

# MGP

## CONNECTING RODS

C A T A L O G V O L . 2 3





# T A B L E O F C O N T E N T S

ABOUT US .....	4
CONNECTING ROD ANATOMY .....	6
TECHNICAL ADVICE .....	8
ILS INTERLOCKING SERRATIONS .....	10
MGP CUSTOM RODS .....	12
MGP OFF-THE-SHELF RODS <i>CHEVROLET &amp; FORD</i> .....	26
MGP OFF-THE-SHELF RODS <i>IMPORT &amp; HEMI RODS</i> .....	28
SOCIAL .....	30

## A B O U T U S

---

MGP Connecting Rods are excited and passionate about continuing our journey of excellence that began three decades ago by producing the highest quality aluminum connecting rods available in the industry.

MGP is synonymous with the most innovative design technologies and the utilization of the best materials available. Because we have achieved proven innovations that other manufacturers have been forced to adopt, there is no question that MGP continually sets the standard for the industry at a higher level.

Examples of these innovations include but are not limited to our development and production of the ILS (Integrated Locking Serration) system, our micro finished housing bore processing, the integrated washer assembly that is retained by the rod cap.

MGP does not offer feature upgrades because all of our connecting rods are produced at the highest possible standard without charging our customers a higher price for the best product.

When you compare MGP to the competition, there is no competition! There is only one connecting rod that matters and that is MGP!



### MICRO-FINISHING

Micro-finish processing in the small end bore extends the lifespan of the rod. Tolerance of the wrist pin bore is held to .0002 regarding size, roundness, and taper.

### BILLET ALUMINUM

Machined from proprietary billet material providing superior strength and durability.

### PRECISION LIGHTENING

FEA Modeled to reduce weight while increasing strength via precision CNC machining.

### INTEGRATED LOCKING SERRATION

I.L.S. system on the rod cap and rod main body ensures precise alignment and prevents cap walk.  
(See pages 10-11 for more info.)

### WASHER INTEGRATION

Integrated hat washer assembly is retained by connecting rod cap for easy installation.

### PRECISION HONING

Journal bore precision machined holding tolerance of .0002 regarding size, roundness, and taper.





C O N N E C T I N G



R O D



A N A T O M Y



## T E C H N I C A L   A D V I C E

You will notice that our connecting rod design is quite different from other manufacturers due in part to our stress riser free design. Certain precautions must be taken upon receiving your rods to ensure a trouble free service life. Included with every purchase you will receive an instruction sheet that must be followed completely.

The method needed to achieve proper torque and fastener stretch will be identical for all connecting rods manufactured within our facility, regardless of model or fastener size. The torque value will be determined by the size of the fastener head.

Upon receiving your connecting rods, the rods must be completely disassembled, washed and dried before assembly in the engine can occur. It is imperative that the serrations on the rod cap and rod body remain free of oil, dirt and debris. Use extra caution when handling the rod cap and the rod body separately as the serrations

