

SMALL BLOCK CHEVY



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.

Small Block Chevy Ultra Billet UB

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
- Aero efficient Ultra-Shed counterweight profiling is standard
- Aeroshed superfinishing included with all Ultra billets



- All Small Block Chevy Ultra Billet UB crankshafts are produced from TimkenSteel 4330V Material
- Boost crankshafts have more material on the pin arms and taller pin tops



Small Block Chevy Ultra UD - Billet

Available Options

- Stroke range 2.750" - 4.250"
- Standard bore spacing and 4.500" available
- Several rod journal configurations available
- 283, 350, 400 main journals available
- SBC post standard, BBC post optional
- Optional no drill finish balance available upon request
- Eight counterweight design
- Narrowed counterweights to help reduce weight; benefits tremendously from light bobweights

Small Block Chevy Ultra UD - Billet Standard 4.400" bore spacing

Stroke	Main	Pin:	Cammed for Rod Length	Part #
3.335	350	1.888	5.700	SAX-19@-UD
3.500	350	2.000	5.700	SAG-14@-UD
3.750	350	2.000	6.000	SAJ-14@-UD
3.875	400	2.000	6.000	SAM-24@-UD
4.000	400	2.000	6.000	SAO-24@-UD

4.500" Spread Bore

Typically ships standard with BBC Post, please inquire

Stroke	Main	Pin:	Cammed for Rod Length	Part #
3.875	350	1.888	5.850	S4M-19@-UD
3.875	400	2.000	5.850	S4M-24@-UD
4.000	350	2.000	5.850	S4O-14@-UD
4.000	400	2.000	5.850	S4O-24@-UD
4.125	400	2.000	6.000	S4U-24@-UD

Small Block Chevy Ultra UD- Forged

Available Options

- Stroke range 2.600" - 4.250"
- Several rod journal configurations available
- 283, 350, 400 main journals available
- SBC post standard, BBC post optional
- All rod journals lightened and mains gun-drilled
- Six counterweight design
- Full internal balance available upon request
- Narrowed counterweights to help reduce weight; benefits tremendously from light bobweights



Small Block Chevy Ultra UD - Forged

Stroke	Main	Pin:	Cammed for Rod Length	Part #
3.335	350	1.888	5.700	SAX-19A-UD
3.335	350	2.000	5.700	SAX-14A-UD
3.480	350	1.888	5.700	SAF-19A-UD
3.480	350	2.000	5.700	SAF-14A-UD
3.500	350	1.888	5.700	SAG-19A-UD
3.500	350	2.000	5.700	SAG-14A-UD
3.750	350	1.888	6.000	SAJ-19A-UD
3.750	400	2.000	6.000	SAJ-24A-UD
3.800	400	2.000	5.850	SAK-24A-UD
3.800	400	2.000	5.850 BBC Post	SMK-24A-UD
3.875	350	2.000	6.000	SAM-14A-UD
3.875	400	2.000	6.000	SAM-24A-UD
4.000	350	2.000	6.000	SAO-14A-UD
4.000	400	2.000	6.000	SAO-24A-UD
4.000	400	2.000	6.000 BBC Post	SMO-24A-UD

***Only a partial listing of available part numbers listed here. Call our sales team for more.**

SMALL BLOCK CHEVY



Small Block Chevy Magnum

Average weight: 48 lbs.

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



Magnum

Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.335	350	1.888	5.700	SAX19A-MG
3.335	350	2.000	5.700	SAX14A-MG
3.335	350	2.100	5.700	SAX11A-MG
3.400	350	2.000	5.700	SAW14A-MG
3.480	350	1.888	5.700	SAF19A-MG
3.480	350	2.000	5.700	SAF14A-MG
3.480	350	2.100	5.700	SAF11A-MG
3.500	350	2.000	5.700	SAG14A-MG
3.500	350	1.888	5.700	SAG19A-MG
3.500	350	2.100	5.700	SAG11A-MG
3.550	350	2.000	5.700	SAT14A-MG
3.550	350	2.100	5.700	SAT11A-MG
3.625	350	1.888	5.750	SAH19A-MG
3.625	350	2.000	5.750	SAH14A-MG

Magnum

Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.625	350	2.100	5.750	SAH11A-MG
3.750	350	2.100	5.850	SAXJ11A-MG
3.750	350	2.000	5.850	SAJ14A-MG
3.750	350	2.100	5.850	Big Block Post SMJ11A-MG
3.750	400	2.000	5.850	SAJ24A-MG
3.750	400	2.100	5.850	SAJ21A-MG
3.750	400	2.100	5.850	Big Block Post SMJ21A-MG
3.750	350	2.100	6.000	1 pc RMS CAJ11A-MG
3.800	400	2.100	5.850	SAK21A-MG
3.875	350	5.211	5.850	1 pc RMS CAM11A-MG
3.875	350	2.100	6.000	SAM11A-MG
3.875	400	2.100	6.000	SAM21A-MG
4.000	350	2.100	6.000	SAO11A-MG
4.000	400	2.100	6.000	SAO21A-MG



Compstar Small Block Chevy

Average weight for 3.750" Stroke, Balanced to 1750g. = 50 lbs.

