If you are serious about being in the racing winner’s circle, then you have to be serious about Callies.

Callies Performance Products began manufacturing high performance crankshafts in 1989. With many years of engineering and employee experience, we have grown to be the industry leader for innovative product design.

We take pride in staying ahead of the competition with the latest high tech design and manufacturing advantages. Utilizing the latest in computer aided solid modeling and CNC machining centers, Callies offers the best designed, highest quality crankshafts, connecting rods, and camshafts available on the market today.

At the heart of our commitment to excellence is one of the most experienced sales teams in the industry. Up-to-date information on the latest products and innovations is available to Callies customers through our expert sales staff. Information shared between Sales, Engineering and Manufacturing personnel on a daily basis creates company-wide continuity ensuring that Callies maintains a focus on developing performance products that exceeds all of your needs.
Coming in 2019
For additional information, please visit us online or call us at 419.435.2711, M-F from 8:30am to 5:00pm.

Crankshafts
- Big Block Mopar Magnum Billet
- Small Block Magnum Billet
- Big Block Ford Magnum Billet
- Light-weight Magnum XB
- Ford Coyote
- 8 Counterweight LS
- Ford EcoBoost 3.5
- Nissan RB26, VG30, SR20

Connecting Rods
- Enforcer Series Rods Including:
  - LSx, BB, & SB
  - 2JZ, Subaru, EcoBoost, 4G63, & 4B11
- Coyote Ultra-H

Finished Cams & Cam Cores
- GM Duramax
- Viper V10
- SB Spread Bore
- Ford PowerStroke

Allied Components
- GT-R Fluidampr
- Custom Logo Billet LS Valve Covers

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419.435.2711 • www.callies.com
Callies Ultra Billets are intended for use in cutting edge applications where durability and innovation are a must. Ultra billets are produced from low carbon-high nickel steel that receives multiple heat treatments. Our specialty steel and heat treat processing yields a crankshaft with fracture resisting ductility, stiffness and a wear-resistant outer case.

Your Ultra billet can be ordered in many custom configurations. These high alloy crankshafts are intended for severe duty, high output applications.

Each Ultra billet crankshaft is uniquely machined with our Ultra-Shed counterweight profiles. The Ultra-Shed leading edge profile gently moves oil away from the oncoming counterweight while the directional trailing edge directs oil away from the oncoming rod journal.

Ultra Billets Are Manufactured For The Following Engine Families:

- Small Block Chevy
  4.400" and 4.500" Bore Spacing
- Big Block Chevy
  4.840", 4.900", 5.000", 5.300" Bore Spacing
- LSx Cleveland Mains, all types, LT1
- SB Ford 302 and 351
- BB Ford 460
- Mopar Hemi - 440
- Gen III Hemi
- RY45
- Nissan GT-R
- Duramax

Our Aero-Shed super finish will give you a totally stress-riser free and incredibly aero efficient crankshaft. When the Ultra-Shed and Aero-Shed processes are combined, the result is a crankshaft with the lowest coefficient of drag in the industry.

Optional center counterweight shown with Ultra-Shed leading and trailing edge contouring.

Rod journal holes and main bearing gun drill bores are all highly polished and radiused.

Top Fuel Hemi with Aero-Shed super finish and splined post.
The best features of crankshaft design are incorporated into each Magnum Billet Crankshaft. Drawing from years of crankshaft experience, the Callies design team created a lightweight, eight counterweight crankshaft. This design criteria has been followed for each family of shafts found in the Magnum Billet line of products.

To guarantee consistency, every Magnum Billet is produced from high grade American made 4340 steel that is completely heat treated and nitride surface hardened in house at Callies. A wide range of strokes and journal combinations are available. A typical eight counterweight Magnum Billet Small Block Chevy crankshaft will weigh less than 48 pounds.

Special attention given to counterweight placement has resulted in shafts that minimize the need for heavy metal.
For nearly 20 years, **Magnum XL crankshafts** have proven to be the most durable, best performing lightweight crankshafts available. Machined from extremely high grade 4340 steel these lightweight crankshafts are capable of handling the high horsepower and RPM of today’s most advanced engines.

Magnum XL lightening profiles result in crankshafts having extremely high strength to weight ratios. Material is carefully removed from non-stressed areas of each shaft eliminating parasitic material and weight. The Callies Magnum XL profile is exceptionally effective at minimizing windage within the crankcase atmosphere. Oil control is improved through the elimination of disruptive undercuts, resulting in smooth sided, free flowing counterweights. Each main and rod journal is drilled for weight reduction and throttle response improvement.

Magnum XL crankshafts are shipped fully balanced to your exact assembly weight without drilling. These crankshafts are available in many custom configurations. Your order will be processed specifically to meet your needs.

Our unique Magnum XL lightening profiles were developed to optimize material distribution for enhanced strength, superior bearing load reduction, and consistent balance.

**Magnum XL Are Available For The Following Engine Families:**
- Small Block Chevy
- Big Block Chevy
- LSx/Gen V LT1
- Small Block Ford 302 and 351
After years of service, **Magnum crankshafts** by Callies have established themselves as one of the most durable competition crankshafts ever produced. Magnum crankshafts are manufactured from ultra pure SAE 4340 steel. Callies then subjects this material to multiple heat treatments, resulting in a crankshaft with unsurpassed wear and strength characteristics. All Magnum cranks feature Callies Ultra-Case heat treatment.

Each Magnum crank will have gun drilled mains and fully profiled counterweights, regardless of engine type. A typical 4.000” stroke Small Block Chevy will weigh less than 48 pounds. Magnum crankshafts are available for a variety of engine types and can be manufactured to your specific configuration.

Many crankshafts are counterweighted to offset simple balance forces detected at main bearings 1 and 5 by today’s precision balancers. Callies Magnum Mass Correct counterweights have been strategically placed to reduce imbalance forces over the entire length of the shaft. The result is a crankshaft exhibiting superior bearing life and minimal wear.

