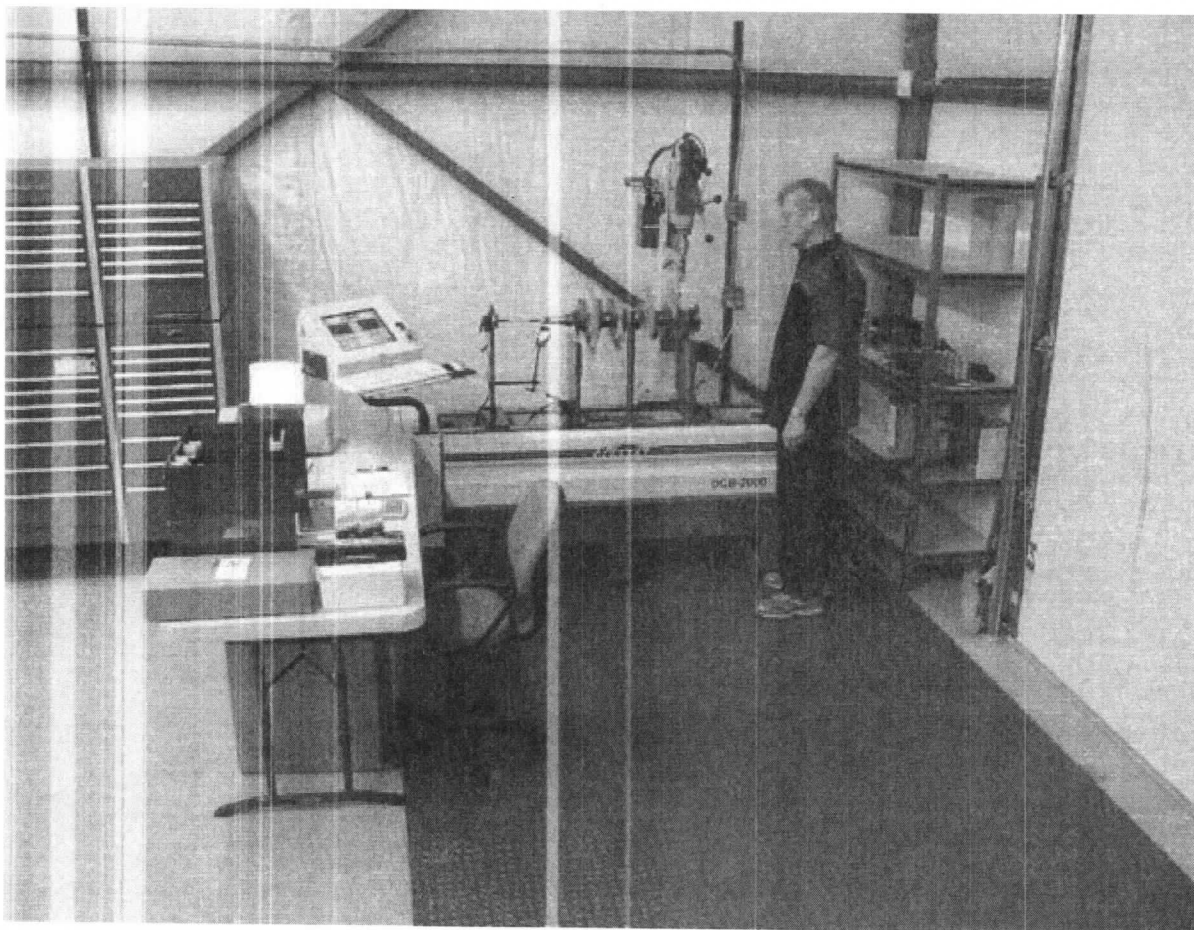


## Precision Final Balancing

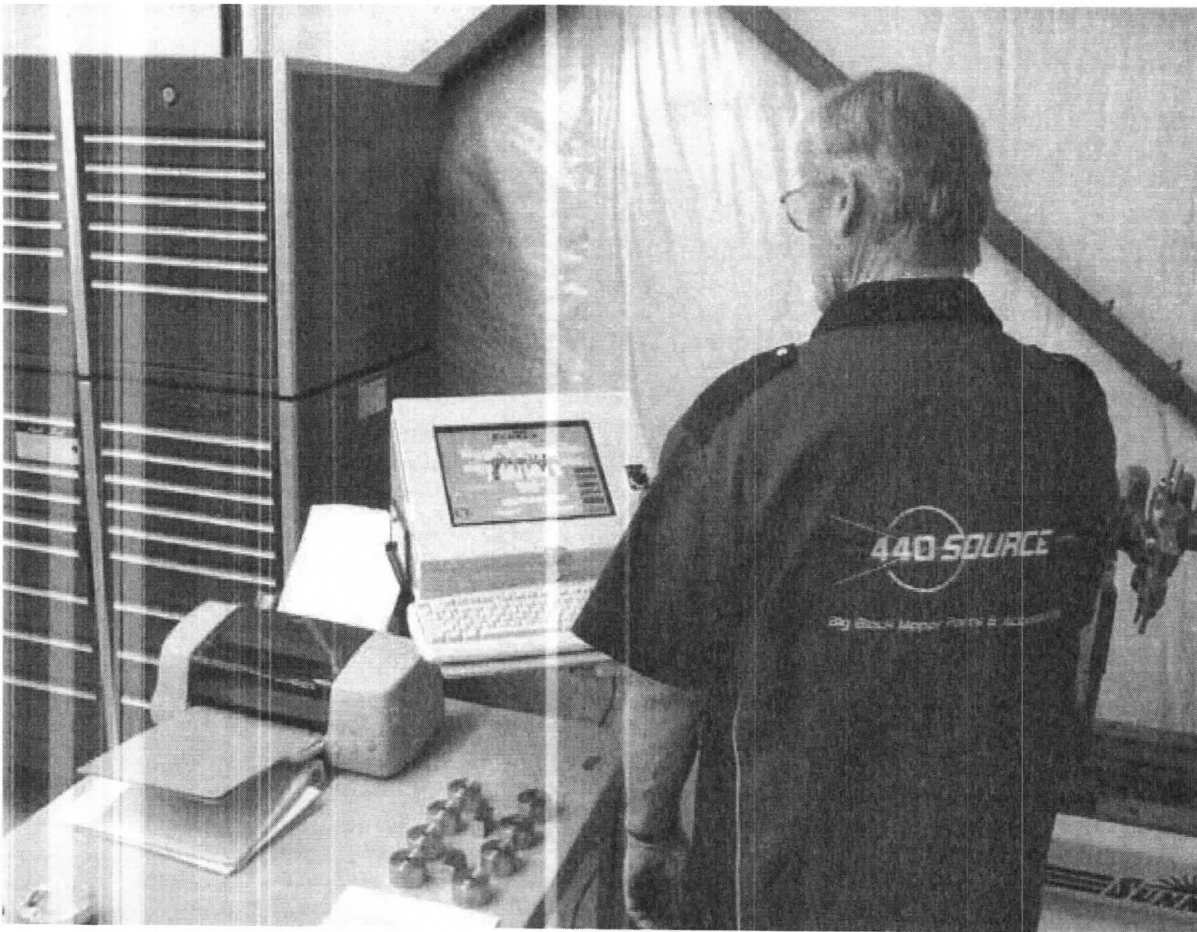
We offer precision final balancing as an available option for all of our stroker kits. Join us as we take you through a tour of our balance shop. We'll show you the basics involved in balancing your stroker kit, the equipment it's performed on, and introduce you to the techs who make sure it's done right! We've balanced over 3,500 big block Mopar stroker engines. Any local shop would be lucky if they've even got one or two percent of that kind of experience with big block Mopar strokers!

AND... We know what's it's like to try put a motor together in time to make that upcoming race or show, etc... so we now offer optional **PRIORITY OVERNIGHT BALANCING!** For an extra \$150, we'll guarantee it's all balanced and shipped by the **NEXT BUSINESS DAY!** Another reason we're the world leader in big block Mopar stroker kits!

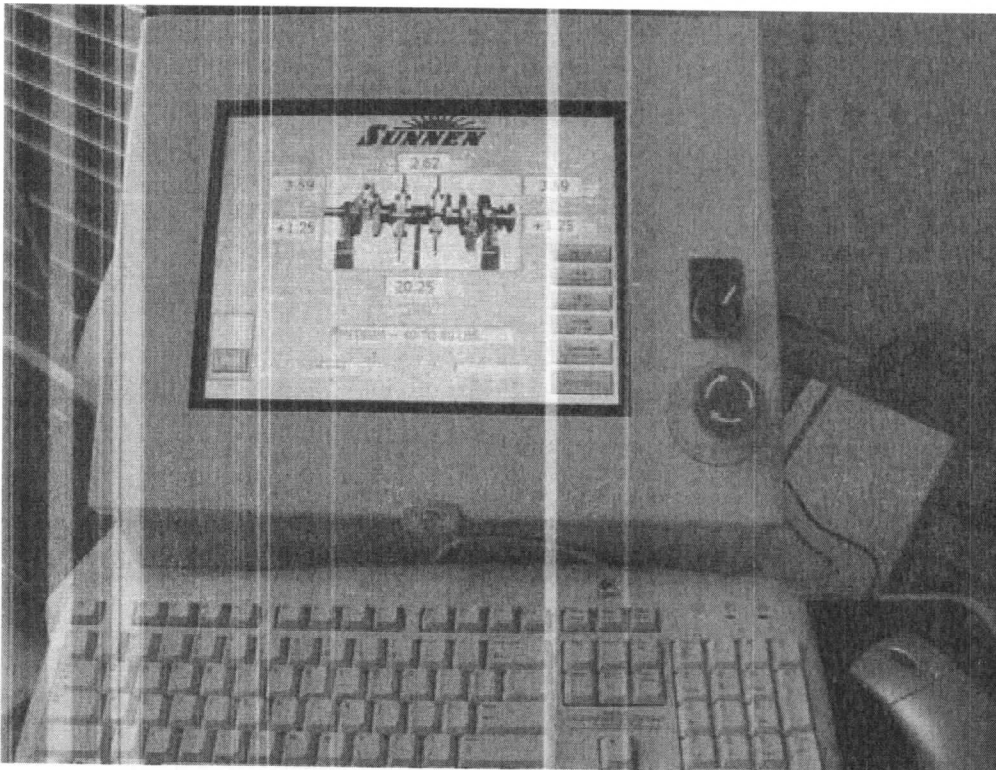


Our brand new American Made Sunnen DCB-2000K digitally controlled balancing machine is incredibly accurate. Shown above is our senior balance tech, Bob Oril spinning one of our Platinum Series stroker crankshafts. Bob takes care and patience in every balance job, and makes sure it's done right.

