CAWB, CBFA, CCTA, CCUA, CCZA, CCZC, CDAA, CDHA, CDHB, CDNA, CDNB, CDNC, CDZA, CESA, CETA, CFKA, CGMA, CHJA, CPMA, CPMB, CPSA, CRHA												

1.8L Turbo 20v

R-AUD-001-H	H-Beam	144.00	20.00	50.60	24.89	447	4	3/8"	ARP2000	-	Non-Tapered Pin End	AVC, ANB, AWU, AEB, APX, APY, BAM, AMK, AWM, AGU
R-AUD-001-I	I-Beam	144.00	20.00	50.60	24.89	515	4	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End	AVC, ANB, AWU, AEB, APX, APY, BAM, AMK, AWM, AGU
R-AUD-001-IR	I-Beam	144.00	20.00	50.60	24.89	507	4	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End / Rifle Drilled Rods	AVC, ANB, AWU, AEB, APX, APY, BAM, AMK, AWM, AGU
R-AUD-003-I	I-Beam	144.00	20.00	50.60	24.89	529	4	3/8"	ARP2000	-	Tapered Pin End	AVC, ANB, AWU, AEB, APX, APY, BAM, AMK, AWM, AGU
R-AUD-002-I	I-Beam	144.00	19.00	50.60	25.00	532	4	3/8"	ARP2000	-	Tapered Pin End	APP, ARY, AUQ, AJQ, BFB
R-AUD-005HL	H-Beam	147.20	20.00	50.60	24.89	474	4	3/8"	ARP2000	-	Longer rods +3.20mm	AVC, ANB, AWU, AEB, APX, APY, BAM, AMK, AWM, AGU

1.9L TDI 8v : 90 / 110 & PD100 / PD115

R-VW-010-I	I-Beam	144.00	26.00	50.60	24.90	519	4	5/16"	ARP2000	-	Tapered Pin End	*
* Engine Number: 1.9L TDi: 90 / 110 & PD100 / PD115 Engines (Audi / VW Engines: ALH 90, ATD / AXR / BEW 100 / 1Z 90 / AGR / ALH 90, ATD / AXR / BEW 100, ASV / AHF 110, AUY / AJM 115 / BRU / BXF 90, BKC / BXE / BLS 105 / BRU / BXF 90, BKC / BXE / BLS 105 / BEW 100, BKC / BLS / BXE 105 / AGR / ALH 90, ATD / AXR / BEW 100, ASV / AHF 110, AUY / AJM 115 / AVB 100, AJM / ATJ 115 / ANU 90, AUY 115 / AHU / ALE / ALH / 1Z 90 / BSU 75, BJB / BLS 105 / AXR 90, ATD 100 / BKC / BXE / BLS 105 / BLS 105 / AFF 75, AHH / AHU 90, AFN / AVG 110, AJM / ATJ 115 / AFN / AVG 110, AJM 115)												

AUDI / VOLKSWAGEN

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
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1.9L TDI 8v: PD 130 / PD 150 | 2.0L TDI 16v: PD 140 / PD 170 / CR 140 / CR 170

R-VW-009-I	I-Beam	144.00	26.00	53.70	24.90	523	4	5/16"	ARP2000	-	For bore more than 79.50mm / Tapered Pin End	*
* Engine Number: 1.9L TDi: PD130 / PD150 / 2.0L TDi: PD & CR 140 / 170 Engines (Audi / VW Engines: CJAA / CFFB 140 / CDBA / CNFA 122, CDCA 163, CNEA 180 / ASZ 130, ARL 150 / BHW 140, ASZ 130, ARL 150 / CLCA 110, AZV 136, BKD 140, BMN 170 / AZV 136, BKD / BMM 140, BMN 170 / CLCA 110, AZV / CBDA 136, BKD / BMM / CBDB 140, BMN 170 / CFFA 136, BMM / CBAB / CFFB 140 / CBDC 110, BVE / BWV 120, BMA / CBAA 136, BKP / BMP / CBAB 140, CBAC 143, BMR / CBBB 170 / CLCA 110, AZV 136, CFHC / BKD 140, CFJA / BMN 170 / CBAB 140, CBBA / CBAA 163, CBBB 170 / BLK / BPD 163, BAC / BPE 175 / CFHE 85, CLCA / CFHF 110, CFHC / BMM 140, CFJA 170 / ASZ / BLT 130 / CFHB 136, CFHC / CBDB 140, CFGB / CBBB 170 / CFHD 143 / ASZ 130, AZV 136, CBAB / BKD 140, CBBA / CBAA 163, CBBB / BMN 170 / CBAA / CFAA 136, CBAB / CFFB 140 / AWX / AVF 130, BKE / BRB 115, BPW 140, BRD 170, CAGA 143, CAHB 163, CAHA / CMGA 170 / CAGC 120, CAHB / CAGB 163, CAGA 143, CMEA / CAHA 170 / BVG 121, AWW / AVF 130, BRF / BNA 136, BRE / BLB 140, BRD 170)												

2.0 TFSI (EA113) Gen.1 - Belt Driven (144x20)

R-AUD-001-H	H-Beam	144.00	20.00	50.60	24.89	447	4	3/8"	ARP2000	-	Non-Tapered Pin End	AXX, BHZ, BGB, BWE, BUL, CDNB, BYK, BPJ, BWA, BWT
R-AUD-001-I	I-Beam	144.00	20.00	50.60	24.89	515	4	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End	AXX, BHZ, BGB, BWE, BUL, CDNB, BYK, BPJ, BWA, BWT
R-AUD-001-IR	I-Beam	144.00	20.00	50.60	24.89	507	4	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End / Rifle Drilled Rods	AXX, BHZ, BGB, BWE, BUL, CDNB, BYK, BPJ, BWA, BWT
R-AUD-003-I	I-Beam	144.00	20.00	50.60	24.89	529	4	3/8"	ARP2000	-	Tapered Pin End	AXX, BHZ, BGB, BWE, BUL, CDNB, BYK, BPJ, BWA, BWT

2.0 TFSI (EA113) Gen.2 - Belt Driven (144x21)

R-AUD-006HL	H-Beam	144.00	21.00	50.60	24.90	475	4	3/8"	ARP2000	-	Non-Tapered Pin End	BHZ, BYD, BZC, CDLA, CDLB, CDLC, CDLF, CDLG, CDMA, CDZA, BWJ
R-AUD-006-I	I-Beam	144.00	21.00	50.60	24.90	520	4	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End	BHZ, BYD, BZC, CDLA, CDLB, CDLC, CDLF, CDLG, CDMA, CDZA, BWJ
R-AUD-006-IR	I-Beam	144.00	21.00	50.60	24.90	507	4	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End / Rifle Drilled Rods	BHZ, BYD, BZC, CDLA, CDLB, CDLC, CDLF, CDLG, CDMA, CDZA, BWJ

2.0 TSI (EA888) Gen.1 - Chain Driven (144x21)

R-AUD-009-I	I-Beam	144.00	21.00	50.60	21.90	488	4	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End	2011-Pre: CCTA, CCZA, CCZB, CBF, CAEB, CAEA, CDNB, CDNC
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2.0 TSI (EA888) Gen.2 - Chain Driven (144x22)

R-AUD-010-I	I-Beam	144.00	22.00	50.60	21.90	492	4	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End	-
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2.0 TSI (EA888) Gen.3 / Gen.4 - Chain Driven (144x23)

R-VW-008-IR	I-Beam	144.00	23.00	50.60	21.85	508	4	3/8"	ARP2000	-	Non-Tapered Pin End / Rifle Drilled	*
* Engine Number: CADA, CAEA, CAEB, CAWB, CCTA, CCZA, CCZC, CDNB, CDNC, CDZA, CESA, CETA, CHHC, CJXC, CJXF, CJXG, CNBC, CNCB, CNCD, CNCE, CPMA, CPSA, CUHA, CULB, CULC, CVKB, CVLA, CWZA, CYNB, CYPB, CYRB, DAXB, DJHA, DKTA, DKTB, DLBA, DLG, DLVB, DMSA, DMSB, DMT, DNFC, DNNA, DNPA, DNUE, DRFA, DRXA, DRYA												
R-VW-008-I	I-Beam	144.00	23.00	50.60	21.85	500	4	3/8"	ARP2000	-	Non-Tapered Pin End / Non Rifle Drilled	*
* Engine Number: CADA, CAEA, CAEB, CAWB, CCTA, CCZA, CCZC, CDNB, CDNC, CDZA, CESA, CETA, CHHC, CJXC, CJXF, CJXG, CNBC, CNCB, CNCD, CNCE, CPMA, CPSA, CUHA, CULB, CULC, CVKB, CVLA, CWZA, CYNB, CYPB, CYRB, DAXB, DJHA, DKTA, DKTB, DLBA, DLG, DLVB, DMSA, DMSB, DMT, DNFC, DNNA, DNPA, DNUE, DRFA, DRXA, DRYA												

2.0L 16v & 8v (EA827)

R-VW-001-IL	I-Beam	159.00	21.00	50.60	24.89	566	4	3/8"	ARP2000	-	Lighweight design - N/A use	ABF, 2E, ADY, AGG
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2.2L RS2 (S2) 5-Cyl.

R-AUD-004-I	I-Beam	144.00	20.00	50.60	24.89	515	5	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End	3B, RR, AAN, ABY, ADU
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AUDI / VOLKSWAGEN

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
2.5L TFSI (EA855) TT-RS, RS3, Q2 RS												
R-AUD-009-I-5	I-Beam	144.00	21.00	50.60	21.90	488	5	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End	CEPA, CEPB, DNWA, CZGB, CTSA, CZGA
R-AUD-010-I-5	I-Beam	144.00	22.00	50.60	21.90	492	5	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End	CEPA, CEPB, CZGB, CTSA, CZGA
R-VW-008-IR-5	I-Beam	144.00	23.00	50.60	21.85	508	5	3/8"	ARP2000	-	Non-Tapered Pin End / Rifle Drilled Rods	CEPA, CEPB, DAZA, DNWA

2.8L & 2.9L VR6

R-VW-002-I	I-Beam	164.00	20.00	56.81	19.90	618	6	3/8"	ARP2000	Heavy Duty	For bore more than 84.00	2.8L & 2.9L: AAA, ABV, AMV, AQP, AUE, AYL, BDE
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2.9L RS4 EA839 (B9) Twin-Turbo | 2.9L RS5 EA839 (F53, F5P) Twin-Turbo

R-AUD-013-I	I-Beam	155.00	22.00	58.80	20.05	525	6	5/16"	ARP2000			Audi RS4 2.9L Bi-Turbo Quattro (B9) EA839, Audi RS5 2.9L Bi-Turbo Quattro (F53, F5P) EA839
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3.0L RS4 EA839 (B9) Twin-Turbo | 3.0L RS5 EA839 (F53, F5P) Twin-Turbo

R-AUD-014-I	I-Beam	155.00	20.00	58.80	20.05	522	6	5/16"	ARP2000			Audi RS4 3.0L Turbo Quattro (B9) EA839, Audi RS5 3.0L Turbo Quattro (F53, F5P) EA839
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3.2L R32 / 3.6L R36 FSI

R-VW-002-I	I-Beam	164.00	20.00	56.81	19.90	618	6	3/8"	ARP2000	Heavy Duty	For bore more than 84.00	R32: BFH,BML,BJS, BKJ, BKK, BKL, BMJ, BMV, BMX, BPF, BRJ, BRK, BUB / / 3.6L R36: BWS, BHK, CDVA
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4.2L RS6 C5 V8 Twin-Turbo

R-AUD-011-I	I-Beam	154.00	21.00	56.80	20.12	536	8	3/8"	ARP2000		Non-Tapered Pin End	BCY, BRV
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4.2L RS4 V8 32v (R8, Gen.1)

R-AUD-012-I	I-Beam	154.00	20.00	56.80	19.40	507	8	3/8"	ARP2000		Non-Tapered Pin End	BNS / BYH / BUJ / CAUA / R8 Gen.1 V8 32v (B9S5)
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5.2L R8 V10 40v (2009-Up) | 5.2L Lamborghini Gallardo/Huracan (2008-up)

R-AUD-012-I-10	I-Beam	154.00	20.00	56.80	19.40	507	10	3/8"	ARP2000		Non-Tapered Pin End	Audi R8 / Lamborghini Gallardo/Huracan 5.2L FSI V10 40v (2008-up)
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BMW

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
1.6L 316 M40 / M43												
R-BMW-002-I-4	I-Beam	140.00	22.00	48.00	21.90	498	4	3/8"	ARP2000	-	-	M40B16, M43B16
1.8L 318is M42 / 1.9L 318is M44												
R-BMW-007-I	I-Beam	139.95	22.00	48.00	21.97	492	4	3/8"	ARP2000	-	-	M42B18, M44B18
2.0L B48 Turbo (F-Series)												
R-MIN-003-I	I-Beam	148.17	22.00	53.60	23.90	494	4	3/8"	ARP2000	-	Tapered Pin End	B48B20 : (B48B20) F30 320i, F30 330e, F20 120i, G30 520i, G30 530e, G01 X3 Xdrive20i, G20 320i

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
2.0L M10 2002												
R-BMW-008-I	I-Beam	135.00	22.00	52.00	23.90	496	4	3/8"	ARP2000	-	-	M10B20
2.0L M3 S14 EURO												
R-BMW-011H	H-Beam	150.00	22.00	52.00	23.90	601	4	3/8"	ARP2000	-	-	S14B20
2.0L N20 Turbo / N26B20 (US only)												
R-BMW-022-I	I-Beam	144.35	22.00	53.635	20.88	487	4	3/8"	ARP2000	-	Non-Tapered Pin End / Straight PE	N20B20 / N20B20T / N26B20 (US only)
2.3L M3 S14												
R-BMW-001-I	I-Beam	144.00	22.00	52.00	23.90	566	4	3/8"	ARP2000	-	-	S14B23
2.5L M20												
R-BMW-006-I	I-Beam	135.00	22.00	48.00	21.90	499	6	3/8"	ARP2000	-	-	M20B25
2.5L M3 S14												
R-BMW-001-I	I-Beam	144.00	22.00	52.00	23.90	566	4	3/8"	ARP2000	-	-	S14B25
2.5L M50 & M52 (325) Single Vanos												
R-BMW-002-I	I-Beam	140.00	22.00	48.00	21.90	498	6	3/8"	ARP2000	-	-	M50B25 Single Vanos, M52B25 Single Vanos
2.5L M50 / M52												
R-BMW-006-I	I-Beam	135.00	22.00	48.00	21.90	552	6	3/8"	ARP2000	-	-	M50B25, M52B25
2.5L M54 (325)												
R-BMW-003H	H-Beam	145.00	22.00	48.00	21.90	544	6	3/8"	ARP2000	-	-	M54B25
2.5L M54 (325)												
R-BMW-003H	H-Beam	145.00	22.00	48.00	21.90	544	6	3/8"	ARP2000	-	-	M54B25
2.8L M30												
R-BMW-013-I	I-Beam	135.00	22.00	52.00	23.90	547	6	3/8"	ARP2000	-	-	M30B28
2.8L M50 / M52												
R-BMW-006-I	I-Beam	135.00	22.00	48.00	21.90	499	6	3/8"	ARP2000	-	-	M50B28, M52B28
3.0L M30												
R-BMW-013-I	I-Beam	135.00	22.00	52.00	23.90	496	6	3/8"	ARP2000	-	-	M30B30
3.0L M54												
R-BMW-006-I	I-Beam	135.00	22.00	48.00	21.90	499	6	3/8"	ARP2000	-	-	M54B30
3.0L M3 E36 S50												
R-BMW-005-I	I-Beam	142.00	21.00	53.00	21.90	522	6	3/8"	ARP2000	-	-	S50B30

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
3.0L N52												
R-BMW-020-I	I-Beam	147.35	20.00	53.630	20.90	450	6	3/8"	ARP2000	-	Non-Tapered Pin End / Straight PE	N52B30
3.0L N54												
R-BMW-018-I	I-Beam	145.00	22.00	53.635	20.88	488	6	3/8"	ARP2000	-	Non-Tapered Pin End / Straight PE	N54B30
3.0L N55 / M4 S55												
R-BMW-019-I	I-Beam	144.35	22.00	53.635	20.88	487	6	3/8"	ARP2000	-	Non-Tapered Pin End / Straight PE	N55B30
3.0L B58												
R-BMW-021-I	I-Beam	148.17	22.00	53.60	23.90	494	6	3/8"	ARP2000	-	Tapered Pin End	B58B30
3.0L S58												
R-BMW-024-I	I-Beam	151.10	23.00	53.60	22.40		6	3/8"	ARP2000	-	Non-Tapered Pin End / Straight PE	S58B30
3.2L M30												
R-BMW-013-I	I-Beam	135.00	22.00	52.00	23.90	496	6	3/8"	ARP2000	-	-	M30B32
3.2L M52												
R-BMW-006-I	I-Beam	135.00	22.00	48.00	21.90	499	6	3/8"	ARP2000	-	-	M52B32
3.2L M3 E36 S50 / S52												
R-BMW-004H	H-Beam	139.00	21.00	53.00	21.90	550	6	3/8"	ARP2000	-	-	S50B32
R-BMW-004-I	H-Beam	139.00	21.00	53.00	21.90	537	6	3/8"	ARP2000	-	-	S50B32
3.2L M3 E46 S54												
R-BMW-012-I	I-Beam	139.00	21.00	53.00	19.91	502	6	3/8"	ARP2000	-	-	S54B32
3.5L M30												
R-BMW-013-I	I-Beam	135.00	22.00	52.00	23.90	496	6	3/8"	ARP2000	-	-	M30B35
3.5L M5 & M6 S38												
R-BMW-001-I-6	I-Beam	144.00	22.00	52.00	23.90	566	6	3/8"	ARP2000	-	-	S38B36
3.8L M5 S38												
R-BMW-009H	H-Beam	142.50	22.00	52.00	24.00	535	6	3/8"	ARP2000	-	-	S38B38
4.0L M3 S65												
R-BMW-014-I	I-Beam	140.72	21.00	56.00	18.45	499	8	3/8"	ARP2000	-	Non-Tapered Pin End / Straight PE	S65B40
4.4L M5 S63												
R-BMW-023-I	I-Beam	138.50	22.00	57.60	17.91	483	8	3/8"	ARP2000		Non-Tapered Pin End / Straight PE	S63B44

BMW

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
5.0L M5 S62												
R-BMW-010H	H-Beam	141.50	22.00	53.00	20.90	548	8	3/8"	ARP2000	-	-	S62B50

5.0L M70 V12

R-BMW-017-I	I-Beam	135.00	22.00	48.00	21.90	499	12	3/8"	ARP2000	-	-	M70B50
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5.0L M5 & M6 V10 S85

R-BMW-015-I	I-Beam	140.72	21.00	56.00	18.45	499	10	3/8"	ARP2000	-	Non-Tapered Pin End / Straight PE	S85B50
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5.4L M70 V12

R-BMW-017-I	I-Beam	135.00	22.00	48.00	21.90	499	12	3/8"	ARP2000	-	-	M70B54
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CITROEN / PEUGEOT

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
1.6L TU5J4 / TU5JP4 (19.50mm pin)												
R-CIT-001HL	H-Beam	133.60	19.50	48.66	23.91	461	4	3/8"	ARP2000	-	Light weight design	TU5J4, TU5JP4
R-CIT-001-I	I-Beam	133.60	19.50	48.66	23.91	498	4	3/8"	ARP2000	Heavy Duty	-	TU5J4, TU5JP4

1.6L TU5J4 / TU5JP4 (18.00mm pin)

R-PEU-001H	H-Beam	133.60	18.00	48.66	23.91	461	4	3/8"	ARP2000	-	-	TU5J4, TU5JP4., TU5J2, TU2J2, TU3J2
R-CIT-004-I	I-Beam	137.75	18.00	48.66	23.91	435	4	3/8"	ARP2000	-	Longer rods +4.15mm / Light weight design	TU5J4, TU5JP4., TU5J2, TU2J2, TU3J2
R-CIT-005HL	H-Beam	139.00	18.00	48.66	23.91	460	4	3/8"	ARP2000	-	Longer rods +5.40mm / Light weight design	TU5J4, TU5JP4., TU5J2, TU2J2, TU3J2
R-CIT-006-I	I-Beam	141.00	18.00	48.66	23.91	442	4	3/8"	ARP2000	-	Longer rods +7.40mm / Light weight design	TU5J4, TU5JP4., TU5J2, TU2J2, TU3J2