Material distribution over the rod journal arms and critical strength generating regions of Magnum crankshafts has been enhanced as well. These slight design changes improve the strength to weight ratio, ensuring each Magnum crankshaft will have an extended fatigue resistant life.
Compstar components were introduced as a product line designed to meet and exceed the requirements of today’s Sportsman Racer. They are forged and semi-finished at various offshore locations. Out of respect for our customers and their integrity, Callies will not hide this fact. Instead, we are committed to constantly examining and evaluating these components, enabling Callies to offer the best offshore components available.

Unlike similar offerings by other companies, all Compstar components are finished and inspected at Callies’ manufacturing facility. Compstar utilizes precision gauging and material evaluation equipment that is routinely ISO 17025 certified for consistent accountability. This investment in perfection allows Compstar to maintain proper geometry while monitoring both metallurgy and design.

Our in-house metallurgical lab continuously monitors Compstar connecting rods and crankshafts for steel purity and alloy content. Through this effort, we can ensure the metallurgical soundness of every Compstar component.

Because of our attention to detail, Compstar components are the benchmark by which other imported components are measured.
Currently Available for BB & SBC LS, 2JZ Mitsubishi 4B11, & Subaru EJ Applications

Designed with fortified tower flanges, Enforcer I-beam connecting rods are the ideal component for turbo charged and super charged engines.

The I-beam design has been time tested and proven as the most stable configuration in high torque applications. High combustion forces generated within boosted engines are capable of buckling a standard connecting rod that had been intended for a naturally aspirated application.

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<td>LS 6.125</td>
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<td>Subaru EJ20</td>
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<td>EJ20+2mm</td>
<td>52mm</td>
<td>583g</td>
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<td>EcoBoost 3.5</td>
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<tr>
<td>U16720</td>
<td>Mitsu 4B11</td>
<td>52mm</td>
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Machined from superior strength 4330, Vanadium enhanced steel

Extended mating faces and bolt gussets for superior bearing housing rigidity

Increased Mass & Pressure Angle Arches guarantee added wrist pin stability

Robust tower flanges provide enhanced resistance to bend and twist

Tough AMPCO 45 pin bushings intended for heavy load applications
Callies has developed the **Ultra connecting rod** with the design goal of an uncompromised strength to weight ratio. Every Ultra connecting rod is produced from specially formulated Timken 4330 steel and precision forged for uniform grain flow and consistency. Many geometric nuances are incorporated into the design of Ultra connecting rods, which are subject to high output, high RPM applications. These design features enhance the Ultra against specific loads and stresses.

Ultra connecting rods are fastened by high alloy cap screws produced specifically for severe applications by ARP. Purpose built 260Ksi Ultra Bolts offer improved thread engagement for a smoother, more consistent net clamping load. To eliminate deformation and extrusion only Ampto 45 bronze silica alloy is used within the wrist pin housing bore. This material has a proven hardness more than 26% greater than commonly used Ampto 18 material. For high RPM or extreme horsepower applications, Ultra connecting rods are fitted with MP 3.5 bolts. These Ultra high alloy fasteners provide unparalleled clamping strength and toughness. Upgraded bolts are available for all Ultra I-Beam connecting rod configurations.

**Ultra XD**

This unique connecting rod design offers greater cam to connecting rod clearance. This innovation will allow the use of increased base circle cams for improved valve train performance, stability, and horsepower. For the first time, engine builders are given greater flexibility in selecting valve train components when using a standard cam height block. The **Ultra XD** concept has been track tested and proven to be a reliable, long term solution to troublesome connecting rod to camshaft interference problems.

**Additional XD Clearance**

Unique canted housing bore design provides at least 0.050” of additional cam clearance.
Ultra Connecting Rod Design Features

1. Truncated arc tower flanges improve stiffness and reduce weight.
2. Smooth notch free section at bearing housing shoulder.
3. Pressure Angle Arches disperse wrist pin induced strain.
4. Large web to flange transition radius.
5. Full fillet intersection of bolt spot face and interior gusset surfaces.
6. Stress spreading (twin rib caps) utilize the extended section concept of strength enhancement.
7. Precisely machined (Trapezoidal Contour) at the tower base eliminating parallel flange harmonics and increasing weight reduction.
8. Extended foot print at joint mating faces for superior housing stability.
9. Min/Max gusset; our analyzed design minimizes material yet achieves maximum stiffness.
10. Low carbon, high-alloy Timken specialty steel.

Ultra H-Beam connecting rods are High Value American-made engine components. Ultra H-Beams are forged from the same premium 4330 material as our entire Ultra line. Savings resulting from streamlined manufacturing design are passed directly on to you. The Ultra H design ensures the geometry of these critical components will remain true under high tensile and compressive load situations.
Callies has developed a wide range of part numbers for the continually evolving and popular **LS family of engines**. You will find our selection of Callies brand crankshafts, Ultra connecting rods, camshafts, and Compstar components to be the industry’s most comprehensive offering.

**LS Ultra Billet**

*Available Options:*
- Stroke range of 2.720” to 4.600”
- LS1, LS7, LT1 posts are available
- 6, 8, or 9 bolt pattern flange options
- Rod Sizes: 1.850”, 1.888”, 2.000”, 2.100”, (2.200” w/sbc width) 2.200”
- 8 or 6 counterweight designs available
- Sold complete with no drill balance
- Aero efficient Ultra-Shed counterweight profiling is standard
- Aero-Shed super finishing included with all Ultra billets
- All Ultra LS billets are produced from Timken 4330 alloy steel

**LS/Gen V LT1 8 Counterweight Magnum**

*LS1 Gen III - IV Standard Features*
- Stroke range of 2.720” to 4.250”
- Fully counterweighted
- Counterweight prepped for a minimum 1.830g bob weight
- Dual linear post keyways
- Average weight 47 lb.
- Gun drilled mains & lightened rods

*Available Options*
- Additional post keyways
- Custom flange bolt and dowel drilling
- 2.100”, 2.000”, 1.888”, 1.850” rod journal diameters
- LS, LS7, or LT posts configurations
- Custom reluctor hub machining or removal
- Chevy 283 and Ford 351 mains available as custom

**6 Counterweight DragonSlayer**

*Standard Features*
- Average weight 50 lb.
- 6 Counterweight Design
- Limited Stroke Availability: 4.125”, 4.100, 4.000”, and 3.625”
- LS or LS7 post configurations
- Dual linear post keyways
- Counterweight prepped for an 1.830 g bob weight
- Standard LS mains, 2.100” rod journals
- Gun drilled mains and lightened rods
Compstar LSx

**Standard Features**
- 2.100" or 2.000" rod journals
- Standard LS main diameters only
- 3.625", 4.000", 4.100", 4.125" strokes available
- All Compstar LS cranks are counterweight prepped to 1.825 gram bob weight
- Typical weight for a 4.000" stroke, 2.100" journal = 51 lbs.
- OEM 58 tooth reluctor or billet 24 tooth reluctors available

Single piece billet reluctor wheels machined to OEM specification with either 24x or 58x notch patterns. Callies reluctor wheels for all LS and LT engines are final bored with a .007" undersize bore ensuring installation security in the harshest of applications. All surfaces on Callies reluctor wheels are machine milled not laser cut to ensure smooth, strong signal.