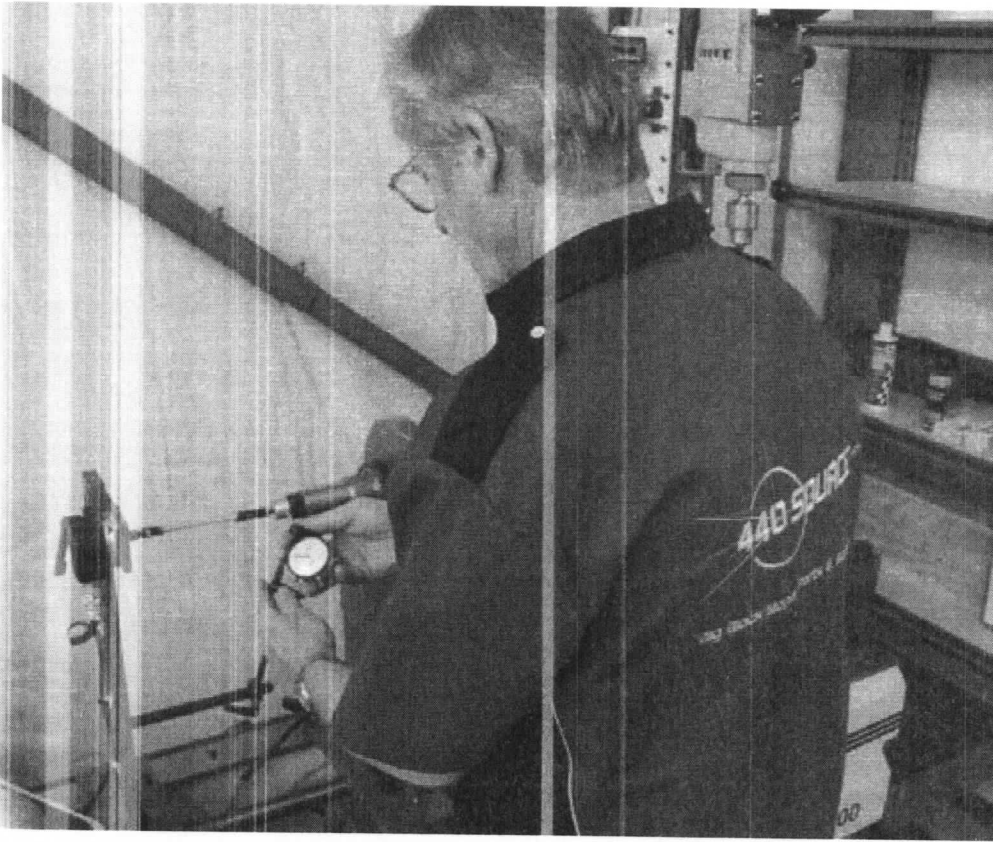
*(How your Eng Was Built)*



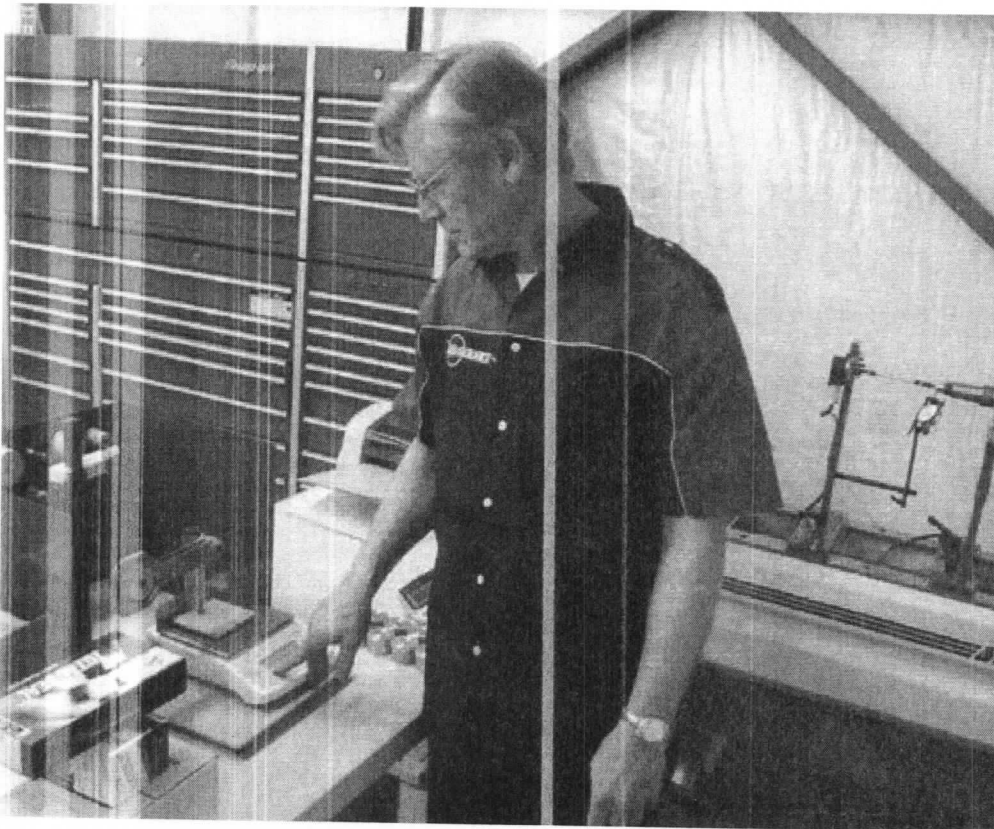
Our balancing machine is 100% digitally controlled. For every balance job, we enter the crankshaft weight, counterweight diameter, counterweight location, journal diameter, journal spacing, gram weight of the pistons, pins, rings, bearings, and connecting rods. The computer takes all this information into account and tells us exactly what location to drill on the crankshaft counterweights and to what depth. It is accurate to the thousandth of an inch, previously unheard of before the computer age. Bob is shown above entering this info.



Here is a closeup on the control console. Truly cutting edge. The machine knows everything!

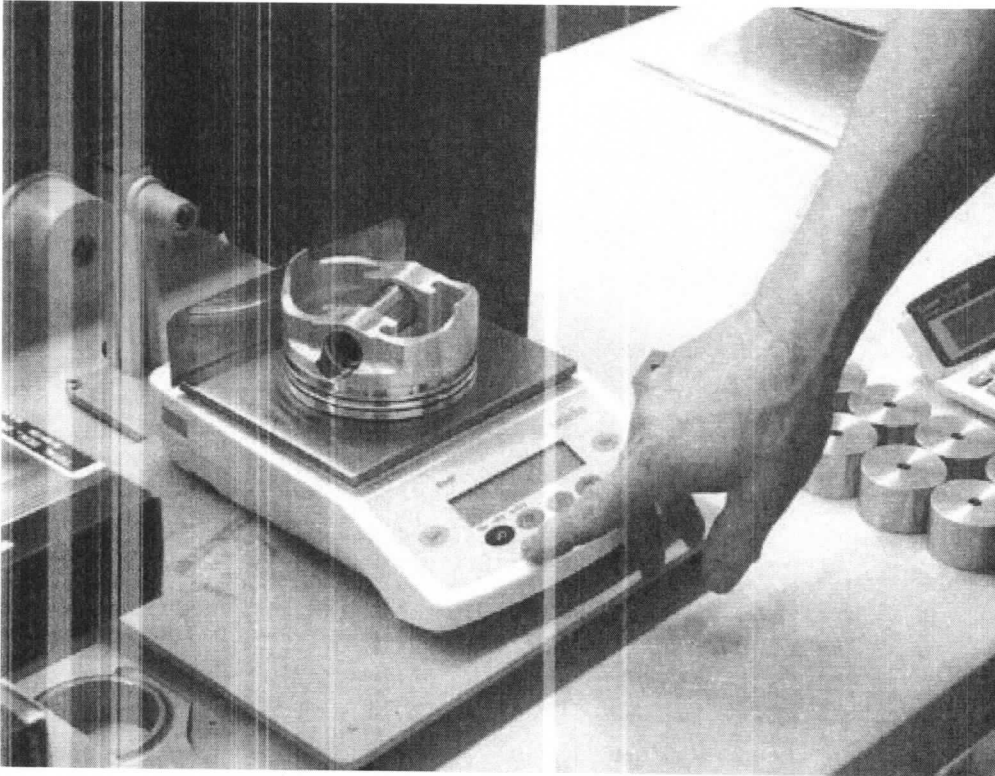


Here Bob is shown attaching the positioning sensor to the front of the crankshaft. This allows the balancing machine to know in real time exactly what degree of rotation the crankshaft is in at any given point. It also allows the computer to tell us exactly where to position the crank for drilling.

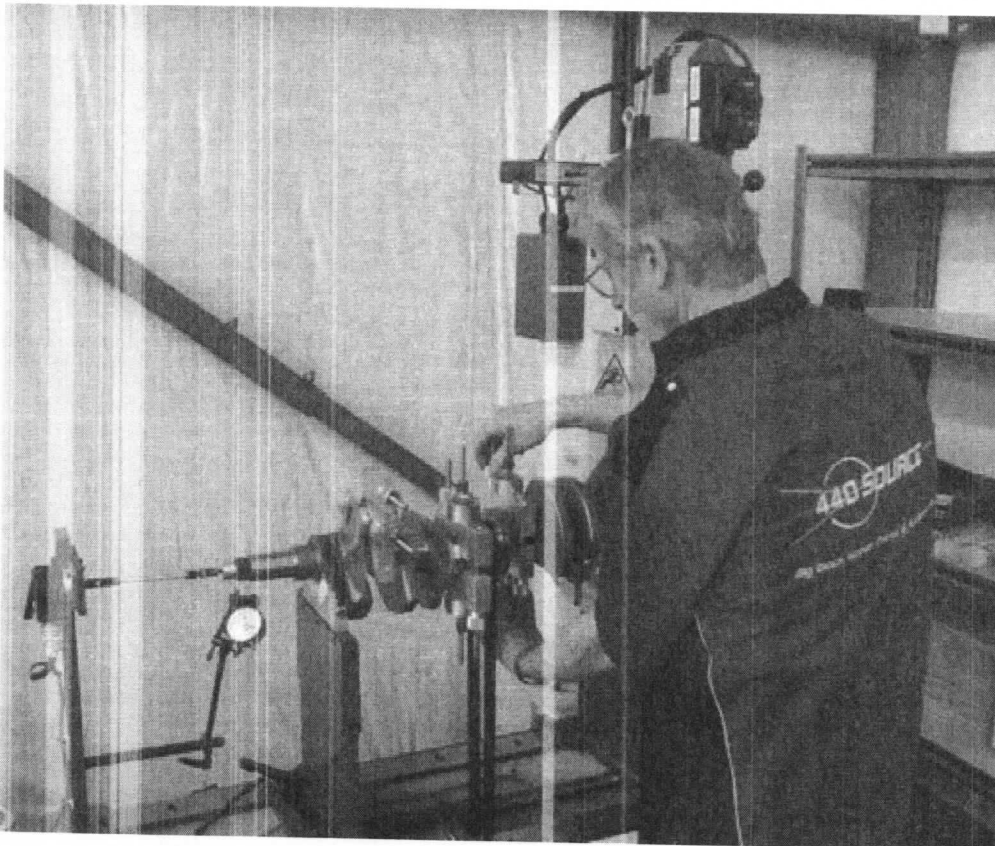


Here Bob is shown weighing a connecting rod. Our special fixture weighs the big end and the small end of the