1.6L Turbo 207 RC / DS3 (Prince - EP6)

R-PEU-002-I	I-Beam	138.55	20.00	48.00	20.87	450	4	3/8"	ARP2000	-	Tapered Pin End / Also fits OEM pistons	Prince EP6, EP6C, EP6DT, EP6DTS
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2.0L EW10J4RS

R-PEU-003H	H-Beam	139.00	21.00	48.66	24.18	493	4	3/8"	ARP2000	-	-	EW10J4RS
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2.0L XU10J4RS

R-CIT-002-I	I-Beam	158.00	20.00	53.70	24.20	610	4	3/8"	ARP2000	-	-	XU10J4RS
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CHEVROLET

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
Small block												
R-SBC-001-I	I-Beam	6.000"	0.927"	2.225"	0.940"	594	8	7/16"	ARP 8740	Heavy Duty	-	Suitable with all Chevy Small Block engines
R-SBC-002-I	I-Beam	5.700"	0.927"	2.225"	0.940"	570	8	7/16"	ARP 8740	Heavy Duty	-	Suitable with all Chevy Small Block engines

LS1

R-LS1-001-I	I-Beam	6.125"	0.927"	2.225"	0.940"	611	8	7/16"	ARP 8740	Heavy Duty	-	Suitable with all Chevy LS1 Engines
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DAIHATSU

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
993cc Turbo, Charade, GT												
R-DAI-001H	H-Beam	125.04	19	46.08	24.80	387	3	5/16"	ARP2000	-	-	CB-70, G100, CB-80

FIAT / LANCIA

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
1.4L Abarth / T-Jet / Grand Punto												
R-FIA-003-I	I-Beam	129.00	18.00	45.11	21.70	406	4	5/16"	ARP2000	-	Tapered Pin End / Also fits OEM pistons	312A1, 198A
1.4L & 1.6L Punto / Uno / Tempra												
R-FIA-001-I	I-Beam	128.52	22.00	48.63	25.40	492	4	3/8"	ARP2000	-	-	146A, 176A, 159A
2.0L 20v Coupe 5-Cyl.												
R-FIA-002-I	I-Beam	145.00	22.00	51.37	21.95	566	5	3/8"	ARP2000	-	-	175A, 182A
2.0L 16v Delta Integrale												
R-LAN-001-H	H-Beam	145.00	22.00	53.92	25.70	564	4	3/8"	ARP2000	-	-	832CS, M16AT, M20L4T
R-LAN-001-I	I-Beam	145.00	22.00	53.92	25.70	557	4	3/8"	ARP2000	-	-	832CS, M16AT, M20L4T
R-LAN-002HL	H-Beam	149.00	22.00	53.92	25.70	534	4	3/8"	ARP2000	-	Longer rods +4.00. You must use bearings for 8v engine.	832CS, M16AT, M20L4T

FORD

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
1.0L EcoBoost												
R-FOR-006-I	I-Beam	137.00	20.00	43.00	19.55	383	3	5/16"	ARP2000	-	Non-Tapered Pin End	SFJA, SFJB, SFJC, SFJD, M1JH, M1JE
1.6L EcoBoost												
R-FOR-007-I	I-Beam	134.02	21.00	47.04	20.80	431	4	5/16"	ARP2000	-	Tapered Pin End	JTJA, HXJA, HXJB, YUDA, JQDB
2.0L EcoBoost												
R-FOR-008-I	I-Beam	155.86	22.50	55.04	21.84	575	4	3/8"	ARP2000	-	Non-Tapered Pin End	GTDI

FORD

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
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2.3L EcoBoost

R-FOR-009-I	I-Beam	149.25	22.50	55.04	21.84	576	4	3/8"	ARP2000	-	Non-Tapered Pin End	YVDA
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2.0L 16v Sierra / Escort / Cosworth YB

R-FOR-001-I	I-Beam	128.50	24.00	55.00	25.85	527	4	3/8"	ARP2000	-	-	N5B, YB
R-FOR-002-I	I-Beam	136.50	24.00	55.00	25.85	553	4	3/8"	ARP2000	-	Longer rods +8.00mm	N5B, YB
R-FOR-003-I	I-Beam	133.50	24.00	55.00	25.85	545	4	3/8"	ARP2000	-	Longer rods +5.00mm	N5B, YB

2.0L Duratec

R-FOR-004-H	H-Beam	146.25	21.00	50.025	21.82	471	4	3/8"	ARP2000	-	-	CJBA, AOWA, AOBA, N4JA, N4JB
R-FOR-004-I	I-Beam	146.25	21.00	50.025	21.82	515	4	3/8"	ARP2000	-	-	CJBA, AOWA, AOBA, N4JA, N4JB

2.5L 20v Focus RS MKII

R-FOR-005-I	I-Beam	143.00	23.00	52.98	25.65	551	5	3/8"	ARP2000	-	-	HUBA, JZDA
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2.5L Focus ST I5 Turbo

R-FOR-010-I	I-Beam	145.00	21.00	52.99	25.65	553	5	3/8"	ARP2000	-	-	HYDA, HYDB, HUWA
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HONDA

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
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B16A

R-HON-001-I	I-Beam	134.40	21.00	48.00	23.75	533	4	3/8"	ARP2000	Heavy Duty	Recommended usage: Turbo	B16A
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B18A, B18B, B20

R-HON-002-I	I-Beam	137.00	21.00	48.00	23.75	525	4	3/8"	ARP2000	Heavy Duty	Recommended usage: Turbo	B18 A, B18 B, B20
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B18C1, B18C2, B18C5, B18C7

R-HON-003H	H-Beam	138.00	21.00	48.00	21.79	486	4	3/8"	ARP2000	-	Recommended usage: Natural Aspirated	B18C1, B18C2, B18C5, B18C7
R-HON-003HL	H-Beam	138.00	21.00	48.00	21.79	405	4	3/8"	ARP2000	-	Recommended usage: Natural Aspirated	B18C1, B18C2, B18C5, B18C7
R-HON-003I	I-Beam	138.00	21.00	48.00	21.79	516	4	3/8"	ARP2000	-	Recommended usage: Turbo	B18C1, B18C2, B18C5, B18C7
R-HON-003-I	I-Beam	138.00	21.00	48.00	21.79	534	4	3/8"	ARP2000	Heavy Duty	Recommended usage: Turbo	B18C1, B18C2, B18C5, B18C7
R-HON-EN24-003	I-Beam	138.00	21.00	48.00	21.79	518	4	3/8"	ARP2000	Heavy Duty	Recommended usage: Turbo	B18C1, B18C2, B18C5, B18C7

HONDA

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
K20A2, K20Z1, K20A3												
R-HON-010-I	I-Beam	138.90	22.00	51.00	19.83	506	4	3/8"	ARP2000	Heavy Duty	Recommended usage: Turbo	K20A2, K20Z1, K20A3
R-HON-010HL	H-Beam	138.90	22.00	51.00	19.83	436	4	3/8"	ARP2000	-	Recommended usage: Natural Aspirated	K20A2, K20Z1, K20A3
R-HON-013HL	H-Beam	148.50	22.00	51.00	19.83	453	4	3/8"	ARP2000	-	Recommended usage: Natural Aspirated	K20A2, K20Z1, K20A3
R-HON-012HL	H-Beam	135.50	22.00	51.00	19.83	451	4	3/8"	ARP2000	-	Recommended usage: Natural Aspirated	K20A2, K20Z1, K20A3
R-HON-012-I	I-Beam	135.50	22.00	51.00	19.83	476	4	3/8"	ARP2000	Heavy Duty	Recommended usage: Turbo	K20A2, K20Z1, K20A3

K24 Series

R-HON-017-IL	I-Beam	152.00	22.00	51.00	19.81	484	4	3/8"	ARP2000		Recommended usage: Natural Aspirated	K24 Series
R-HON-EN24T-017-I	I-Beam	152.00	22.00	51.00	19.81	534	4	3/8"	ARP2000	Heavy Duty	Recommended usage: Turbo	K24 Series

F20C (S2000)

R-HON-006HL	H-Beam	153.00	23.00	51.00	23.85	503	4	3/8"	ARP2000	-	Tapered Pin End	F20C
R-HON-006-I	I-Beam	153.00	23.00	51.00	23.85	625	4	3/8"	ARP2000	Heavy Duty	Non Tapered - Recommended usage: Turbo	F20C
R-HON-006-IL	I-Beam	153.00	23.00	51.00	23.85	564	4	3/8"	ARP2000	Heavy Duty	Non Tapered - Recommended usage: Natural Aspirated	F20C
R-HON-014HL	H-Beam	146.75	23.00	51.00	23.85	458	4	3/8"	ARP2000	-	Tapered Pin End	F20C

F22C

R-HON-015HL	H-Beam	149.65	23.00	51.00	23.85	456	4	3/8"	ARP2000	-	-	F22C
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H22

R-HON-008H	H-Beam	143.20	22.00	51.00	23.75	478	4	3/8"	ARP2000	-	Recommended usage: Natural Aspirated	H22A, H22Z
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F24

R-HON-016-I	I-Beam	145.50	23.00	51.00	19.83	510	4	3/8"	ARP2000	Heavy Duty	Recommended usage: Turbo	F24
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HYUNDAI

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
2.0L i30 N / Theta II Turbo												
R-HYU-002-I	I-Beam	146.12	22.00	51.00	21.85		4	3/8"	ARP2000	-		G4KF, G4KH

* Available from January 2025

MAZDA

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
2.0L MX-5 3 / 5 / 6												
R-MAZ-002H	H-Beam	146.25	21.00	50.023	21.82	456	4	3/8"	ARP2000	-	-	LF-DE, LF-VE, LF-VD, MRZ14, NC
R-MAZ-002-I	I-Beam	146.25	21.00	50.023	21.82	515	4	3/8"	ARP2000	-	-	LF-DE, LF-VE, LF-VD, MRZ14, NC

1.6L & 1.8L MX-5 (BP / B6)

R-MAZ-001-H	H-Beam	132.80	20.00	48.00	21.84	418	4	3/8"	ARP2000	-	-	BP NB, BPT
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MINI COOPER

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
1.6L R56 Turbo - N12 / N14 / N16 / N18												
R-MIN-002-I	I-Beam	138.55	20.00	48.00	20.87	450	4	3/8"	ARP2000	-	Tapered Pin End	N12B16, N14B16, N18B16A, N18B16B, N18B16C
2.0L B48 JCW & F56 (2014-Current)												
R-MIN-003-I	I-Beam	148.17	22.00	53.60	23.90	494	4	3/8"	ARP2000	-	Tapered Pin End	B48B20 Clubman, F55, F56 & F57 Cooper S, F60 Countryman
2.0L N20 JCW & Countryman S (2011-2017)												
R-MIN-004-I	I-Beam	144.35	22.00	53.635	20.88	487	4	3/8"	ARP2000	-	Non-Tapered Pin End / Straight PE	N20B20 / N20B20T

MITSUBISHI

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
1.5L Colt Turbo CZT												
R-MIT-008-I*	I-Beam	131.00	18.00	45.00	19.89	403	4	5/16"	ARP2000	-	-	4G15
* Available from January 2025												
4G63 EVO 1-9												
R-MIT-002-H	H-Beam	150.00	22.00	48.00	26.40	552	4	3/8"	ARP2000	-	-	4G63T, 4G63
R-MIT-002-I	I-Beam	150.00	22.00	48.00	26.40	675	4	3/8"	ARP2000	Heavy Duty	-	4G63T, 4G63
R-MIT-002-IP	I-Beam	150.00	22.00	48.00	26.40	610	4	3/8"	ARP L19	Pro Series	-	4G63T, 4G63
R-MIT-007-I	I-Beam	156.00	22.00	48.00	26.40	612	4	3/8"	ARP2000	Heavy Duty	-	4G63T, 4G63
R-MIT-007-IP	I-Beam	156.00	22.00	48.00	26.40	633	4	3/8"	ARP L19	Pro Series	-	4G63T, 4G63
4B11 EVO 10												
R-MIT-EN24-006	I-Beam	143.71	23.00	54.99	21.87	483	4	3/8"	ARP2000	Heavy Duty	-	4B11

MERCEDES

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
2.0L A45 M133												
R-MER-001-I	I-Beam	138.70	22.00	51.60	20.00	480	4	3/8"	ARP2000	-	-	M133 (AMG) / M139

NISSAN

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
CA18DET (Silvia)												
R-NIS-001H	H-Beam	133.00	20.00	48.00	24.30	453	4	3/8"	ARP2000	-	-	CA18DET
SR20DET / SR20DE (Silvia / Primera / 200SX)												
R-NIS-002-I	I-Beam	136.30	22.00	51.00	22.80	553	4	3/8"	ARP2000	Heavy Duty	-	SR20DET, SR20DE, SR20VE, SR20VET
RB25DET / RB26DETT (Skyline R32 / R34)												
R-NIS-003-I	I-Beam	121.50	21.00	51.00	21.80	494	6	3/8"	ARP2000	Heavy Duty	-	RB26DETT, RB25DET
R-NIS-004H	H-Beam	119.50	21.00	51.00	21.80	477	6	3/8"	ARP2000	-	Stroker Ver. (Shorter)	RB26DETT, RB25DET
VR38DETT (GTR)												
R-NIS-006-I	I-Beam	165.00	23.00	59.00	22.80	743	6	3/8"	ARP2000	Heavy Duty	Non-Tapered Pin End	VR38DETT
R-NIS-006-IP	I-Beam	165.00	23.00	59.00	22.80	695	6	3/8"	ARP L19	Pro Series	Non-Tapered Pin End	VR38DETT

OPEL / VAUXHALL

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
1.6L Turbo Z16LET (Corsa OPC)												
R-OPE-005-I	I-Beam	129.75	19.00	46.00	21.90	419	4	3/8"	ARP2000	-	Non-Tapered Pin End	Z16LER, A16LER, A16LET, Z16LEH
1.6L 16v X16XE												
R-OPE-002-I	I-Beam	129.75	18.00	46.00	21.90	403	4	3/8"	ARP2000	-	Tapered Pin End / Also fits OEM pistons	X16XE, X16XEL, C16NZ, C16N2
2.0L 16v C20XE / Z20LET (Astra & Calibra)												
R-OPE-001-H	H-Beam	143.00	21.00	52.00	26.35	514	4	3/8"	ARP2000	-	Recommended usage: Natural Aspirated	C20XE, C20LET, Z20LET, Z20LEH, Y20LET, Z20LER
R-OPE-001-I	I-Beam	143.00	21.00	52.00	26.35	532	4	3/8"	ARP2000	-	Recommended usage: Turbo	C20XE, C20LET, Z20LET, Z20LEH, Y20LET, Z20LER
R-OPE-006H	H-Beam	148.00	21.00	52.00	26.35	527	4	7/16"	ARP 8740	-	Longer rods +5.00mm	C20XE, C20LET, Z20LET, Z20LEH, Y20LET, Z20LER
2.0L 16v LNF / A20NFT (Astra J & GT)												
R-OPE-009I	I-Beam	145.45	23.00	52.13	23.95	547	4	3/8"	ARP2000	-	Tapered Pin End / Also fits OEM pistons	LNF, A20NHT, A20NFT, A20NFT, JVXR

PORSCHE

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
2.9L Panamera 971 EA839 Twin-Turbo												
R-POR-001-I	I-Beam	155.00	22.00	58.80	20.05	525	6	5/16"	ARP2000			Porsche 2.9L Twin-Turbo V6 EA839 Panamera / Cayenne / Macan
3.0L Panamera 971 EA839 Turbo												
R-POR-002-I	I-Beam	155.00	20.00	58.80	20.05	522	6	5/16"	ARP2000			Porsche 3.0L Turbo V6 EA839 Panamera / Cayenne / Macan

RENAULT

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
1.8L F7P / 2.0L F7R / 2.0L F4R												
R-REN-001-I	I-Beam	144.00	21.00	51.60	25.00	513	4	3/8"	ARP2000	-	With bearing tag / Light weight design	F7P, F7R, F4R

ROVER

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
K Series												
R-ROV-001-I	I-Beam	133.10	18.00	51.68	22.50	367	4	5/16"	ARP2000	-	-	18K4F

SUBARU

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
EJ20 / EJ22 / EJ25												
R-SUB-001-H	H-Beam	130.50	23.00	55.00	17.00	498	4	3/8"	ARP2000	-	-	EJ20, EJ205, EJ25, EJ257, EJ22ET
R-SUB-001-I	I-Beam	130.50	23.00	55.00	17.00	555	4	3/8"	ARP2000	Heavy Duty	-	EJ20, EJ205, EJ25, EJ257, EJ22ET
R-SUB-001-IP	I-Beam	130.50	23.00	55.00	17.00	525	4	3/8"	ARP L19	Pro Series	-	EJ20, EJ205, EJ25, EJ257, EJ22ET
EG33 SVX												
R-SUB-002-I	I-Beam	130.50	23.00	55.00	17.00	555	6	3/8"	ARP2000	Heavy Duty	-	EG33

SUZUKI

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
1.6L M16A / Liana, Swift												
R-SUZ-001H	H-Beam	135.16	20.00	45.00	23.84	412	4	5/16"	ARP2000	-	-	M16A
1.3L Hayabusa												
R-SUZ-004-I	I-Beam	119.50	20.90	41.00	20.00	355	4	3/8"	ARP2000	Heavy Duty	99"-07" Model - Turbo use	Gen.1
R-SUZ-004H	H-Beam	119.50	20.90	41.00	20.00	298	4	5/16"	ARP2000	-	99"-07" Model - N/A use	Gen.1
R-SUZ-003-I	I-Beam	119.50	20.90	41.00	18.00	354	4	3/8"	ARP2000	Heavy Duty	08"-12" Model - Turbo use	Gen.2
R-SUZ-003-H	H-Beam	119.50	20.90	41.00	18.00	309	4	5/16"	ARP2000	-	08"-12" Model - N/A use	Gen.2
GSXR 1000 *01-04' *Billet Rods												
R-SUZ-EN24T-005-I	I-Beam	111.00	16.00	38.00	20.00	319	4	5/16"	ARP2000	Billet Rods	01"-04"	
GSXR 1000 *05-08' *Billet Rods												
R-SUZ-EN24T-006-I	I-Beam	111.00	15.00	38.00	20.00	323	4	5/16"	ARP2000	Billet Rods	05"-08"	

* Available from January 2025

SMART

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
700cc / 600cc												
R-SMA-001H	H-Beam	114.00	16.00	41.62	17.00	264	3	5/16"	ARP2000	-	-	-

TOYOTA

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
1.3L 4E-FTE												
R-TOY-001H	H-Beam	118.00	18.00	43.07	20.85	367	4	5/16"	ARP2000	-	-	3EF, 4E-FTE, 4E-FE
R-TOY-001-I	I-Beam	118.00	18.00	43.07	20.85	377	4	3/8"	ARP2000	-	-	3EF, 4E-FTE, 4E-FE

1.5L 5E-FE / 5E-FTE

R-TOY-002H	H-Beam	130.50	18.00	46.00	20.85	422	4	5/16"	ARP2000	-	-	5E-FE, 5E-FTE
R-TOY-002-I	I-Beam	130.50	18.00	46.00	20.85	426	4	5/16"	ARP2000	-	-	5E-FE, 5E-FTE

1.6L 4AG 16v & 20v

R-TOY-003H	H-Beam	122.00	18.00	43.00	21.85	441	4	3/8"	ARP2000	-	-	4AG, 4AGE
R-TOY-004-I	I-Beam	122.00	20.00	45.00	21.85	435	4	3/8"	ARP2000	Heavy Duty	-	4AG, 4AGE

2.0L 3SGTE / 3SGE

R-TOY-005-I	I-Beam	138.00	22.00	51.00	26.70	588	4	3/8"	ARP2000	Heavy Duty	-	3SGTE, 3SGE
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3.0L 2JZ Supra

