

engine kits

INSTANT HORSEPOWER AND TORQUE

Get your hands on one of Crowder's complete bottom end assemblies and you'll instantly discover just how much potential your motor really has to offer. After an extensive "research & development" program, which included hours of rigorous dyno and track testing, Crowder has developed a vast selection of correct crank, rod and piston combinations that will satisfy any performance requirement. You benefit from our research, field testing and ability to supply matched and balanced components that function in harmony to provide you the torque and horsepower you need, when you need it. Our "one-stop-shopping" format makes it easy to obtain a Crowder rotating assembly that will arrive at your door totally system balanced, matched and ready to install without wasted time, back orders or costly mistakes. The kits listed on the following pages are among our most popular crank, rod and piston combinations. However, if you need a combination that is not shown, feel free to "mix & match" the components to create your own kit design. Call Crowder's tech line for pricing and availability.

EACH KIT CONSISTS OF:

- Crowder crankshaft
- Crowder connecting rods
- Choice of pistons
- Rod and main bearings
- Plasma-moly rings
- H-11 wrist pins
- System balanced (extra charge)

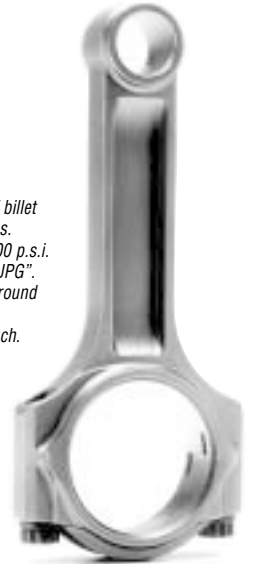
1 CRANKSHAFT

- Forged or billet, USA milled, premium 4340 chromoly steel material.
- Choice of Enduro, Standard, LightWeight or Ultra-Light design.
- Available for any application in your choice of stroke and journal diameter.
- Maximum radii journals provide even load distribution for extended crank, connecting rod and bearing life.
- Crowder heat-treat produces unrivaled structural integrity and core strength.
- Nitriding increases surface hardness.
- Exclusive Crowder "straight-shot" oiling enhances journal lubrication at every degree of the crankshaft's rotation.
- Lightweight profiling, lightening holes, and center counterweight removal available upon request.
- Minimum "heavy-metal" balancing.
- Precision end-to-end indexing and stroke accuracy guarantees true to blueprint specifications.



2 CONNECTING RODS

- Forged or billet 4340 chromoly steel or 6AL4V billet titanium. Choose from a variety of beam widths.
- H-11 tool steel cap screw bolts rated at 220,000 p.s.i. For AMS5844 bolts (280,000 p.s.i.), specify "UPG".
- Clover leaf journal pads assure constant, true round tracking and even bearing seating.
- Reinforced pin end eliminates pin bind and pinch.
- Double ribbed cap for non-flex performance.
- Excellent combination of tensile and shear strength properties and unrivaled Crowder craftsmanship that cannot be duplicated.



3 PISTONS

- Your choice of brand (JE, Ross, Arias, Wiseco, CP, SRP, etc...).
- Your choice of compression ratio, bore diameter and pin boss location.
- Choice of valve pocket dimension.
- Maximum possible pin boss/pin seat area prevents pin flex and hole elongation.
- Lightweight design for quick acceleration and deceleration.
- Your choice of dome or flat top design.



4 BEARINGS

- Premium quality rod and main bearings.
- Features high strength copper-lead in the load area for superior embedding.
- Lead overplate provides exceptional fatigue strength and conformability to compensate for distortion and misalignment at high engine rpm.
- High strength steel back.



5 PINS

- Premium H-11 tool steel.
- Precision ground with or without tapered wall cross section.
- Lightweight design.



6 RINGS

- Speed-Pro or Total Seal brand plasma-moly top rings provide proper lubrication.
- Offers maximum assurance against galling and scuffing.
- Gap-less rings available.