Standard Features

- All Rod Journals Lightened
- Heat Treatment = Nitride Case



Compstar SBC

Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.480	350	2.000	5.700	SAF-143-CM
3.480	350	2.100	5.700	SAF-113-CM
3.500	350	2.000	5.700	SAG-143-CM
3.500	350	2.100	5.700	SAG-113-CM
3.750	350	2.100	6.000	SAJ-113-CS
3.750	400	2.100	6.000	SAJ-213-CS

Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.800	350	2.100	6.000	SAK-113-CS
3.800	400	2.100	6.000	SAK-213-CS
3.875	350	2.100	6.000	SAM-113-CS
3.875	400	2.100	6.000	SAM-213-CS
4.000	350	2.100	6.000	SAO-113-CS
4.000	400	2.100	6.000	SAO-213-CS



Compstar Racesaver

Standard Features

- Made for the 305 Racesaver Sprint Car class
- 4340 steel
- Rough balanced or counterweight prepped for 1525 bob weight
- Z100 to 2.100"

Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.480	350	2.100	5.700	SAF-113-CR

SMALL BLOCK CHEVY



Compstar Comet Small Block Chevy

Average weight for 3.750" Stroke, Balanced to 1750g. = 43 lbs

- Gun Drilled Mains
- All Rod Journals Lightened
- Heat Treatment = Nitride Case

Compstar Comet

Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.335	350	2.000	5.700	SAX143-CC
3.480	350	1.888	5.700	SAF193-CC
3.480	350	2.000	5.700	SAF143-CC



Stroke:	Main:	Pin:	Cammed for Rod Length	Part #
3.500	350	2.000	5.700	SAG143-CC
3.750	350	2.000	6.000	SAJ143-CC
3.750	350	2.100	6.000	SAJ113-CC



Small Block Enforcer I-Beam

Length	Journal	Typ. Wt.	Part #
6.000	2.100	703g.	U18235 (XD)
6.200	2.100	707g.	U14245
6.200	2.100	712g.	U14245-CA

Small Block Ultra XD I-Beam

Length	Journal	Typ. Wt.	Part #
5.850	2.100	648g.	U18130

Small Block Ultra I-Beam - Rated for 1,800 HP

Drag Race and 950 HP Circle Track

Length	Journal	Typ. Wt.	Part #
5.700	2.100	645g.	U14125
5.850	2.100	648g.	U14130
5.850	2.000	629g.	U14131
6.000	2.100	659g.	U14135
6.000	2.000	635g.	U14136
6.125	2.100	660g.	U14140
6.125	2.000	640g.	U14141
6.200	2.100	665g.	U14145
6.200	2.000	641g.	U14146
6.250	2.100	668g.	U14150
6.250	2.000	647g.	U14151
5.850	2.100	653g.	U14130-CA
5.700	2.100	650g.	U14125-CA
5.850	2.000	634g.	U14131-CA
5.850	Honda	575g.	U14132-CA

Small Block Ultra I-Beam - continued

Length	Journal	Typ. Wt.	Part #
6.000	2.100	664g.	U14135-CA
6.000	2.000	640g.	U14136-CA
6.000	Honda	588g.	U14137-CA
6.125	2.100	665g.	U14140-CA
6.125	2.000	645g.	U14141-CA
6.125	Honda	590g.	U14142-CA
6.200	2.100	670g.	U14145-CA
6.200	2.000	646g.	U14146-CA
6.250	2.100	673g.	U14150-CA
6.250	2.000	652g.	U14151-CA

Small Block Ultra H-Beam - Rated for 1,400 HP

Drag Race and 750 HP Circle Track

Length	Journal	Typ. Wt.	Part #
6.000	2.100	650g.	U16100
6.000	2.000	628g.	U16101
6.000	Honda	585g.	U16102
6.125	2.100	659g.	U16110
6.200	2.100	663g.	U16120



Peterson Motorsports
Callies Ultra UD Billet Crankshaft and Ultra Rods

SMALL BLOCK CHEVY



Ultra UD Small Block H-Beam - Rated for 1000 HP

Length	Journal	Typ. Wt.	Part #
5.700	Honda	575g.	U16327
5.850	2.000	586g.	U16331
5.850	Honda	578g.	U16332
5.850	2.000	605g.	U16431
6.000	2.000	594g.	U16336
6.000	Honda	585g.	U16337
6.000	Honda	586g.	U16338



All the quality, reliability & workmanship you have relied upon for years from the Compstar line up is taken to the **Xtreme!** Specifically designed for power adder and diesel applications. Strength is added by thickening up the flanges of the H-beam and reducing depth of cut towards the center of the rod.