R-TOY-006-H	H-Beam	142.00	22.00	55.00	26.00	598	6	3/8"	ARP2000	-	-	2JZ-GTE
R-TOY-006-I	I-Beam	142.00	22.00	55.00	26.00	626	6	3/8"	ARP2000	Heavy Duty	-	2JZ-GTE
R-TOY-006-IP	I-Beam	142.00	22.00	55.00	26.00	630	6	3/8"	ARP L19	Pro Series	-	2JZ-GTE

3.0L B58 Supra

R-BMW-021-I	I-Beam	148.17	22.00	53.60	23.90	494	6	3/8"	ARP2000	-	Tapered Pin End	B58B30
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VOLVO

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
2.5L 20v B5254 & 2.0L 20v B5204T2 (V70)												
R-VOL-001-I	I-Beam	143.00	23.00	53.00	25.65	547	5	3/8"	ARP2000	-	-	B5204T2, B5254, B5234
2.3L 16v B234F / 2.0L 8v B230												
R-VOL-003-I	I-Beam	152.00	23.00	52.00	29.46	618	4	3/8"	ARP2000	-	-	B234F, B230
R-VOL-004-I	I-Beam	158.00	23.00	52.00	29.46	604	4	3/8"	ARP2000	-	-	B234F, B230
1.9L 16v B4204T / B4194 (S40 / V40)												
R-VOL-005-I-4	I-Beam	139.50	23.00	53.00	25.65	531	4	3/8"	ARP2000	-	-	B4204T / B4194

VOLVO

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
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2.3L 20v B5234 (C70/T5)

R-VOL-005-I-5	I-Beam	139.50	23.00	53.00	25.65	531	5	3/8"	ARP2000	-	-	B5234
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2.8L 24v B6284 (S80)

R-VOL-005-I-6	I-Beam	139.50	23.00	53.00	25.65	531	6	3/8"	ARP2000	-	-	B6284
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WATERCRAFT - JET SKI

PART NUMBER	SHAPE	LENGTH (CC)	PIN SIZE	BIG BORE	B.E WIDTH	WEIGHT (GR)	SET OF	BOLT SIZE	FASTENERS GRADE	SERIES	FOOTNOTE	ENGINE NUMBER
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2.0L A45 M133

R-MER-001-I	I-Beam	138.70	22.00	51.60	20.00	480	4	3/8"	ARP2000	-	-	M133 (AMG) / M139
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CRANKSHAFTS

AUDI / VOLKSWAGEN

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
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1.8L Turbo 20v - Stroker

C-AUD-001L	92.80mm	54.00mm	47.80mm	13.80	4340 Billet	Stroker 2.0L - 06A Engine	Suitable with 06A engine
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2.0L TFSI / TSI (Belt Driven Engine)

C-AUD-001L	92.80mm	54.00mm	47.80mm	13.80	4340 Billet	Std Stroke	Suitable with all 2.0L TFSI / TSI Belt Driven Engines
C-AUD-002L	90.00mm	54.00mm	47.80mm	13.35	4340 Billet	De-Stroke Crank.	Suitable with all 2.0L TFSI / TSI Belt Driven Engines
C-AUD-003L	95.20mm	54.00mm	47.80mm	13.60	4340 Billet	Stroker Crank.	Suitable with all 2.0L TFSI / TSI Belt Driven Engines
C-AUD-004L	98.00mm	54.00mm	47.80mm	14.20	4340 Billet	Stroker Crank.	Suitable with all 2.0L TFSI / TSI Belt Driven Engines

1.9L & 2.0L TDI 8v (PD130 / PD160)

C-AUD-008L*	95.50mm	53.98mm	50.88mm		4340 Billet		PD 130 / PD160
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2.2L RS2 (S2) 5-Cyl.

C-AUD-005L	92.80mm	58.00mm	47.80mm	18.55	4340 Billet	Stroker Crank.	3B, RR, AAN, ABY, ADU
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2.5L TFSI (EA855) TT-RS, RS3, Q2 RS

C-AUD-006L *	92.80mm	51.97mm	47.80mm	20.00	EN40B Billet	Stroker Crank.	DAZA, DNWA
C-AUD-EN40B-007*	95.20mm	51.97mm	47.80mm	20.20	EN40B Billet	Stroker Crank.	DAZA, DNWA

3.2L R32

C-VW-EN40B-002*	95.90mm	59.97mm	53.97mm	23.00	EN40B Billet	Stroker Crank.	BFH,BML,BJS, BKJ, BKK, BKL, BMJ, BMV, BMX, BPF, BRJ, BRK, BUB
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* Available from January 2025

BMW

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
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M3 S14 Series

C-BMW-001	80.00mm	54.99mm	47.991mm	20.30	4340 Billet	S14B20 Stroker Crank.	S14B20
C-BMW-003	84.00mm	54.99mm	47.991mm	20.40	4340 Billet	S14B23 Std Stroke	S14B23
C-BMW-002	87.00mm	54.99mm	47.991mm	20.50	4340 Billet	S14B25 Std Stroke	S14B25
C-BMW-004	95.00mm	54.99mm	47.991mm	19.50	4340 Billet	S14B25 Stroker Crank.	S14B25

M3 S50B30 Euro Version (E36)

C-BMW-005	85.70mm	60.00mm	50.00mm	23.50	4340 Billet	S50B30 Std Stroke	S50B30
C-BMW-006	91.00mm	60.00mm	50.00mm	23.60	4340 Billet	S50B30 Stroker 3.2L	S50B30

M3 S50B32 E36

C-BMW-006*	91.00mm	60.00mm	50.00mm	23.60	4340 Billet	S50B30 Stroker 3.2L	S50B32
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** You must use S50B30 Rod Bearings (ACL Race SKU: 6B1515H-Std)

CHEVROLET

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
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Small block

C-SBC-001UL	3.750" / 95.25mm	62.21mm	53.34mm	22.10	4340 Billet	Lightweight Design	Suitable with all Chevy Small Block engines
C-SBC-002UL	3.480" / 88.39mm	62.21mm	53.34mm	21.90	4340 Billet	Lightweight Design	Suitable with all Chevy Small Block engines
C-SBC-003UL	3.300" / 83.82mm	62.21mm	53.34mm	21.50	4340 Billet	Lightweight Design	Suitable with all Chevy Small Block engines

LS1

C-LS1-001UL	4.000" / 101.60mm	65.00mm	53.34mm	23.80	4340 Billet	Lightweight Design	Suitable with all Chevy LS1 Engines
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CITROEN / PEUGEOT

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
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1.6L 16v TU5J4 / TU5JP4

C-CIT-001L	89.00mm	49.98mm	44.98mm	13.20	4340 Billet	Stroker Crank. 1.8L	TU5J4 / TU5JP4
C-CIT-004L	82.00mm	49.98mm	44.98mm	10.10	4340 Billet	Std Stroke - Kit Car	TU5J4 / TU5JP4

1.6L Turbo 207 RC / DS3 (Prince - EP6)

C-MIN-002	85.80mm	45.00mm	45.00mm	15.00	4340 Billet	Std Stroke	Prince EP6 / EP6C / EP6DT / EP6DTS
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FIAT

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
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1.6L Tempra, Ritmo, Punto

C-FIA-001UL	79.00mm	50.80mm	45.498mm	9.25	4340 Billet	Stroker Crank. 1.9L	159A
C-FIA-002L	67.40mm	50.80mm	45.498mm	9.50	4340 Billet	Std Stroke	159A

1.4L Abarth / T-Jet / Grand Punto

C-FIA-003	84.00mm	48.00mm	42.000mm	10.4	4340 Billet	Std Stroke	312A1, 198A
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* Available from January 2025

FORD

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
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2.0L 16v Sierra / Escort / Cosworth YB

C-FOR-001L	77.00mm	56.99mm	51.99mm	18.50	4340 Billet	Std Stroke	N5B
C-FOR-002L	82.00mm	56.99mm	51.99mm	19.00	4340 Billet	Stroker Crankshaft	N5B
C-FOR-003L	84.00mm	56.99mm	51.99mm	19.20	4340 Billet	Stroker Crankshaft	N5B
C-FOR-004L	86.00mm	56.99mm	51.99mm	17.10	4340 Billet	Stroker Crankshaft	N5B

HONDA

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
K20A2, K20Z1, K20A3							
C-HON-003UL	93.00mm	55.00mm	48.00mm	16.80	4340 Billet	Stroker Crankshaft	K20A2, K20Z1, K20A3

F20 as S2000

C-HON-006UL	84.00mm	55.00mm	48.00mm	13.30	4340 Billet	Std Stroke / Lightweight Design	F20C
C-HON-004UL	96.50mm	55.00mm	48.00mm	16.10	4340 Billet	Stroker Crankshaft	F20C
C-HON-005UL	103.0mm	55.00mm	48.00mm	16.30	4340 Billet	Stroker Crankshaft	F20C

LANCIA

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
2.0L 16v Delta Integrale							
C-LAN-001L	90.00mm	50.80mm	53.00mm	13.00	4340 Billet	Std Stroke	832CS / M16AT / M20L4T

MINI COOPER

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
1.6L R56 Turbo - N12B16 / N14B16							
C-MIN-002	85.80mm	45.00mm	45.00mm	15.00	4340 Billet	Std Stroke	N12B16 / N14B16 / N18B16A / N18B16B / N18B16C

1.6L R53 Supercharger - W11B16

C-MIN-001UL	85.50mm	54.97mm	48.00mm	12.75	4340 Billet	Std Stroke	W11B16
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MITSUBISHI

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
4G63 EVO 4-9							
C-MIT-001L	88.00mm	57.00mm	45.00mm	15.80	4340 Billet	Std Stroke	4G63T / 4G63
C-MIT-003L	94.00mm	57.00mm	45.00mm	15.90	4340 Billet	Stroker Crankshaft	4G63T / 4G63
C-MIT-EN40B-003L	94.00mm	57.00mm	45.00mm	13.30	4340 Billet	Super Light Weight	4G63T / 4G63
C-MIT-002L	100.00mm	57.00mm	45.00mm	16.50	4340 Billet	Stroker Crankshaft	4G63T / 4G63
C-MIT-EN40B-002L	100.00mm	57.00mm	45.00mm	13.30	4340 Billet	Super Light Weight	4G63T / 4G63

* Available from January 2025

4B11 EVO - Stroker 2.2L

C-MIT-004L	94.00mm	51.986mm	51.98mm	16.41	4340 Billet	Stroker Crankshaft	4B11
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NISSAN

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
SR20DET / SR20DE (Silvia / Primera / 200SX)							
C-NIS-001L	91.00mm	55.00mm	48.00mm	17.90	4339 Billet	Stroker Crankshaft	SR20DET / SR20DE / SR20VE / SR20VET

RB26DETT (Skyline R32 /R34)

C-NIS-002L	73.70mm	54.965mm	47.97mm	18.80	4340 Billet	Std Stroke / Lightweight Design	RB26DETT / RB25DET
C-NIS-003L	77.70mm	54.965mm	47.97mm	19.50	4340 Billet	Stroker 2.8L / Lightweight Design	RB26DETT

VR38DETT (GTR)

C-NIS-004UL	94.40mm	65.97mm	55.96mm	18.50	4340 Billet	Stroker Crankshaft	VR38 DETT
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OPEL / VAUXHALL

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
1.6L Turbo Z16LET (Corsa OPC)							
C-OPE-004	89.00mm	55.00mm	43.00mm	14.30	4340 Billet	Stroker Crankshaft 1.8L	Z16LER / A16LER / A16LET / Z16LEH
C-OPE-009L	81.50mm	55.00mm	43.00mm	11.70	4340 Billet	Std stroke w/ 4-Count.	Z16LER / A16LER / A16LET / Z16LEH

2.0L 16v C20 Engine

C-OPE-005L	86.00mm	58.00mm	49.00mm	16.20	4340 Billet	Std Stroke	C20XE
C-OPE-002L	91.00mm	58.00mm	49.00mm	15.30	4340 Billet	Stroker Crankshaft	C20XE

2.0L 16v Z20 Engine

C-OPE-007	86.00mm	58.00mm	49.00mm	18.70	4340 Billet	Std Stroke	Z20LET / Z20LEH / Y20LET / Z20LER
C-OPE-008	91.00mm	58.00mm	49.00mm	19.00	4340 Billet	Stroker Crankshaft	Z20LET / Z20LEH / Y20LET / Z20LER

RENAULT

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
2.0L F4R							
C-REN-001UL	93.00mm	54.80mm	48.00mm	15.50	4340 Billet	Std Stroke	F4R

2.0L F4R (De-Stroke)

C-REN-002UL	90.00mm	54.80mm	48.00mm	15.50	4340 Billet	De-Stroke	F4R
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SUBARU

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
EJ20 / EJ22 / EJ25							
C-SUB-001UL	75.00mm	60.00mm	52.00mm	8.00	4340 Billet	Std Stroke 2.0L	EJ20 / EJ205 / EJ25 / EJ257 / EJ22ET
C-SUB-002UL	79.00mm	60.00mm	52.00mm	8.10	4340 Billet	Std Stroke 2.5L	EJ25 / EJ257
C-SUB-003UL	83.00mm	60.00mm	52.00mm	8.55	4340 Billet	Stroker Crankshaft 2.7L	EJ25 / EJ257

SUBARU

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
EG33 SVX							
C-SUB-004UL	75.00mm	60.00mm	52.00mm	12.50	4340 Billet	Std Stroke	EG33
C-SUB-005UL	79.00mm	60.00mm	52.00mm	12.48	4340 Billet	Stroker Crankshaft	EG33

TOYOTA

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
2.0L 3SGTE / 3SGE							
C-TOY-001UL	93.00mm	55.00mm	48.00mm	17.20	4340 Billet	Stroker Crankshaft	3SGTE / 3SGE
2.4L 5SFE w/ 3SGTE Journals							
C-TOY-002UL	100.00mm	55.00mm	48.00mm	17.30	4340 Billet	Stroker Crankshaft	3SGTE / 3SGE / 5SFE
3.0L 2JZ Supra							
C-TOY-005L	94.00mm	61.994mm	51.991 mm	22.30	4340 Billet	Stroker Crankshaft	2JZ-GTE

VOLVO

PART NUMBER	STROKE	MAIN JOURNAL	ROD JOURNAL	WEIGHT KG.	CRANK. GRADE	FOOTNOTE	ENGINE NUMBER
2.3L 16v B234F / 2.0L 8v B230							
C-VOL-001	80.00mm	63.00mm	49.00mm	21.20	4340 Billet	Std Stroker	B230 / B234
C-VOL-004	72.80mm	63.00mm	49.00mm	20.40	4340 Billet	DE-Stroke Crank.	B230 / B234
C-VOL-002	86.00mm	63.00mm	49.00mm	22.30	4340 Billet	Stroker Crankshaft	B230 / B234
C-VOL-003	81.20mm	63.00mm	49.00mm	21.30	4340 Billet	Stroker Crankshaft	B230 / B234



**FORGED
PISTONS**
SUPERSPORT SERIES

AUDI / VOLKSWAGEN

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
1.4L TSI (2012-Pre) • 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Made in Germany • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.5 x 1.2 x 2.2 rings included • Anti friction skirt coating • Block Height: 211.00mm • C/R Calculated w/ Gasket 0.65mm x 77.0mm • Top Ring Down: 5.70mm • Head cc's: 26.00												
43709-765	76.50mm	10.0:1	10.5:1	29.00mm	75.60mm	144.00mm	19.00mm	-0.20	-8.50	765XPZ	233	WP141-SP
43709-770	77.00mm	10.0:1	10.5:1	29.00mm	75.60mm	144.00mm	19.00mm	-0.20	-8.50	770XPZ	236	WP141-SP

1.8L Turbo 20v | Stroker 92.80mm Crank. (06A Engine)

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
• 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Made in Germany • Clip cuts on the edge of the piston • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Block Height: 220.00mm • C/R Calculated w/ Gasket 1.20mm x 82.5mm • Top Ring Down: 8.0mm • Head cc's: 44.00												
43702-810	81.00mm	9.0:1	9.5:1	32.70mm	86.40mm	144.00mm	20.00mm	-0.10	-4.20	21-GNH08100	292	WP061
43702-815	81.50mm	9.0:1	9.5:1	32.70mm	86.40mm	144.00mm	20.00mm	-0.10	-4.90	21-GNH08150	295	WP061
43702-820	82.00mm	9.0:1	9.5:1	32.70mm	86.40mm	144.00mm	20.00mm	-0.10	-5.60	21-GNH08200	300	WP061
43703-815	81.50mm	9.0:1	9.5:1	29.50mm	92.80mm	144.00mm	20.00mm	-0.10	-9.00	21-GNH08100	281	WP061
43703-825	82.50mm	9.0:1	9.5:1	29.50mm	92.80mm	144.00mm	20.00mm	-0.10	-10.5	21-GNH08250	285	WP061
43703-830	83.00mm	9.0:1	9.5:1	29.50mm	92.80mm	144.00mm	20.00mm	-0.10	-10.4	21-GNH08300	290	WP061

1.8L Turbo 20v | 21.0mm Pin not 20.0mm as OEM

 Wiseco AP Series Extreme High HP Applications

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
• 2618 Low-Silicon / High-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Over size and deeper valve pockets • ArmorGlide Skirt Coating • Armor Plating Piston Coating • Upgraded H13 alloy wrist pins / 5.34mm Wall Thick. • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Made in USA • Block Height: 220.00mm • C/R Calculated w/ Gasket 1.20mm x 82.5mm • Top Ring Down: 6.0mm • Head cc's: 44.00												

1.8L Stroker 92.80mm Crank. (06A Engine)

23703-815	81.50mm	8.8:1	9.5:1	29.50mm	92.80mm	144.00mm	21.00mm	-0.10	-10.59	21-GNH08150	315	H8272500235JC
23703-825	82.50mm	8.8:1	9.5:1	29.50mm	92.80mm	144.00mm	21.00mm	-0.10	-12.09	21-GNH08200	327	H8272500235JC

* These pistons are suitable with R-AUD-006-I (144x21) Heavy Duty Connecting rods

1.8L TSI / TFSI (EA888)

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
• 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator groove • Anti-Detonation grooves • Round skirt style and 3D piston crown • Made in Germany • Over size and deeper valve pockets • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Block Height: 220.00mm • C/R Calculated w/ Gasket 0.90mm x 83.0mm • Top Ring Down: 6.50mm • Head cc's:												
43704-825	82.50mm	9.6:1	9.6:1	29.70mm	84.10mm	148.00mm	21.00mm	-0.25	+0.36	21-GNH08250	324	WP034
43704-830	83.00mm	9.6:1	9.6:1	29.70mm	84.10mm	148.00mm	21.00mm	-0.25	+0.36	21-GNH08300	330	WP034

AUDI / VOLKSWAGEN

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
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2.0L TFSI / TSI | Belt & Chain Driven Engine

- 4032-T6 High-Silicon / Low-Expansion alloy
- Gas pressure accumulator groove
- Anti-Detonation grooves
- Over size and deeper valve pockets
- Clip cuts on the edge of the pistons on the Intake side
- Upgraded 9310 alloy wrist pins / 5.34mm Wall Thck.
- Offset pins for quiet operation
- Round skirt style
- Premium 1.0 x 1.2 x 2.8 rings included
- Made in Germany
- Block Height: 220.00mm
- C/R Calculated w/ Gasket 0.90mm x 83.0mm
- Top Ring Down: 6.30mm
- Head cc's: 46.00 - Chain Driven
- Head cc's: 45.00 - Belt Driven

43705-825	82.50mm	9.6:1 / 9.8:1	9.6:1 / 9.8:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.05	-5.90	21-GNH08250	302	WP092
43705-830	83.00mm	9.6:1 / 9.8:1	9.6:1 / 9.8:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.05	-6.60	21-GNH08300	304	WP092
43706-825	82.50mm	9.2:1 / 9.3:1	9.6:1 / 9.8:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.05	-9.50	21-GNH08250	308	WP092
43706-827	82.70mm	9.2:1 / 9.3:1	9.6:1 / 9.8:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.05	-9.50	827XPY	311	WP092
43706-830	83.00mm	9.2:1 / 9.3:1	9.6:1 / 9.8:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.05	-10.3	21-GNH08200	313	WP092

