

Application	Material	UHL (in.)	Thread Dia. (in.)	Wrench Dia. (in.)	Set Qty	Complete Set	2-Piece Pack
Ford 427 (LeMans) and general replacement for aluminum rods, w/ washer	8740	1.800	7/16	7/16	16	200-6001	200-6021
Venolia, BRC, aluminum rod replacement, with washer	8740	1.800	7/16	7/16	16	200-6002	200-6022
Manley Elgin replacement	8740	1.800	7/16	7/16	16	200-6003	200-6023
General replacement, aluminum rods, with washers, under cut	8740	2.000	7/16	7/16	16	200-6004	200-6024
Manley replacement rods	8740	1.600	7/16	7/16	16	200-6006	200-6026
Manley replacement, rod part number 14051 and 14055	ARP2000	1.850	7/16	7/16	16	200-6201	200-6221
Carrillo replacement for CARR bolt, with washers	ARP2000	1.800	7/16	1/2	16	200-6202	200-6222
Carrillo replacement for H-bolt, without washers	L19	1.725	7/16	1/2	16	200-6203	200-6223
Lentz replacement with washers	ARP2000	1.800	7/16	1/2	16	200-6204	200-6224
Lentz replacement without washers	ARP2000	1.725	7/16	1/2	16	200-6205	200-6225
Venolia, Brooks, KB, Aluminum rod replacement with washer	ARP2000	2.000	7/16	1/2	16	200-6206	200-6226
General replacement, steel rods	ARP2000	1.600	3/8	7/16	8	200-6209	200-6219
General replacement, steel rods	ARP2000	1.500	5/16	3/8	8	200-6210	200-6220
Venolia, Brooks, KB, BRC, Aluminum rod replacement with washer	L19	2.000	7/16	1/2	16	200-6506	200-6526
Venolia, Brooks, KB, Aluminum rod replacement with washer	Custom Age 625+	2.000	7/16	1/2	16	300-6706	300-6726
Carrillo, Lentz, Ferrea replacement without washer	ARP3.5	1.750	7/16	1/2	16	300-6601	300-6621
Carrillo, Lentz, Ferrea replacement without washer	Custom Age 625+	1.750	7/16	1/2	16	300-6701	300-6721
Carrillo replacement	ARP3.5	1.600	3/8	7/16	16	300-6602	300-6622
Carrillo replacement	Custom Age 625+	1.600	3/8	7/16	16	300-6702	300-6722
Carrillo replacement	ARP3.5	1.600	3/8	7/16	8	300-6603	300-6623
Carrillo replacement	Custom Age 625+	1.600	3/8	7/16	8	300-6703	300-6723
Carrillo replacement	ARP3.5	1.500	5/16	3/8	8	300-6608	300-6628
Carrillo replacement	Custom Age 625+	1.500	5/16	3/8	8	300-6708	300-6728
General replacement, steel rods	ARP2000	1.500	3/8	7/16	8	200-6207	200-6227
General replacement, steel rods	ARP2000	1.750	3/8	7/16	8	200-6208	200-6228
General replacement	Custom Age 625+	1.500	3/8	7/16	8	300-6704	300-6724

Red part numbers indicate new items

## MATERIALS USED IN THE MANUFACTURE OF CAP SCREW TYPE CONNECTING ROD 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.

**AERMET 100:** With a typical tensile strength of 280,000 psi, Aermet 100 is a new martensitic super-alloy that is stronger and less expensive than the super-alloy austenitic materials that follow. Because it is capable of achieving incredibly high clamping loads, it is ideal for short but extreme environments like top fuel, funny car and some short track applications. Although Aermet 100 is a maraging steel that is far superior to other high strength steels in its resistance to stress corrosion, it must be kept well-oiled and not exposed to moisture.

**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 a clamp load at 220,000 psi. 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 compared to 8740 and ARP2000 and is capable of delivering a clamp load at 260,000 psi. It is primarily used in short track and drag racing applications where inertia loads exceed the clamping capability 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.

**INCONEL 718:** A nickel based material that is in the high temperature, super-alloy class, it is found to be equally suitable in lower temperature applications. This material delivers tensile strengths into the 220,000 psi range and exhibits improved fatigue properties. Best of all, Inconel 718 is completely immune to hydrogen embrittlement and corrosion.

**ARP3.5 (AMS5844):** While similar to Inconel 718, these super-alloys are found in many jet engine and aerospace applications where heat and stress attack the life of critical components. The high cobalt content of this alloy, while expensive, delivers a material with superior fatigue characteristics and typically tensile strength in the 260,000 psi range. The immunity to hydrogen embrittlement and corrosion of these materials is a significant design consideration. These materials are primarily used in connecting rods where extremely high loads, high RPM and endurance are important factors – Formula 1, Winston Cup and CART applications.

**CUSTOM AGE 625 PLUS:** This newly formulated super-alloy demonstrates superior fatigue cycle life, tensile strength and toughness – with complete resistance to atmospheric corrosion and oxidation. ARP is the first to develop manufacturing and testing processes for fasteners with Custom Age 625+. Best of all it is less expensive and expected to soon replace MP-35 as the material of choice in the high strength, super-alloy field. Typical tensile strength is 260,000 psi.