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**Ultra Connecting Rods**

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<tr>
<th>Part #</th>
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<td>LS1 6.350-HJ</td>
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**Compstar Connecting Rods**

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For over 25 years, Callies crankshafts have been the workhorse of Big Block Chevy engines in the motorsports industry. This success is not the result of any single factor, but stems from three attributes working in concert. Metallurgy, Design and Precision are the pillars of our success. We are proud of this success and are pleased to offer continued excellence with our line of Ultra connecting rods, engine ready camshafts, and Compstar components.

Ultra Billet Big Block Chevy
Available Options:
- Bore spacings available: Standard 4.840”, 4.900”, 5.000”, 5.300”
- Stroke range of 3.400” to 6.125”
- Flange options: Full Round or Star, 7/16” or 1/2” bolt holes available
- Rod journal diameters available: 1.888”, 2.000”, 2.100”, 2.200”, 2.375” Hemi
- 8 or 6 counterweight designs available
- Sold complete with no drill balance
- Aero efficient Ultra-Shed counterweight profile
- Aero-Shed super finishing is standard
- Various keyway configurations available
- All Big Block Chevy Ultra billet crankshafts are produced from high grade Timken steel
- Splined Post (RCD Style)

Magnum Billet Big Block Chevy
Standard Features & Available Options:
- Machined from 4340 billet
- Stroke range of 3.750” to 5.300”
- 2.200” rod journal diameters
- Standard BBC main bearing diameters
- All rod and main journals drilled for lightening
- Dual 1/4” post keyways
- Ultra-Case deep nitride heat treatment
Magnum Big Block Chevy

**Standard Features**
- Stroke range of 3.500" to 5.500"
- 2.200", 2.100", 2.000" rod journal diameters
- Standard BBC main bearing diameters
- Multiple post key-way and bolt hole configurations
- Enhanced rod oiling through the use of main bearing oil hole lead-ins.
- One and two piece seal type flanges or star flange
- Gun drilled mains, with 8 full counterweights
- All rod journals lightened

Compstar Big Block Chevy

**Standard Features**
- 2.200" rod journals diameters
- 2.750" main journal diameters
- 4.250" only available with one or two-piece rear seal flange
- Eight counterweight designs
- Typical weight for 4.250" stroke = 75 lbs.

Ultra Connecting Rods

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</table>

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No other brand of aftermarket components has seen the wide range of application and success as the Callies line for Small Block Chevy engines. With years of cross-application experience, no other brand has been able to provide the winning record and history of durability. You will find our line of crankshafts, connecting rods, and camshafts to be comprehensive and capable of handling your needs.

**Ultra Billet Small Block Chevy**

*Available Options*
- Types available: Standard 4.400, Spread Bore 4.500
- Stroke range of 2.600” to 4.500”
- BBC post or SBC post, various keyway configurations available
- Flange styles: Star or Full Round
- Rod journal sizes available: 1.850”, 1.888”, 2.000”, 2.100”
- Main journal sizes available: 283, 350, 400
- 8 or 6 counterweight designs available
- Sold complete with no drill balance
- Aero efficient Ultra-Shed counterweight profiling is standard
- Aero-Shed superfinishing included with all Ultra billets
- All Small Block Chevy Ultra billet crankshafts are produced from Timken 4330v

**Magnum Billet Small Block Chevy**

*Available Options*
- Stroke range of 2.750” to 4.250”
- 2.100”, 2.000”, or 1.888” rod journal diameters
- Main journal sizes available: 283, 350, 400
- Average weight 47 lbs.
- 8 counterweight design
- 4340 Steel

**Lightweight Magnum XB Billet Small Block Chevy**

*Available Options*
- Stroke range of 2.750” to 4.250”
- 2.100”, 2.000”, or 1.888” rod journal diameters
- Main journal sizes available: 283, 350, 400
- BBC post or SBC post available
- Full internal balance to your specific assembly weight (no drilling)
- Average weight for 3.875” stroke balanced to 1750g Bob. = 44 lbs or less
- 8 counterweight design
Magnum XL Small Block Chevy

Available Options
- Stroke range of 2.600" to 4.000"
- 2.100", 2.000", 1.888", 1.850" rod journal diameters
- 400 – 350 – 283 main bearing diameters
- BBC post or SBC post
- Uniquely milled counterweight profiles for reduced weight and windage
- All rod journals lightened
- Full internal balance to your specific assembly weight (no drilling)
- Various flange and post bolt hole configurations
- Average weight for 3.800" stroke balanced to 1750g Bob. = 44 lbs

Magnum Small Block Chevy

Standard Features
- Stroke range of 2.600" to 4.375"
- 2.100", 2.000", 1.888" rod journal diameters
- 400 – 350 – 283 main bearing diameters
- BBC post or SBC post
- One or two piece type rear seal flange
- Gun drilled mains
- All rod journals lightened

Compstar Small Block Chevy

Compstar Small Block Chevy cranks are available in a wide variety of strokes and journal sizes to fit most any common cubic inch requirement. Made from the same 4340 material as all of our other Compstar components, these crankshafts are the most durable in their class.