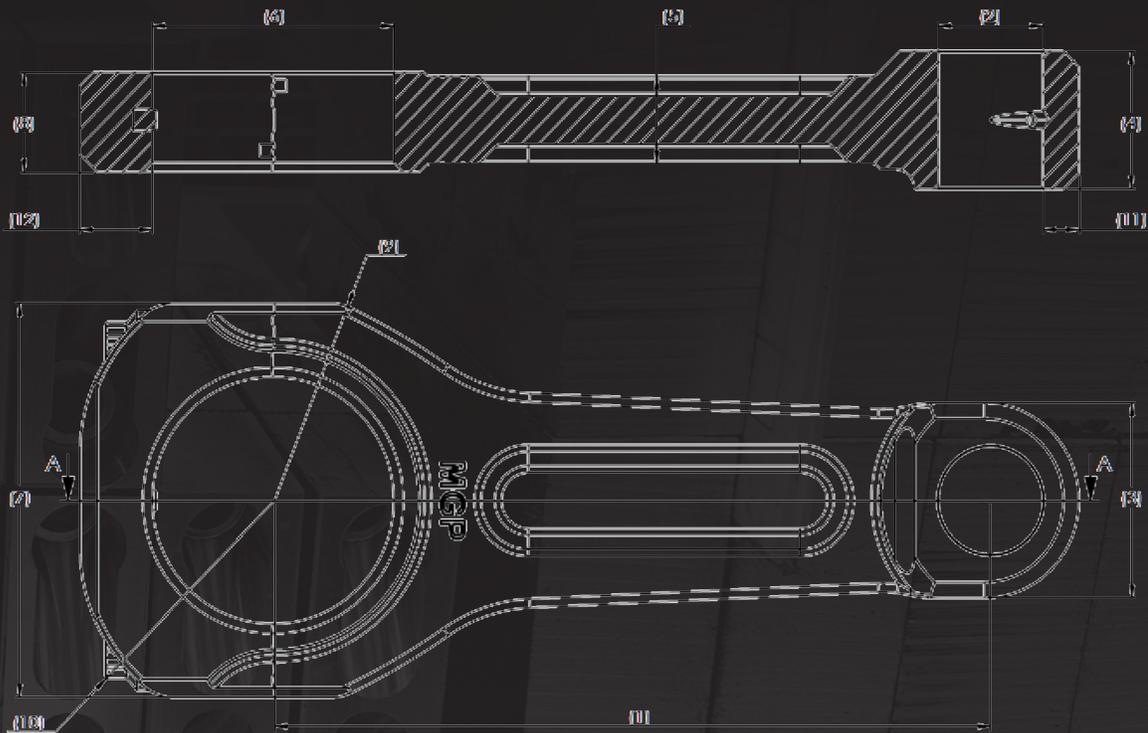
must remain undamaged for proper fitment and assembly. The rod cap and rod body are mated pairs and cannot be interchanged with one another. Once clean and dry and installed in the engine, lubricate the threads and the underhead of each rod bolt with 50W motor oil (brand does not matter as long as it is 50W) and tighten until the head of each fastener just contacts the hat washer in the cap. Slowly and steadily torque each fastener once to the torque values provided with each order. **DO NOT STEP TORQUE** the rod bolts. Use of the step torque method and the use of lubricants other than 50W motor oil will result in the improper stretch of the fasteners. The use of a stretch gauge can be used to verify proper rod bolt stretch, but is not necessary for proper installation.

Do not leave the fasteners torqued for a period greater than 6 months if the connecting rods will be sitting in a box on a shelf or installed in an engine if the engine is going to sit without use.

It is good practice to remove all torque and therefore tension and load from the fasteners to avoid housing bore distortion and to avoid over stretching the fasteners beyond yield strength.

Per our recommendation, the vertical bearing clearance (oil clearance) for our connecting rods should be 0.0030"-0.0035". The side clearance between connecting rods sharing a rod journal should be

a minimum of 0.0150" and no more than 0.0200". Our recommendation for wrist pin oil clearance is 0.0012" for most applications, however we can accommodate any preference within reason. We have seen no advantage to increasing or decreasing clearances beyond recommendations. If we may be of assistance in answering any questions, please do not hesitate to contact us.