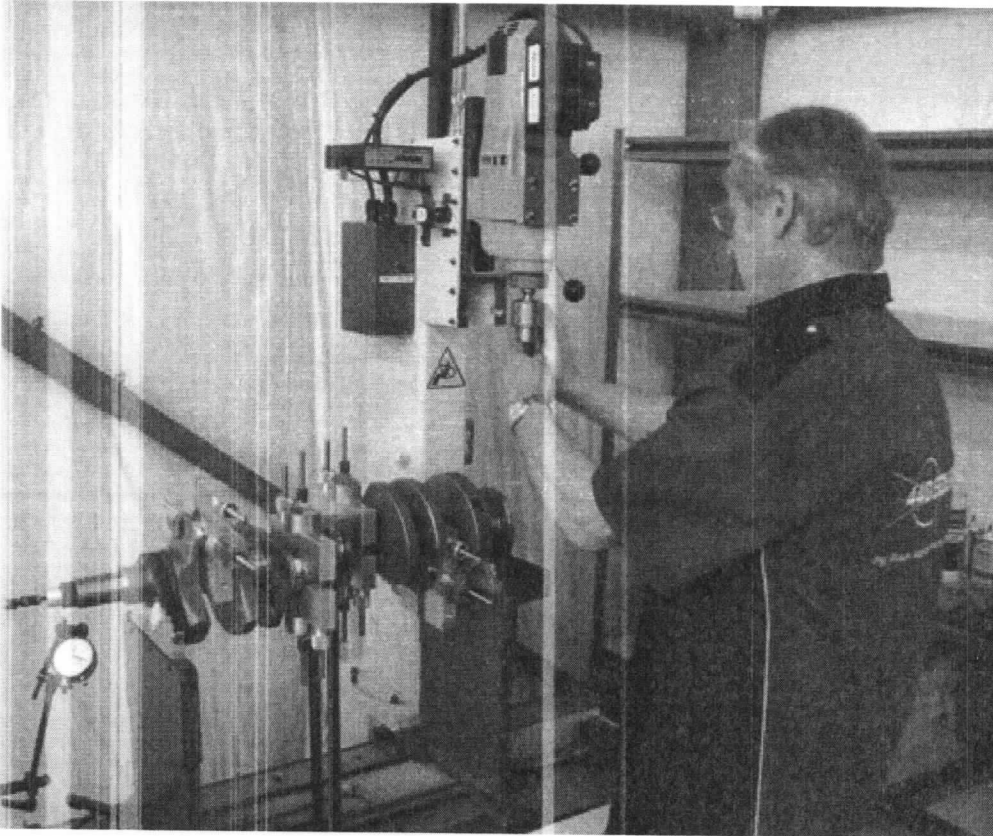
rod separately, to ensure accuracy. We make sure that EVERY specific piston and EVERY specific rod used in our balance jobs are weighed to verify they are within our spec. We do not just use what's "written on the box" or any "estimated" weights for any part of the balancing operation. Other shops call this a "competition balance" and charge a few hundred bucks extra for it. We call it standard practice.



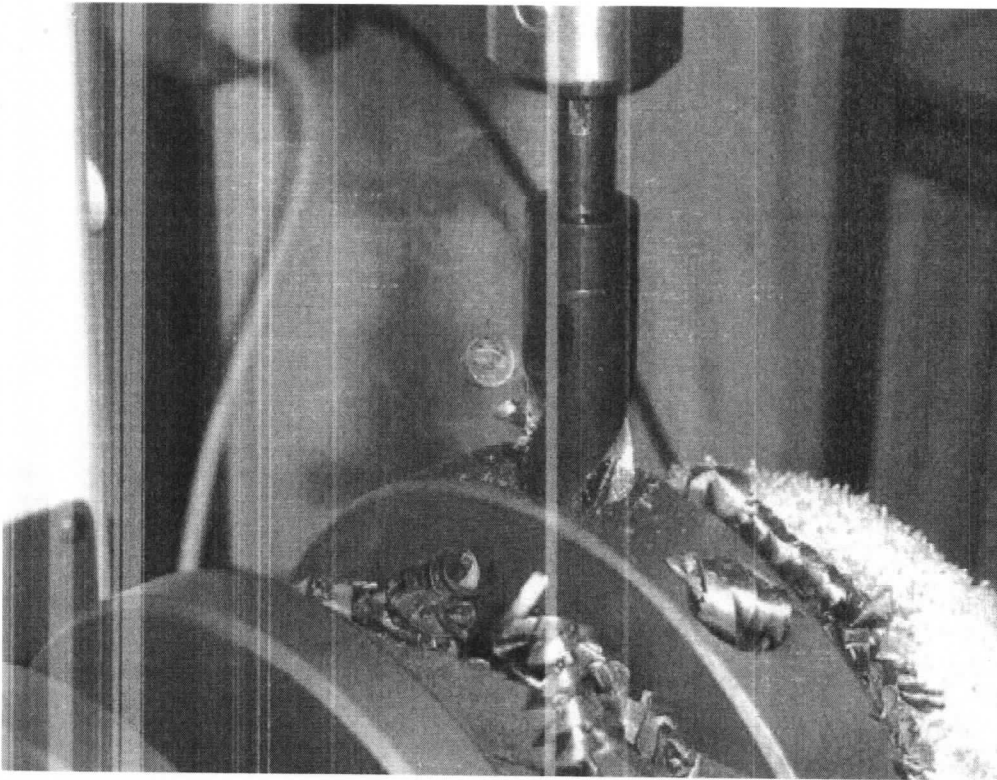
Here Bob checks the scale while weighing one of our Platinum series forged pistons. This scale measures in tenths of a gram. A dollar bill weighs one gram. So, take a dollar bill, cut it into ten equal tiny strips of paper, and then weigh those tiny strips individually. That is the kind of accuracy we are talking about here.



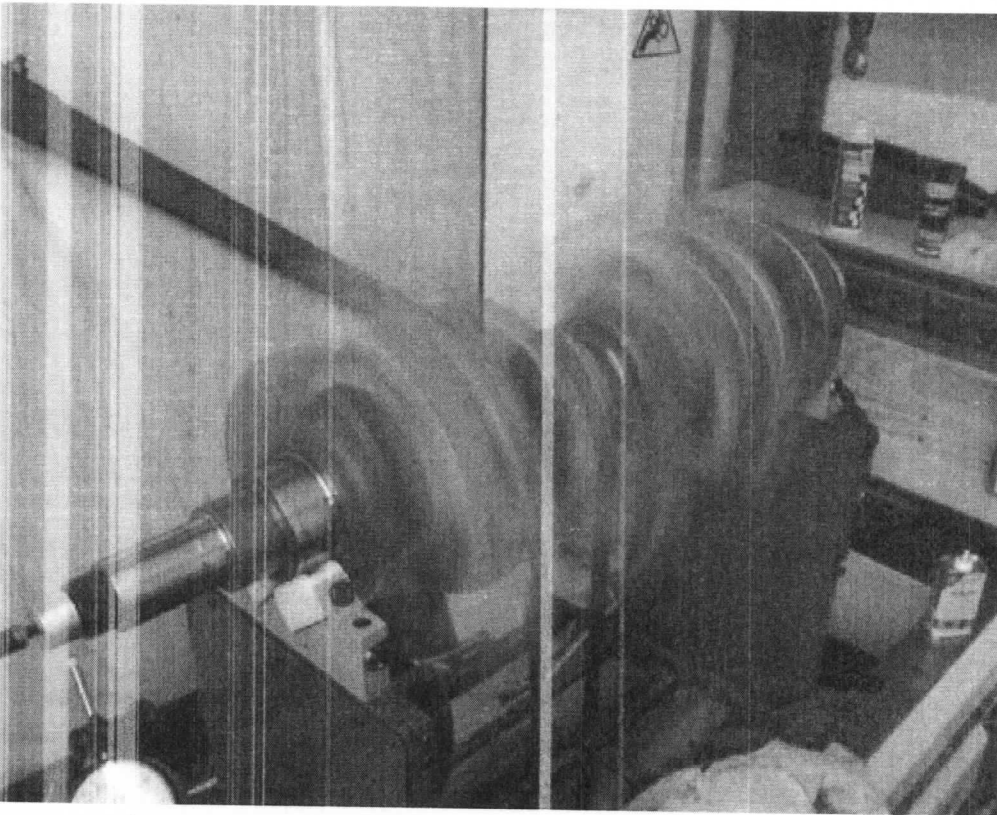
After weighing all the parts, Bob assembles the bobweights. When understanding the concept of balancing an engine, it is helpful to think of the crankshaft as being "split" lengthwise into two halves. One "half" would be the counterweight side of the crank, and the other half would be the side with the rods and pistons. The bobweights essentially "clamp on" to the rod journals of the crank to duplicate (or replace) the weight of the rods and pistons as they would affect the engine. The crankshaft is considered "in balance" once the weight of the crankshaft counterweights are altered (by drilling holes to remove metal in our case) to make them lighter until they reach the point at which they equal the weight of the rods and pistons (or in this case the bobweights which represent the weight of the rods and pistons.) This means both "halves" of the crankshaft will equal each other's weight, and therefore it is in balance.



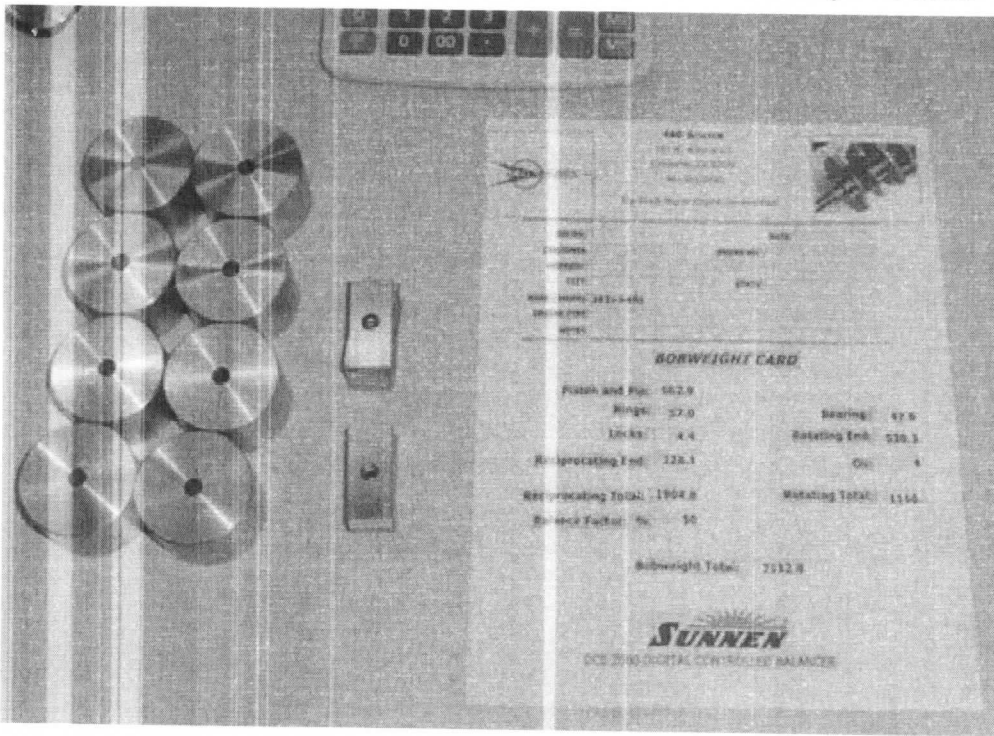
Bob is shown here changing a drill bit on the machine. Notice the digital control module to the left of the drill head. This tells us exactly (in thousandths of an inch) how deep we are drilling into the crankshaft, and how much material is being removed. You just can't get more accurate than that. The entire drill column floats on air making it fast and easy to reach any point on the crankshaft in a couple of seconds, without having to remove the crank from the machine. Faster time means less labor costs, which means you get extremely accurate work done by competent, experienced American workers at a very reasonable cost.



Here's the drill in action. A 7/8" bit going through induction hardened, nitrated 4340 steel is no easy task. We use either M42 Solid Cobalt or High Speed Steel bits, and even they don't last long!



Here the machine is shown spinning a crank. We drill and respin the crank as many times as necessary. When the crank gets closer into balance, we change the machine into highspeed mode, spinning the crank at almost double it's normal speed. This allows us to detect and remove even the smallest vibrations. Once the machine kicks down into highspeed, you better stand back! You can feel the wind coming off of the crank from over 4 feet away! These final steps are where you can really start to hear the crank smooth out as the sound turns into an unbroken "whirrrr."