Our SBC crankshafts are available in the following configurations:
- 350 Main / 2.100” Pin
  Strokes available: 3.480”, 3.500”, 3.625”, 3.750”, 3.875”, 4.000”
- 350 Main / 2.000” Pin
  Strokes available: 3.480”, 3.500”
- 400 Main / 2.100” Pin
  Strokes available: 3.750”, 3.800”, 3.875”, 4.000”
Ultra rods for SBC engines are profiled to minimize the need for stroker grinding. For long stroke (over 4.000 inch) builds we recommend Xd rods for additional cam clearance.

**Ultra Connecting Rods**

<table>
<thead>
<tr>
<th>Part #</th>
<th>Size</th>
<th>Journal</th>
<th>Typical Wt</th>
</tr>
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<tbody>
<tr>
<td>U14125</td>
<td>SBC 5.700</td>
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<td>629g</td>
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<td>U14132-3.5</td>
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<td>U14151</td>
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**Ultra XD I-Beams**

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<tr>
<td>U18130</td>
<td>5.850-Xd</td>
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<td>U18135</td>
<td>6.000-Xd</td>
<td>2.100</td>
<td>660g</td>
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<td>U18235</td>
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<td>2.100</td>
<td>698g</td>
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**Small Block Chevy H-Beams**

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<td>SB 6.000</td>
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<td>U16101</td>
<td>SB 6.000-SJ</td>
<td>2.000</td>
<td>624g</td>
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<td>U16102</td>
<td>SB 6.000-HJ</td>
<td>1.888</td>
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<td>SB 6.125</td>
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<td>U16120</td>
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**Ultra XD H-Beams**

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<td>U19135</td>
<td>6.000-Xd</td>
<td>2.100</td>
<td>644g</td>
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</table>

**Compstar Comet SBC**

The Compstar Comet is your answer to lightweight crankshaft needs for SBC engines. Each Comet features gun drilled mains, lightened rods, pendulum cut counterweights, and a star flange. All Comets are machined from triple heat treated 4340 steel.

**Comet crankshafts are available in the following configurations:**

- 350 Mains / 2.000” Pin
  Strokes available: 3.480", 3.500", 3.625", 3.750"

- 350 Main / 1.888” Pin
  Strokes available: 3.480” only

**Compstar SBC rods** are bolted exclusively with ARP 2000 bolts.
Callies offers high quality domestically produced Ultra, Magnum XL and Magnum crankshafts and connecting rods for the entire line of Ford V8 engines. In addition to these shafts that are targeted for high HP/high torque applications, you will find our line of Compstar components to be an excellent value in price and durability for sportsman competition.

**Ultra Billet Ford 460**
*Available Options & Standard Features*
- Stroke range of 3.625" to 5.300"
- Various post keyway configurations available
- Rod journal sizes: 2.100", 2.200"
- Main journal sizes: Ford 460
- 8 or 6 counterweight designs
- Shipped complete with no drill balance included
- Aero efficient Ultra-Shed counterweight profiling is standard
- Aero-Shed super finishing included with all Ultra billets
- All Big Block Ford Ultra billet crankshafts are produced from Timken 4330v alloy steel
- Short damper fit (High Performance Style)
- Callies crankshafts for the Ford 460 are made with 3.018 inch long gear and damper fit post lengths. Our Ford 460 shafts are machined with dual damper keyways for blower applications.

---

**Magnum Billet Ford 460**
*Standard Features*
- Average weight: 79 pounds
- Fully counterweighted (8 counterweight design)
- Machined with Big Block Chevy post length & diameter
- Stroke range 3.750" to 5.000"
- Standard 3.000" Ford 460 mains
- 2.200" Big Block Chevy rod journals
- Gun Drilled mains and lightened rods
- Perma Case deep nitride, 4340 steel
- Dual post keyways

---

**Magnum Ford 460**
*Standard Features*
- Average weight: 78 pounds for a 4.750" stroke
- Gun drilled mains
- All rod journals lightened - 2.200" diameter
- Single 3/16 (Align- Ease) keyway
  - with lead in witness mark with additional 1/4 key-way
- Short damper fit (High Performance Style)
- Heat Treatment = Perma Case Deep Nitride Options
- Full internal balance available
- Callies crankshafts for the Ford 460 are made with 3.018 inch long gear and damper fit post lengths. Our Ford 460 shafts are machined with dual damper keyways for blower applications.

---

**Ultra Connecting Rods**

<table>
<thead>
<tr>
<th>Part #</th>
<th>Size</th>
<th>Journal</th>
<th>Typical Wt</th>
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<tbody>
<tr>
<td>U15814</td>
<td>FORD 6.700</td>
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<tr>
<td>U15816</td>
<td>FORD 6.800</td>
<td>2.200</td>
<td>828g</td>
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</table>

Machined with Ford correct tower offset and .990" pin

419.435.2711 • www.callies.com
Ultra Billet Ford 351/302

Available Options
- Stroke range of 2.550” to 4.500”
- Various post keyway configurations available
- Rod journal sizes: 1.850”, 1.888”, 2.000”, 2.100”, 2.123”
- Main journal sizes: 302, 351
- 8 or 6 counterweight designs
- Shipped complete with no drill balance included
- Aero efficient Ultra-Shed counterweight profiling is standard
- Aero-Shed super finishing included with all Ultra Billets
- All Small Block Ford Ultra billet crankshafts are produced from Timken 4330v alloy steel

Magnum XL Ford 351/302

Available Options
- Stroke range of 2.600” to 4.000”
- Rod journal sizes 1.850”, 1.888”, 2.000”, 2.100”, 2.123”
- 302 – 351 main bearing diameters
- Weight range of 39 lb. to 47 lb.
- Full internal balance to your specific assembly weight (no drilling)
- Uniquely milled counterweight profiles for reduced weight and windage
- All rod journals lightened
- Gun drilled mains

Magnum Ford 351/302

Standard Features
- Average weight for 3.800” stroke balanced to 1750g Bob. = 48 lbs
- Gun drilled mains
- All rod journals lightened
- Stroke availability from 2.600” to 4.375”
- Heat Treatment = Perma Case Deep Nitride

Special Options
- Additional post keyways, custom post drilling
- 2.100”, 2.000”, 1.888”, and 1.825” rod journal diameters
- 351 Cleveland or 302 Ford type main diameters

Compstar Ford 302

Standard Features
- Machined from 4340 steel
- Average weight 49 lbs.
- All rod journals lightened
- Heat treatment = nitride case
- Limited rod journal diameters = 2.123
- Limited main journal diameter = 302
- Limited stroke availability 3.250, 3.400
Ford Coyote engines have proven their exceptional capabilities both at the track and on the street. Callies Compstar 4340 Steel Crankshafts were designed to support the additional horsepower and torque being generated in these applications. These cranks are machined with large strength enhancing journal radii like all Compstar crankshafts and come nitrited. These cranks will be available in three configurations. A stock stroke 92.7mm stroke with “Standard” Coyote Rod journal, a 96.5mm (3.800”) Stroke and a 99.06mm (3.900”) Stroke. All standard OEM driveline, valvetrain and accessory components can still be utilized.