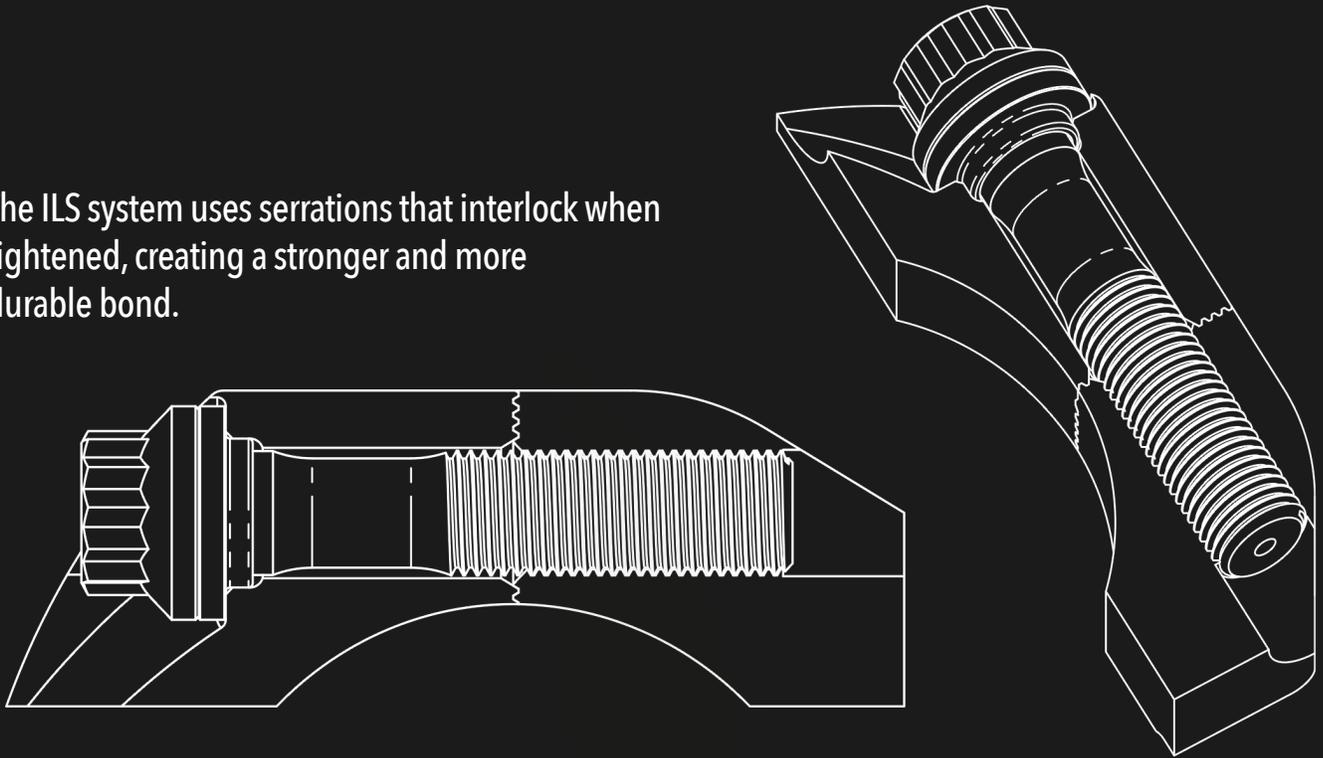


# I N T E G R A T E D   L O C K I N G S E R R A T I O N   ( I L S )

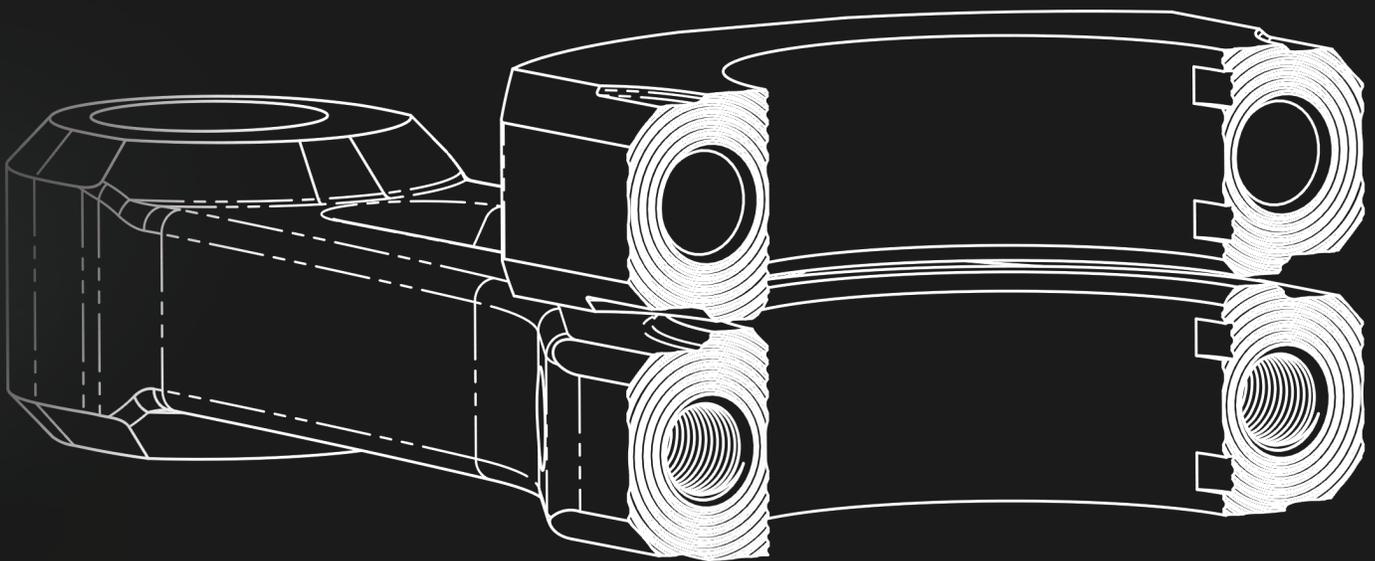
MGP Connecting Rods are known for their innovative design technologies and the use of the best materials available. One of their features is the Integrated Locking Serration (ILS) system, which is a unique way of securing the rod cap to the rod body. The ILS system uses a series of serrations that interlock when the cap is tightened, creating a stronger and more durable bond between the cap and the rod. The ILS system also improves the alignment and concentricity of the housing bore, which enhances the performance and longevity of the connecting rods. MGP Connecting Rods are the best choice for high-performance engines that demand reliability and quality.