When the job is complete, you will receive a custom printed Bobweight sheet with your stroker kit, listing the weight of all the components, the final bobweight of the assembly, customer name, date, etc. We may have the world's only balance machine that has never been used to balance any engine except the Big Block Mopar! Balancing nothing but Big Block Mopar stroker cranks all day long, everyday allows us to develop a level of familiarity and skill with this setup that no other shop can even come close to offering. The end result is a super clean, super accurate balance job done on cutting edge machinery by techs who know the process like the back of their hand. And, it's all done in a clean & efficient work area at a VERY fair cost. No other warehouse store, (or especially a local machine shop) can begin to compare... Why not have us balance your next stroker kit!

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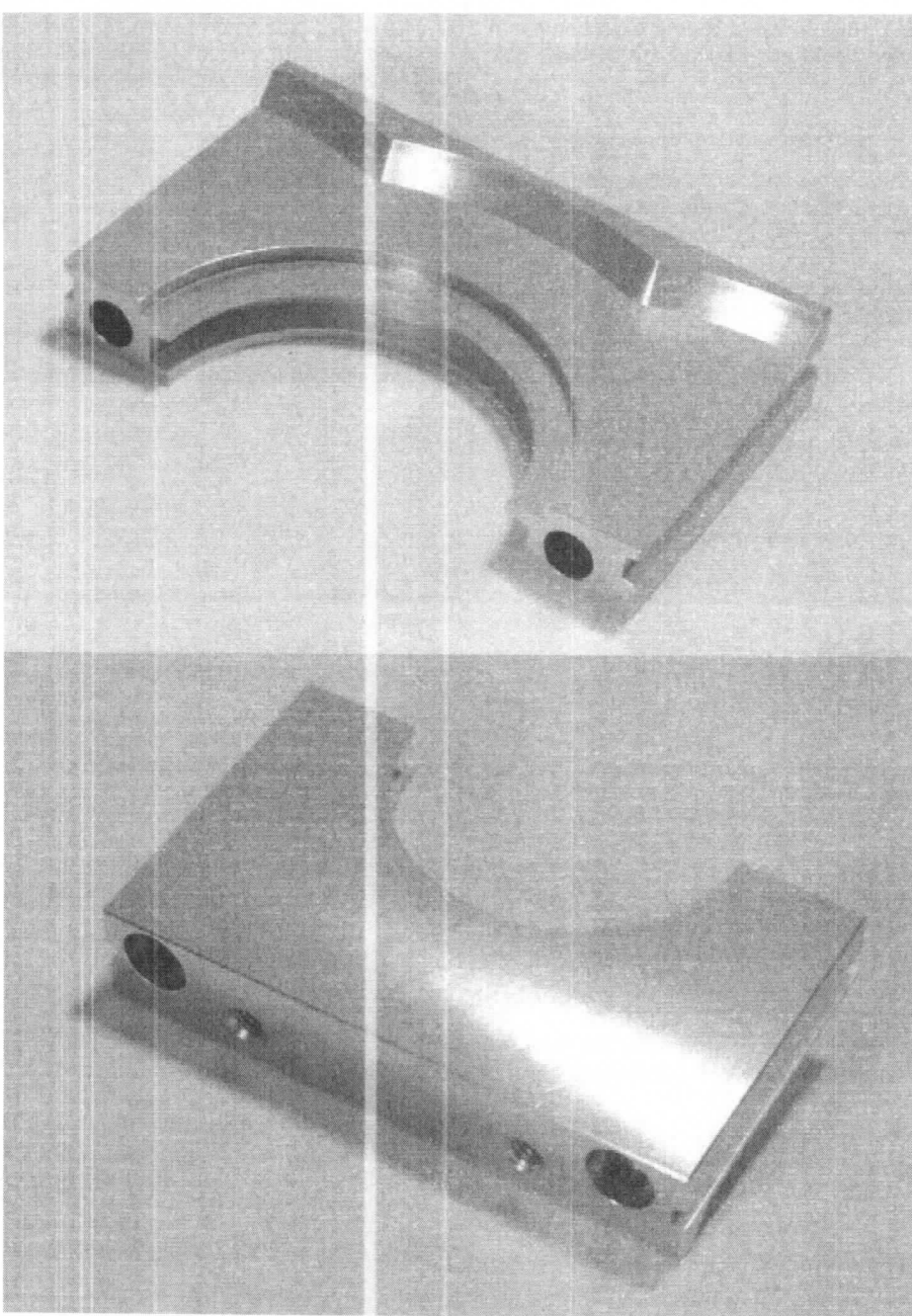
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## Platinum Series Rods:

Our Platinum series rods (listed below) are the highest quality rods we offer. We encourage you to shop around and do your research, because we know that no one else offers such a high quality product at an incredibly affordable price. Compare these manufacturing processes, specs and tolerances with the competition:

All our Platinum Series rods start with super strong aircraft quality 4340 steel, certified to meet or exceed SAE (Society of Automotive Engineers) standards. We constantly pull samples and run tests on the chemical composition of our 4340 raw steel to make sure it meets every index included in the specifications.

Once we have verified the raw materials are up to spec, we then use a medium frequency sensing electrical furnace to heat the steel up in preparation for forging. Using an electrical furnace ensures that the entire batch of steel is heated to a uniform temperature throughout. This drastically reduces the possibility of carbonization and cracks in the forgings.

We then forge both the rod beam and rod cap separately (a two piece forging) to ensure that each piece has the correct grain direction. Forging the rod cap separately guarantees that the grain structure runs perpendicular to the extreme loads put on the rod during operation. To visualize how this makes the rod stronger, imagine tearing a piece of paper into two halves, with each hand pulling in an opposite direction. It will rip fairly easily, since you are ripping against the grain. Now imagine "stretching" the paper, or pulling it apart at both ends in opposite directions. It will be much harder to get the paper to rip, since you are pulling with the grain. This is the same concept, magnified by thousands of times. Other than examining the grain structure under a microscope, there is NO WAY to visually tell a one piece forging rod from a two piece. To the naked eye, they look identical. To manufacture a one piece rod, the rod is simply cut from a piece of plate, making it considerably cheaper to make. We have had customers bring in failed "no-brand" rods they found super cheap off the internet or at a swap meet, and upon closer inspection, they turned out to be one piece forgings.

Next, the raw forgings are heat treated in multiple stages on an automatically controlled continuous furnace production line. This multi-stage heat treating significantly improves the mechanical properties (strength, resiliency, etc) of the forgings while also ensuring these properties are uniform throughout the entire piece.

After heat treating, the forgings go through a rigorous process of being X rayed from 4 sides (A minimum of six separate times!), sonic tested, and then finally magnafluxed to thoroughly check for any small cracks or other defects.

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Forgings that pass the test are then fully polished to obtain a smooth surface, decrease the amount of stress put on the forging during machining, and prepare the rods for shot peening.

Rods are then shot peened. This is a process in which the surface of the rods are bombarded with smooth round steel shot. Each shot ball leaves a smooth spherical impression, compacting the surface of the rod and causing a compressive surface stress which closes up the grain structure of the rod on a microscopic level. Since rods can fail from tensile loads opening up tiny surface flaws, this microscopically "compressed" surface of the steel greatly reduces the possibility of any stress cracks developing by not giving them a place to "start." Exhaustive testing has shown that not only does this help to increase the maximum load the rod is able to take by over 20%, but it also helps to increase the fatigue life of the rods by up to 50%!

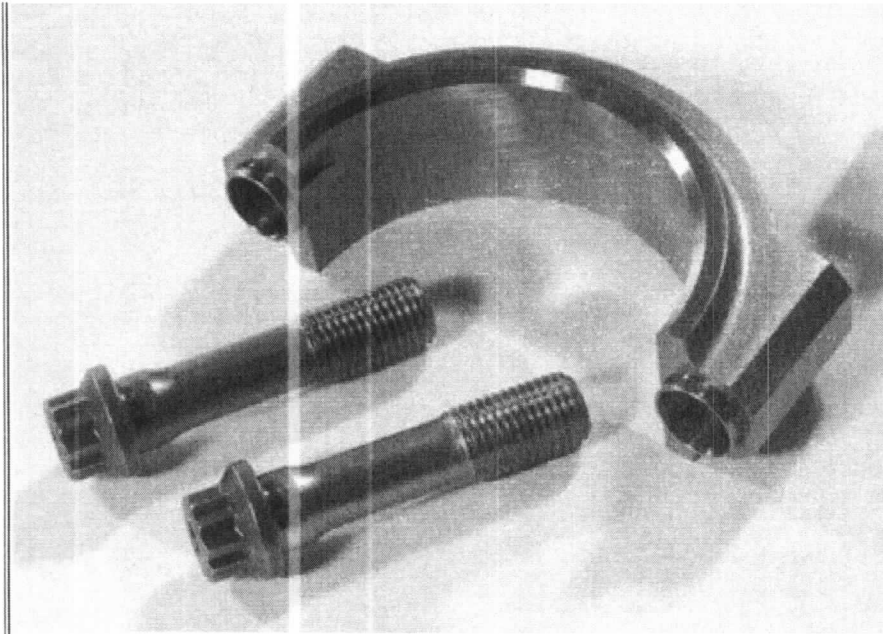
Next, the rods enter the process of Oil Simmering. They are bathed in a high temperature oil bath to help relieve the stress generated from the above processes.

A-18 Silicon Bronze bushings are installed in the small ends for full floating piston pins.

Then the rods are finished honed using only genuine American made SUNNEN POWER STROKE equipment to guarantee dimensional accuracy and absolute roundness of both the big end and the pin bore within +/- 0.00017 (1.7 ten-thousandths of an inch.) This helps to ensure proper bearing "crush." Center to center length is also guaranteed +/-0.001"

Throughout manufacturing, rods are randomly pulled. Clearances are checked and rods are tested using the Rockwell hardness test and metallurgical analysis to insure manufacturing tolerances are always kept to the highest possible quality.

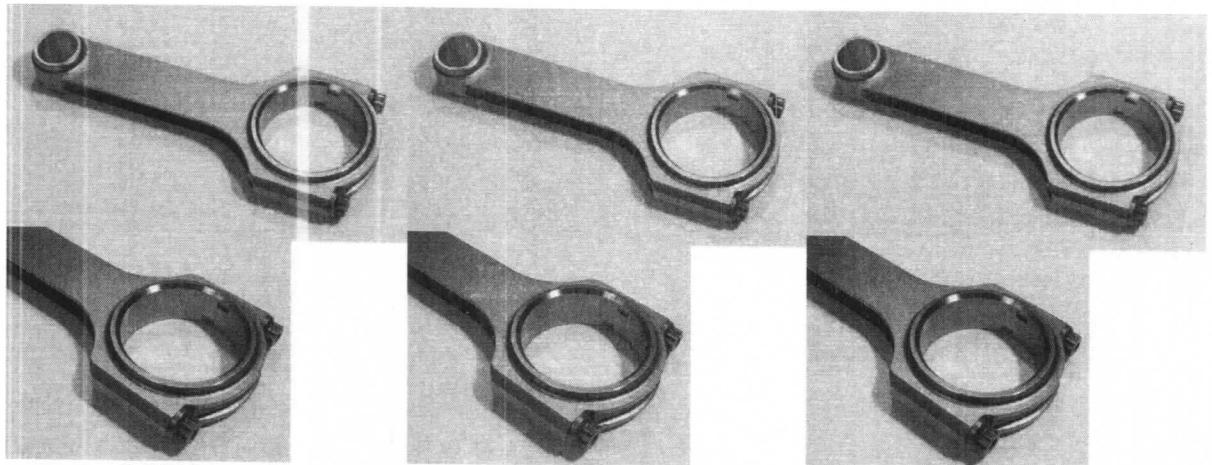
On average, our platinum series rods will be 60-100 grams lighter *per rod* than an identical style rod from the competition (our H beam vs. their H beam, etc.) The reason for this is twofold. First, we ONLY sell big block Chrysler parts. Many other larger companies that sell hundreds of different part numbers for many different makes of engines will try to save money by using one forging for many different part numbers. While this does save on manufacturing costs because the forgings can be produced in a greater volume, the end result is a heavier forging since it has to have enough material in it to cover the dimensions of the many parts it is being made into. Since our forgings were developed for only Big Block Chrysler engines, the forging was able to be designed exactly as needed and does not contain any unneeded material. This fact, combined with the extra lengths we go to during machining, such as spending more time cleaning up the inside of the beams, etc, results in a product that has significant weight savings without sacrificing strength. When combined with 40+ years of manufacturing technology, our rods are hundreds of grams lighter than original factory stuff, while still being considerably stronger. Multiply that weight savings by 8, and that alone is usually more than an entire piston weighs! - A considerable horsepower gain.



