"ESP®" Rods Feature:

- First connecting rod manufacturer to machine on the state-of-the-art Sunnen SaphirFinishing™ System for ultimate light weight!
  - Center to center length: 5.000
  - Big End Bore ± .0002
  - Big End Bore ± .0002 - Plus end bore ± .0002
- Stroker Design provides cam clearance for 3.800 on small block Chevy engines with no modification. Stroker Design provides cam clearance for 4.250 on big block Chevy engines with no modification.
- Weight savings between 35-70 grams (depending on rod length).
- Reduce balancing cost. Larger stroke applications can see savings of $100.00 to $200.00 on balancing cost alone.
- Over 50 different rods available for popular Chevrolet, Chrysler, Ford, Volkswagen, Porsche, AMC, Nissan, Audi, Honda and Toyota engines!
- All "ESP®" rods are available individually or in sets. Please specify weights on individual rod purchases.
- 3-D Design offers the advantages of reduced weight without sacrificing any of our original rod’s strength, offering maximum strength to weight ratio.
- 3-Piece forgings for increased strength.
- Ready to run, installation instructions and bolt lubricant included.
- ARP 7170® 9740 Cap screws bolts standard (130,000 psi) unless otherwise noted. Optional ARP 2000® (250,000 psi) and ARP L-18 (265,000 psi) bolts for extreme high performance applications. L-18 bolts are recommended for small block engines exceeding 500 horsepower and big block engines exceeding 650 horsepower.
- Silicone bronze bushings for floating piston pins.
- Multi-stage heat treated.
- Packaged in weight matched sets and end-to-end ± .1 gram.
- Certified 4340 steel, vacuum degassed to remove impurities.
- Each forging is X-rayed, oil-tempered, and magnafluxed to insure quality.
- All surfaces are 100% machined.
- Shot peened to stress relieve the metal.
- Precision alignment sleeves positively locate the rod cap, maintaining big end bore size and eliminating cap walk.

"ESP®" Connecting Rods provide the strength and durability required in unlimited engines at a sportman rod price.

All "ESP®" Small Block Chevrolet Rods now feature 1.600 shorter bolt holes for increased Rod clearance!

Forged in China.

Over 80 different connecting rods in stock.

Orders received by 4 PM CST shipped within 24 hours.

Quality, Service & Selection

3-D Stroker Design

Reduced weight with no loss of strength!

SB 5.7 - 630 grams — 6.0 - 645 grams
BB 6.135 - 780 grams — 6.385 - 785 grams

Stroker Design For Up To 3,000 Stroke

Ribbed Vela For Added Strength

ARP 8740 Bolts

4 Centers Profiled

The Difference You Can’t See

All "ESP®" Rods are manufactured from a TWO-PIECE FORGING. The forging process forces the grain into the shape of a connecting rod, resulting in superior fatigue life. The rod cap is heated separately so that the grain runs perpendicular to the load forces, which strengthens the rod. Many aftermarket rods are manufactured from 4340 steel. 4340 steel allows a range of different materials to achieve the desired results. Although it is a more aggressive process, all "ESP®" 3-D rods also include higher content of nickel and chrome, which increases the strength & fatigue life without making the rod brittle.

Extensive testing has proven our two-piece forging superior to any one-piece forging on the market.

All "ESP®" Rods are clearly identified.

Proper rod bolt torque is vital to connecting rod life. A rod bolt tighter is without question the highest stressed fastener in the engine. The big end bore of the rod is a stressed bore in much the same way as cylinders are on a block. It is equally important to torque properly to provide proper strength & to insure the big end of the rod sitting is correct. Improper torque will result in premature failure.

Beware of connecting rods that do not include torque specifications.