Chain Driven (23.0mm Pin)

43708-825	82.50mm	9.6:1	9.6:1	29.55mm	92.80mm	144.00mm	23.00mm	-0.05	-9.50	21-GNH08250	303	WP143-SP
43708-830	83.00mm	9.6:1	9.6:1	29.55mm	92.80mm	144.00mm	23.00mm	-0.05	-10.3	21-GNH08300	307	WP143-SP

2.0L Stroker 95.20mm Crank. (EA888 Belt Driven)

43707-050	83.00mm	9.5:1 / 9.6:1	9.6:1 / 9.8:1	28.40mm	95.20mm	144.00mm	21.00mm	-0.00	-9.50	21-GNH08300	298	WP061
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*The 43705-xxx & 43706-xxx pistons are designed to be used in all Generations of 2.0L TFSI & TSI engine configurations with 21.00mm pin. Con-Rod part number w/21.0mm pin R-AUD-006-I (Belt Driven) / R-AUD-009-I (Chain Driven)

2.0L TFSI / TSI | Belt & Chain Driven Engine

 Wiseco AP Series Extreme High HP Applications

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
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- 2618 Low-Silicon / High-Expansion alloy
- Gas pressure accumulator and Anti-Detonation grooves
- Over size and deeper valve pockets
- ArmorGlide Skirt Coating
- Armor Plating Piston Coating
- Upgraded 9310 alloy wrist pins / 5.34mm Wall Thck.
- Offset pins for quiet operation
- Premium 1.0 x 1.2 x 2.8 rings included
- Made in USA
- Block Height: 220.00mm
- C/R Calculated w/ Gasket 0.90mm x 83.0mm
- Top Ring Down: 6.30mm
- Head cc's: 46.00 - Chain Driven
- Head cc's: 45.00 - Belt Driven

23705-825	82.50mm	9.0:1 / 9.2:1	9.6:1	29.50mm	92.80mm	144.00mm	21.00mm	-0.10	-11.20	21-GNH08250	299	S721
23705-830	83.00mm	9.0:1 / 9.2:1	9.6:1	29.50mm	92.80mm	144.00mm	21.00mm	-0.10	-11.90	21-GNH08300	304	S721

*The 23705-xxx pistons are designed to be used in all Generations of 2.0L TFSI & TSI engine configurations with 21.00mm pin. Con-Rod part number w/21.0mm pin R-AUD-006-I (Belt Driven) / R-AUD-009-I (Chain Driven)

AUDI / VOLKSWAGEN

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
2.5L TFSI (TT-RS, RS3) • 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator groove • Anti-Detonation grooves • Over size and deeper valve pockets • Clip cuts on the edge of the pistons on the Intake side • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Round skirt style • Premium 1.0 x 1.2 x 2.8 rings included • Made in Germany • Block Height: 220.00mm • C/R Calculated w/ Gasket 0.90mm x 83.0mm • Top Ring Down: 6.30mm • Head cc's: 46.00												
43705-825-5	82.50mm	9.6:1	10:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.05	-5.90	21-GNH08100	302	WP092
43705-830-5	83.00mm	9.6:1	10:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.05	-6.60	21-GNH08150	304	WP092
43706-825-5	82.50mm	9.2:1	10:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.05	-9.50	21-GNH08250	308	WP092
43706-827-5	82.70mm	9.2:1	10:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.05	-10.3	827XPY	311	WP092
43706-830-5	83.00mm	9.2:1	10:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.05	-10.3	21-GNH08200	313	WP092
43708-825-5	82.50mm	9.2:1	10:1	29.55mm	92.80mm	144.00mm	23.00mm	-0.05	-9.50	21-GNH08100	303	WP143-SP
43708-830-5	83.00mm	9.2:1	10:1	29.55mm	92.80mm	144.00mm	23.00mm	-0.05	-10.3	21-GNH08150	307	WP143-SP

*The 43705-xxx & 43706-xxx pistons are designed to be used in all Generations of 2.5L TFSI engine configurations with 21.00mm pin. Con-Rod part number R-AUD-009-I-5 w/21.0mm pin

2.5L TFSI (TT-RS, RS3)

 Wiseco AP Series Extreme High HP Applications

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
• 2618 Low-Silicon / High-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Over size and deeper valve pockets • ArmorGlide Skirt Coating • Armor Plating Piston Coating • Upgraded 9310 alloy wrist pins / 5.34mm Wall Thck. • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Made in USA • Block Height: 220.00mm • C/R Calculated w/ Gasket 0.90mm x 83.0mm • Top Ring Down: 6.30mm • Head cc's: 46.00 - Chain Driven												
23705-825-5	82.50mm	9.0:1	9.6:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.10	-11.20	21-GNH08250	299	S721
23705-830-5	83.00mm	9.0:1	9.6:1	29.55mm	92.80mm	144.00mm	21.00mm	-0.10	-11.90	21-GNH08300	304	S721

*The 23705-xxx pistons are designed to be used in all Generations of 2.5L TFSI engine configurations with 21.00mm pin. Con-Rod part number R-AUD-009-I-5 w/21.0mm pin.

RS6 C6 5.0 V10 TFSI Biturbo (BUH)

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
• 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator groove • Anti-Detonation grooves • Over size and deeper valve pockets • Nickel-chrome-molybdenum alloy wrist pins • 9310 alloy wrist pins / Cylindrical shape/ Wall thickness 4.00mm • Offset pins for quiet operation • Made in Germany • Block Height: OEM • C/R Calculated w/ OEM Gasket • Top Ring Down: 6.50mm • Head cc's: OEM												
43710-845	84.50mm	10.5:1	10.5:1	30.40mm	89.00mm	153.00mm	22.00mm	OEM	-1.60	21-GNH08450	323.97	WP136-SP
43710-850	85.00mm	10.5:1	10.5:1	30.40mm	89.00mm	153.00mm	22.00mm	OEM	-1.60	21-GNH08500	327.99	WP136-SP

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
1.8L M40 / M42 • 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Made in Germany • Clip cuts on the edge of the pistons on the Intake side • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Block Height: 212.00mm • C/R Calculated w/ Gasket 1.75mm x 87.0mm • Top Ring Down: 6.80mm • Head cc's: 33.00												
41101-840	84.00mm	8.8:1	10.0:1	31.50mm	81.00mm	139.95mm	22.00mm	-0.05	-14.30	21-GNH08400	323	WP098
41101-845	84.50mm	8.8:1	10.0:1	31.50mm	81.00mm	139.95mm	22.00mm	-0.05	-15.50	21-GNH08450	325	WP098
41101-850	85.00mm	8.8:1	10.0:1	31.50mm	81.00mm	139.95mm	22.00mm	-0.05	-15.60	21-GNH08500	327	WP098

2.5L M50 Single Vanos

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
• 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Made in Germany • Clip cuts on the edge of the pistons on the Intake side • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Block Height: 209.95mm • C/R Calculated w/ Gasket 1.70mm x 85.0mm • Top Ring Down: 7.50mm • Head cc's: 33.00												
41103-840	84.00mm	8.56:1	10.5:1	32.50mm	75.00mm	140.00mm	22.00mm	0.05	-12.50	21-GNH08400	334	WP098
41103-845	84.50mm	8.65:1	10.5:1	32.50mm	75.00mm	140.00mm	22.00mm	0.05	-13.20	21-GNH08450	334	WP098
41103-850	85.00mm	8.74:1	10.5:1	32.50mm	75.00mm	140.00mm	22.00mm	0.05	-13.90	21-GNH08500	334	WP098

2.5L M52 Single Vanos

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
• 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Made in Germany • Clip cuts on the edge of the pistons on the Intake side • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Block Height: 210.80mm • C/R Calculated w/ Gasket 0.70mm x 85.0mm • Top Ring Down: 7.50mm • Head cc's: 36.00												
41105-840	84.00mm	8.3:1	10.5:1	32.50mm	75.00mm	140.00mm	22.00mm	-0.80	-12.50	21-GNH08400	334	WP098
41105-845	84.50mm	8.3:1	10.5:1	32.50mm	75.00mm	140.00mm	22.00mm	-0.80	-13.20	21-GNH08450	334	WP098
41105-850	85.00mm	8.3:1	10.5:1	32.50mm	75.00mm	140.00mm	22.00mm	-0.80	-13.90	21-GNH08500	334	WP098

2.8L M50 / M52 / M54

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
• 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Made in Germany • Clip cuts on the edge of the pistons on the Intake side • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Block Height: 210.80mm • C/R Calculated w/ Gasket 0.70mm x 85.0mm • Top Ring Down: 7.50mm • Head cc's: 35.00												
41102-840	84.00mm	8.7:1	10.2:1	32.50mm	84.00mm	135.00mm	22.00mm	-1.30	-12.50	21-GNH08400	334	WP098
41102-845	84.50mm	8.7:1	10.2:1	32.50mm	84.00mm	135.00mm	22.00mm	-1.30	-13.20	21-GNH08450	334	WP098
41102-850	85.00mm	8.7:1	10.2:1	32.50mm	84.00mm	135.00mm	22.00mm	-1.30	-13.90	21-GNH08500	334	WP098

BMW

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
3.0L Turbo M54B30 (E46, E39) 4032-T6 High-Silicon / Low-Expansion alloy - Gas pressure accumulator and Anti-Detonation grooves - Round skirt style - Over size and deeper valve pockets (+1.0mm) - Made in Germany - Clip cuts on the edge of the pistons on the Intake side 9310 alloy wrist pins / Cylindrical shape - Offset pins for quiet operation - Premium 1.5 x 1.2 x 2.5 rings included - Block Height: 210.80mm - C/R Calculated w/ Gasket 0.70mm x 85.0mm - Top Ring Down: - Head cc's: 35.30												
41106-845	84.50mm	9.0:1	10.2:1	30.50mm	86.60mm	135.00mm	22.00mm	-0.50	-19.50	845XPY	273	W136-SP

3.2L M3 S54 E46

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
4032-T6 High-Silicon / Low-Expansion alloy - Gas pressure accumulator and Anti-Detonation grooves - Round skirt style - Over size and deeper valve pockets - Made in Germany - Clip cuts on the edge of the pistons on the Intake side 9310 alloy wrist pins / Cylindrical shape - Offset pins for quiet operation - Premium 1.0 x 1.2 x 2.8 rings included - Block Height: 217.00mm - C/R Calculated w/ Gasket 0.64mm x 88.0mm - Top Ring Down: 8.00mm - Head cc's: 33.00												
41104-870	87.00mm	9.0:1	11.3:1	32.30mm	91.00mm	139.00mm	21.00mm	-0.20	-29.20	21-GNH08400	334	WP098
41104-875	87.50mm	9.0:1	11.3:1	32.30mm	91.00mm	139.00mm	21.00mm	-0.20	-30.00	21-GNH08450	339	WP098

CITROEN / PEUGEOT

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
4032-T6 High-Silicon / Low-Expansion alloy - Gas pressure accumulator and Anti-Detonation grooves - Round skirt style - Over size and deeper valve pockets 9310 alloy wrist pins / Cylindrical shape - Offset pins for quiet operation - Premium 1.0 x 1.2 x 2.8 rings included - Made in Germany - Block Height: 210.50mm - C/R Calculated w/ Gasket 0.90mm x 78.0mm - Top Ring Down: - Head cc's: 37.60												
42501-770	77.00mm	10.5:1	10.5:1	28.50mm	85.80mm	138.55mm	20.00mm		-0.55	21-GNH07700	246	WP051
42501-775	77.50mm	10.5:1	10.5:1	28.50mm	85.80mm	138.55mm	20.00mm		-0.55	21-GNH07750	252	WP051

1.6L 16v Rallye (TU5J4 Head), Stroker pistons

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
4032-T6 High-Silicon / Low-Expansion alloy - Gas pressure accumulator and Anti-Detonation grooves - Turbo use Round skirt style - N/A use X-Style Skirt - Over size and deeper valve pockets - Naturally Aspirated pistons have 2-Rings - Clip cuts on the edge of the pistons on the Intake side 9310 alloy wrist pins / Cylindrical shape - Offset pins for quiet operation - Premium 1.0 x 1.2 x 2.8 rings included - Block Height: 207.00mm - C/R Calculated w/ Gasket 1.30mm x 80.0mm - Top Ring Down: 5.90mm N/A - 7.70mm Turbo - Head cc's: 32.70												
42902-800	80.00mm	13.6:1	10.8:1	24.75mm	89.00mm	137.75mm	18.00mm	0.00	+4.20	21-GNH08000	248	WP099
42903-800	80.00mm	9.15:1	10.8:1	28.90mm	89.00mm	133.60mm	19.50mm	0.00	-15.41	21-GNH08000	272	WP035

1.6L 16v C2 (TU5JP4 Head), Stroker pistons

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
4032-T6 High-Silicon / Low-Expansion alloy - Gas pressure accumulator and Anti-Detonation grooves - Turbo use Round skirt style - N/A use X-Style Skirt - Over size and deeper valve pockets - Naturally Aspirated pistons have 2-Rings - Clip cuts on the edge of the pistons on the Intake side 9310 alloy wrist pins / Cylindrical shape - Offset pins for quiet operation - Premium 1.0 x 1.2 x 2.8 rings included - Made in Germany - Block Height: 207.00mm - C/R Calculated w/ Gasket 0.65mm x 80.0mm - Top Ring Down: 5.90mm N/A - 7.70mm Turbo - Head cc's: 39.50												
42902-800	80.00mm	12.5:1	10.8:1	24.75mm	89.00mm	137.75mm	18.00mm	0.00	+4.20	21-GNH8000	248	WP099
42903-800	80.00mm	8.7:1	10.8:1	28.90mm	89.00mm	133.60mm	19.50mm	0.00	-15.41	21-GNH8000	272	WP035

CITROEN / PEUGEOT

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
1.6L 16v C2 (TU5JP4 Head), Long Rods 141.0mm • 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Turbo use Round skirt style - N/A use X-Style Skirt • Over size and deeper valve pockets • Naturally Aspirated pistons have 3-Rings • Clip cuts on the edge of the pistons on the Intake side • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.0 rings included • Made in Germany • Block Height: 207.00mm • C/R Calculated w/ Gasket 0.65mm x 80.0mm • Top Ring Down: 5.40mm • Head cc's: 39.50												
42907-787	78.70mm	12.98	10.8:1	24.70mm	82.00mm	141.00mm	18.00mm	-0.30	+11.20	787XDS-3	253	WP031

FIAT / LANCIA

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
1.4L Abarth / T-Jet / Grand Punto • 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Made in Germany • Clip cuts on the edge of the pistons on the Intake side • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Block Height: 198.00mm • C/R Calculated w/ Gasket 0.72mm x 73.0mm • Top Ring Down: 6.40mm • Head cc's: 14.30												
41401-720	72.00mm	9.8:1	9.8:1	26.80mm	84.00mm	129.00mm	18.00mm	-0.20	-13.70	21-GNH07200	206	WP064
41401-725	72.50mm	9.8:1	9.8:1	26.80mm	84.00mm	129.00mm	18.00mm	-0.20	-14.50	21-GNH07250	208	WP064

2.0L 16v Delta Integrale | 2.0L 16v Coupe

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
• 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Made in Germany • Clip cuts on the edge of the pistons on the Intake side • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Block Height: 229.00mm • C/R Calculated w/ Gasket 1.60mm x 87.0mm • Top Ring Down: 8.55mm • Head cc's: 42.70												
42001-840	84.00mm	8.5:1	8.0:1	38.90mm	90.00mm	145.00mm	22.00mm	-0.10	-13.30	21-GNH08400	377	WP122
42001-845	84.50mm	8.5:1	8.0:1	38.90mm	90.00mm	145.00mm	22.00mm	-0.10	-14.10	21-GNH08450	386	WP122
42001-850	85.00mm	8.5:1	8.0:1	38.90mm	90.00mm	145.00mm	22.00mm	-0.10	-14.85	21-GNH08500	388	WP122

FORD

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
2.0L 16 Cosworth (YB) • 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Made in Germany • Clip cuts on the edge of the pistons on the Intake side • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Block Height: 207.50mm • C/R Calculated w/ Gasket 1.0mm x 92.50mm • Top Ring Down: 7.20mm • Head cc's: 45.00												
41501-908	90.80mm	10.2:1	8.0:1	32.75mm	77.00mm	136.50mm	24.00mm	+0.25	-3.66 (FT)		369	WP022

2.0L 16 Cosworth (YB)

41502-920	92.00mm	12.8:1	8.0:1	32.25mm	84.00mm	133.50mm	24.00mm	+0.25	+3.30			WP022
41503-915	91.50mm	9.2:1	8.0:1	32.25mm	84.00mm	133.50mm	24.00mm	+0.25	-15.0			WP022
41503-920	92.00mm	9.2:1	8.0:1	32.25mm	84.00mm	133.50mm	24.00mm	+0.25	-15.0			WP022

MINI COOPER

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
1.6L R56 Turbo - N12B16 / N14B16 • 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Made in Germany • Block Height: 210.50mm • C/R Calculated w/ Gasket 0.90mm x 78.0mm • Top Ring Down: • Head cc's: 37.60												
42501-770	77.00mm	10.5:1	10.5:1	28.50mm	85.80mm	138.55mm	20.00mm		-0.55	21-GNH07700	246	WP051
42501-775	77.50mm	10.5:1	10.5:1	28.50mm	85.80mm	138.55mm	20.00mm		-0.55	21-GNH07750	252	WP051

MITSUBISHI

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
4G63 EVO 4-9 • 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Clip cuts on the edge of the pistons on the Intake side • Upgraded 9310 alloy wrist pins / 5.34mm Wall Thck. • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Made in Germany • Block Height: 229.00mm • C/R Calculated w/ Gasket 1.00mm x 86.30mm • Top Ring Down: 7.10mm • Head cc's: 47.00 / 43.00 (Evo 8+9 =43.00)												
42401-850	85.00mm	8.5:1 / 9.0:1	8.8:1	34.87mm	88.00mm	150.00mm	22.00mm	-0.13	-12.40	21-GNH08500	318	WP122
42401-855	85.50mm	8.5:1 / 9.0:1	8.8:1	34.87mm	88.00mm	150.00mm	22.00mm	-0.13	-13.20	21-GNH08550	320	WP122
42401-860	86.00mm	8.5:1 / 9.0:1	8.8:1	34.87mm	88.00mm	150.00mm	22.00mm	-0.13	-14.00	21-GNH08600	326	WP122

4G63 EVO 4-9

 **Wiseco AP Series Extreme High HP Applications**

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
• 2618 Low-Silicon / High-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Over size and deeper valve pockets • ArmorGlide Skirt Coating • Armor Plating Piston Coating • Upgraded 9310 alloy wrist pins / 5.34mm Wall Thck. • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Made in USA • Block Height: 220.00mm • C/R Calculated w/ Gasket 0.90mm x 83.0mm • Top Ring Down: 6.30mm • Head cc's: 46.00 - Chain Driven												
22401-850	85.00mm	9.0:1 / 8.52:1	8.8:1	34.80mm	88.00mm	150.00mm	22.00mm	-0.20	-11.89	21-GNH08500	356	S722
22401-852	85.25mm	9.0:1 / 8.52:1	8.8:1	34.80mm	88.00mm	150.00mm	22.00mm	-0.20	-11.89	21-GNH08525	400	S722
22401-855	85.50mm	9.0:1 / 8.52:1	8.8:1	34.80mm	88.00mm	150.00mm	22.00mm	-0.20	-12.71	21-GNH08550	401	S722
22402-850	85.00mm	9.0:1 / 8.52:1	8.8:1	28.80mm	88.00mm	156.00mm	22.00mm	-0.20	-12.11	21-GNH08500	356	S722
22402-852	85.25mm	9.0:1 / 8.52:1	8.8:1	28.80mm	88.00mm	156.00mm	22.00mm	-0.20	-12.11	21-GNH08525	358	S722
22402-855	85.50mm	9.0:1 / 8.52:1	8.8:1	28.80mm	88.00mm	156.00mm	22.00mm	-0.20	-12.80	21-GNH08550	361	S722
22403-852	85.25mm	9.0:1 / 8.52:1	8.8:1	25.80mm	94.00mm	156.00mm	22.00mm	-0.20	-16.36	21-GNH08525	316	S722
22403-850	85.50mm	9.0:1 / 8.52:1	8.8:1	25.80mm	94.00mm	156.00mm	22.00mm	-0.20	-16.36	21-GNH08550	323	S722
22402-850	85.00mm	10:1 / 9.54:1	8.8:1	28.80mm	100.00mm	150.00mm	22.00mm	-0.20	-12.11	21-GNH08500	356	S722
22402-852	85.25mm	10:1 / 9.54:1	8.8:1	28.80mm	100.00mm	150.00mm	22.00mm	-0.20	-12.11	21-GNH08525	358	S722
22402-855	85.50mm	10:1 / 9.54:1	8.8:1	28.80mm	100.00mm	150.00mm	22.00mm	-0.20	-12.80	21-GNH08550	361	S722