Shown above are the precision alignment sleeves our Platinum Series rods use. The caps use these large dowels to positively locate and "lock into" the rod, keeping the bearing shell fully aligned at all times, even under extreme loading. They also eliminate any cap walk. Our Platinum rods are also different from most other "imported" rods because they use ARP's top of the line bolts. Any competent engine builder will tell you that bolts are the most critical factor in any rods, so they are no place to skimp on cost or quality. Those massive, super heavy duty 7/16" American made ARP bolts (already a step up in size from the stock 3/8" bolts,) are shown above.

Don't get stuck with other "imported" rods which don't have nearly the quality or workmanship our rods do. Do your research... Check into what the competition is offering. We encourage this because we know you'll be calling us back in the end. No one else can offer anywhere near the features our rods have AND at such an incredibly affordable price. Thousands of these sets of rods have been sold so far and are being raced with great results.

We do not like to put a "horsepower rating" on our rods, since the stress placed on a rod is more directly related to piston weight and engine RPM, as opposed to horsepower output. In other words, a 550 horsepower engine with 1200 gram TRW slugs making peak power at 7200 RPM will be putting much more stress on the rods (and bearings and crank and block for that matter) than a 650 horsepower engine with 500 gram ultraLight pistons making peak power at 6200. For this reason "horsepower" ratings on rods can be misleading and we do not like to use them, however as a guideline, we do have many customers using our Platinum Series rods in 900+ horsepower engines, so this should be a safe level. ARP generally recommends their 8740 bolts be used up to an 800 horsepower level, and their ARP2000 bolts be used in applications exceeding 1000+ horsepower.



6.760" Length

7.100" Length

6.535" Length

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We are "The stroker kit experts." We carry more stroker kits specifically for the Big Block Mopar engine than most other shops have for big and small block Chevys combined!! Whether you choose the Mustang munching 500 cubic inch kit, or the Camaro crunching 543, you'll find no other shop even comes close to offering such a large choice of in-stock kits, including such high quality components, at an incredibly reasonable price! We've been selling our kits for over a decade, we have many thousands of them running in all 50 states, and over 15 countries around the world, rocketing doorslammers as fast as low 8 second quarter mile times, and dragsters deep into the mid 6's!

Listed on this page, you'll find an unbelievable DOZENS and DOZENS of different stroker kits available, ALL for the big block Mopar engine! Every single one of 'em normally kept on the shelf and ready to ship, usually within 24 hours.

And, we are offering ANY of our American made Platinum Series Fully Forged lightweight pistons (four digit part numbers) in Flattop, Dished, or even Domed included as standard in our kits for the standard price! Choose any bore size, any compression ratio, any stroke crank, any length rods listed on this page and we'll include 'em in the kit for the standard price. You want it, you got it! No hidden upgrades, no "special order" extra charges, no BS and no sales talk. You won't find anything listed on our entire website as an unspecified "additional fee," or some other vague excuse for an answer. It's all spelled out below in detail. Want to shop around and do your research? No problem. Take your time. When you've got great quality parts at a very competitive price, you don't have to resort to high pressure sales. You'll end up calling us back in the end, and we know it! Check out our [Customer's Rides](#) page or talk to our customers running ten, nine, eight and as fast as MID SIX SECOND quarter mile times with same parts we supply in every stroker kit! You can't argue with these types of quarter mile times, and these types of RESULTS!

We race Mopars ourselves, and we got tired of our pocketbook being dragged across the coals every time we needed an engine part that was made to fit a Mopar instead of a Chevy. So now we're doing something about it!

If you're ready to start making some SERIOUS POWER right away, we normally stock over 300 stroker kits!! That's right. No other shop even comes close to the quality, selection and value that we offer. Being the world's first, largest and ONLY dedicated Big Block Mopar warehouse has its advantages! Everything is normally IN STOCK AND READY TO SHIP, usually within 24 hours!! And the best part? Nothing will increase the value of your car like a monster 500++ cubic inch big block!! (...If nothing else, it's the best way to justify it to the wife!)

In EVERY kit, we include everything you need, crank, rods, pistons, pins, locks, Clevite main bearings, Clevite rod bearings, Total Seal file fit moly rings, AND precision final balanced, all for just **\$2399!!**

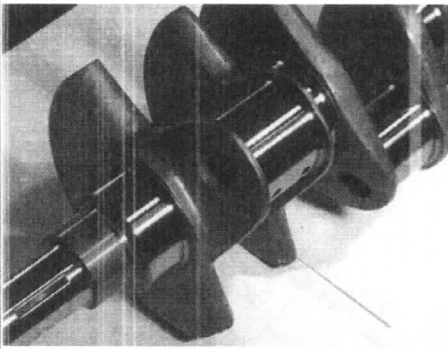
We make sure that EVERY specific piston and EVERY specific rod used in our balance jobs are weighed to verify they are within our spec. We then figure your exact bobweight and balance the crankshaft to that exact bobweight. We do not just use what's "written on the box" or any "estimated" weights for any part of the balancing operation. Check out our [BALANCING SHOP!](#)

OK, now, let's get down to business... Our world famous stroker kits come standard with the following parts:

Bucks!  
Stuff Under 20  
Bucks!

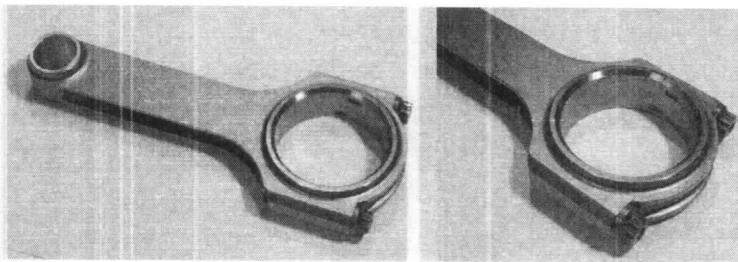
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## THE CRANK:



BRAND NEW FORGED 4340 steel PLATINUM SERIES crankshaft. Non twist forging. Induction hardened, CNC Machined. Plasma gas nitrated. Standard size rod and main journals. Rated to 1000+ horsepower. Includes lots of other features you won't get with the other guys such as profiled (rounded) counterweights, .125" full radiused journals and more. For some really in-depth pictures and manufacturing specs, check out our [crankshafts](#) page.

## THE RODS:



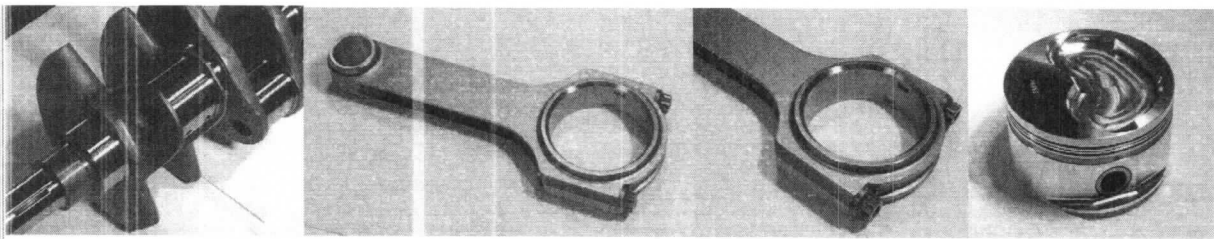
Super light and strong PLATINUM SERIES rods. Made from aircraft quality 4340 Steel, fully SAE certified. Heat treated, X-rayed, and shot peened, and finished on American made SUNNEN equipment for super tight tolerances. Setup for full floating smaller and lighter .990" pins. All our rods come with nothing but insanely strong American Made ARP 7/16" bolts. They include lots of other features you won't get with the other guys such as the correct big end width (for proper side clearance) reduced shoulder profile for easier stroker clearancing, and more. For more detailed pictures, specs, bolt information, etc, check out our [connecting rods](#) page. All rods come standard with ARP 8740 bolts (which ARP rates up to 850 horsepower,) or you can upgrade to ARP 2000 bolts, which they rate up to 1200 horsepower.

## THE PISTONS:



Our premium 100% forged Platinum Series pistons are made from the same aerospace quality 2618 T-6 aluminum billet as the high dollar name brands. They have incredible strength without sacrificing light weight. Our factory is fully ISO9002 and QS9000 registered, to ensure the highest standards of quality, and they're American Made from start to finish! Forged in America, 100% CNC machined in America. They feature drilled oil returns, tight quench, reinforcement ribs on the underside of the forgings, diamond finished skirts to tolerances of +/- .00025" (two and a half ten-thousandths of an inch!), and the other high-end features you'd expect from a 100% American made lightweight forged piston, except the high price. All pistons use 1/16, 1/16, 3/16 ring pack for less frictional loss, and weight saving .990 pins, full floating and hold securely in place with included SpiroLox. All include matching chrome moly heat treated, centerless ground pins. Many applications are available in Flattop, Dish or Dome for nearly any compression ratio, and at most all common bore sizes.

Check out our **NEW** [Stroker Kit frequently asked questions page](#). This will answer 99% of your questions about our kits and parts. (click here)



Due to stroker kit orders being a bit more complex than the average order, we don't offer our stroker kits through our automated web store. We want to be able to talk to you in person and make sure you are getting the correct size kit for your application, as well as verify your block bore size, rod bolt choice, etc. We've sold thousands and thousands of Big Block Mopar stroker kits, and planning your build with a tech before you start buying things could save you huge hassles later on. So give us a call and one of our stroker kit experts will be more than happy to help you out. To help you get a headstart on what's available, we list all our different kits and options below:

### 440 Block Kits:

**440 >> 500.** (4.150" stroke/6.760" rod) Approximate Bobweight: 2200-2250

Our original kit, and still one of our best sellers. Includes our Platinum Series 4.15" stroke BRAND NEW FORGED -4340 steel nitrated crankshaft with profiled (rounded) counterweights, and original Chrysler sized standard/standard rod and main journal sizes (2.375" rods and 2.750" mains.) Rods are our super light Platinum Series H beam 6.760 rods with American made ARP 7/16" bolts, and your choice of flat top, dished or Domed premium forged 2618 T-6 US made racing pistons, and full floating .990" pins. With most of the piston choices for this kit weighing in at around the 600 gram range, the bobweight on this kit usually comes out to a very nice 2250 grams or so, depending on piston & rod choice.

This kit is one of the easiest kits to put together, especially if this is your first stroker motor. For a low maintenance, high horsepower setup at home on the street as well as the drags, nothing beats the 440>>500 kit. Slight clearancing of the very bottom of the cylinder walls may be necessary. If you have a die grinder you can do this in your garage with no problem. This kit will almost always clear factory internal 3/8" and 1/2" oil pickups. We supply Clevite's "II" series chamfered or narrowed bearings to help clear the larger radius on our cranks. See our [Bearings page](#) for details on bearing fit/function, etc.

**Additional Options:**

Upgrade to ARP2000 rod bolts: **\$99** This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000 bolts, which they rate up to 1200 horsepower.