### Ultra Connecting Rods

<table>
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<tr>
<th>Part #</th>
<th>Size</th>
<th>Journal</th>
<th>Typical Wt</th>
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### Compstar Connecting Rods

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<tr>
<th>Part #</th>
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<th>Journal</th>
<th>Typical Wt</th>
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<tbody>
<tr>
<td>CSF5400HS2F2AH</td>
<td>FORD 5.400</td>
<td>2.123</td>
<td>571g</td>
</tr>
</tbody>
</table>

Shane Fisher - X275
Undisclosed Callies Ford Magnum

419.435.2711 • www.callies.com 19
Performance specific and durability enhanced, Callies crankshafts for the **Big Block Mopar** and **Gen III Hemi** are ready for anything your racing program can throw at them. With years of Mopar experience Callies has created an unsurpassed crankshaft for your Wedge or Hemi type engine.

**Ultra Billet for Big Block Mopar Top Fuel, Top Alcohol, Blower Drive**

**Standard Features**
- Machined from EN30B alloy steel
- Rod journal diameters: 2.375” with large .180” fillet radii
- Main journal diameters: 2.750” or 3.000” with large .150” fillet radii
- RCD Splined post: long 2.340” or short 1.420” spline engagement available
- Sold complete with no drill balance included
- Aero-Shed super finishing is standard
- Fully counterweighted with large, bearing saver counterweights
- All rod and main journals drilled for lightening

**Mopar Magnum Billet**

**Available Options & Standard Features**
- Center counterweights
- 4340 AQ Steel
- Average weight for a 4.500” stroke balanced to 2350g Bob. = 69 lbs.
- Gun drilled mains
- All Rod Journals Lightened
- Dual Post Keyways
- Stroke availability 4.125” to 4.750”
- 2.200 BB Chevy rod journal dia. & width

**Compstar Hemi Crankshafts** are manufactured from 4340 steel and machined to popular strokes. These shafts will easily increase the power potential of Chrysler 6.4, 6.1, and 5.7 liter engines. Compstar Hemis can be ordered with either 32 or 60-2 reluctor wheels.

**Compstar Gen III Hemi**

**Standard Features**
- Rod journals ground to 2.100” SBC diameter and width
- Strokes available 3.800”, 4.000”, 4.050”, 4.080”, 4.200”/2.000” pin
- All rod and main journals drilled
- Dual linear post keyways
- Standard post and flange configuration
- Nitride hardened

Conversion spacer for 6.1 and 5.7 liter crankshafts to the 6.4 configuration are now available.

Gen III Hemi engines built with Callies Ultra or Compstar crankshafts will accommodate standard Small Block Chevy connecting rods. **See page 14 for compatible connecting rods.**
Callies has developed a Duramax crankshaft that employs the industry’s best ideas. For improved stiffness and durability, rod journals are machined to a width that maximizes the effectiveness of all rod bearing inserts without unnecessary connecting rod mass. All Callies Duramax crankshafts are machined from triple heat treated 4330v steel before receiving our Perma-Case nitride. These crankshafts will accommodate all bearing inserts commonly available for GM Duramax engines.

Ultra Billet Duramax

**Standard Features**
- Stock and custom strokes available
- Reduced width 2.165” rod journals for additional strength
- All rod journals drilled with lightening holes
- Dual damper keyways
- Single long timing gear keyway for secure installation
- Mains gun drilled
- Custom rod journals upon request
- Timing gear available

---

**DURASTAR**

Durastar OEM upgrade crankshafts are intended for heavy-duty towing and moderate performance applications. Durastar cranks are made stronger through enhanced design, significantly better metallurgy and deep case Callies nitride processing. Stock stroke 3.898” will fit all 2016 and prior models.

**Standard Features**
- Shear proof damper & gear fit keyways
- OEM main and rod journal diameters
- All rod journals drilled with lightening holes
- Fine grained 4340 steel
- Tru Form journal radii
- Timing gears available

---

Brodozer – Duramax

Ultra Billet
Crankshaft pt# D333M81-UL
All Ultra RY45 crankshafts are precisely machined for the revolutionary RY45 engine. No detail has been spared in producing the ultimate in strength and durability. RY45 crankshafts feature eight counterweights that are profiled with the unique windage reducing Ultra-Shed profiling. These billet crankshafts are machined from Timken 4330v steel that has been carefully Ion Nitrided for superior wear and fatigue characteristics.

**Ultra Billet RY45**

**Available Options & Standard Features**
- Stroke range = 3.500” to 4.000”
- RY45 Post and Flange
- Available Rod Journal Diameters: 1.850”, 1.888”, 2.000”, 2.100”
- Full internal balance and Aeroshed surface treatment included

<table>
<thead>
<tr>
<th>Ultra Connecting Rods</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part #</td>
</tr>
<tr>
<td>U14844-3.5</td>
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</table>

For all-out performance Viper engine builds, your answer for durability is the Compstar billet crankshaft. Produced from 4340 steel that is heat treated multiple times before final nitride, these shafts are tough and wear resistant. Compstar Vipers can be ordered with either 58 or 10 tooth timing configurations. For improved rod journal oiling, these shafts feature straight shot oil holes running directly from mains to rods. Post bolt holes are deep drilled for 3/4 x 16 threads, significantly strengthening the accessory drive damper fit for super charger applications.