The ILS system uses serrations that interlock when tightened, creating a stronger and more durable bond.



The ILS system also improves the alignment and concentricity of the housing bore, which enhances performance and longevity.





## MGP 1400 SERIES ROD

SBC, N/A, Comp elim, Sportsman, Bracket

**HP RANGE:** 600-1500  
**BEAM WIDTH:** 0.750  
**BIG END WIDTH:** 3.430  
**POCKET DEPTH:** 0.275  
**BOLT SPACING:** 2.665  
**OFFSET LIMIT:** 0.095  
**HOUSING BORES:** 2.125  
**WRIST PINS:** 0.866-0.990  
**STRAP THICKNESS:** 0.265  
**BOLT DIAMETER:** 0.3750

## MGP 1480 SERIES ROD

SBC, N/A, Comp elim, Sportsman, Bracket

**HP RANGE:** 600-1500  
**BEAM WIDTH:** 0.800  
**BIG END WIDTH:** 3.430  
**POCKET DEPTH:** 0.275  
**BOLT SPACING:** 2.665  
**OFFSET LIMIT:** 0.070  
**HOUSING BORES:** 2.125  
**WRIST PINS:** 0.866-0.990  
**STRAP THICKNESS:** 0.265  
**BOLT DIAMETER:** 0.3750





M G P  
C U S T O M  
R O D S

## MGP 1500 SERIES ROD

SBC, N/A, Comp elim, Sportsman, Bracket

**HP RANGE:** 600-1400  
**BEAM WIDTH:** 0.750  
**BIG END WIDTH:** 3.330  
**POCKET DEPTH:** 0.275  
**BOLT SPACING:** 2.565  
**OFFSET LIMIT:** 0.095  
**HOUSING BORES:** 2.015  
**WRIST PINS:** 0.866-0.990  
**STRAP THICKNESS:** 0.265  
**BOLT DIAMETER:** 0.3750



## MGP 1550 SERIES ROD

SBC, N/A, Comp elim, Sportsman, Bracket

**HP RANGE:** 600-1400  
**BEAM WIDTH:** 0.750  
**BIG END WIDTH:** 3.330  
**POCKET DEPTH:** 0.275  
**BOLT SPACING:** 2.565  
**OFFSET LIMIT:** 0.095  
**HOUSING BORES:** 1.976  
**WRIST PINS:** 0.866-0.990  
**STRAP THICKNESS:** 0.265  
**BOLT DIAMETER:** 0.3750



M G P  
C U S T O M  
R O D S  
C O N T .