Upgrade to H series main bearings with larger thrust surface (FITS 1974 AND LATER engine blocks only!!) **\$59**

Upgrade to race pistons for Original BI Heads only, 13-14 to 1 compression, .gas ported 043 top ring, M42 skirt coating, etc. Call for details, **\$599**

Any flattop or dished Platinum series pistons (listed below) are included in the base price, there are no "extra charges" for dished pistons. We figure the ratios below with a standard .039" head gasket, which is the thickness of Felpro's popular #1009 Chrysler big block head gasket. All our pistons use the lighter and stronger .990" pins and 1/16, 1/16, 3/16 ring grooves. Valve reliefs are generally good for about a .700" lift cam.

440 >> 500. (4.150" stroke/6.760" rod) Stroker Kits Available:												
Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	80CC	84CC	86CC	88CC	Kit Part#:
4.350" (.030 over)	-4 (Flat-top)	1.867"	-.018"	13.1	12.2	11.8	11.5	11.3	10.9	10.7	10.5	440.500.5093
4.360" (.040 over)	-4 (Flat-top)	1.867"	-.018"	13.2	12.2	11.9	11.5	11.3	10.9	10.7	10.5	440.500.5094
4.375" (.055 over)	-4 (Flat-top)	1.867"	-.018"	13.2	12.3	11.9	11.6	11.4	11.0	10.8	10.6	440.500.5095
4.380" (.060 over)	-4 (Flat-top)	1.867"	-.018"	13.3	12.3	11.9	11.6	11.4	11.0	10.8	10.6	440.500.5096
4.350" (.030 over)	-24 (Dish)	1.867"	-.018"	10.8	10.2	9.9	9.7	9.6	9.3	9.1	9.0	440.500.5080
4.360" (.040 over)	-24 (Dish)	1.867"	-.018"	10.9	10.3	10.0	9.8	9.6	9.3	9.2	9.0	440.500.5085

4.375" (.055 over)	-24 (Dish)	1.867"	-.015"	10.9	10.3	10.0	9.8	9.6	9.4	9.2	9.1	440.500.5090
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**440 >> 512. (4.250" stroke/7.100" rod)**

The 4.250" stroke version of our Platinum Series crank used in this kit has the smaller 2.200" (big block Chevy sized) journals to make block clearancing much easier. In fact block clearancing for the 4.250" stroke crank with smaller rod journals is nearly the same as the 4.150" crank with Chrysler sized rod journals, making this kit hassle free to install, and almost a bolt in deal, just like our 440>>500 kit. This is the largest kit which is still able to safely use a factory style internal oil pickup. Now available for this kit is our new Platinum Series pistons setup for PUMP GAS. These 17CC dished pistons will give a perfect pump gas compression ratio of 9.5 with factory style cast iron heads. Or, with the newer 75cc aluminum heads such as Indy and Edelbrock Victor, a perfect 10.5 to 1, which is ideal for pump gas with aluminum heads. We supply Clevite's "H" series chamfered or narrowed bearings to help clear the larger radius on our cranks. See our [Bearings page](#) for details on bearing fit/function, etc.

**Additional Kit options:**

Upgrade to ARP2000 rod bolts: **\$99** This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000 bolts, which they rate up to 1200 horsepower.

Upgrade to H series main bearings with larger thrust surface (FITS 1974 AND LATER engine blocks only!!) **\$59**

Upgrade to Ultralight Crankshaft: **\$150** (Details [HERE](#))

Upgrade to race pistons for Original BI Heads only, 13-14 to 1 compression, .gas ported 043 top ring, M42 skirt coating, etc. Call for details, **\$599**

We figure the ratios below with a standard .039" head gasket, which is the thickness of Felpro's popular #1009 Chrysler big block head gasket. All our pistons use the lighter and stronger .990" pins and 1/16, 1/16, 3/16 ring grooves. Valve reliefs are generally good for about a .700" lift cam.

Our two most popular pump gas 440>>512 kits, the 440.512.5060 and the 440.512.5070 are normally kept in stock pre-balanced, ready to ship out the same day for you.

440 >> 512. (4.250" stroke/7.100" rod) Stroker Kits Available:												
Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	80CC	84CC	86CC	88CC	Kit Part#:
4.350 (.030 over)	-17 (Dish)	1.480"	-.015"	11.9	11.1	10.8	10.6	10.3	10.0	9.9	9.7	440.512.5060
4.375 (.055 over)	-17 (Dish)	1.480"	-.015"	12.0	11.2	10.9	10.7	10.4	10.2	10.0	9.8	440.512.5070
4.350 (.030 over)	-27 (Dish)	1.485"	-.010"	11.0	10.3	10.1	9.9	9.7	9.4	9.3	9.2	440.512.5074
4.360 (.040 over)	-27 (Dish)	1.485"	-.010"	11.0	10.4	10.1	9.9	9.7	9.5	9.3	9.2	440.512.5075
4.375 (.055 over)	-27 (Dish)	1.485"	-.010"	11.1	10.4	10.2	10.0	9.8	9.5	9.4	9.3	440.512.5076
4.350 (.030 over)	-4 (Flat-top)	1.485"	-.010"	13.7	12.7	12.3	11.9	11.7	11.3	11.1	10.9	440.512.5071
4.360 (.040 over)	-4 (Flat-top)	1.485"	-.010"	13.8	12.7	12.4	12.0	11.8	11.3	11.1	10.9	440.512.5072
4.375 (.055 over)	-4 (Flat-top)	1.485"	-.010"	13.8	12.8	12.4	12.1	11.8	11.4	11.1	11.0	440.512.5073

**440 >> 528. (4.375" stroke/7.100" rod) Approximate Bobweight: 2225**

The 4.375" stroke version of our Platinum Series crank used in this kit has the smaller 2.200" (big block Chevy sized) journals to make block clearancing easier. This kit must sometimes use an external oiling system because of the large stroke, although many customers have been able to use an internal 3/8" stock pickup. A large selection of off-the-shelf pistons makes this kit a great choice. We supply Clevite's "H" series chamfered or narrowed bearings to help clear the larger radius on our cranks. See our [Bearings page](#) for details on bearing fit/function, etc.

**Additional Kit options:**

Upgrade to ARP2000 rod bolts: **\$99** This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000



bolts, which they rate up to 1200 horsepower.

Upgrade to H series main bearings with larger thrust surface (FITS 1974 AND LATER engine blocks only!!) \$59

We figure the ratios below with a standard .039" head gasket, which is the thickness of Felpro's popular #1009 Chrysler big block head gasket. All our pistons use the lighter and stronger .990" pins and 1/16, 1/16, 3/16 ring grooves. Valve reliefs are generally good for about a .700" lift cam.

440 >> 528. (4.375" stroke/7.100" rod) Stroker Kits Available:												
Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	84CC	86CC	88CC	Kit Part#:	
4.350" (.030 over)	-30 (Dish)	1.423"	-.009"	11.0	10.4	10.1	9.9	9.5	9.3	9.2	440.528.5036 SPECIAL ORDER	
4.360" (.040 over)	-30 (Dish)	1.423"	-.009"	11.0	10.4	10.2	9.9	9.5	9.4	9.2	440.528.5037 SPECIAL ORDER	
4.375" (.055 over)	-30 (Dish)	1.423"	-.009"	11.1	10.5	10.2	10.0	9.6	9.4	9.3	440.528.5038 SPECIAL ORDER	
4.350" (.030 over)	-4 (Flat-top)	1.423"	-.009"	14.1	13.1	12.7	12.3	11.6	11.4	11.2	440.528.5033	
4.360" (.040 over)	-4 (Flat-top)	1.423"	-.009"	14.2	13.1	12.7	12.3	11.7	11.5	11.3	440.528.5034	
4.375" (.055 over)	-4 (Flat-top)	1.423"	-.009"	14.2	13.2	12.8	12.4	11.7	11.5	11.3	440.528.5035	

440 >> 543. (4.500" stroke/7.100" rod) Approximate Bobweight: 2230

If your race car trailer is bigger than your house, and the tires on your truck are taller than your significant other, than this is the kit for you. This kit takes a factory 440 block out to the maximum cubic inch limit. Any bigger and the rods will actually hit the camshaft. And the best part? We don't jack up the price! This big inch kit is the same low price as all the rest of our kits... even with our new high compression domed pistons, we don't charge a penny extra! It's all included. Whether you've got a tube chassis A body you're looking to rocket into the single digit ET's or a C body that weighs more than the Titanic, there's no replacement for displacement, and once you feel those 543 cubes under the hood, you'll agree. The 4.500" stroke version of our Platinum Series crank used in this kit has the smaller 2.200" (big block Chevy sized) journals to make block clearancing easier, however it's still a huge monstrous stroke, so expect to do some grinding on the block to get this one to fit. Because of the massive stroke, you may not be able to use the factory internal pickup, so an external line system may be required. Now available for this kit is our Platinum Series pistons setup for PUMP GAS. These 27cc dished pistons with give a perfect pump gas compression ratio of 9.5 with factory style cast iron heads. Or, with the newer 75cc aluminum heads such as Indy and Edelbrock Victor, a perfect 10.5 to 1, which is ideal for pump gas with aluminum heads. We keep all the kits listed below normally on our our shelf and ready to ship, usually within 24 hours! We supply Clevite's "H" series chamfered or narrowed bearings to help clear the larger radius on our cranks. See our [Bearings page](#) for details on bearing fit/function, etc.

Additional Kit options:

Upgrade to ARP2000 rod bolts: \$99 This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000 bolts, which they rate up to 1200 horsepower.

Upgrade to H series main bearings with larger thrust surface (FITS 1974 AND LATER engine blocks only!!) \$59

Upgrade to race pistons for Original BI Heads only, 13-14 to 1 compression, .gas ported 043 top ring, M42 skirt coating, etc. 4.500" bore size also available. Call for details, \$599

We figure the ratios below with a standard .039" head gasket, which is the thickness of Felpro's popular #1009 Chrysler big block head gasket. All our pistons use the lighter and stronger full floating .990" pins and 1/16, 1/16, 3/16 ring grooves. Valve reliefs are generally good for about a .700" lift cam.

440 >> 543. (4.500" stroke/7.100" rod) Stroker Kits Available:												
Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	80CC	84CC	86CC	88CC	Kit Part#:
4.375" (.055 over)	-24 (Dish)	1.320"	-.050"	11.0	10.4	10.2	9.9	9.8	9.5	9.4	9.3	440.543.5057
4.380" (.060 over)	-24 (Dish)	1.320"	-.050"	11.0	10.4	10.1	9.9	9.8	9.5	9.4	9.2	440.543.5058

4.375" (.055 over)	-12 (Dish)	1.322"	-0.18"	12.2	11.5	11.2	10.9	10.7	10.4	10.2	10.1	440.543.5067
4.382" (.062 over)	-12 (Dish)	1.322"	-0.18"	12.2	11.5	11.2	10.9	10.7	10.4	10.3	10.1	440.543.5068
4.375" (.055 over)	-4 (Flat-top)	1.320"	-0.00"	13.1	12.3	11.9	11.6	11.4	11.0	10.9	10.7	440.543.5055
4.380" (.060 over)	-4 (Flat-top)	1.320"	-0.00"	13.1	12.2	11.9	11.6	11.4	11.0	10.9	10.7	440.543.5056
4.375" (.055 over)	+14 (Dome)	1.320"	-0.00"	16.2	14.9	14.4	13.9	13.5	13.0	12.8	12.5	440.543.7000

### 400 Block Kits:

#### 400 >> 512. (4.250" stroke/6.535" rod) Approximate Bobweight: 2140

Turn that unwanted old 400 "smog" motor into one of the most awesome stroker motors you can build! You'll hardly be able to contain the massive torque and horsepower gained by adding an incredible 112 cubic inches to your 400 "B" block! The low deck, 4.250" stroke version of our Platinum Series crank used in this kit has the smaller 2.200" (big block Chevy sized) journals, and the counterweights are finished at the smaller "B" engine size, to ensure they will drop right into the block with no counterweight clearancing issues. Depending on the block used, many of customers find this kit drops right in with no modifications whatsoever! And now, we have flat top, domed and dished pistons available OFF THE SHELF, some in .035" AND 040" oversizes. If you have a 400 block that has already been bored .035" and needs to go to the next size up, it used to require a custom made piston. This meant hundreds of dollars extra and 4-6 weeks of waiting. We got tired of telling our customers there would be extra charges and a long wait, so now we stock 'em! And the best part? Any of the pistons listed below are included in this kit for our standard unbelievably low stroker kit price! Sure, we could easily jack up the price for the extra larger bore sizes or options like a domed high compression piston, but that's not what we're about. AND, we normally keep everything listed on our our shelf and ready to ship, usually within 24 hours. We now offer fully chamfered "B" engine main bearings as an available upgrade!