NISSAN

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
RB26DETT R32-R35 4032-T6 High-Silicon / Low-Expansion alloy - Gas pressure accumulator and Anti-Detonation grooves - Round skirt style - Over size and deeper valve pockets - Clip cuts on the edge of the pistons on the Intake side 9310 alloy wrist pins / Cylindrical shape - Offset pins for quiet operation - Side gas ports for better ring seal - Premium 1.0 x 1.2 x 2.8 rings included - Made in Germany - Block Height: 188.50mm - C/R Calculated w/ Gasket 1.20mm x 87.00mm - Top Ring Down: 8.40mm - Head cc's: 66.50												
42601-865	86.50mm	8.8:1	8.5:1	30.00mm	73.70mm	121.50mm	21.00mm	-0.15	+15.50	21-GNH0865		WP092
42601-870	87.00mm	8.9:1	8.5:1	30.00mm	73.70mm	121.50mm	21.00mm	-0.15	+15.50	21-GNH0870		WP092

OPEL / VAUXHALL

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
1.6L Turbo Z16LET (Corsa OPC) 4032-T6 High-Silicon / Low-Expansion alloy - Gas pressure accumulator and Anti-Detonation grooves - Round skirt style - Made in Germany 9310 alloy wrist pins / Cylindrical shape - Offset pins for quiet operation - Premium 1.0 x 1.2 x 2.8 rings included - C/R Calculated w/ Gasket 1.27mm x 80.00mm - Top Ring Down: 5.50mm - Head cc's: 39.50												
42701-790	79.00mm	8.5:1	8.8:1	28.00mm	81.50mm	129.75mm	19.00mm	0	-5.0	21-GNH07900	276	WP019
42701-795	79.50mm	8.5:1	8.8:1	28.00mm	81.50mm	129.75mm	19.00mm	0	-5.6	21-GNH07950	282	WP019

2.0L 16v C20XE & Z20LET

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
4032-T6 High-Silicon / Low-Expansion alloy - Gas pressure accumulator and Anti-Detonation grooves - Over size and deeper valve pockets - Clip cuts on the edge of the pistons on the Intake side - Made in Germany 9310 alloy wrist pins / Cylindrical shape - Offset pins for quiet operation - Round skirt style - Premium 1.0 x 1.2 x 2.8 rings included - Block Height: 216.30mm - C/R Calculated w/ Gasket 1.00mm x 87.50mm - Top Ring Down: 7.00mm - Head cc's: 43.00 / 42.60												
42702-860	86.00mm	8.8:1	8.8:1	30.25mm	86.00mm	143.00mm	21.00mm	-0.05	-14.50	21-GNH08600	321	WP092
42702-865	86.50mm	8.8:1	8.8:1	30.25mm	86.00mm	143.00mm	21.00mm	-0.05	-15.25	21-GNH08650	333	WP092
42702-870	87.00mm	8.8:1	8.8:1	30.25mm	86.00mm	143.00mm	21.00mm	-0.05	-16.00	21-GNH08700	326	WP092

* The pistons are designed to be used in all C20 & Z20 engines.

2.0L 16v C20XE, Stroker pistons w/ 2-rings

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
4032-T6 High-Silicon / Low-Expansion alloy - Gas pressure accumulator and Anti-Detonation grooves - Over size and deeper valve pockets - Clip cuts on the edge of the pistons on the Intake side - Made in Germany 9310 alloy wrist pins / Cylindrical shape - Offset pins for quiet operation - X-Style skirt - Premium 1.0 x 1.2 x 2.8 rings included - Block Height: 216.30mm - C/R Calculated w/ Gasket 1.00mm x 87.50mm - Top Ring Down: 6.00mm - Head cc's: 42.60												
42703-865	86.50mm	12.4:1	10.5:1	27.75mm	91.00mm	143.00mm	21.00mm	-0.05	+2.3	21-GNH08650	301	WP051
42703-870	87.00mm	12.4:1	10.5:1	27.75mm	91.00mm	143.00mm	21.00mm	-0.05	+1.95	21-GNH08700	305	WP051

SUBARU

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
EJ20 / EJ205 WRX-STi (1998-UP) • 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Clip cuts on the edge of the pistons on the Intake side • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Side gas ports for better ring seal • Premium 1.0 x 1.2 x 2.8 rings included • Made in Germany • Block Height: 201.00mm • C/R Calculated w/ Gasket 1.00mm x 94.00mm • Top Ring Down: 6.50mm - Stroker 5.70mm • Head cc's: 48.00												
43301-920	92.00mm	8.5:1	8.0:1	32.70mm	75.00mm	130.45mm	23.00mm	-0.35	-8.70	21-GNH09200	366	WP082
43301-925	92.50mm	8.5:1	8.0:1	32.70mm	75.00mm	130.45mm	23.00mm	-0.35	-9.40	21-GNH09250	371	WP082
43301-930	93.00mm	8.5:1	8.0:1	32.70mm	75.00mm	130.45mm	23.00mm	-0.35	-10.20	21-GNH09300	372	WP082

Stroker 79.00mm crank.

43302-920	92.00mm	9.0:1	8.0:1	30.70mm	79.00mm	130.45mm	23.00mm	-0.35	-7.70	920XPY	356	WP082
43302-925	92.50mm	9.0:1	8.0:1	30.70mm	79.00mm	130.45mm	23.00mm	-0.35	-8.60	925XPY	360	WP082

EJ20 / EJ205 WRX-STi (1998-UP)

 Wiseco AP Series Extreme High HP Applications

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
• 2618 Low-Silicon / High-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Over size and deeper valve pockets • ArmorGlide Skirt Coating • Armor Plating Piston Coating • Upgraded 9310 alloy wrist pins / 5.34mm Wall Thck. • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Made in USA • Block Height: 201.00mm • C/R Calculated w/ Gasket 1.00mm x 94.00mm • Top Ring Down: 6.50mm - Stroker 5.70mm • Head cc's: 48.00												
23301-920	92.00mm	8.5:1	8.0:1	32.70mm	75.00mm	130.45mm	23.00mm	-0.35	-8.70	21-GNH09200		905-2500-21-93S
23301-925	92.50mm	8.5:1	8.0:1	32.70mm	75.00mm	130.45mm	23.00mm	-0.35	-9.32	21-GNH09250	375	905-2500-21-93S

Stroker 79.00mm crank.

23302-920	92.00mm	8.5:1	8.0:1	30.70mm	79.00mm	130.45mm	23.00mm	-0.35	-12.26	21-GNH09200	361	905-2500-21-93S
23302-925	92.50mm	8.5:1	8.0:1	30.70mm	79.00mm	130.45mm	23.00mm	-0.35	-12.92	21-GNH09250	369	905-2500-21-93S

EJ255 / EJ257 WRX-STi (2004-UP)

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
• 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Over size and deeper valve pockets • Made in Germany • Clip cuts on the edge of the pistons on the Intake side • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Block Height: 201.00mm • C/R Calculated w/ Gasket 1.00mm x 100.0mm • Top Ring Down: 5.70mm • EJ255 Head cc's: 51.00 • EJ257 Head cc's: 57.00												
43303-995	99.50mm	8.5:1 / 8.0:1	8.0:1	30.70mm	79.00mm	130.45mm	23.00mm	-0.35	-19.90	21-GNH09950	402	WP082
43303-9975	99.75mm	8.5:1 / 8.0:1	8.0:1	30.70mm	79.00mm	130.45mm	23.00mm	-0.35	-20.30	21-GNH09975	405	WP082
43303-100	100.00mm	8.5:1 / 8.0:1	8.0:1	30.70mm	79.00mm	130.45mm	23.00mm	-0.35	-20.70	21-GNH01000	407	WP082

EJ255 / EJ257 WRX-STi (2004-UP)

 Wiseco AP Series Extreme High HP Applications

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOVE CC'S	RING SET	GRAMS	PIN DIAM.
• 2618 Low-Silicon / High-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Over size and deeper valve pockets • ArmorGlide Skirt Coating • Armor Plating Piston Coating • Upgraded 9310 alloy wrist pins / 5.34mm Wall Thck. • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Made in USA • Block Height: 201.00mm • C/R Calculated w/ Gasket 1.00mm x 100.0mm • Top Ring Down: 5.70mm • EJ255 Head cc's: 51.00 • EJ257 Head cc's: 57.00												
23303-995	99.50mm	8.5:1 / 9.0:1	8.0:1	30.70mm	79.00mm	130.45mm	23.00mm	-0.35	-14.25	21-GNH09950	460	905-2500-21-93C
23303-997	99.75mm	8.5:1 / 9.0:1	8.0:1	30.70mm	79.00mm	130.45mm	23.00mm	-0.35	-14.61	21-GNH09975	642	905-2500-21-93C

TOYOTA

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
1.3L 4E-FTE • 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Made in Germany • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.5 x 1.2 x 2.0 rings included • C/R Calculated w/ Gasket 0.85mm x 75.50mm • Top Ring Down: 7.40mm • Head cc's: 39.00												
43501-740	74.00mm	8.3:1	8.2:1	29.95mm	77.40mm	118.00mm	18.00mm	-0.35	-1.00	740XTZ-3	254	WP079
43501-745	74.50mm	8.3:1	8.2:1	29.95mm	77.40mm	118.00mm	18.00mm	-0.35	-1.45	745XTZ-3	259	WP079
43501-750	75.00mm	8.3:1	8.2:1	29.95mm	77.40mm	118.00mm	18.00mm	-0.35	-2.10	750XTZ-3	263	WP079

1.5L 5E-FE / 5E-FTE

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
• 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Round skirt style • Made in Germany • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Premium 1.5 x 1.2 x 2.0 rings included • C/R Calculated w/ Gasket 1.40mm x 75.50mm • Top Ring Down: 7.40mm • Head cc's: 39.00												
43503-740	74.00mm	9.0:1	9.4:1	29.95mm	87.00mm	130.50mm	18.00mm	-0.05	-1.00	740XPZ	254	WP079
43503-745	74.50mm	9.0:1	9.4:1	29.95mm	87.00mm	130.50mm	18.00mm	-0.05	-1.45	745XPZ	259	WP079
43503-750	75.00mm	9.0:1	9.4:1	29.95mm	87.00mm	130.50mm	18.00mm	-0.05	-2.10	750XPZ	263	WP079

2.0L 3SGTE

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
• 4032-T6 High-Silicon / Low-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Over size and deeper valve pockets • Clip cuts on the edge of the pistons on the Intake side • Made in Germany • 9310 alloy wrist pins / Cylindrical shape • Offset pins for quiet operation • Round skirt style • Premium 1.0 x 1.2 x 2.8 rings included • Block Height: 216.00mm • C/R Calculated w/ Gasket 1.00mm x 87.00mm • Top Ring Down: 8.00mm • Head cc's: 49.00												
43502-862	86.20mm	9.2:1	8.8:1	31.50mm	93.00mm	138.00mm	22.00mm	0.00	-10.5	862XPY	334	WP116

3.0L 2JZGTE

 Wiseco AP Series Extreme High HP Applications

PART NUMBER	BORE SIZE	COMP. RATIO	OEM C/R	COMP. HEIGHT	STROKE	ROD CC	PIN DIAM.	DECK. CLEAR.	DOME CC'S	RING SET	GRAMS	PIN DIAM.
• 2618 Low-Silicon / High-Expansion alloy • Gas pressure accumulator and Anti-Detonation grooves • Over size and deeper valve pockets • ArmorGlide Skirt Coating • Armor Plating Piston Coating • H13 alloy wrist pins / 5.72mm Wall Thck. • Offset pins for quiet operation • Premium 1.0 x 1.2 x 2.8 rings included • Made in USA • Block Height: 219.00mm • C/R Calculated w/ Gasket 1.42mm x 87.50mm • Head cc's: 45.00												
23504-862	86.25mm	9.0:1	8.5:1	33.80mm	86.00mm	142.00mm	22.00mm	-0.20	-7.00	21-GNH8625		
23504-865	86.50mm	9.0:1	8.5:1	33.80mm	86.00mm	142.00mm	22.00mm	-0.20	-8.00	21-GNH8650		
23504-870	87.00mm	9.0:1	8.5:1	33.80mm	86.00mm	142.00mm	22.00mm	-0.20	-8.60	21-GNH8700		

3.4L Stroker 94.00mm Crank.

23505-862	86.25mm	9.0:1	8.5:1	29.80mm	94.00mm	142.00mm	22.00mm	-0.20	-13.50	21-GNH8625		
23505-865	86.50mm	9.0:1	8.5:1	29.80mm	94.00mm	142.00mm	22.00mm	-0.20	-13.80	21-GNH8650		
23505-870	87.00mm	9.0:1	8.5:1	29.80mm	94.00mm	142.00mm	22.00mm	-0.20	-14.60	21-GNH8700		

STROKER KITS

AUDI / VW

1.8L Turbo 20v - 06A Engine Stroke 92.8mm x 144.0mm rods

CRANKSHAFT		CON - RODS		PISTON SERIES		PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-AUD-001L	R-AUD-001-H R-AUD-001-I	H-Beam I-Beam HD Series	ZRP Supersport	43703-815	81.50mm	9.0:1	1936cc	1.20mm x 82.50mm		
				43703-825	82.50mm	9.0:1	1984cc	1.20mm x 82.50mm		
				43703-830	83.00mm	9.0:1	1994cc	1.35mm x 83.00mm		
	R-AUD-006-I R-AUD-006-IR	I-Beam HD Series	Wiseco Forging (AP Series) Extreme High HP Applications	23703-815	81.50mm	8.8:1	1936cc	1.35mm x 83.00mm		
				23703-825	82.50mm	8.8:1	1984cc	1.35mm x 83.00mm		

Important Note: The Wiseco Pistons have 21.00mm, not 20.0mm as OEM. These pistons are compatible with R-AUD-006-I connecting rods.

**** Wiseco Pistons come with upgraded wrist pins 5.34mm Wall Thick.**

2.0L TFSI /TSI Belt driven Stroke 95.20mm x 144.0mm rods

CRANKSHAFT		CON - RODS		PISTON SERIES		PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-AUD-003L	R-AUD-006-H	H-Beam	ZRP Supersport	43707-830	83.00mm	9.9:1	2060cc	0.90mm x 83.00mm		
				Custom made upon request						

BMW

2.3L M3 S14B23 to B25 Stroke 87.0mm x 144.00mm rods

CRANKSHAFT		CON - RODS		PISTON SERIES		PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-BMW-002	R-BMW-001-I	I-Beam	Wiseco	KE110M94	94.00mm	8.0:1	2415cc	1.82mm x 95.0mm		
				KE110M9425	94.25mm	8.0:1	2428cc	1.82mm x 95.0mm		
				KE110M945	94.50mm	8.0:1	2441cc	1.82mm x 95.0mm		
				KE111M94	94.00mm	12.0:1	2415cc	1.82mm x 95.0mm		
				KE111M9425	94.25mm	12.0:1	2428cc	1.82mm x 95.0mm		
				KE111M945	94.50mm	12.0:1	2441cc	1.82mm x 95.0mm		
				KE111M95	95.00mm	12.0:1	2467cc	1.82mm x 95.0mm		
				KE111M955	95.50mm	12.0:1	2493cc	1.82mm x 95.0mm		

CITROEN / PEUGEOT

1.6L 16v TU5J4 / TU5JP4 Stroke 89.0mm x 133.60mm rods

CRANKSHAFT		CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-CIT-001L	R-CIT-001-H R-CIT-001-I	H-Beam I-Beam	Wossner	K9407D100	79.50mm	12.5:1	-	1.30mm x 80.0mm
				K9407D150	80.00mm	12.5:1	-	1.30mm x 80.0mm
		ZRP Supersport	42903-800	80.00mm	9.10:1	8.7:1	1.30mm x 80.0mm	

- Head cc's : Saxo TU5J4 = 32.70 / C2 VTS TU5JP4 = 39.50
- Displacement: 79.50mm 1767cc / 80.0mm 1789cc

1.6L 16v TU5J4 / TU5JP4 Stroke 89.0mm x 137.75mm rods (+4.15mm)

CRANKSHAFT		CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-CIT-001L	R-CIT-004-I	I-Beam (Lightweight)	ZRP Supersport	42902-800	80.00mm	13.6:1	-	1.30mm x 80.0mm
			ZRP Supersport	42902-800	80.00mm	-	12.5:1	0.65mm x 80.0mm

- Head cc's : Saxo TU5J4 = 32.70 / C2 VTS TU5JP4 = 39.50
- Pistons pin size 18.0mm - Displacement: 1789cc

HONDA

K20 A2, Z1, A3 Stroke 93.0mm x 135.5mm rods

CRANKSHAFT	CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-HON-003UL	R-HON-012HL R-HON-012-I	H-Beam I-Beam HD Series		Custom made upon request			

F20C (S2000) Stroke 93.0mm x 135.5mm rods

CRANKSHAFT	CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-HON-004UL	R-HON-014HL R-HON-014-I	H-Beam I-Beam HD Series		Custom made upon request			

MITSUBISHI 4G63 EVO 4-9

88.0mm Stroke x 150.0mm rods

CRANKSHAFT	CON - RODS		PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-MIT-001 L	R-MIT-002-H R-MIT-002-I R-MIT-002-IP	H-Beam I-Beam HD Series I-Beam Pro Series	ZRP Supersport	42401-850	85.00mm	8.5:1	9.0:1	1.00mm x 86.30mm
				42401-855	85.50mm	8.5:1	9.0:1	1.00mm x 86.30mm
				42401-860	86.00mm	8.5:1	9.0:1	1.00mm x 86.30mm
		Wiseco HD1400 Forging (AP Series) Extreme High HP Applications	22401-850	85.00mm	8.52:1	9.0:1	1.00mm x 86.30mm	
			22401-852	85.25mm	8.52:1	9.0:1	1.00mm x 86.30mm	
			22401-855	85.50mm	8.52:1	9.0:1	1.00mm x 86.30mm	

- Head cc's : Evo 4-7 = 47.00 / Evo 8-9 = 43.00
- ** Wiseco Pistons come with upgraded wrist pins 5.34mm Wall Thick.