7 TOTAL SYSTEM BALANCED

Total System Balancing is done in-house at the Crowder crankshaft facility. State-of-the-art Hines balancing equipment provides the most accurately matched assembly possible. This service allows for immediate engine assembly, trouble-free of oversights and costly coordination errors. You'll save both time and money, while receiving the finest rotating assembly available on the market. Balancing is an extra charge and not included in the price.



engine kits

Small Block Chevrolet V8



Pictured is an Ultra-Light kit (96011) with an Ultra-Light crank and Titanium rods. All kits include pistons, pins, rings, bearings and total system balancing.

1 PURE-STOCK®

PURE-STOCK CRANK • SPORTSMAN RODS

When the rules call for a “bone stock” crank and rods, this is the kit you need. GM crank, Crower rods.

Part No.	Description
95510	SB Chevy, Pure-Stock Crank w/Sportsman Rods (SP)
95511	SB Chevy, Pure-Stock Crank w/Stroker Sportsman Rods (SSP)

Note: Pure-Stock crank only available in 3.480" stroke. Specify 5.7" or 6.0" rod length.

2 STOCK-PLUS®

STOCK-PLUS CRANK • SPORTSMAN RODS

Most economical. Lightened stock GM crank, system balanced, perfect for stock restricted applications.

Part No.	Description
95500	SB Chevy, Stock-Plus Crank w/Sportsman Rods (SP)
95501	SB Chevy, Stock-Plus Crank w/Stroker Sportsman Rods (SSP)

Note: Stock-Plus crank only available in 3.480" stroke. Specify 5.7" or 6.0" rod length.

3 ENDURO™

ENDURO CRANK • SPORTSMAN or BILLET RODS

Forged 4340 Enduro crank w/choice of Sportsman or billet rods. Inexpensive, very reliable. Race or street.

Part No.	Description
95502	SB Chevy, Enduro Crank w/Sportsman Rods (SP)
95503	SB Chevy, Enduro Crank w/Stroker Sportsman Rods (SSP)
95506	SB Chevy, Enduro Crank w/Billet Rods (B, SB M, SM, LW, UL, ML)

4 STANDARD

STANDARD CRANK • SPORTSMAN or BILLET RODS

Forged 4340 Standard crank w/choice of Sportsman or billet rods. The original Crower system balanced kit.

Part No.	Description
96000	SB Chevy, Standard Crank w/Sportsman Rods (SP)
96002	SB Chevy, Standard Crank w/Billet Rods (B, SB M, SM, LW, UL, ML)

5 LIGHTWEIGHT

LIGHTWEIGHT CRANK • SPORTSMAN or BILLET RODS

Forged 4340 LightWeight crank w/choice of Sportsman or billet rods (steel or titanium). Very reliable package.

Part No.	Description
96006	SB Chevy, LightWeight Crank w/Sportsman Rods (SP)
96008	SB Chevy, LightWeight Crank w/Billet Rods (B, SB M, SM, LW, UL, ML)
96009	SB Chevy, LightWeight Crank w/Billet Titanium Rods (T, ST)

6 ULTRA-LIGHT®

ULTRA-LIGHT CRANK • BILLET RODS

Forged 4340 Ultra-Light crank w/choice of billet rods (steel or titanium). Best possible acceleration, low drag.

Part No.	Description
96010	SB Chevy, Ultra-Light Crank w/Billet Rods (B, SB M, SM, LW, UL, ML)
96011	SB Chevy, Ultra-Light Crank w/Billet Titanium Rods (T, ST)

engine kits

Big Block Chevrolet V8



Pictured is a Standard kit (96106) with a Standard crank and steel billet rods. All kits include pistons, pins, rings, bearings and total system balancing.

- 1 ENDURO™**
ENDURO CRANK • SPORTSMAN or BILLET RODS
 Forged 4340 Enduro crank w/choice of forged or billet rods. Inexpensive, very reliable. Race, street, tow.