Additional Kit options:

Upgrade to ARP2000 rod bolts: **\$99** This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000 bolts, which they rate up to 1200 horsepower.

Upgrade to Chamfered "B" engine main bearings: **\$99**

Upgrade to Ultralight Crankshaft: **\$150** (Details [HERE](#))

Upgrade to race pistons for Original B1 Heads only, 13-14 to 1 compression, .gas ported 043 top ring, M42 skirt coating, etc. 4.500" bore size also available. Call for details. **\$599**

#### 400 >> 512. (4.250" stroke/6.535" rod) Stroker Kits Available:

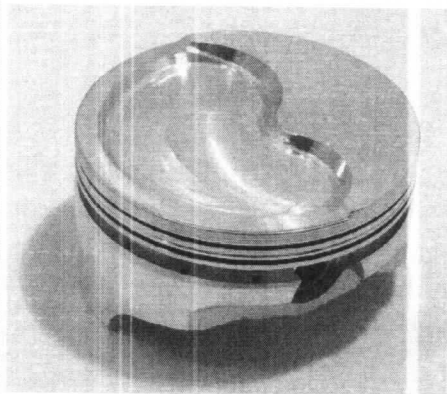
Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	80CC	84CC	86CC	88CC	Kit Part#:
4.375" (.035 over)	-4 (Flat-top)	1.320"	-0.00"	14.2	13.2	12.7	12.4	12.1	11.7	11.5	11.3	400.512.5055
4.380" (.040 over)	-4 (Flat-top)	1.320"	-0.00"	14.3	13.2	12.8	12.4	12.1	11.7	11.5	11.3	400.512.5056
4.375" (.035 over)	-12 (Dish)	1.322"	+0.02"	13.1	12.2	11.8	11.5	11.3	10.9	10.7	10.5	400.512.5067
4.382" (.042 over)	-12 (Dish)	1.322"	+0.02"	13.1	12.2	11.9	11.5	11.3	10.9	10.7	10.6	400.512.5068
4.375" (.035 over)	-24 (Dish)	1.320"	-0.00"	11.6	10.9	10.6	10.4	10.2	9.9	9.8	9.6	400.512.5057
4.380" (.040 over)	-24 (Dish)	1.320"	-0.00"	11.6	10.9	10.7	10.4	10.2	9.9	9.8	9.6	400.512.5058
4.375" (.035 over)	+14 (Dome)	1.320"	-0.00"	18.2	16.5	15.8	15.2	14.7	14.1	13.8	13.5	400.512.7000

#### 400 >> 500. (4.150" stroke/6.760" rod) Approximate Bobweight: 2075!

This kit adds an incredible 100 cubic inches to your 400 "B" block, and ends up with some of the lightest components available for any stroker combination!

The pistons included with this kit are only about 1.120" tall (that's barely more than half the height of a stock 440 piston at 2.065!) and will usually weigh less than 500 grams! Picking up a box of these pistons verses a box of regular pistons is a HUGE weight difference. You don't need a gram scale to tell which is which. The bobweight on this kit will usually end up in the 2075 gram range! Ever tap the throttle on a big block and have it rev as quick as a street bike? This kit includes our Platinum Series 4.15" stroke BRAND NEW FORGED 4340 steel nitrated crankshaft with profiled (rounded) counterweights, and original Chrysler sized standard/standard rod and main journal sizes (2.375" rods and 2.625" mains.) Beware of other kits where shops grind a 440 crank down to 400 size mains after manufacturing, because doing this will grind off the nitrating (hardening.) Our cranks are manufactured at the factory with 400 size mains, and nitrated AFTER the journals are ground. Counterweights are also finished at the smaller "B" engine size, to ensure they will drop right into the block with no counterweight clearancing issues. Rods are our superlight 750 gram H beam 6.760 rods with insanely strong 7/16" ARP bolts. Because the pistons in this kit are so short, the wrist pin is in the same area as the oil ring, requiring the use of oil ring support rails. We now offer fully chamfered "B" engine main bearings as an available upgrade!

Shown below is our new premium American Made Platinum Series 24cc D-shaped dished piston for this kit, (part #6000) now available at NO EXTRA CHARGE! Normally kept on the shelf and ready to ship! And forget about paying extra for oil rail supports, we're now throwing them in for NO EXTRA CHARGE also!!



Additional Kit options:

Oil ring support rails: **\$NO CHARGE**

Upgrade to ARP2000 rod bolts: **\$99** This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000 bolts, which they rate up to 1200 horsepower.

Upgrade to Chamfered "B" engine main bearings: **\$99**

Upgrade to race pistons for Original B1 Heads only, 13-14 to 1 compression, .gas ported 043 top ring, M-42 skirt coating, etc. Call for details, **\$599**

400 >> 500. (4.150" stroke/6.760" rod) Stroker Kits Available:

Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	80CC	84CC	86CC	88CC	Kit Part#:
4.375" (.035 over)	-4 (Flat- top)	1.122"	-.023"	13.1	12.1	11.8	11.5	11.2	10.8	10.7	10.5	400.500.6010
4.382" (.042 over)	-4 (Flat- top)	1.122"	-.023"	13.1	12.2	11.8	11.5	11.3	10.9	10.7	10.5	400.500.6020
4.375" (.035 over)	-24 (Dish)	1.122"	-.023"	10.8	10.2	9.9	9.7	9.5	9.3	9.2	9.0	400.500.6000

400 >> 470. (3.915" stroke/6.535" rod) Approximate Bobweight: 2160

This kit is a great choice for an engine that will see a lot of street use, but still make some serious power. The low deck, 3.915" stroke version of our Platinum Series crank used in this kit has the smaller 2.200" (big block Chevy sized) journals, and the counterweights are finished at the smaller "B" engine size, to ensure they will drop right into the block with no counterweight clearancing issues. Depending on the block used, many of our customers find this kit drops right in with no modifications whatsoever! We now offer fully chamfered "B" engine main bearings as an available upgrade! We keep all the kits listed below normally on our our shelf and ready to ship, usually within 24 hours!

Additional Kit options:

Upgrade to ARP2000 rod bolts: **\$99** This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000 bolts, which they rate up to 1200 horsepower.

Upgrade to Chamfered "B" engine main bearings: **\$99**

400 >> 470. (3.915" stroke/6.535" rod) Stroker Kits Available:												
Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	80CC	84CC	86CC	88CC	Kit Part#:
4.350" (.010 over)	-17 (Dish)	1.480"	-.007"	11.2	10.5	10.2	10.0	9.8	9.5	9.3	9.2	400.470.5060
4.375" (.035 over)	-17 (Dish)	1.480"	-.007"	11.3	10.6	10.3	10.1	9.9	9.6	9.4	9.3	400.470.5070
4.375" (.035 over)	-27 (Dish)	1.485"	-.002"	10.5	9.9	9.6	9.4	9.2	9.0	8.9	8.7	400.470.5076
4.360" (.020 over)	-4 (Flat-top)	1.485"	-.002"	13.0	12.1	11.7	11.3	11.1	10.7	10.5	10.3	400.470.5072
4.375" (.035 over)	-4 (Flat-top)	1.485"	-.002"	13.1	12.1	11.8	11.4	11.2	10.8	10.6	10.4	400.470.5073

### 400 >> 451. (3.750" stroke/6.760" rod) Approximate Bobweight: 2150

A classic stroker combination with a modern "all brand new parts" twist. Our 451 kit includes our Platinum Series 3.75" stroke BRAND NEW FORGED 4340 steel nitrated crankshaft with profiled (rounded) counterweights, and original Chrysler sized standard/standard rod and main journal sizes (2.375" rods and 2.625" mains.). Beware of other kits where shops grind a 440 crank down to 400 size mains, because doing this will grind off the nitriding (hardening), or even worse, use an original 40 year old factory passenger car crank, or even a (gasp!) cast crank. Our cranks are manufactured at the factory with 400 size mains, and nitrated AFTER the journals are ground. Counterweights are also finished at the smaller "B" engine size, to ensure they will drop right into the block with no counterweight clearancing issues. Rods are our superlight H beam 6.760 rods with insanely strong 7/16" ARP bolts. We now offer fully chamfered "B" engine main bearings as an available upgrade! We keep all the kits listed below normally on our shelf and ready to ship, usually within 24 hours! This kit is now available with either flat top, dished, or even DOMED high compression pistons, all at NO EXTRA CHARGE!!

Additional Kit options:

Upgrade to ARP2000 rod bolts: **\$99** This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000 bolts, which they rate up to 1200 horsepower.

Upgrade to Chamfered "B" engine main bearings: **\$99**

400 >> 451. (3.750" stroke/6.760" rod) Stroker Kits Available:												
Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	80CC	84CC	86CC	88CC	Kit Part#:
4.375" (.035 over)	-4 (Flat-top)	1.320"	-.025"	11.8	11.0	10.7	10.4	10.2	9.9	9.7	9.5	400.451.5055
4.380" (.040 over)	-4 (Flat-top)	1.320"	-.025"	11.9	11.0	10.7	10.4	10.2	9.9	9.7	9.5	400.451.5056
4.375" (.035 over)	-12 (Dish)	1.322"	-.025"	11.0	10.3	10.0	9.7	9.6	9.3	9.1	9.0	400.451.5067
4.382" (.042 over)	-12 (Dish)	1.322"	-.025"	11.0	10.3	10.0	9.8	9.6	9.3	9.1	9.0	400.451.5068
4.375" (.035 over)	-24 (Dish)	1.320"	-.025"	9.8	9.3	9.0	8.8	8.7	8.5	8.3	8.2	400.451.5057
4.380" (.040 over)	-24 (Dish)	1.320"	-.025"	9.8	9.3	9.1	8.9	8.7	8.5	8.4	8.2	400.451.5058
4.375" (.035 over)	+14 (Dome)	1.320"	-.025"	14.8	13.5	13.0	12.6	12.3	11.8	11.5	11.3	400.451.7000

### 383 Block Kits:

**383 >> 496. (4.250" stroke/6.535" rod) Approximate Bobweight: 2150**

Turn that docile factory 383 block into a fire breathing, pavement twisting engine of almost 500 cubic inches, and no one (even the car show judges) will ever be able to tell it's not a 383... until they go for a ride! The time has arrived to dust off those 383 blocks we've been leaving in the back of the garage all those years. Chrysler made 4 times as many 383's as they did 440's, and it's no longer necessary to dig up a 440 block to get almost 500 cubes! The low deck, 4.250" stroke version of our Platinum Series crank used in this kit has the smaller 2.200" (big block Chevy sized) journals, and the counterweights are finished at the smaller "B" engine size, to ensure they will drop right into the block with no counterweight clearancing issues. Depending on the block used, many of customers find this kit drops right in with no modifications whatsoever! We now offer fully chamfered "B" engine main bearings as an available upgrade! We keep all the kits listed below normally on our our shelf and ready to ship, usually within 24 hours!

