

# H-BEAM CONNECTING RODS

Engine Pro H-Beam Connecting Rods are forged from 4340 steel. All of our rods are magnafluxed, heat treated, stress relieved, shot peened, and sonic tested to ensure they provide the strength required for high horsepower applications. Our exclusive "no twist" machining processes guarantee the most accurate pin end to big end parallelism in the industry. We weight match all of our sets of rods to + or -1.5 grams to make balancing easier. Silicon bronze bushings are installed for use with floating pins. Bolt lube and torque specifications are included. Engine Pro rods equipped with our standard 8740 bolt are rated for up to 700 horsepower in small blocks, and 850 horsepower in big block applications.

- Forged From 4340 Steel
- Magnafluxed
- Heat Treated
- Stress Relieved
- Shot Peened
- Weight Balanced + OR - 1.5 grams
- Three Levels of Bolts
  - ARP 8740 Cap Screw
  - ARP 2000
  - ARP L19
- Bronze Bushed Pin Bores
- ARP Moly Bolt Lube Included



You Choose  
the bolts!



## 8740 CHROME MOLY:

Until the development of today's modern alloys, chrome moly was popularly considered a high strength material. Now viewed as only moderate strength, 8740 chrome moly is seen as a good tough steel, with adequate fatigue properties for most racing applications, but only if the threads are rolled after heat-treatment, as is the standard ARP production practice. Typically, chrome moly is classified as a quench and temper steel, that can be heat-treated to deliver tensile strengths between 180,000 and 210,000 PSI.

## ARP2000®:

An exclusive, hybrid-alloy developed to deliver superior strength and better fatigue properties. While 8740 and ARP2000 share similar characteristics – ARP2000 is capable of achieving clamp loads in the 215,000-220,000 PSI range. ARP2000 is used widely in short track and drag racing as an up-grade from 8740 chrome moly in both steel and aluminum rods. Stress corrosion and hydrogen embrittlement are typically not a problem, providing care is taken during installation.

## L19:

This is a premium steel that is processed to deliver superior strength and fatigue properties. L19 is a very high strength material capable of delivering clamp loads in the 230,000-260,000 PSI range. It is primarily used in short track and drag racing applications where inertia loads exceed the clamping capacity of ARP2000. Like most high strength, quench and temper steels – L19 requires special care during manufacturing to avoid hydrogen embrittlement. This material is easily contaminated and subject to stress corrosion. It must be kept well-oiled and not exposed to moisture.

APPLICATION	LENGTH	ROD JOURNAL SIZE	PIN BORE	WEIGHT (GRAMS)	MAX HP	PART #	MAX HP	PART #	MAX HP	Part #
CHEVROLET SMALL BLOCK	5.700"	2.100"	.928"	632	700	10-1000-8	1100	10-1100-8	1400	10-1200-8
CHEVROLET SMALL BLOCK	6.000"	2.100"	.928"	642	700	10-1002-8	1100	10-1102-8	1400	10-1202-8
CHEVROLET SMALL BLOCK	6.000"	2.000"	.928"	660	700	10-1003-8	1100	10-1103-8	1400	10-1203-8
CHEVROLET SMALL BLOCK LS-1 NO OFFSET	6.125"	2.100"	.928"	603	700	10-1028-8	1100	10-1108-8		
CHEVROLET BIG BLOCK	6.135"	2.200"	.991"	790	850	10-1005-8	1200	10-1105-8	1500	10-1205-8
CHEVROLET BIG BLOCK	6.385"	2.200"	.991"	809	850	10-1006-8	1200	10-1106-8	1500	10-1206-8
CHEVROLET BIG BLOCK	6.535"	2.200"	.991"	821	850	10-1007-8	1200	10-1107-8	1500	10-1207-8
FORD SMALL BLOCK	5.400"	2.123"	.913"	604	700	10-1009-8	1100	10-1109-8	1400	10-1209-8
FORD SMALL BLOCK	5.400"	2.100"	.928"	604	700	10-1010-8	1100	10-1110-8	1400	10-1210-8
FORD SMALL BLOCK	5.400"	2.123"	.928"	604	700	10-1011-8	1100	10-1111-8	1400	10-1211-8
FORD MODULAR 4.6	5.933"	2.086"	.867"	602			1100	10-1112-8		