MITSUBISHI 4G63 EVO 4-9

88.0mm Stroke x 156.0mm rods

CRANKSHAFT		CON - RODS		PISTON SERIES		PART NUMBER		BORE SIZE		COMP. RATIO		DISPLACEMENT		GASKET THICK.	
C-MIT-001L	R-MIT-007-I R-MIT-007-IP	I-Beam HD Series I-Beam Pro Series	Wossner Pro	K9241DA	85.00mm	8.5:1	9.0:1	1.00mm x 86.30mm							
				K9241D050	85.50mm	8.5:1	9.1:1	1.00mm x 86.30mm							
				K9241D100	86.00mm	8.6:1	9.2:1	1.00mm x 86.30mm							
				K9503DA	85.00mm	9.0:1	9.55:1	1.00mm x 86.30mm							
				K9503D050	85.50mm	9.0:1	9.6:1	1.00mm x 86.30mm							
				K9503D100	86.00mm	9.0:1	9.7:1	1.00mm x 86.30mm							
		Wiseco HD1400 Forging (AP Series) Extreme High HP Applications	22402-850	85.00mm	8.52:1	9.0:1	1.00mm x 86.30mm								
			22402-852	85.25mm	8.52:1	9.0:1	1.00mm x 86.30mm								
			22402-855	85.50mm	8.52:1	9.0:1	1.00mm x 86.30mm								

• Head cc's : Evo 4-7 = 47.00 / Evo 8-9 =43.00

** Wiseco Pistons come with upgraded wrist pins 5.34mm Wall Thck.

94.0mm Stroke x 150.0mm rods

CRANKSHAFT	CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-MIT-003L	R-MIT-002-H R-MIT-002-I R-MIT-002-IP	H-Beam I-Beam HD Series I-Beam Pro Series		Custom made upon request			

• Head cc's : Evo 4-7 = 47.00 / Evo 8-9 =43.00

94.0mm Stroke x 156.0mm rods

CRANKSHAFT		CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-MIT-003L	R-MIT-007-I	I-Beam HD Series	Wiseco HD1400 Forging (AP Series) Extreme High HP Applications	22403-852	85.25mm	8.52:1	9.0:1	1.00mm x 86.30mm
	R-MIT-007-IP	I-Beam Pro Series		22403-850	85.50mm	8.52:1	9.0:1	1.00mm x 86.30mm

• Head cc's : Evo 4-7 = 47.00 / Evo 8-9 =43.00

** Wiseco Pistons come with upgraded wrist pins 5.34mm Wall Thck.

100.0mm Stroke x 150.0mm rods

CRANKSHAFT	CON - RODS		PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-MIT-002L	R-MIT-002-H R-MIT-002-I R-MIT-002-IP	H-Beam I-Beam HD Series I-Beam Pro Series	Wossner Pro	K9241DA	85.00mm	9.0:1	9.44:1	1.00mm x 86.30mm
				K9241D050	85.50mm	9.0:1	9.53:1	1.00mm x 86.30mm
				K9241D100	86.00mm	9.0:1	9.5:1	1.15mm x 86.30mm
				K9503DA	85.00mm	9.8:1	10.4:1	1.30mm x 86.30mm
				K9503D050	85.50mm	9.9:1	10.5:1	1.30mm x 86.30mm
				K9503D100	86.00mm	10.0:1	10.6:1	1.30mm x 86.30mm
		Wiseco HD1400 Forging (AP Series) Extreme High HP Applications	22402-850	85.00mm	9.54:1	10.0:1	1.00mm x 86.30mm	
			22402-852	85.25mm	9.54:1	10.0:1	1.00mm x 86.30mm	
			22402-855	85.50mm	9.54:1	10.0:1	1.00mm x 86.30mm	

• Head cc's : Evo 4-7 = 47.00 / Evo 8-9 =43.00 | ** Wiseco Pistons come with upgraded wrist pins 5.34mm Wall Thck.

MITSUBISHI 4G63 EVO 4-9

100.0mm Stroke x 150.0mm rods (4G64 Block)

CRANKSHAFT	CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-MIT-002L	R-MIT-002-H R-MIT-002-I R-MIT-002-IP	H-Beam I-Beam HD Series I-Beam Pro Series				Custom made upon request	

• Head cc's : Evo 4-7 = 47.00 / Evo 8-9 =43.00

MITSUBISHI 4B11 EVO 10

100.0mm Stroke x 150.0mm rods (4G64 Block)

CRANKSHAFT	CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-MIT-004L	R-MIT-EN24-006	I-Beam HD Series				Custom made upon request	

NISSAN

SR20DET / SR20DE Stroke 91.0mm x 136.30mm rods

CRANKSHAFT		CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-NIS-001L	R-NIS-002-I	I-Beam HD Series	Wossner Pro	K9261DA	86.50mm	9.0:1	2139cc	1.10mm x 87.50mm
				K9261D050	87.00mm	9.0:1	2164cc	1.10mm x 87.50mm

* 9310 Upgraded Wrist Pins

OPEL / VAUXHALL

1.6L Turbo Z16LET Stroke 89.0mm x 129.75mm rods

CRANKSHAFT		CON - RODS		PISTON SERIES		PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-OPE-004	R-OPE-005-I	I-Beam	Diamond	22701-790	79.00mm	8.9:1	1745cc	1.27mm x 80.00mm		
				22701-795	79.50mm	9.0:1	1767cc	1.27mm x 80.00mm		

2.0L 16v C20XE Stroke 91.0mm x 143.0mm rods

CRANKSHAFT		CON - RODS		PISTON SERIES		PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-OPE-002L	R-OPE-001-H R-OPE-001-I	H-Beam I-Beam	ZRP Supersport	42703-865	86.50mm	12.4:1	2139cc	1.00mm x 87.50mm		
				42703-870	87.00mm	12.4:1	2164cc	1.00mm x 87.50mm		
			Diamond	22702-865	86.50mm	8.85:1	2139cc	1.00mm x 87.50mm		
				22702-870	87.00mm	8.85:1	2164cc	1.00mm x 87.50mm		

* The Opel 2.0l Stroker kit requires an "external crank speed sensor modification" in order to avoid clearance issues with the OEM internal trigger wheel and the rotating assembly.

* N/A Pistons w/ 2-rings

2.0L 16v Z20 LET Stroke 91.0mm x 143.0mm rods

CRANKSHAFT		CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-OPE-008L	R-OPE-001-H	H-Beam	Diamond	22702-865	86.50mm	8.8:1	2139cc	1.00mm x 87.50mm
	R-OPE-001-I	I-Beam		22702-870	87.00mm	8.8:1	2164cc	1.00mm x 87.50mm

* The Opel 2.0l Stroker kit requires an "external crank speed sensor modification" in order to avoid clearance issues with the OEM internal trigger wheel and the rotating assembly.

* N/A Pistons w/ 2-rings

SUBARU

EJ20 / EJ205 WRX-STi (1998-UP) Stroke 79.0mm x 130.45mm rods

CRANKSHAFT	CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-SUB-002UL	R-SUB-001-H R-SUB-001-I R-SUB-001-IP	ZRP Supersport	43302-920	92.00mm	8.5:1	2101cc	1.00mm x 94.00mm
			43302-925	92.50mm	8.5:1	2124cc	1.00mm x 94.00mm
		Wossner Pro	K9249DA	92.00mm	9.0:1	2101cc	1.00mm x 94.00mm
			K9249D050	92.50mm	9.0:1	2124cc	1.00mm x 94.00mm
			K9249D100	93.00mm	9.0:1	2147cc	1.00mm x 94.00mm
		Wiseco HD1400 Forging (AP Series) Extreme High HP Applications	23302-920	92.00mm	8.5:1	2101cc	1.00mm x 94.00mm
			23302-925	92.50mm	8.5:1	2124cc	1.00mm x 94.00mm

EJ25 / EJ257 WRX-STi (2004-UP) Stroke 83.0mm x 130.45mm rods

CRANKSHAFT	CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-SUB-003UL	R-SUB-001-H R-SUB-001-I R-SUB-001-IP	H-Beam I-Beam HD Series I-Beam Pro Series				Custom made upon request	

3.3L EG33 (6-Cyl.) Stroke 79.0mm x 130.45mm rods

CRANKSHAFT	CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-SUB-005UL	R-SUB-001-H R-SUB-001-I R-SUB-001-IP	H-Beam I-Beam HD Series I-Beam Pro Series				Custom made upon request	

* Only for sleeved engines

TOYOTA

2.0L 3SGTE Celica Stroke 93.0mm x 138.0mm rods

CRANKSHAFT	CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-TOY-001UL	R-TOY-005-I	I-Beam HD Series	ZRP Supersport	43502-862	86.20mm	9.2:1	2171cc
				43502-865	86.50mm	9.2:1	2186cc

3.0L 2JZ Supra Stroke 94.0mm x 142.0mm rods

CRANKSHAFT	CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-TOY-005L	R-TOY-006-H R-TOY-006-I R-TOY-006-IP	Wossner Pro	K9500DA	86.00mm	9.0:1	3276cc	1.00mm x 87.00mm
			K9500D050	86.50mm	9.0:1	3314cc	1.00mm x 87.00mm
			K9500D100	87.00mm	9.0:1	3353cc	1.00mm x 87.00mm
		Wiseco HD1400 Forging (AP Series) Extreme High HP Applications	23505-862	86.25mm	9.0:1	3295cc	1.00mm x 87.00mm
			23505-865	86.50mm	9.0:1	3314cc	1.00mm x 87.00mm
			23505-870	87.00mm	9.0:1	3353cc	1.00mm x 87.00mm

TOYOTA

5SFE Block w/ 3SGTE Head Stroke 100.0mm x 138.0mm rods

CRANKSHAFT	CON - RODS	PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-TOY-001UL	R-TOY-005-I	I-Beam HD Series				Custom made upon request	

VOLVO

B30 as in 740/940 Stroke 86.0mm x 152.0mm rods

CRANKSHAFT		CON - RODS		PISTON SERIES		PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-VOL-002	R-VOL-003-I	I-Beam	Wiseco	KE266M96	96.00mm	8.6:1	2231 cc	1.2mm x 98.00mm		
				KE266M9625	96.25mm	8.6:1	2236cc	1.2mm x 98.00mm		
				KE266M965	96.50mm	8.6:1	2242cc	1.2mm x 98.00mm		
				KE266M97	97.00mm	8.6:1	2254cc	1.2mm x 98.00mm		
				KE336M96	96.00mm	11.0:1	2231 cc	1.2mm x 98.00mm		
				KE336M9625	96.25mm	11.0:1	2236cc	1.2mm x 98.00mm		
				KE336M965	96.50mm	11.0:1	2242cc	1.2mm x 98.00mm		
				KE336M97	97.00mm	11.0:1	2254cc	1.2mm x 98.00mm		

B30 as in 740/940 Stroke 86.0mm x 158.0mm rods

CRANKSHAFT		CON - RODS		PISTON SERIES		PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-VOL-002	R-VOL-004-I	I-Beam	Wiseco	KE108M96	96.00mm	8.6:1	2231cc	1.2mm x 98.00mm		
				KE108M965	96.50mm	8.6:1	2242cc	1.2mm x 98.00mm		
				KE108M97	97.00mm	8.6:1	2254cc	1.2mm x 98.00mm		
				KE109M96	96.00mm	11.0:1	2231cc	1.2mm x 98.00mm		
				KE109M965	96.50mm	11.0:1	2242cc	1.2mm x 98.00mm		
				KE109M97	97.00mm	11.0:1	2254cc	1.2mm x 98.00mm		

B234F as in 940 Stroke 86.0mm x 152.0mm rods

CRANKSHAFT		CON - RODS		PISTON SERIES		PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-VOL-002	R-VOL-003-I	I-Beam	Wiseco	KE267M96	96.00mm	9.0:1	2231cc	1.2mm x 98.00mm		
				KE267M9625	96.25mm	9.0:1	2236cc	1.2mm x 98.00mm		
				KE267M965	96.50mm	9.0:1	2242cc	1.2mm x 98.00mm		
				KE267M97	97.00mm	9.0:1	2254cc	1.2mm x 98.00mm		

B234F as in 940 Stroke 86.0mm x 158.0mm rods

CRANKSHAFT		CON - RODS		PISTON SERIES	PART NUMBER	BORE SIZE	COMP. RATIO	DISPLACEMENT	GASKET THICK.
C-VOL-002	R-VOL-004-I	I-Beam	Wiseco	KE105M96	96.00mm	8.5:1	2231 cc	1.2mm x 98.00mm	
				KE105M965	96.50mm	8.5:1	2242cc	1.2mm x 98.00mm	
				KE105M97	97.00mm	8.5:1	2254cc	1.2mm x 98.00mm	



ARP[®]
automotive Racing products

ALFA ROMEO

Head Stud & Bolt Kit	204-4205	2.2L & 2.3 10v (5cyl.) Quattro, Coupe.
	204-4207	2.2L RS2 20v
	117-4228	2.5L RS3, TT-RS (CEPA & CZGB) Extreme Duty ARP L19
	117-4232	2.5L RS3, TT-RS (CEPA & CZGB) ARP2000
	Coming Soon	2.5L RS3, TT-RS (DAZA) Extreme Duty ARP CA625+
	204-4708	2.5L RS3, TT-RS (DAZA)
Main Stud & Bolt Kit	204-5404	2.2L RS2 20v
	117-4235	2.5L RS3, TT-RS (DAZA)
	117-4709	2.5L RS3, TT-RS (CEPA & CZGB) ARP2000 (M9)
	204-5801	2.7L RS4 Bi-Turbo
	204-6201	2.2L RS2 20v
Rod Bolt Kit	204-6201	2.2L RS2 20v
	104-6007	2.7L RS4 Bi-Turbo

AUDI & VOLKSWAGEN

Head Stud & Bolt Kit	117-4224	1.4L TFSI (2012-Pre)
	204-4203	1.8L Golf 2 GTi (KR)
	204-4701	1.8L & 2.0L 8v Golf, Jetta
	204-3901	1.8T 20v (Bolt Kit)
	204-3902	1.8T 20v (Bolt Kit) w/ Installation Tool
	204-4101	1.8T 20v (M11)
	204-4102	1.8T 20v (M11) w/ Installation Tool
	204-4103	1.8T 20v (M10)
	204-4104	1.8T 20v (M10) w/ Installation Tool
	L19-1.8T	1.8T 20v (Extreme Duty L19 Material)
	204-4706	1.9L (TDi) Turbo & Non-Turbo Diesel
	117-4706	1.9L & 2.0L TDI (PD Engine) (Drop-in)
	204-4204	2.0L 16v (ABF)
	204-4302	2.0L TFSI, 1.8L TSI
	L19-2.0T	2.0L TFSI, 1.8L TSI (Extreme Duty L19 Material)
	204-4705	2.8L & 2.9L VR6
	117-4233	3.2L R32 (ARP2000)

AUDI & VOLKSWAGEN

Main Stud & Bolt Kit	117-4219	1.8T 20v
	204-5402	2.0L 16v (KR) & 2.0L 16v (ABF)
	204-5408	2.0L TFSI
	204-5403	2.8L & 2.9L VR6
	204-5403	3.2L R32
Rod Bolt Kit	104-6002	1.6L G60
	104-6001	1.6L Air Cooled
	104-6004	1.8L 16v (KR), 2.0L 16v (ABF)
	104-6024	1.8T 20v
	204-6302	2.0L TFSI (M8)
	204-6303	2.0L TFSI (M9)
	204-6006	3.2L R32, VR6 2.8L & 2.9L
Flywheel Bolt Kit	117-4218	1.8T 20v, 2.0L 16v (ABF), 2.0L TFSI (Manual Transmission)
Cam Tower Bolt Kit	104-1001	2.0L TFSI, 1.8L TSI
Ring Gear Bolt Kit	204-3001	Differential 020 (M9)
	204-3002	Differential 02A (M10)
	204-3003	Differential 02M (M9)

BMW

Head Stud & Bolt Kit	117-4226	1.8L 318is M40, M42
	201-4601	2.0L M10
	201-4704	2.0L B48
	401-4704	2.0L B48 (CA625+ Material)
	201-4605	2.3L S14
	201-4701	3.0L B58 Turbo
	201-4302	2.5L M50, 3.0L S50 , 3.2L S52
	201-4305	2.5L M20
	201-4603	2.5L M50
	201-4602	3.0L & 3.4L M30
	117-4707	3.0L S58 (CA625+ Material)
	117-4708	3.0L S58
	201-4303	3.2L S54, 3.2L S50
	201-4702	4.4L S63 (ARP2000 Material)
	201-4703	4.4L S63 (CA625+ Material)
	201-4307	4.0L S65

BMW

Main Stud & Bolt Kit	201-5404	2.0L B48
	201-5001	2.3L S14
	201-5000	2.5L M50 & M52
	201-5402	3.0L B58 Turbo
	201-5002	3.2L S54
	201-5000	3.2L S52
Flywheel Bolt Kit	201-2801	2.3L S14 (22.00mm)
	201-2802	2.3L S14 (28.00mm)
Rod Bolt Kit	201-6104	2.3L S14
	201-6301	2.5L M50
	201-6303	2.8L M52, 3.0L M54
	201-6102	3.0L S50 Euro
	201-6201	3.0L S50US, 3.2L S52US
	201-6103	3.2L S54
	201-6306	4.0L M3 E90 / E92 / E93
	201-6302	4.4L M62 V8

CITROEN / PEUGEOT

Head Stud & Bolt Kit	117-4210	1.6L 207 RC Turbo (EP6)
	117-4209	1.6L DS3 Turbo (EP6)
	117-4205	1.6L TU5J4, TU5JP4
	117-4220	1.6L TU5J4, TU5JP4 (Extreme Duty L19 Material)
Main Stud & Bolt Kit	117-4211	1.6L DS3 Turbo (EP6)
	117-4212	1.6L 207 RC Turbo (EP6)
Flywheel Bolt Kit	117-4207	1.6L DS3 Turbo (EP6)
	117-4208	1.6L 207 RC Turbo (EP6)
	117-4206	1.6L 16v TU5J4, TU5JP4
Rod Bolt Kit	117-6101	1.6L TU5J4, TU5JP4 & 2.0L 205, 306

FIAT

Head Stud & Bolt Kit	117-4223	1.4L T-Jet, Multiair
	117-4213	1.4L Uno / Punto GT, 1.6L Ritmo
Main Stud & Bolt Kit	117-4710	1.4L T-Jet, Multiair
	117-4214	1.4L Uno / Punto GT, 1.6L Ritmo

FORD

Head Stud & Bolt Kit	151-4203	1.6L Escort
	251-4302	1.6L Fiesta ST Ecoboost
	151-4201	2.0L Pinto 8v
	251-4701	2.0L Cosworth 16v
	151-5406	2.0L Zetec ('97 & Earlier)
	251-4702	2.0L Zetec
	151-4202	2.3L Pinto
	151-4702	2.3L Pinto Unter-Cut
	151-4204	2.3L Focus Duratec 2003 & Later
	151-4301	2.3L Focus RS Ecoboost
	253-4701	2.5L Focus V6 Duratec
	251-4703	2.5L Focus ST
Main Stud & Bolt Kit	251-5002	1.6L Fiesta ST Ecoboost (Bolt Kit)
	151-5403	1.6L Escort
	151-5401	2.0L Cosworth 16v, Pinto 2.0L 8v
	151-5404	2.0L Zetec
	151-5407	2.3L Focus RS Ecoboost
	251-5001	2.3L Focus RS Ecoboost (Bolt Kit)
	151-5402	2.3L Pinto
	251-5801	2.5L Focus ST
Flywheel Bolt Kit	251-2802	2.0L Duratec
	151-2801	2.0L Pinto 8v
	251-2803	2.0L Cosworth 16v
	251-2801	2.0L Zetec
Rod Bolt Kit	151-6003	1.6L Zetec (M8)
	151-6004	1.6L CVH (M8)
	251-6202	1.8L Duratec
	151-6001	2.0L Pinto
	251-6301	2.0L Cosworth 16v
	151-6005	2.0L Zetec (M9)
	251-6201	2.0L RS 2000 (M8)
	151-6002	2.3L Pinto

HONDA

Head Stud & Bolt Kit	208-4308	1.5L L15
	208-4601	1.6L B16A
	208-4301	1.6L D16Z (M10)
	208-4305	1.6L D16Y
	208-4302	1.8L B18A1
	208-4303	1.8L B18C
	208-4306	2.0L B20B w/B16A
	208-4702	2.0L F20C as S2000
	208-4701	2.0L K20A
	208-4304	2.2L H22A
	208-4307	2.3L H23
Main Stud & Bolt Kit	208-5402	1.6L B16A
	208-5403	1.8L B18C1
	208-5404	1.8L B18A1,B1
	208-5401	2.2L Prelude H22A, H23A
Flywheel Bolt Kit	208-2802	B-Series (B16, B18, B20)
	208-2801	D-Series (D16, D17)
Rod Bolt Kit	208-6001	1.6L B16, 1.8L B18 (M8)
	208-6401	1.6L B16, 1.8L B18 (M9)
	208-6002	2.0L F20C as S2000
	208-6003	2.0L K20A
Main Stud & Bolt Kit	108-2202	B-Series (B16, B18, B20)
	108-2201	D-Series (D16, D17)
Harmonic Balancer Damper Bolts	208-2501	B-Series (B16, B18, B20)