Additional Kit options:

Upgrade to ARP2000 rod bolts: **\$99** This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000 bolts, which they rate up to 1200 horsepower.

Upgrade to Chamfered "B" engine main bearings: **\$99**

Upgrade to Ultralight Crankshaft: **\$150** (Details [HERE](#))

383 >> 496. (4.250" stroke/6.535" rod) Stroker Kits Available:												
Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	80CC	84CC	86CC	88CC	Kit Part#:
4.280" (.030 over)	-4 (Flat-top)	1.320"	-.000"	13.7	12.7	12.3	11.9	11.6	11.3	11.1	10.9	383.496.5040
4.310" (.060 over)	-4 (Flat-top)	1.320"	-.000"	13.9	12.9	12.5	12.1	11.8	11.4	11.2	11.0	383.496.5050
4.280" (.030 over)	-12 (Dish)	1.318"	-.002"	12.4	11.6	11.3	11.0	10.8	10.4	10.2	10.1	383.496.5043
4.310" (.060 over)	-12 (Dish)	1.318"	-.002"	12.6	11.7	11.4	11.1	10.9	10.5	10.4	10.2	383.496.5053
4.280" (.030 over)	-20 (Dish)	1.320"	-.000"	11.6	10.9	10.6	10.3	10.1	9.8	9.7	9.5	383.496.5042
4.310" (.060 over)	-20 (Dish)	1.320"	-.000"	11.7	11.0	10.7	10.4	10.2	9.9	9.8	9.6	383.496.5052

**383 >> 438. (3.75" stroke/6.760" rod) Approximate Bobweight: 2100**

This kit takes a 440 crank and rods, and stuff's 'em into a 383. The result is a 438. This one's a high revving screamer (just like the factory 383's were - but our parts are light years ahead of the old factory stuff,) with all new parts capable of 1000+ horsepower. The low deck, 3.750" stroke version of our Platinum Series crank used in this kit has the counterweights finished at the smaller "B" engine size, to ensure they will drop right into the block with no counterweight clearancing issues. Depending on the block used, many of customers find this kit drops right in with no modifications whatsoever! We now offer fully chamfered "B" engine main bearings as an available upgrade! We keep all the kits listed below normally on our our shelf and ready to ship, usually within 24 hours!

Additional Kit options:

Upgrade to ARP2000 rod bolts: **\$99** This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000 bolts, which they rate up to 1200 horsepower.

Upgrade to Chamfered "B" engine main bearings: **\$99**

383 >> 438. (3.750" stroke/6.760" rod) Stroker Kits Available:												
Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	80CC	84CC	86CC	88CC	Kit Part#:
4.280" (.030 over)	-4 (Flat-top)	1.320"	-.025"	11.5	10.7	10.3	10.1	9.8	9.5	9.4	9.2	383.438.5040
4.310" (.060 over)	-4 (Flat-top)	1.320"	-.025"	11.6	10.8	10.5	10.2	10.0	9.7	9.5	9.3	383.438.5050
4.280" (.030 over)	-12 (Dish)	1.318"	-.027"	10.5	9.8	9.5	9.3	9.1	8.9	8.7	8.6	383.438.5043
4.310" (.060 over)	-12 (Dish)	1.318"	-.027"	10.6	9.9	9.7	9.4	9.3	9.0	8.8	8.7	383.438.5053
4.280"	-20	1.320"	-.025"	9.8	9.2	9.0	8.8	8.6	8.4	8.3	8.2	383.438.5042

(.030 over)	(Dish)												
4.310"	-20	1.320"	-.025"	9.9	9.3	9.1	8.9	8.7	8.5	8.4	8.3	383.438.5052	
(.060 over)	(Dish)												

**426 >> 526. (4.500" stroke/7.100" rod)**

If you've got a 426 Wedge block, you know there is NOTHING available off the shelf for pistons these days. Don't scrap that block, get one of our stroker kits and add a massive extra HUNDRED CUBIC INCHES to that baby! The 4.500" stroke version of our Platinum Series crank used in this kit has the smaller 2.200" (big block Chevy sized) journals to make block clearancing easier, however it's still a huge monstrous stroke, so expect to do some grinding on the block to get this one to fit. Because of the massive stroke, you may not be able to use the factory internal pickup, so an external line system may be required.

Additional Kit options:

Upgrade to ARP2000 rod bolts: **\$99** This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000 bolts, which they rate up to 1200 horsepower.

We figure the ratios below with a standard .039" head gasket, which is the thickness of Felpro's popular #1009 Chrysler big block head gasket. All our pistons use the lighter and stronger full floating .990" pins and 1/16, 1/16, 3/16 ring grooves. Valve reliefs are generally good for about a .700" lift cam.

426 >> 526. (4.500" stroke/7.100" rod) Stroker Kits Available:												
Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	80CC	84CC	86CC	88CC	Kit Part#:
4.280" (.030 over)	-4 (Flat-top)	1.320"	-.050"	12.7	11.9	11.6	11.3	11.1	10.7	10.5	10.3	426.526.5040
4.310" (.060 over)	-4 (Flat-top)	1.320"	-.050"	12.9	12.0	11.7	11.4	11.2	10.8	10.6	10.5	426.526.5050
4.280" (.030 over)	-12 (Dish)	1.318"	-.048"	11.8	11.1	10.8	10.6	10.4	10.1	9.9	9.8	426.526.5043
4.310" (.060 over)	-12 (Dish)	1.318"	-.048"	12.0	11.2	10.9	10.7	10.5	10.2	10.0	9.9	426.526.5053
4.280" (.030 over)	-20 (Dish)	1.320"	-.050"	11.0	10.3	10.1	9.9	9.7	9.5	9.3	9.2	426.526.5042
4.310" (.060 over)	-20 (Dish)	1.320"	-.050"	11.1	10.5	10.2	10.0	9.8	9.6	9.4	9.3	426.526.5052

**Stock Displacement Block Kits:**

**440 >> 440. (3.750" stroke/6.760" rod) Approximate Bobweight: 2300**

While not technically a "stroker kit" our 440 rotating assembly keeps all those classic big block dimensions while using parts that are light years ahead of all the old factory stuff. In fact, even if you're not going for big cubic inches, by the time you price out the labor costs to rebuild all your 40 year old worn out factory parts, it just makes sense (and cents) to go with our rotating assembly instead. The quality and value just can't be beat. Do the math and you'll agree! This assembly includes our Platinum Series 3.75" stroke BRAND NEW FORGED 4340 steel nitrated crankshaft with profiled (rounded) counterweights, and original Chrysler sized standard/standard rod and main journal sizes (2.375" rods and 2.750" mains.) Rods are our superlight H beam 6.760 rods with insanely strong 7/16" ARP bolts, and your choice of flat top forged pistons listed below. Dished pistons are available on a special order basis. Pistons for this kit are available in .030, .040, and .055 over. Full floating wrist pins are included as standard in the kit. We supply Clevite's "H" series champhered or narrowed bearings to help clear the larger radius on our cranks. See our [Bearings page](#) for details on bearing fit/function, etc.

Additional Options:

Upgrade to ARP2000 rod bolts: **\$99** This upgrades the standard ARP8740 bolts (which ARP rates up to 850 horsepower,) to ARP 2000 bolts, which they rate up to 1200 horsepower.

Upgrade to H series main bearings with larger thrust surface (FITS 1974 AND LATER engine blocks only!!) **\$59**

440 >> 440. (3.750" stroke/6.760" rod) Rotating Kits Available:												
Bore Size:	Dish (-) or Dome (+) CC's	Compression Height:	Distance Below Deck:	65CC	72CC	75CC	78CC	80CC	84CC	86CC	88CC	Kit Part#:

4.350" (.030 over)	-4 (Flat-top)	2.067"	-.018"	11.9	11.1	10.8	10.5	10.3	9.9	9.7	9.6	440.440.4000
4.360" (.040 over)	-4 (Flat-top)	2.067"	-.018"	12.0	11.1	10.8	10.5	10.3	9.9	9.8	9.6	440.440.4010
4.375" (.055 over)	-4 (Flat-top)	2.067"	-.018"	12.1	11.2	10.9	10.6	10.4	10.0	9.8	9.7	440.440.4020

## Stroker Kits Table:

Listed below is a quick overview of the kits we offer, including other details such as the rod ratio, etc for each kit. We are "the stroker kit experts!!" No other shop even comes close to offering such a large choice of in-stock kits, including such high quality components, at an incredibly reasonable price! Call us for details or if you have any questions.

### 440 Block:

Displacements calculated at .060 over (4.380") bore size.

Part #:	Stroke:	Rod Length(s):	Rod Journal Size:	Wrist Pin Size(s):	Average Bobweight:	Rod Ratio:
440>>543	4.500"	7.100"	2.200"	.990"	2215	1.577
440>>528	4.375"	7.100"	2.200"	.990"	2225	1.622
440>>512	4.250"	7.100"	2.200"	.990"	2250	1.670
440>>500	4.150"	6.760"	2.375"	.990"	2265	1.628
440>>440	3.750"	6.760"	2.375"	.990"	2300	1.802

### 400 Block:

Displacements calculated at .035 over (4.375") bore size.

Part #:	Stroke:	Rod Length(s):	Rod Journal Size:	Wrist Pin Size(s):	Average Bobweight:	Rod Ratio:
400>>512	4.250"	6.535"	2.200"	.990"	2190	1.537
400>>500	4.150"	6.760"	2.375"	.990"	2095	1.628
400>>470	3.915"	6.535"	2.200"	.990"	2212	1.669
400>>451	3.750"	6.760"	2.375"	.990"	2145	1.802

### 383 Block:

Displacements calculated at .060 over (4.310") bore size.

Part #:	Stroke:	Rod Length(s):	Rod Journal Size:	Wrist Pin Size(s):	Average Bobweight:	Rod Ratio:
383>>496	4.250"	6.535"	2.200"	.990"	2140	1.537
383>>438	3.750"	6.760"	2.375"	.990"	2100	1.802

Average Bobweight is the exact mathematical average for each kit size, taken directly from the raw data of our balancing machine, which includes several thousand kits balanced over many years. Your actual bobweight, depending on the weight of specific components used, may be higher or lower.



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**(775) 883-2590**

**WARNING:** Our stroker kits have been known to cause the following adverse effects, even when used properly: Please read this section fully before ordering.

Many customers have reported the following issues:

1. Extreme tire wear, especially in the rear.
2. Premature driveshaft failure.
3. Speeding Tickets.
4. Increased dry cleaning bills, especially for underwear.
5. Premature U-joint failure.
6. Learning to drive with tires boiling in all gears.
7. Unexplained smiling at the thoughts of taking your ride out next.
8. Plastic surgery bills to remove your "perma-smile"
9. Premature axle failure.

10. Annoyed neighbors from loud exhaust, screeching tires, late night wrenching sessions, etc.

If you experience any of these effects, please do not attempt treatment yourself. Do not call a medical professional for treatment advice. Proceed immediately to the nearest drag strip. Apply maximum acceleration repeatedly for 4-8 hours. Warning: This is only a temporary cure. You may find more frequent trips to the drag strip will become necessary. In test subjects, this behavior has been proven to become extremely habit forming. Frequent consultations with Visa and/or Mastercard may temporarily ease pain and suffering, however "the bug" will almost certainly return with increased intensity. If this happens, reapply Visa, Mastercard and drag strip, in that order. Don't say we didn't warn you!!



Item #	Image	Description	Price
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