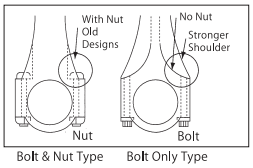
NEW RELEASE INFORMATION Vol.289

FORGED H-BEAM CONNECTING RODS for 4B11

Designed to hold High Horsepower!
Highest quality, Strongest 4B11 Connecting rods!

The connecting rods role is to transfer the compressed pressure that the piston receives to the crankshaft.
When the connecting rod becomes one with the piston the connecting rods inertial weight and balance then plays a major factor in the smoothness of the engines rotation assemble and durability at high RPM.
This highest quality connecting rod is the perfect choice for STD Piston & stroked Engine.

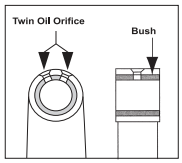
REAL STRENGTH



When the rigidness is insufficient enough at the large end, the metal housing can deform, which can cause metal burns. In order to guarantee overall strength where the rod is connected, the large end was made smoother and the "shoulder form shaped" was adopted.

STRUCTURE OF THE SMALL END

Extra Oil Hole Further Increases Lubrication Efficiency!

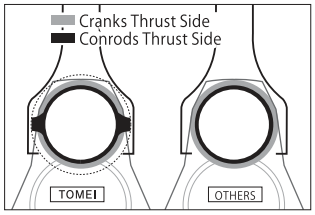


The oil cap bush now has 2 holes for oil to enter for lubrication. This bush experiences high load whilst providing oil hole from the top of the bar when the upper piston pin is pressed down when the conrod rises. This is a usual weak point which can cause metal fatigue. But now being stronger and able to lubricate more helps with higher power output potential.

SECURED CONNECTION STRENGTH

The strength of the connection is raised with the design aspects of the meting face of the rod. This minimizes the chances of elliptical deformations caused when under serious stress loads from serious power applications and thus maintaining the correct conrod bearings clearances.

PROTECTING THE CRANKS THRUST FACE



If the thrust aspect of the connecting rods large end is designed as a simple circle, the conrods side will cause irregular wear on the cranks thrust aspect area and thus shortening the life of the crankshaft. The TOMEI conrods thrust protector is designed to come into contact with the entire contact surface area rather that just the thrust aspect of the crank.

SNCM439 METAL

The SNCM439 material is normally used only when considerably high rigidity is required. High strength conditions are key elements for the conrod for supporting a highly efficient turbocharged engine. Nickel was also added for extra tension resistance.

ARP L19 CONROD BOLTS

ARP L19 rod bolts were selected for our applications due to the superior strength and fatigue properties. A special thinner frame was designed with minimal burden on the threads. The threads was cut into the connecting rod side since no nuts are used which helps with weight reduction. This design promotes strength while benefiting with weight reductions. L19 is the top range type of ARP rod bolts used since it's a much higher strength material compared to the ARP2000 and is capable of delivering the highest clamp loads possible.

SPEC

CONNECTING ROD

CENTERLINE (mm)	LARGE END DIAx THICKNESS (mm)	SMALL END DIA x THICKNESS (mm)	MATERIAL
143.75	Φ55×21.9	Φ23×20.0	SNCM439

CONNECTING ROD BOLTS

THREAD	BOLT LENGTH (mm)
3/8-24	40

CONROD BEARINGS

INNER DIA. (mm)	BEARING WIDTH (mm)
Φ52	17.0

JPY 80,000

PART NUMBER : 125011

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