Part No.	Description
95520	BB Chevy, Enduro Crank w/Sportsman Rods (SP)
96101	BB Chevy, Enduro Crank w/Billet Rods (B, SB, M, LW, ML)

- 2 STANDARD**
STANDARD CRANK • FORGED or BILLET RODS
 Forged 4340 Standard crank (extra debur) w/choice of forged or billet rods. The original Crower engine kit.

Part No.	Description
95521	BB Chevy, Standard Crank w/Sportsman Rods (SP)
96106	BB Chevy, Standard Crank w/Billet Rods (B, SB, M, LW, ML)
96107	BB Chevy, Standard Crank w/Billet Rods (B, SB, M, LW) 4.375" & up
96108	BB Chevy, Standard Crank w/Titanium Rods (T, ST)

- 3 LIGHTWEIGHT**
LIGHTWEIGHT CRANK • BILLET RODS
 Forged 4340 LightWeight crank w/choice of billet rods (steel or titanium). Very light, very reliable package.

Part No.	Description
96111	BB Chevy, LightWeight Crank w/Billet Rods (B, SB, M, LW, ML)
96112	BB Chevy, LightWeight Crank w/Billet Rods (B, SB, M, LW) 4.375" & up
96113	BB Chevy, LightWeight Crank w/Titanium Rods (T, ST)

- 4 ULTRA-LIGHT®**
ULTRA-LIGHT CRANK • FORGED or BILLET RODS
 Forged 4340 Ultra-Light crank w/choice of forged or billet rods (steel or titanium). Best possible acceleration.

Part No.	Description
96116	BB Chevy, Ultra-Light Crank w/Billet Rods (B, SB, M, LW, ML)
96117	BB Chevy, Ultra-Light Crank w/Billet Rods (B, SB, M, LW) 4.375" & up
96118	BB Chevy, Ultra-Light Crank w/Titanium Rods (T, ST)

engine kits

Ford • Mopar • Honda/Acura • Custom



FORD

FORGED or BILLET CRANK • BILLET RODS

Forged or billet 4340 chromoly crank with billet rods. Forged Sportsman or billet titanium rods also available.

Part No.	Description
96200	Ford 289-302 Crank w/Sportsman Rods (SP) or Billet Rods (B)
96201	Ford 351C or 351W Crank w/Billet Rods (B)
96202	Ford 429-460 Crank w/Billet Rods (B)

Note: Four and six cylinder Ford kits available. See custom applications below.



MOPAR

FORGED or BILLET CRANK • BILLET RODS

Forged or billet 4340 chromoly crank with billet rods. Ultra-Light crank option and titanium rods available.

Part No.	Description
96204	Mopar 426 Hemi or 440 Crank w/Billet Rods (B)

Note: Kits available for any cubic inch displacement. Specify when ordering.



HONDA/ACURA

FORGED or BILLET CRANK • BILLET RODS

Crower offers stroker kits for the B series and H22 VTEC engine platforms. Turn your 1.6L into a 1.97L or your 1.8L into a 2.1L. Kit includes choice of billet or forged crank, custom billet rods, choice of piston brands (JE, CP, Arias, Ross), pins, rings, locks and bearings. You spec stroke, bore size and compression. 4340 forged cranks are available in 84.5mm, 89mm, 92mm and 95mm strokes for B series blocks only.

Part No.	Description
96222	Forged Crank w/Custom Rods and Pistons made to spec (B series only)
96221	Billet Crank w/Custom Rods and Pistons made to your specs (All makes)



CUSTOM

BILLET CRANK • BILLET RODS

Create a custom kit for just about any application whether it's a 4 cylinder Mitsubishi or a V10 Dodge Viper. Features a custom billet crank, custom billet rods and choice of pistons, pins, rings and locks. You specify engine application, stroke, bore size and compression. Stock samples may be required.

Part No.	Description
96205	Custom Crank w/Custom Rods made to your specs

Note: 50% deposit is required on any custom engine kit.