## MGP 1600 SERIES ROD

SBC, N/A, Comp elim, Sportsman, Bracket

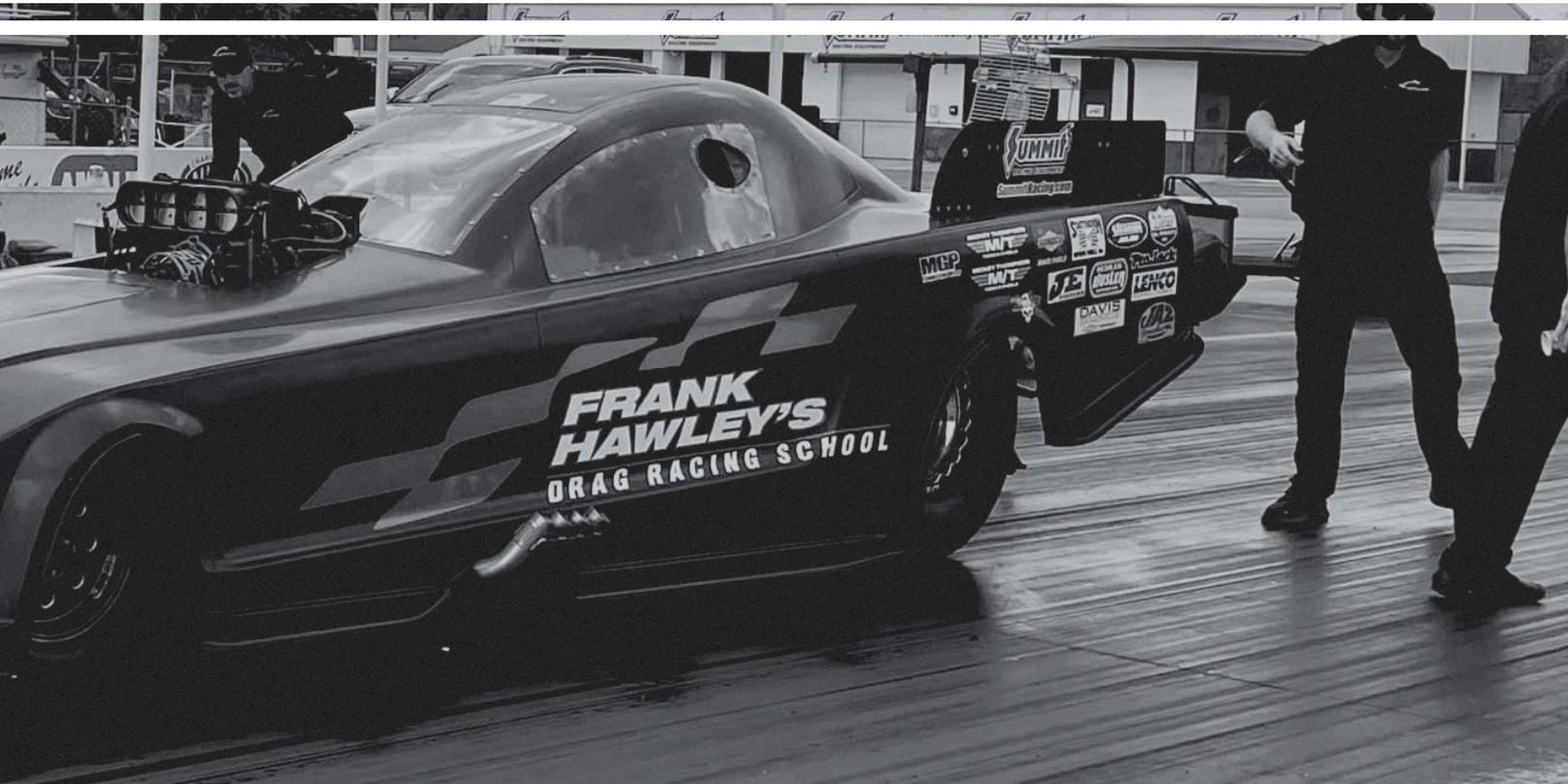
**HP RANGE:** 600-1400  
**BEAM WIDTH:** 0.750  
**BIG END WIDTH:** 3.430  
**POCKET DEPTH:** 0.275  
**BOLT SPACING:** 2.665  
**OFFSET LIMIT:** 0.095  
**HOUSING BORES:** 2.125  
**WRIST PINS:** 0.866-0.990  
**STRAP THICKNESS:** 0.265  
**BOLT DIAMETER:** 0.3750

## MGP 1700 SERIES ROD

SBC, N/A, Comp elim, Sportsman, Bracket

**HP RANGE:** 600-1400  
**BEAM WIDTH:** 0.750  
**BIG END WIDTH:** 3.205  
**POCKET DEPTH:** 0.275  
**BOLT SPACING:** 2.440  
**OFFSET LIMIT:** 0.170  
**HOUSING BORES:** 1.890  
**WRIST PINS:** 0.866-0.990  
**STRAP THICKNESS:** 0.265  
**BOLT DIAMETER:** 0.3750