HYUNDAI

Head Stud & Bolt Kit	228-4301	2.0L Theta G4KF
Main Stud & Bolt Kit	228-5401	2.0L Theta G4KF
Flywheel Bolt Kit	128-2801	2.0L Theta G4KF

LANCIA

Head Stud & Bolt Kit	275-4701	2.0L Delta Intergale 2.0L 16v
Main Stud & Bolt Kit	175-5401	2.0L Delta Intergale 2.0L 16v
Rod Bolt Kit	275-6001	2.0L Delta Intergale 2.0L 16v

MAZDA

Head Stud & Bolt Kit	218-4701	1.8L Miata MX-5 (BP)
	218-4703	2.0L MX-5 Turbo
	218-4702	2.3L CX-7 DOHC
	218-4704	2.5L (KL) Series V6
Main Stud & Bolt Kit	218-5401	1.8L Miata MX-5 (BP)
	218-5402	2.3L CX-7 DOHC
Rod Bolt Kit	118-6401	1.8L Miata MX-5 (BP)

MINI COOPER

Head Stud & Bolt Kit	201-4301	1.6L R53 Supercharger
	206-3601	1.6L R53 Supercharger (Bolt Kit)
	201-4304	1.6L R56 Turbo (N14)
Main Stud & Bolt Kit	201-5401	1.6L R56 Turbo (N14)
Flywheel Bolt Kit	101-2801	1.6L R56 Turbo (N14)
Rod Bolt Kit	206-6008	1.6L R53 Supercharger
Pressure Plate Bolt Kit	101-2201	1.6L R56 Turbo (N14)

MITSUBISHI

Head Stud & Bolt Kit	207-3900	2.0L Lancer EVO 4-9 4G63 (Bolt Kit)
	207-4201	2.0L Lancer EVO 1-3 4G63
	207-4203	2.0L Lancer EVO 4-9 4G63
	207-4302	2.0L Lancer EVO 4-9 4G63 (CA625+ Material)
	207-4206	2.0L 4B11 EVO10
	207-4207	2.0L 4B11 EVO10 (CA625+ Material)
	207-4202	2.6L G54B
	207-4205	3.0L V6 6G72
Main Stud & Bolt Kit	207-5401	2.0L Lancer EVO 4-9 4G63
	207-5201	2.0L 4B11 EVO10 (Bolt Kit)
	207-5403	2.0L 4B11 EVO10
	207-5402	2.6L G54B
	207-5801	3.0L V6 6G72 1993-later

MITSUBISHI

Flywheel Bolt Kit	207-2801	2.0L 4B11 EVO10
	107-2801	2.0L Lancer EVO 4-9 4G63 (7pcs)
	107-2802	2.0L Lancer EVO 1-3 4G63 (6pcs)
	107-2803	2.0L Lancer EVO 4-9 4G63 (7pcs)
Rod Bolt Kit	207-6002	2.0L 4B11 EVO10
	107-6001	2.0L Lancer EVO 1-3 4G63
	107-6002	2.0L Lancer EVO 4-9 4G63
	107-6003	2.6L G54B
	107-6004	3.0L V6 6G72
Cam Tower Stud Kit	107-1001	2.0L 4B11 EVO10
	107-1003	2.0L Lancer EVO 4-9 4G63
Cam Sprocket Bolt Kit	107-1002	2.0L Lancer EVO 4-9 4G63
Harmonic Balancer Damper Bolts	207-2501	2.0L Lancer EVO 4-9 4G63

NISSAN

Head Stud & Bolt Kit	202-4302	1.8L CA18
	202-4702	1.8L CA18 (Unter-Cut)
	102-4701	2.0L SR20 (M11)
	202-4303	2.0L SR20, RN14 (M12)
	202-4301	2.0L RB20, 2.5L RB25
	202-4201	2.0L L20 4-Inline
	202-4206	2.4L L24, L26, L28 Series
	202-4304	2.4L KA24DE
	202-4309	2.5L RB25
	202-4207	2.6L RB26
	202-4701	3.5L 350Z VQ35
	202-4305	3.8L GT-R R35 (CA625+ Material)
Main Stud & Bolt Kit	202-5402	2.0L SR20
	202-5401	2.0L L20
	102-5401	2.4L KA24DE, KA24E
	202-5406	2.4L L24, L26, L28 Series
	202-5403	2.6L RB26
	102-5402	3.0L VG30
	202-5801	3.5L 350Z VQ35
	202-5802	3.8L GT-R R35

NISSAN

Flywheel Bolt Kit	102-2803	2.0L SR20
	102-2802	2.4L KA24DE
	102-2801	2.5L RB25, 2.6L RB26
Rod Bolt Kit	102-6001	1.6L L16
	202-6001	2.0L L20 Series
	202-6005	2.0L SR20
	202-6002	2.4L L24 Series 4-cylinder
	102-6003	2.4L KA24DE
	202-6008	2.5L YD Diesel
	202-6007	2.6L RB26
	202-6003	3.0L VG30 V6 (M9)
	202-6004	3.0L VG30 V6
	202-6006	3.5L 350Z VQ35 (M8)
	202-6101	3.8L GT-R R35

OPEL / VAUXHALL

Head Stud & Bolt Kit	117-4215	1.6L Corsa Opc Z16LET
	209-4301	2.0L C20XE, Z20LET
	209-4302	2.5L Omega V6
Main Stud & Bolt Kit	209-5401	2.0L C20XE, Z20LET
	209-5402	2.5L Omega V6
Flywheel Bolt Kit	209-2801	2.0L C20XE, Z20LET
Rod Bolt Kit	109-6002	1.4L & 1.6L Corsa GSI 8v (M8)
	109-6003	1.4L Corsa GSI 16v (M9)
	209-6003	2.0L C20XE, Z20LET (M9) ARP2000
	109-6001	2.0L C20XE, Z20LET (M9) ARP (Cro-Mo)

PORSCHE

Head Stud & Bolt Kit	204-4707	M96, M97, 996 3.4L
	204-4211	944 2.5L SOHC, DOHC
	204-4210	911, 996, 997 Mezger 3.6L GT2/GT3
	204-4206	911, 930 Turbo SS

PORSCHE

Main Stud & Bolt Kit	204-5001	3.4L-3.6L Non Turbo
	204-2801	3.0L & 3.8L Air Cooled (78-97)
	204-2802	1970-77 911 2.0L & 3.0L
Rod Bolt Kit	104-6006	1.7L & 2.0L
	204-6001	911 (M10)
	204-6002	944
	204-6003	2.0L 911S 1969'
	204-6004	RSR Ti rod
	204-6005	911, 930 Turbo & 933 (M9)
	204-6301	986, 987, 996, 997

RENAULT

Head Stud & Bolt Kit	216-4301	2.0L Clio RS F4R
Main Stud & Bolt Kit	216-5401	2.0L Clio RS F4R
Rod Bolt Kit	116-6001	1.4L R12 Gordini, Alpine
	216-6302	1.4L R5 GT Turbo
	117-4236	1.4L R5 GT Turbo
	216-6301	2.0L Clio RS F4R (M9)

ROVER

Head Stud & Bolt Kit	206-4209	Rover K Series
Flywheel Bolt Kit	206-2803	Rover K Series
Rod Bolt Kit	206-6007	Rover K Series

SUBARU

Head Stud & Bolt Kit	260-4701	2.0L EJ20, 2.5L EJ25
	260-4702	2.0L EJ20, 2.5L EJ25 (SOHC)
	260-4704	2.0L EJ20, 2.5L EJ25 (CA625+ Material)
	260-4301	2.0L FA20 BRZ
Case Bolts & Seal Kit	117-4222	2.0L EJ20, 2.5L EJ25 (OEM Subaru Bolts & Seals)
Main Stud & Bolt Kit	260-5401	2.0L EJ20, 2.5L EJ25
Flywheel Bolt Kit	254-2801	2.0L EJ20, 2.5L EJ25
	260-2801	2.0L FA20 BRZ
Rod Bolt Kit	260-6301	2.0L EJ20, 2.5L EJ25 (SOHC)
	260-6302	2.0L EJ20, 2.5L EJ25
Block Cover Set	117-4229	2.0L EJ20, 2.5L EJ25 (OEM Subaru Bolts & Seals)

SUZUKI

Head Stud & Bolt Kit	117-4216	1.3L Swift GTi G13
	271-4701	1.3L GSXR Hayabusa
	271-4301	1.6L Liana, Swift (M16A)
Main Stud & Bolt Kit	271-5201	1.6L Liana, Swift (M16A)
	271-5401	1.3L GSXR Hayabusa
Flywheel Bolt Kit	171-2801	1.6L Liana, Swift (M16A)
Rod Bolt Kit	171-6001	1.6L Liana, Swift (M16A)
	271-6301	1.3L GSXR Hayabusa

TOYOTA

Head Stud & Bolt Kit	203-3801	1.3L Starlet GT Turbo (Bolt Kit)
	203-4203	1.6L 4AG 16v
	203-4304	1.6L 4AG 20v
	203-4206	1.6L Corolla 2TC, 1.8L 3TC
	203-4302	1.8L Celica 2ZZ
	203-4703	1.8L Corolla 1ZZ
	203-4204	2.0L Celica 3SGTE
	203-4207	2.0L Celica 3SGTE (CA625+ Material)
	260-4301	2.0L BRZ GT86 Turbo
	203-4707	3.0L Supra B58
	403-4707	3.0L Supra B58 (CA625+ Material)
	203-4201	2.2L Hilux 22R
	203-4205	3.0L Supra 2JZ
	203-4301	3.0L Supra 2JZ (CA625+ Material)
	203-3902	3.0L Supra 7MGTE (Bolt Kit)
	203-4202	3.0L Supra 7MGTE
	203-4705	3.0L Supra B58

TOYOTA

Main Stud & Bolt Kit	117-4221	1.3L Starlet GT Turbo (4EF)
	203-5001	1.6L 4AG 16v, 20v (Bolt Kit)
	203-5403	1.6L 4AG 16v, 20v
	203-5407	1.8L Celica 2ZZ
	203-5410	2.0L Supra B48
	203-5404	2.0L Celica 3SGTE
	203-5406	2.2L Hilux 22R
	203-5401	2.4L Scion 2AZFE
	203-5405	3.0L Supra 2JZ
	203-5402	3.0L Supra 7MGTE w/bolts for #3 cap
	203-5409	3.0L Supra B58
Flywheel Bolt Kit	203-2802	1.6L 4AG 16v, 20v
	103-2802	1.8L Celica 2ZZ
	203-2801	2.0L Celica 3SGTE
	117-4217	3.0L Supra 2JZ
	103-2801	2.4L 2AZFE
	203-2803	2.2L Hilux 22R
	203-2804	2.0L 4U-GSE (4UGSE)
	260-2801	2.0L BRZ GT86 Turbo
Rod Bolt Kit	203-6001	1.6L 4AG 16v (M9)
	203-6003	1.6L & 1.8L Corolla 2TC
	203-6301	1.8L Corolla 1ZZ (M9)
	203-6002	2.0L Celica 3SGTE
	203-6005	3.0L Supra 2JZ
	203-6004	3.0L Supra 7MGTE

VOLVO

Head Stud & Bolt Kit	219-4301	2.5L B5254
Main Stud & Bolt Kit	219-5801	2.5L B5254 (2000 & later)
	219-5802	2.5L B5254 (2000 & earlier)
Rod Bolt Kit	219-6201	2.5L B5254

ARP REPLACEMENT ROD BOLTS

ZRP Connecting rods join forces with ARP to provide to every car enthusiast the ultimate package in durability and reliability. ARP Pro series connecting rod bolts are precision CNC-machined to exact specifications and designed for optimum reliability. They are heat-treated and threads are rolled to provide up to ten times more fatigue strength. This makes them far superior to standard OEM fasteners in terms of durability, and fully capable of handling the extra stress of high-combustion engines.

PART NUMBER	THREAD SIZE	UHL	MATERIAL	SET OF (PCS)	FASTENER CLAMP LOAD AT (PSI)	PACKAGE INCLUDES
4AJ1.500-2SU	3/8	1.500	ARP2000	1,00	220,00	ARP 2000 Rod Bolt
200-6207	3/8	1.500	ARP2000	8,00	220,00	ARP 2000 Rod bolts + ARP lubricant (0.5 oz.) + Washers
4AJ1.500-6SU	3/8	1.500	L19	1,00	260,00	ARP L19 Rod Bolt
300-6704	3/8	1.500	Custom Age 625+	8,00	260,00	ARP CA 625+ bolts + ARP lubricant (0.5 oz.) + Washers
4AJ1.600-6SU	3/8	1.600	ARP2000	1,00	220,00	ARP 2000 Rod Bolt (1pc) 3+8 UHL:1.600
200-6209	3/8	1.600	ARP2000	8,00	220,00	ARP 2000 bolts + ARP lubricant (0.5 oz.) + Washers
300-6703	3/8	1.600	Custom Age 625+	8,00	260,00	ARP CA 625+ bolts + ARP lubricant (0.5 oz.) + Washers
4AJ1.750-2SU	3/8	1.750	ARP2000	1,00	220,00	ARP 2000 Rod Bolt (1pc) 3+8 UHL:1.750
200-6208	3/8	1.750	ARP2000	8,00	220,00	ARP 2000 bolts + ARP lubricant (0.5 oz.) + Washers
200-6220	5/16	1.500	ARP2000	2,00	220,00	ARP 2000 bolts + Washers
200-6210	5/16	1.500	ARP2000	8,00	220,00	ARP 2000 bolts + ARP lubricant (0.5 oz.) + Washers
300-6708	5/16	1.500	Custom Age 625+	8,00	260,00	ARP CA 625+ bolts + ARP lubricant (0.5 oz.) + Washers
200-6006	7/16	1.600	8740	16,00	180 / 200.00	ARP 8740 bolts + ARP lubricant (0.5 oz.) + Washers
200-6026	7/16	1.600	8740	2,00	180 / 200.00	ARP 8740 Rod Bolt Kit 7+16 UHL:1.600

ARP FASTENER ASSEMBLY LUBRICANT

ARP Ultra-Torque Fastener Assembly Lubricant™ has been specifically designed to reduce tension preload scatter and eliminate the need to cycle high performance engine fasteners before final installation. ARP Ultra-Torque far surpasses all requirements offered by previous ARP lubricants in terms of fastener preload repeatability and performance lubricating properties.

100-9908	ARP Ultra-Torque Assembly Lubricant (0.5 oz. Pouch)
100-9913	ARP Ultra-Torque Assembly Lubricant (1.0 oz. Pouch)
100-9909	ARP Ultra-Torque Assembly Lubricant (1.69 oz. Squeeze Tube)
100-9910	ARP Ultra-Torque Assembly Lubricant (10 oz. Brush Top Container)
100-9911	ARP Ultra-Torque Assembly Lubricant (20 oz. Brush Top Container)



BENEFITS OF ARP ULTRA-TORQUE:

- Obtains 95%-100% of the recommended installed preload on the first cycle, allowing the fastener to reach the proper preload on the first pull without cycling
- Maintains installed preload levels within 5% on all subsequent cycles
- Stabilizes preload levels within 5% between a group of fasteners
- Prevents seizing and galling on threaded fasteners
- 360°F melting point
- Metal free

ARP THREAD CLEANING CHASERS

ARP's handy thread cleaning chaser taps are designed with correct thread pitch and diameter to clean dirty blind or thru holes. They are a handy addition to the tool box of any serious engine builder and an essential aid for preparing any block for final assembly. Don't take a chance on improper torque values caused by dirty threads! Use these handy thread chasers whenever possible!

Note: These are strictly cleaning taps and are NOT designed to cut thread.

SIZE	PART NUMBER	SIZE	PART NUMBER	SIZE	PART NUMBER	COMINATION SETS	PART NUMBER
1/4	911-0001	M8 x 1.25	912-001	M11 x 1.50 x 152mm	912-0013	USS Combo Pack (5-pc) - 1/4, 5/16, 3/8, 7/16, 1/2	911-0006
5/16	911-0002	M10 x 1.25	912-002	M11 x 2.00	912-0011	Metric 1.25 Pitch Combo Pack (4-pc) M8,M10,M11,M12	912-0009
3/8	911-0003	M10 x 1.50	912-003	M12 x 1.25	912-0006	Metric Combo Pack (4-pc, std. length) M10,M11,M12 (1.50 & 1.75)	912-0010
7/16	911-0004	M10 x 2.00	912-014	M12 x 1.50	912-0007	M12 x 1.50	912-0007
1/2	911-0005	M11 x 1.25	912-004	M12 x 1.75	912-0008	M12 x 1.75	912-0008
M6 X 1,00	912-0012	M11 x 1.50	912-005	M6 X 1,00	912-0012	M11 x 1.50	912-005

NPR PERFORMANCE RINGS



We're using NPR Racing piston rings, a leading performance ring manufacturer worldwide. It features a stainless steel, gas-nitrided, barrel-faced top ring. The second ring has an under hook style, cast iron, phosphate-coated, and taper-faced. Oil rings contain two gas-nitrided rails and a stainless steel flex-vent spacer.

TOP RING - GN		GAS NITRIDED - BARREL FACE		SECOND RING - NAP		NAPIER FACE		OIL RING - STD		STD TENSION
DIAMETER (MM)	PART NUMBER	TOP RING AXIAL	RING TYPE	TOP RING RADIAL	2ND RING AXIAL	RING TYPE	2ND RING RADIAL	OIL RING AXIAL	RING TYPE	OIL RING RADIAL
65.00	21-GNH06500	1.00mm	GN	2.50mm ± 0.10mm	1.20mm	NAP	2.70mm ± 0.10mm	2.80mm	STD	2.80mm ± 0.15mm
72.00	720XTZ-3	1.50mm	GN	2.70mm ± 0.10mm	1.20mm	NAP	3.00mm ± 0.10mm	2.00mm	STD	2.80mm ± 0.15mm
72.50	725XTZ-3	1.50mm	GN	2.70mm ± 0.10mm	1.20mm	NAP	3.00mm ± 0.10mm	2.00mm	STD	2.80mm ± 0.15mm
73.00	21-GNH07300	1.00mm	GN	2.70mm ± 0.10mm	1.20mm	NAP	3.00mm ± 0.10mm	2.80mm	STD	2.80mm ± 0.15mm
75.00	21-GNH07500	1.00mm	GN	2.70mm ± 0.10mm	1.20mm	NAP	3.20mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
75.50	21-GNH07550	1.00mm	GN	2.70mm ± 0.10mm	1.20mm	NAP	3.20mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
76.00	21-GNH07600	1.00mm	GN	2.70mm ± 0.10mm	1.20mm	NAP	3.20mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
78.50	21-GNH07850	1.00mm	GN	2.90mm ± 0.10mm	1.20mm	NAP	3.20mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
79.00	21-GNH07900	1.00mm	GN	2.90mm ± 0.10mm	1.20mm	NAP	3.40mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
79.50	21-GNH07950	1.00mm	GN	2.90mm ± 0.10mm	1.20mm	NAP	3.40mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
80.00	21-GNH08000	1.00mm	GN	2.90mm ± 0.10mm	1.20mm	NAP	3.40mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
80.50	21-GNH08050	1.00mm	GN	2.90mm ± 0.10mm	1.20mm	NAP	3.40mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
81.00	21-GNH08100	1.00mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.40mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
81.50	21-GNH08150	1.00mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.40mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
82.00	21-GNH08200	1.00mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.40mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
82.50	21-GNH08250	1.00mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.40mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
82.70	827XPY	1.50mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.40mm ± 0.10mm	2.50mm	STD	3.10mm ± 0.15mm
83.00	21-GNH08300	1.00mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.40mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
83.50	21-GNH08350	1.00mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.50mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
84.00	21-GNH08400	1.00mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.50mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
84.50	21-GNH08450	1.00mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.50mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
85.00	21-GNH08500	1.00mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.50mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
85.50	21-GNH08550	1.00mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.50mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
86.00	21-GNH08600	1.00mm	GN	3.10mm ± 0.10mm	1.20mm	NAP	3.50mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
86.50	21-GNH08650	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.60mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
87.00	21-GNH08700	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.60mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
87.50	21-GNH08750	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.60mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
87.70	21-GNH08770	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.60mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm

TOP RING - GN		GAS NITRIDED - BARREL FACE		SECOND RING - NAP		NAPIER FACE		OIL RING - STD		STD TENSION
DIAMETER (MM)	PART NUMBER	TOP RING AXIAL	RING TYPE	TOP RING RADIAL	2ND RING AXIAL	RING TYPE	2ND RING RADIAL	OIL RING AXIAL	RING TYPE	OIL RING RADIAL
88,00	21-GNH08800	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.60mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
88,50	21-GNH08850	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.60mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
89,00	21-GNH08900	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.60mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
89,50	21-GNH08950	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.70mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
90,00	21-GNH09000	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.70mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
90,50	21-GNH09050	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.70mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
90,75	21-GNH09070	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.70mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
91,00	21-GNH09100	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.70mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
91,50	21-GNH09150	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.70mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
92,00	21-GNH09200	1.00mm	GN	3.30mm ± 0.10mm	1.20mm	NAP	3.70mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
92,50	21-GNH09250	1.00mm	GN	3.50mm ± 0.10mm	1.20mm	NAP	3.80mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
93,00	21-GNH09300	1.00mm	GN	3.50mm ± 0.10mm	1.20mm	NAP	3.90mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
93,50	21-GNH09350	1.00mm	GN	3.50mm ± 0.10mm	1.20mm	NAP	3.90mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
94,00	21-GNH09400	1.00mm	GN	3.50mm ± 0.10mm	1.20mm	NAP	3.90mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
94,50	21-GNH09450	1.00mm	GN	3.50mm ± 0.10mm	1.20mm	NAP	3.90mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
95,00	21-GNH09500	1.00mm	GN	3.50mm ± 0.10mm	1.20mm	NAP	3.90mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
95,50	21-GNH09550	1.00mm	GN	3.50mm ± 0.10mm	1.20mm	NAP	3.90mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
96,00	21-GNH09600	1.00mm	GN	3.50mm ± 0.10mm	1.20mm	NAP	3.90mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
96,50	21-GNH09650	1.00mm	GN	3.50mm ± 0.10mm	1.20mm	NAP	3.90mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
99,50	21-GNH09950	1.00mm	GN	3.70mm ± 0.10mm	1.20mm	NAP	4.10mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm
100,00	21-GNH01000	1.00mm	GN	3.70mm ± 0.10mm	1.20mm	NAP	4.10mm ± 0.10mm	2.80mm	STD	3.10mm ± 0.15mm



WRIST PINS



9310 Series

Made of nickel-chrome-molybdenum, providing very good strength and toughness properties. It also shows high hardenability, high core hardness and high fatigue resistant.