**Compstar Viper V-10**

**Standard Features**
- Strokes available 3.960”, 4.200”
- 2.100” or 2.123” rod journal diameters
- Standard Viper V-10 main bearings
- 7/16 x 20 flange bolt holes
- Deep hole post drilling, 3/4 x 16 threads

Flanges are machined with a standard (8) bolt pattern consisting of 7/16 x 20 UNF threads

All Callies Viper V-10 shafts feature a deep hole post drilling that is tapped for 3/4 x 16 UNF threads

Early and late model timing configurations can be ordered. All notches are accurately located in reference to the #1 rod journal for precise engine control.
At Callies, design consideration has been given to address the inadequacies of OEM crankshafts for the **GT-R engine**. Each Callies GT-R crank is carefully monitored, beginning with ultra pure 4330v steel that receives multiple heat treatments through final nitride & polish. These extreme duty cranks are available in 88.4mm, 94.4mm and 98.4mm strokes. Two post lengths - extended and standard - are available for dry and wet sump applications. Callies GT-R crankshafts are machined to accommodate 2.200” Big Block Checy or Nissan rod journal diameters. These common diameters will allow engine builders easy access to a wide variety of bearing options. Standard main bearing, post and seal diameters are used throughout this crankshaft.

Fluidampr announces a new **performance crankshaft damper** for the VR38DETT equipped 2008-2018 Nissan GT-R.


These connecting rods are made to accommodate Nissan rod journal diameters and widths. Wrist pin bores are machined for .905 inch wrist pins. Ultra VR-38 connecting rods are fastened with purpose built ARP 7/16 cap screws made of 260 Ksi tensile strength specialty steel.

### Ultra Connecting Rods

<table>
<thead>
<tr>
<th>Part #</th>
<th>Size</th>
<th>Journal</th>
<th>Typical Wt</th>
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<td>U15305</td>
<td>6.500 - BBC Bore</td>
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</table>

**Tony Palo**  
Part #s: VI43NI-@-UL Billet Crank  
U15305 Ultra Rods
SPORT SERIES CRANKSHAFTS

Designed for Maximum Effort engines, all SS (Sport Series) crankshafts are finished with the same care and detail as the entire line of Compstar crankshafts. All SS cranks are sold balanced, ready for assembly. SS crankshafts by Compstar feature the best metallurgy and heat treatment on the market today.

Honda K Series
Standard Features
- Average weight 33 lbs.
- Strokes 90.7, 99.9, & 106 mm
- Fully Counterweighted Design
- 4340 steel certified by Callies in house Metallurgical lab
- Ultra-Cryo treatment performed in house at Callies
- Ultra-Case nitriding performed and certified by Callies
- Rod and main journal surface finish refined to 4Ra or less
- All journals ground with strength enhancing Tru-Form radii
- No Drill internal balance
- Aeroshed finishing optional

Ford 3.5 L EcoBoost
Standard Features
- Average Weight: 39 lbs
- Strokes available 3.413 (86.7 mm) & 3.600 (91.44 mm)
- Fully Counterweighted Design
- 4340 Steel Certified by Callies in house Metallurgical Lab
- Ultra-Cryo treatment performed in house at Callies
- Ultra-Case Nitriding performed and Certified by Callies
- All journals ground with strength enhancing Tru-Form radii
- Rod & main journals finished to 4Ra or less
- Gun Drilled Mains
- Lightened Rod Journals
- Tear drop lead in main oil holes
- No Drill Internal Balance Included
- Aeroshed finishing optional

Nissan RB26
Standard Features
- Average weight: 41.88
- Strokes available 73.7, 77.7 & 79 mm
- 4340 Steel Certified by Callies in house Metallurgical Lab
- Ultra-Cryo treatment performed and certified by Callies
- Ultra-Case nitriding performed and certified by Callies
- All journals ground with strength enhancing Tru-Form radii
- Rod and main journal surface finish is refined to 4Ra or less
- Tear drop oil hole lead-ins
- Straight Shot Oiling
- No drill internal balance
- Aeroshed finishing optional
SPORT SERIES CRANKSHAFTS

Toyota 2JZ
Standard Features
- Average weight 47.5 lbs
- Strokes: 86mm • 91mm • 94mm
- Material certified by Callies in house Metallurgical Lab
- Ultra Cryo Treatment performed in house at Callies
- Ultra-Case nitriding performed and certified in house
- All journal diameters are held to .0005 tolerance
- Tear Drop Lead ins on Main oiling holes
- Scalloped Counterweights for weight reduction
- No Drill Finish Balance
- Aeroshed finishing optional

Nissan VG30
Standard Features
- Average Weight: 41.2 lbs
- 83MM Stroke
- Factory Main and Rod Journal Sizes
- Straight Shot Oiling
- Material Certified by Callies in house Metallurgical Lab
- Ultra Cryo Treatment performed in house at Callies
- Ultra-Case Nitriding performed and certified in house
- All Journal ground with strength enhancing Tru-Form radii
- Rod and Main Journals finished to a 4RA or less
- No Drill Finish Balance
- Aeroshed finishing optional

Nissan SR20
Standard Features
- Average weight: 36.7 lbs
- 91MM Stroke
- Factory Main and Rod Journal sizes
- Fully Counterweighted
- Straight Shot Oiling
- Material Certified by Callies in house Metallurgical Lab
- Ultra Cryo Treatment performed in house at Callies
- Ultra-Case Nitriding performed and certified in house
- All Journal ground with strength enhancing Tru-Form radii
- Rod and Main Journals finished to a 4RA or less
- No Drill Finish Balance
- Aeroshed finishing optional
**Honda B Series**

*Standard Features*
- Average weight 30 lbs.
- B18 Strokes available 92, 95, 98mm
- 8 counterweight design
- 4340 steel certified by Callies in house Metallurgical lab
- Ultra-Case nitriding performed and certified by Callies
- Rod and main journal surface finish refined to 4Ra or less
- All journals ground with strength enhancing Tru-Form radii
- Limited stroke availability
- Aero-Shed finishing optional

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**Mitsubishi 4G63 & 4B11T Billet and Forged**