Compstar Small Block Xtreme

Length	Journal	Pin	Typ. Wt.	Part #
6.000	2.100	.927	645g.	CSA6000DS2A2AX
6.125	2.100	.927	650g.	CSA6125DS2A2AX

Compstar Small Block H-Beam - Rated for 700 HP

Length	Journal	Typ. Wt.	Part #
5.700	2.000	584g.	CSA5700CS2A2AH
5.700	2.100	606g.	CSA5700DS2A2AH
5.850	2.000	587g.	CSA5850CS2A2AH
5.850	2.100	612g.	CSA5850DS2A2AH
6.000	1.888	520g.	CSA6000AS2A0AH
6.000	2.000	593g.	CSA6000CS2A2AH
6.000	2.100	620g.	CSA6000DS2A2AH
6.125	2.000	596g.	CSA6125CS2A2AH
6.125	2.100	617g.	CSA6125DS2A2AH
6.200	2.000	598g.	CSA6200CS2A2AH
6.200	2.100	615g.	CSA6200DS2A2AH
6.250	2.100	619g.	CSA6250DS2A2AH
6.300	2.100	626g.	CSA6300DS2A2AH



TRE Racing Engines
Justin Curry's '68 Camaro
Callies Magnum Billet SB Chevy Crankshaft

* Pistons, Bearings and Cams also available.

SMALL BLOCK CHEVY



Callies Finish Ground Cams

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. They are ADCOLE and Jenoptik 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.



Valve Train Group - VTG is the finish ground series of camshafts manufactured by Callies Performance Products. We offer cams to serve a wide variety of applications for many popular engine platforms.

VTG cams are available in multiple types of aircraft quality materials. Less aggressive profiles fit nicely within our induction hardened 1050 or 4150 materials. 8620 carburized material works well for many racing applications. Tool steel is available for the most extreme applications.

Keeping the valvetrain under control is vital to a successful engine program. Our lobe profiles are designed to produce excellent power without sacrificing durability. They are precision ground in our Landis CNC grinders, with event timing and lobe profile tolerances verified in our Adcole inspection gages. With a long history of superior quality grinding experience, VTG by Callies is the right choice for all of your camshaft needs.

Callies Part #	Solid or Hyd	Duration @ .050		Advertised Duration (@ .020)		Cam Lift		Valve Lift w/1.5 Rocker		LSA + Advance	Lobe Ctr.		Lift @ TDC		Application	Specific Remarks	
		Intake	Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exhaust		Intake	Exhaust	Intake	Exhaust			
100 - SBC Std. Brng.																	
100-001	SR	276	288	307	319	0.470	0.470	0.705	0.705	115 + 1	114	116	0.129	0.145	Nitrous	LS Firing Order	
103 - SBC LW Sprint															<i>Lightweight Sprint / Standard Spacing / 55mm Bearing</i>		
103-003	SR	261	264	292	300	0.430	0.434	0.645	0.651	107 + 0	107	107	0.148	0.165	360 Sprint - Narrow lobes	LS Firing Order	
103-002	SR	261	265	294	304	0.447	0.450	0.671	0.675	107 + 0	107	107	0.144	0.164	360 Sprint - Narrow lobes	LS Firing Order	
103-004	SR	262	265	305	315	0.475	0.478	0.713	0.717	107 + 0	107	107	0.150	0.173	360 Sprint - Narrow lobes	LS Firing Order	
103-001	SR	262	268	294	304	0.430	0.430	0.645	0.645	107 + 0	107	107	0.144	0.164	360 Sprint - Narrow lobes	LS Firing Order	
103-005	SR	268	270	305	315	0.480	0.491	0.720	0.737	105 + 0	105	105	0.150	0.173	360 Sprint - Narrow lobes	LS Firing Order	
104 - SBC LW Sprint															<i>Lightweight Sprint / Styers Spacing / 55mm Bearing</i>		
104-001	SR	268	272	297	302	0.480	0.446	0.720	0.669	111.5 + 3.5	108	115	0.145	0.121	410 Sprint - Narrow lobes	LS Firing Order	
107 - 4.5 SB 50mm															<i>4.500 Spread Bore SBC 50mm Bearing</i>		
107-001	SR	265	277	298	310	0.433	0.438	0.650	0.657	109 + 0	109	109	0.125	0.149		Std. Firing Order	
107 - 4.5 SB 55mm															<i>4.500 Spread Bore SBC 55mm Bearing</i>		
107-005	SR	264	272	292	300	0.484	0.491	0.726	0.737	106.5 + 0	106.5	106.5	0.148	0.165	Dirt Late Model	LS Firing Order	
107-006	SR	266	276	294	304	0.484	0.491	0.726	0.737	108 + 0	108	108	0.144	0.164	Dirt Late Model	LS Firing Order	
107-009	SR	276	286	305	315	0.454	0.454	0.681	0.681	110 + 0	110	110	0.150	0.173		LS Firing Order	