H13 Series

H13 is a tool steel used for premium piston pins. It is probably the best all-round material for most applications, especially in power-adder engines. It is also a popular choice in Pro Stock drag racing engines. The H13 piston pin, which has a Rockwell hardness value around Rc54 is the choice of many Drag race, Hill Climb, Drift and teams.

WRIST PIN PRIVATION INDEX

S = Cylindrical Shape / T = Conical Shape / R = Radius

9310 SERIES

PART NUMBER	DIAMETER	LENGTH	WALL THICKNESS	TYPE	GRAM WEIGHT	MATERIAL
WP064	18,00	56,00	4,00	C	76	9310
WP079	18,00	62,80	4,00	C	74	9310
WP099	18,00	51,00	4,00	T	68	9310
WP037	19,00	51,00	4,50	T	75	9310
WP019	19,00	61,00	3,00	C	73	9310
WP141-SP	19,00	51,00	4,50	T		9310
WP035	19,46	61,00	3,75	T	80	9310
WP061	20,00	61,00	4,50	C	105	9310
WP034	21,00	55,50	4,00	T/R	86	9310
WP051	21,00	51,00	3,75	T	75	9310
WP092	21,00	61,00	4,50	C	111	9310
WP136-SP	22,00	55,00	4,00	T	97	9310
WP116	22,00	58,00	4,00	C	101,7	9310
S722	22,00	59,94	5,34	T	136,62	9310
WP122	22,00	63,00	4,00	C	109,8	9310
WP046	22,00	63,00	4,00	T	98	9310
WP098	22,00	51,00	4,50	C	99	9310
WP009	22,00	51,00	4,00	T	76	9310
WP082	23,00	55,50	5,00	C	123	9310
WP022	24,00	63,50	4,00	T	121	9310

9310 SERIES

PART NUMBER	DIAMETER	LENGTH	WALL THICKNESS	TYPE	GRAM WEIGHT	MATERIAL
WP064	18,00	56,00	4,00	C	76	9310
WP079	18,00	62,80	4,00	C	74	9310
WP099	18,00	51,00	4,00	T	68	9310
WP037	19,00	51,00	4,50	T	75	9310
WP019	19,00	61,00	3,00	C	73	9310
WP141-SP	19,00	51,00	4,50	T		9310
WP035	19,46	61,00	3,75	T	80	9310
WP061	20,00	61,00	4,50	C	105	9310
WP034	21,00	55,50	4,00	T/R	86	9310
WP051	21,00	51,00	3,75	T	75	9310
WP092	21,00	61,00	4,50	C	111	9310
WP136-SP	22,00	55,00	4,00	T	97	9310
WP116	22,00	58,00	4,00	C	101,7	9310
S722	22,00	59,94	5,34	T	136,62	9310
WP122	22,00	63,00	4,00	C	109,8	9310
WP046	22,00	63,00	4,00	T	98	9310
WP098	22,00	51,00	4,50	C	99	9310
WP009	22,00	51,00	4,00	T	76	9310
WP082	23,00	55,50	5,00	C	123	9310
WP022	24,00	63,50	4,00	T	121	9310



T-SHIRTS

NAME	PART NUMBER	SIZE	COLOUR	NOTES
Team	121-01	Medium	Black	100% Cotton, Ring Spun
Team	121-02	Large	Black	100% Cotton, Ring Spun
Team	121-03	X-Large	Black	100% Cotton, Ring Spun
Team	121-04	2X-Large	Black	100% Cotton, Ring Spun

Raceday	221-01	Medium	Black / White	100% Combed Cotton
Raceday	221-02	Large	Black / White	100% Combed Cotton
Raceday	221-03	X-Large	Black / White	100% Combed Cotton
Raceday	221-04	2X-Large	Black / White	100% Combed Cotton

SWEATSHIRT

NAME	PART NUMBER	SIZE	COLOUR	NOTES
Winner	321-01	Medium	Grey / Black	95% Cotton – 5% Polyester
Winner	321-02	Large	Grey / Black	95% Cotton – 5% Polyester
Winner	321-03	X-Large	Grey / Black	95% Cotton – 5% Polyester
Winner	321-04	2X-Large	Grey / Black	95% Cotton – 5% Polyester



Winner - Sweatshirt



Raceday - T-Shirts



Team - T-Shirts

ZRP SUPERSPORT PISTON SERIES - 4032 (T6) INSTALLATION INSTRUCTIONS

WARNING! IT'S YOUR RESPONSIBILITY

GENERAL:

Inspect all of your pistons, pins, rings before installation or modification. Parts that are altered, scratched, or damaged are non-returnable.

PISTON TO BORE CLEARANCE:

ZRP pistons already have the recommended clearance built in. Skirt diameter is smaller than the recommended bore size (see sizing on box). Some applications: Nitrous, supercharged, turbo, cold water marine engines or filed cast iron block may need more than the recommended clearance (0.025 to 0.050).

ZRP pistons are measured 90 degrees from the pin axis at the widest point on the piston skirt. Clearances are set before coating and coatings are 0.012mm (0.00047") thick, should be deducted when measuring for piston to bore clearance.

Adding additional clearance then recommended may create extra engine noise (piston slap) upon start up and cold running. This can cause damage to the pistons and/or cylinder. Some piston noise is normal on engine start up and during cold running this will reduce when engine is at operating temperature. It is advisable to avoid high loads or high RPM during engine warm up.

PISTON RING END GAP TABLE

APPLICATION	TOP RING	SECOND RING	OIL RING
Street / Hi Performance N/A	.0040" x Bore	.010" - .015" Bigger than top ring	Min. .015" Do not file expander
Drag Racing / Road Racing	.0050" x Bore	.010" - .015" Bigger than top ring	Min. .015" Do not file expander
Nitrous / Turbo Supercharged	.0060" x Bore	.010" - .015" Bigger than top ring	Min. .015" Do not file expander
Street / Hi Performance Turbo	.0045" x Bore	.010" - .015" Bigger than top ring	Min. .015" Do not file expander

Ring end gap should be measured with the ring square in the bore on a fresh hone. Cylinder should be free of any taper

DETERMINING RING GAP:

All bore sizes must be converted to inches and the result of this equation to millimeters (mm) – Example: To find top ring end gap for a street N/A application with 86.00mm bore: $86.0 \div 25.4 = 3.385"$ $(3.385" \times 0.004") = 0.015"$ $(0.015" \times 25.4) = 0.38mm$ is the minimum clearance.

All rings are manufactured for a specific bore and clearance. You must always measure the ring gaps at your specific bore to check if correct and if they are all the same. If the ring gaps are tighter than the minimum, you will have to "adapt" the rings by filing them. To carry on with this procedure you need a special "ring filing tool". You must make sure, after the procedures, that the sides of each rings are kept squared. Also, have in mind that for every 0.025mm over the intended bore size, ring gap will increase by 0.079mm.

WRIST PIN OFFSET:

Many ZRP piston have an offset wrist pin. These pistons need to be installed with the offset to the thrust side of the engine. On pistons with centered wrist pins, the smaller valve pocket(s) to the exhaust side of the engine except some five valve engines.

PISTON TO VALVE CLEARANCE

With the many cam profiles, gasket thicknesses, and deck clearances available it is important to make sure there is adequate clearance between the piston and the valve. ZRP recommends a minimum of 1.5mm (.060") Intake and 2.0mm (.080") Exhaust. Using Clay is the most common method.

PISTON TO HEAD CLEARANCE (Squish)

ZRP recommends a minimum of 0.7-1.0mm (.027"-.040") for naturally aspirated engines and 1.0-1.5mm (.040"-.060") for Turbo, Supercharged, or Nitrous applications.

WRIST PIN CLIPS

Most of ZRP pistons use a Round Wire type pin locks. Before installation check the lock groove for debris or burrs that will keep the lock from seating fully in the groove. Insert one end of the lock in the groove and spiral lock into groove. **DO NOT COMPRESS LOCK TOGETHER TO GET INTO THE GROOVE**, this will distort the lock and can cause lock failure.

It is good practice to check over piston crown and valve pockets for and sharp edges. Sharp edges should be removed to avoid potential "Hot Spots" on the piston.

Cleaning:

Pistons should be cleaned with warm soapy water and dried before installation. We recommend a thin coating of oil on the piston skirt and cylinder wall. Avoid using Synthetic oil during engine break-in as this may keep the rings from properly seating. Lubricate wrist pins with oil or assembly lube before installation.

BILLET CRANKSHAFT | INSTALLATION INSTRUCTIONS

IMPORTANT:

Please read installation thoroughly before starting work. When they are completely understood proceed with installation

1. Clean and prepare the engine block

Please clean carefully the engine block and all components to ensure perfect bearing placement. By far the best way to remove all gallery plugs and all the dis-assembled engine to soak in a agitated chemical bath. This way all the sludge and dirt accumulations are removed. If chemical cleaning facilities are unavailable, you can use the less desirable method with a solvent such as Kerosene. It is imperative to ensure that the entire lubrication system is completely clean and free of obstructions.

2. Check NIP and back contact

It is necessary to check the NIP or crush fit of the new bearings in their housing and also the back contact if the old bearing backs have any bright, shiny areas. The procedure of this operation is:

- A. Apply a coating of the bearing "blue" to the cleaned tunnel seating and the joint faces of the case or cup
- B. Clean and try the bearings and apply the bearing "blue" to the joint faces on one bearing. Assembly the bearings in to the housings, tightening the holding bolt evenly to the correct tension. Threads should be oiled.
- C. Accurately measure and right down the assembled internal diameters of each pair of bearings, then release the bolt or bolts on one side only. This should allow the joint faces to separate on this side. A feeler guide of 0.10mm to 0.15mm should be accepted into the opening.
- D. Release the remaining bolts and dismantle the bearing unit completely. An examination of the housings and the bearings should reveal an even transference of "blue"
 - i. Tunnel bores to back of bearings
 - ii. One bearing joint face to the other
 - iii. The cap joint face to the case joint face or vice-versa

An uneven transference of blue indicates some "off standard" condition to be investigated and corrected.

3. Check oil clearance

With tunnel sizes correct to specification and shaft journal unworn or correctly ground undersize, ACL finished-to-size bearings will provide a correct operating clearance which can be quickly confirmed on assembly with the use of flexi gauge. Where doubt exists, or in special case, oil clearance should be checked by accurately measuring and writing down each journal diameter and then subtracting this from the corresponding internal bearing diameters that where noted when checking the amount of nip. The difference between the two diameters represents the vertical oil clearance and this must fall within the specified tolerance shown against each part number in the alphabetical list.

4. Check end float (Thrust clearance)

It is advisable to check the thrust clearance at both thrust faces to ensure an accurate measurement

5. Crankshaft Installation

1. Clean the Crankshaft very well, after that blow with dry air to clean oil holes thoroughly. Make sure oil holes are flow free!
2. Inspect all journals to make sure the crank is free of nicks, scratches, and hairline cracks.
3. Spread plenty of oil on all journals before assembly. Do not lubricate the thrust faces of the thrust bearing at this point.
4. Check proper oil clearance and make sure the direction of rod and bearing are corrected. A 0.50mm-0.715mm side clearance is required
5. Once you have measured all your journals and matched them to their specific bearings, you are ready to lay the crank in place. Before doing that, however, spread a coat of assembly grease on the bearings to protect the crank.
6. Now position the crank on the block without installing any of the caps, just yet. Install a dial indicator on the nose of the crank to measure endplay. You should be able to move the crank back and forth by hand. The clearance must be as suggested by the engine's manufacturer.
7. When you make sure you have the correct amount of endplay, go ahead and install the rear main seal before bolting on the main cap.
8. The next step is to bolt up and torque all the main cap except for the cap containing the thrust bearing. Make sure you add oil on the thread of the bolts first. Check your endplay again. If you don't have enough play, one of the caps is out of alignment. You can adjust the cap location slightly by tapping it lightly with a dead-blow hammer and then tightening the bolts back down.
9. Again, if the endplay is correct, you can install the last main cap-this one with the thrust bearing. Tap it into place but do not torque the cap bolts. Instead, knock the crank lightly, either forward or back, to align the thrust faces of the two bearing shells. Now tighten the bolts to the proper torque specs.
10. Once you have reached this point, most probably the end play has tightened up a bit. You can use a screwdriver placed between one of the main caps and a counterweight to help you move the crank. Be careful and do not use excessive force. If there isn't enough endplay, you may need to reduce the thickness of the thrust face of the thrust bearing slightly. This can usually get you a thousandth or so. Lightly rub both faces of both halves of the thrust bearing on super-fine sandpaper that is being lubricated by a constant stream of fluid in your cleaning tank. It's also a good idea to use a surface block (or even a pane of glass) underneath the sandpaper to make sure you are sanding on an even plane. If the endplay is too much, you must use oversized thrust washers.

We "strongly" recommend that you balance the crank and flywheel together.

All 4340 cranks are nitrited with plasma gas. DO NOT polish journal in any circumstances.

TERMS & CONDITIONS

Orders:

By telephone (+30) 210 8251640 Monday – Friday 9:00 A.M. to 5:00P.M. Eastern European Time /
E-mail info@zrp-rods.com

Prices:

There are available discounts for quantity purchases and approved accounts. Drakos Ltd (ZRP Worldwide Distribution) reserve the right to decide the qualifications, requirements and final approval for discounts. Prices are subjected to changes without notice

Payment:

Cash, Bank transfer, major credit cards and Pay-Pal (PayPal 3.5% admin fee applies). If the seller requires the service of an attorney, whether legal action be brought or not, in the event of any default, the buyer agrees to pay all costs of collection including, but not limited to, court costs and attorney fees.

Shipping:

We use major carriers for shipping (UPS, TNT, Hellenic post.) with freight and other delivery charges (COD, insurance, etc.) collect.

Special:

All special/custom orders must be paid in full, in advance when ordered. The sales of special/ custom orders are final, and no items may be returned.

Returns:

Must be authorized and include a copy of the Invoice. No returns accepted after 30 days from the Invoice date. All merchandise returned is subject to a 12% restocking charge.

Custom Made:

ZRP Products not in stock can be custom made. Check with us for pricing and lead time. Any custom-machined parts made under customer specifications are non-returnable items and the sale is final on these products.

Limited Warranty:

- A. Due to the nature of performance applications, ZRP products are sold without any express warranty or implied warranty.
- B. ZRP products are warranted to be free of defects in original material and workmanship for

30 days from date of original invoicing. This warranty is not valid on products that have been modified in any way, or show evidence of misapplication, heat, improper installation, abuse, or lack of proper maintenance.

- C. Drakos Ltd., as a Worldwide Distributor of ZRP Products, shall not under any circumstances, be liable for any special, accidental, or consequential damages including, but not limited to, damages, lost profits or revenue, property damage or personal injury (including death), cost of purchased or replacement goods or claim by customers of the purchaser, which may arise and/or result from sales, installation or use of the parts.
- D. ZRP parts, tuning parts, and other accessories are generally delivered without TÜV testing and are only for use in specialized racing vehicles.
- E. Licensing for use on normal road vehicles is not part of any agreement.
- F. If a product is found defective, this product at Drakos Ltd. option, as a distributor of ZRP products, will be replaced or repaired at cost to products only, excluding labor and other related incurred costs. All defected products must be returned to Drakos Ltd., by post prepaid within the 30-days warranty period.
- G. In line with our policy of continuous product development, the exact specifications of the kit may vary. We do reserve all rights to change any specification without prior notice. All rights reserved.
- H. In the case that any claim occurs, it will be the responsibility is the Hellenic courts which operate under Greek law.

Return Policy:

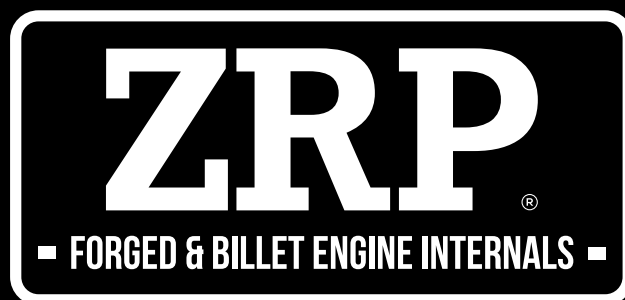
All returns must be sent prepaid, in original packaging in an additional box, not installed, and accompanied with the original invoice number and dates of each item returned for credit. We suggest you use a traceable Mail service and insure your parts against loss.

- A. If an error was made by Drakos Ltd –Distributor of the producer of ZRP products, upon reception of the item, Drakos Ltd – Worldwide Distributor of ZRP products will reimburse the customer for shipping costs.
- B. If an error was made by the customer, a 12% restocking fee will be imposed upon the cost of the item in question.
- C. No cash refunds. Credits issued can be applied to new or existing orders.
- D. Custom products are not returnable.

Do Not return any packages without contacting us first.

WARNING:

All the parts are sold for racing purposes and may be installed on vehicles (cars, motorcycles, boats, etc.) used solely in sanctioned off-highway events. The installation of these parts may cause the vehicles to be unable to be lawfully used on public highways, and the purchaser assumes all risk and expenses thereof. In our catalogs we use brand names for the sole purpose of identification for vehicles, engines, cylinder heads, etc. No other intention is implied in the use of these brand names. Every possible effort has been made to insure the accuracy of the information listed in this catalog. However, we are not responsible for any damage caused by misapplication or typographical errors.



ZRP HEADQUARTERS

Drakos Engineering

📍 16 Trofoniou Str. - 10440 Athens - Greece

☎ +30 210 8251640

✉ info@zrp-rods.com

🌐 zrp-rods.com