*Standard Features*
- Average weight 32 lbs.
- 4G63 billet Strokes available 88, 94, 100, 102mm
- 4G63 forged Strokes available 88, 100mm
- 4B11T billet Strokes available 94, 96, 98mm
- 8 counterweight design
- 4340 steel certified by Callies in house Metallurgical lab
- Ultra-Case nitriding performed and certified by Callies
- Rod and main journal surface finish refined to 4Ra or less
- All journals ground with strength enhancing Tru-Form radii
- Limited stroke availability
- Aero-Shed finishing optional

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**Subaru EJ20 / EJ25**

*Standard Features*
- Average weight 18 lbs.
- EJ20 Strokes available 75, 79, 80, 82, 83, 94mm
- All rod journals drilled for lightening
- Material certified by Callies in house Metallurgical lab
- Ultra-Case nitriding performed and certified in house
- All journal diameters are held to .0005” tolerance
- Rod and main journal surface finish is refined to 4Ra or less
- Limited stroke availability
- Aero-Shed finishing optional
Sport Series Compstar rods are available with either ARP 2000 or Custom Age 625 bolts for High Output applications. All Sport Series rods are H-beam design machined from fine grained 4340 steel. Wrist pin bushings are of deformation resistant Ampco 18 material.

### Connecting Rods

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<td>644g</td>
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<td>U16700-3.5</td>
<td>Subaru EJ20</td>
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For extended durability, all Enforcer Rods are fitted with Ampco 45 wrist pin bushings.
Callies Performance Products has developed one the most extensive camshaft machining capabilities in North America. In addition to our comprehensive in house heat treat department we are able to produce and verify any complex contour found on today’s camshafts.

Callies fully finished camshafts are machined and heat treated entirely in house. This continuity of manufacturing allows Callies to deliver high quality camshafts on schedule. Our finished cams are ground with the latest Landis CNC technology and ADCOLE inspected for accuracy making them the most consistent cams on the market today. If required, your cams can be finished with inverted flank lobe profiles and complex VVT oil channels and drillings.

Callies Cam Research Lab

Valvetrain durability is a key ingredient to the success of every engine. The Callies Cam Research Lab has been established to guarantee that our cams are capable of extended life cycles in abusive applications. When combined with our metallurgical capabilities, the Callies Cam Research Lab allows evaluation of lobe profiles, valvetrain systems and processing methods like no other cam company. Spintron testing enables our engineering staff to evaluate valvetrain stability in minute detail up to 11,000 RPM. Programmable test cycles allow complete event simulation. Sixteen channel data acquisition can provide monitoring of temperatures, pressures, flows, loads and strain. Let Callies help you design your next step forward.
CARBOCORE, INDUROCORE,

CARBOCORE
PERFORMANCE CAMSHAFT CORES
Carburized & Hardened 8620 and 9310 steel camshaft cores are produced to AMS 2301 (AQ) standards. Our engineering staff can create an unground lobe profile to your exact requirement. Carbocore cams are machined and heat treated entirely in house.

Callies Indurocore camshaft cores can be machined to your specification from either 1050 or 4150 alloy steel. Every Indurocore cam is induction hardened in house at Callies. This process is carefully monitored guaranteeing metallurgical consistency. Indurocore cams are available for a wide range of engines.

TITAN
Tool Steel Camshafts

Callies metallurgy and heat treat teams have perfected a revolutionary process that offers unrivaled camshaft durability. Titan Tool Steel Camshafts give you more options for performance enhancing geometry while increasing life expectancy. Fully finished Titan cams are available for a wide range of engines and applications.

Engine Families Presently Supported:
(Cores or Finish Ground)
- Ford Powerstroke
- Cummins B series
- LS Std, 55mm, 60 mm
- SBC all bore spacings
- BBC all bore spacings
- Gen III Hemi
- LS1
- Mopar T/F & T/A, 6 bolt
- Pontiac V8
- Holden V8
- Mopar R block
- Dodge Viper
- Duramax
- Ford 351 / 302
- Ford 429 / 460

ADCOLE camshaft inspection machine
Multiple Landis CNC cam grinders

419.435.2711 • www.callies.com
Energy Manufacturing billet blocks begin life as a 490 pound block of high grade forged 6061 aluminum. Careful attention is given to minimizing distortion causing residual stress throughout every machining operation. Each semi-finished block is thoroughly heat treated to T6 standards.

**LS Standard Features**
- Head bolts - 1/2 x 13 roll threaded
- Head bolts per cylinder - (4) 1/2 x 13, (1) M8 x 1.25 outer lug, (1) opening for 3/8 inch shoe kit
- Lifter bore options - keyed or tie bar
- Lifter location options - standard or relocated
- Cam tunnel options - standard to 60mm diameters
- Cam tunnel location - standard or raised
- Lifter valley drilled and tapped for 1/4 NPT
- Main housing - Std LS - 4 bolt 1/2 x 13 rolled threads + cross bolted
- Main cap locating - 1/4 dowel or pan rail register
- Main oiling - priority
- Starter mount - Standard LS metric or inch
- Pan rail separation - 8.5"
- Deck height - 9.240" to 10.200"
- Exhaust header bolts - 1/2 x 13
- Cylinder bore - 4.125" to 4.165"
- Cylinder sleeve extension above deck - +.005 over deck
- Deck accuracy trueness +/- .001
- Deck accuracy flatness +/- .001
- Cylinder angular accuracy - 1 degree
- Cylinder sleeve type - Power Bore

**Each block is serialized for manufacturing and customer accountability.**

**Main bearing upper housings are back cut for enhanced oil delivery.**

**Lifter valley with threaded drain back holes, lifter valley oil crossovers.**
**BILLET ALUMINUM ENGINE BLOCKS**

**BBC Standard Features:**
- 9.8 - 10.600 deck height
- Custom deck height optional
- 7075 Aluminum or 4140 Steel Main Caps
- ½" head bolts in block / step studs for 7/16" heads
- 7/16" Head Stud Provisions
- Custom head bolt optional
- 9/16" center with ½" splayed outer main bolts
- 2.75 crank journal main bores
- .400 & +.600 raised cam positions
- Standard to 60 mm roller cam bore
- Standard or relocated lifter positions
- 4.500 - 4.600 step sleeve cylinder bore
- True Priority Main Oilig
- Dual lifter cross over oil galleys for improved lifter galley oiling with restrictor provision
- No Weldments

**SBF Standard Features:**
- 9.5 - 9.7 deck height with standard cam location
- 9.8 - 10.2 deck height with raised cam location
- Aluminum AL7075-T6 main caps
- 9/16" center with ½" outer main bolts
- 7075 Aluminum or 4140 Steel Main Caps
- Standard or Raised Camshaft Positions
- High Strength Bearing Bronze Cam Thrust Retention
- Standard or relocated lifter positions
- Standard to 60 mm roller cam bore
- 3 lifter cross over oil galleys
- Priority main oiling
- 4.125 - 4.165 step sleeve cylinder bore
- 55 mm Babbitt to 60 mm Roller Cam Bore Options
- 1/2" Head Stud Provisions
- Standard or Custom Bushed Lifters
- True Priority Main Oilig
- Improved Lifter Galley Cross Over Oilig with Restrictor Provision
- No Weldments
- ½" head bolts / extra head bolts option
- 2.75 crank journal main bores
**BILLET ALUMINUM CYLINDER HEADS**

**LS ProMax 8° Billet cylinder heads** by Energy Manufacturing are machined from 6061T6 aluminum. These heads are robust in design making them ideal for Boosted, Nitrous, and all out competition engines.

**Build Data**
- Available for wet or dry applications
- Chamber volume = 43cc
- Intake valve size = 2.275"
- Exhaust valve size = 1.625"
- Seats installed with 50° angle
- Valve angle, Intake 8°, canted 4°
  - Exhaust 4°, canted 2.5°
- Intake runner volume = 357cc
- 18 head bolt design, will work with standard bolt configuration
- O-ringed intake flanges
- Machined for optional head saver washer inserts
- Turbo friendly, 11/32" guides, bronze intake – steel exhaust

**Big Block Chevy 14.5° Billet cylinder heads** by Energy Manufacturing are track proven in Outlaw Radial competition, record setting reliability and performance.

**Build Data**
- Available in wet or dry configuration
- Chamber volume = 84cc
- Intake valve size = 2.480"
- Exhaust valve size = 1.920"
- Seats installed with 50° angle
- Valve angle, Intake = 14.5°, canted 4°
  - Exhaust = 6°, canted 4°
- Intake runner volume = 410cc
- Traditional (18) BBC head bolt pattern
- O-ringed intake flanges
- Head saver washer inserts
- Turbo friendly, 11/32" guides, bronze intake – steel exhaust

**Ford ProMax 10.5° Billet cylinder heads** by Energy Manufacturing for the SB Ford were originally designed for X275 level competition. These heads utilize standard lifter locations and bolt patterns. They are designed for high boost and nitrous applications.

**Build Data**
- Available for wet or dry applications
- Chamber volume = 43cc
- Intake valve size = 2.275"
- Exhaust valve size = 1.625"
- Seats installed with 50° angle
- Valve angle, Intake = 10.5°, canted 2.5°
  - Exhaust = 3°, canted 5°
- Intake runner volume = 330cc
- 18 head bolt design, will work with std. bolt configuration
- O-ringed intake flanges
- Head saver washer inserts
- Turbo friendly, 11/32" guides, bronze intake – steel exhaust
Billet valve covers for the LS family of engines are available for engine builds where not only good looks, but functionality are important. A number of key features make these covers the industry’s best choice for trouble-free service. Machined from solid billet aluminum stock, these covers will not warp over time from repeated heat cycles and bolt clamping stress. They are available in bright or black anodized finish. Call for information on variations that are not shown and custom order designs.

Easily maintained 1/8 inch O-ring can be quickly replaced in the event of assembly damage or heat exposure induced hardening.

Uniquely machined locating register oil diversion drip rail not only assists in assembly alignment but diverts oil splash below and away from lower mating surfaces between valve covers and cylinder heads.

Radius cut above the upper flange rail provides an additional 7/16 inch of clearance for larger rockers.

For a clean appearing, trouble free installation of breathers, twin -8 ports have been machined into the upper skirt of these covers. Leak proof -12 fill ports are standard. Covers can be special ordered without vent or fill ports.

These mounting frames are made to accommodate GM coils found on GM LS1, LS2, LS7, LS9 engines. They will also work with late model MSD coil packs. Machined from billet aluminum, these coil mounting frames can be purchased in natural bright or black anodized finishes. All mounting kits include two frames and sixteen bolts. These mounting frames easily assemble with 730221D valve covers and 730501 coil covers.

Mounting frames for 1GN-1 Smart type coils are strong yet lightweight. All Smart type coil mounting kits include two frames and sixteen bolts. Smart coil mounting frames integrate smoothly with 730221D valve covers and 730501 coil covers.
**Callies Tungsten Heavy Metal** is machined to ease installation and produce an excellent appearing project. Our heavy metal slugs are centerless ground then precision turned and chamfered to length. The result is unmatched dimensional consistency. A wide range of lengths are available to specifically match the variety of counterweight thickness’ found on Chevy, Ford and Mopar crankshafts. Diameters from .500” up to 1.375” make locating mass exactly where it’s needed much easier. High density 97% tungsten material guarantees each piece of heavy metal will yield the maximum effect.

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Callies also offers precision drill and reamers, ensuring a perfect interference fit for your heavy metal installation.

Many additional custom diameters and lengths are available, we may have exactly what you need.

Callies can simplify your engine builds by providing a comprehensive offering of the highest quality engine components available. We are experts at consolidating builds into a single shipment that will arrive at your shop on time, ready for installation. Below is a partial listing of the world class manufacturers we handle. Let us assist you with expert advice, the latest advancements in technology and additional savings.
## Ultra Rod Technical Information

### Small Block Chevy / Ford / LS - I Beams

<table>
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<tr>
<th>Part #</th>
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### Ultra ENFORCER Series - Heavy I Beams

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### Small Block Chevy / LS / Ford - H Beams

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### Small Block & Big Block Chevy - XD H Beams

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### Big Block Chevy - H Beams

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Notes: Honda Journal I-beams are only available with Multi-Phase 3.5 bolts. Upgrading I-beams to Multi-Phase 3.5 bolts will increase the listed weights by several grams.

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