## MGP 1780 SERIES ROD

SBC, Comp elim, Sportsman, Bracket

**HP RANGE:** 600-1400  
**BEAM WIDTH:** 0.800  
**BIG END WIDTH:** 3.430  
**POCKET DEPTH:** 0.200  
**BOLT SPACING:** 2.565  
**OFFSET LIMIT:** 0.070  
**HOUSING BORES:** 2.015  
**WRIST PINS:** 0.866-0.990  
**STRAP THICKNESS:** 0.265  
**BOLT DIAMETER:** 0.3750



## MGP 7000 SERIES ROD

SBC, Comp elim, Sportsman, Bracket

**HP RANGE:** 600-1600  
**BEAM WIDTH:** 0.800  
**BIG END WIDTH:** 3.630  
**POCKET DEPTH:** 0.275  
**BOLT SPACING:** 2.865  
**OFFSET LIMIT:** 0.095  
**HOUSING BORES:** 2.125-2.325  
**WRIST PINS:** 0.866-0.990  
**STRAP THICKNESS:** 0.265  
**BOLT DIAMETER:** 0.3750





## MGP 5000 SERIES ROD

N/A, BBC, BBF, Sportsman, Comp, etc.

- HP RANGE:** 500-1100
- BEAM WIDTH:** 0.890
- BIG END WIDTH:** 3.800
- POCKET DEPTH:** 0.300
- BOLT SPACING:** 2.960
- OFFSET LIMIT:** 0.075
- HOUSING BORES:** 2.125-2.325
- WRIST PINS:** 0.905-0.990
- STRAP THICKNESS:** 0.300
- BOLT DIAMETER:** 0.4375

## MGP 6000 SERIES ROD

N/A, BBC, BBF Sportsman, Comp, etc.

- HP RANGE:** 500-1300
- BEAM WIDTH:** 0.890
- BIG END WIDTH:** 3.800
- POCKET DEPTH:** 0.300
- BOLT SPACING:** 2.960
- OFFSET LIMIT:** 0.075
- HOUSING BORES:** 2.125-2.325
- WRIST PINS:** .0.905-1.031
- STRAP THICKNESS:** 0.300
- BOLT DIAMETER:** 0.4375





M G P  
C U S T O M  
R O D S  
C O N T .

## MGP 6100 SERIES ROD

BBC, BBF, Top sportsman/Dragster, Moderate boost/Nitrous (0.940 - Max effort)

**HP RANGE:** 500-1500/2000

**BEAM WIDTH:** 0.890/0.940

**BIG END WIDTH:** 3.800

**POCKET DEPTH:** 0.200

**BOLT SPACING:** 2.960

**OFFSET LIMIT:** 0.075

**HOUSING BORES:** 2.125-2.325

**WRIST PINS:** 0.905-1.031

**STRAP THICKNESS:** 0.300

**BOLT DIAMETER:** 0.4375



## MGP 6200 SERIES ROD

BBC, BBF, Pro Mod, Top sportsman/Dragster, Truck/Tractor pull, Moderate boost/Nitrous (0.940 - Max effort)

**HP RANGE:** 500-1800/3200

**BEAM WIDTH:** 0.890/0.940

**BIG END WIDTH:** 3.800

**POCKET DEPTH:** 0.200

**BOLT SPACING:** 2.960

**OFFSET LIMIT:** 0.075

**HOUSING BORES:** 2.125-2.325

**WRIST PINS:** 0.905-1.094

**STRAP THICKNESS:** 0.350

**BOLT DIAMETER:** 0.4375



**M G P**  
**C U S T O M**  
**R O D S**  
**C O N T .**

## MGP 6300 SERIES ROD

TB48, High boost, UAE, Sand, Hill

**HP RANGE:** 500-2500  
**BEAM WIDTH:** 0.890  
**BIG END WIDTH:** 3.800  
**POCKET DEPTH:** 0.000  
**BOLT SPACING:** 2.960  
**OFFSET LIMIT:** 0.261  
**HOUSING BORES:** 2.361  
**WRIST PINS:** .0.905  
**STRAP THICKNESS:** 0.350  
**BOLT DIAMETER:** 0.4375



## MGP 6500 SERIES ROD

BBC.BBF, Pro Mod, Top sportsman/ Dragster, Truck/Tractor pull, Moderate boost/Nitrous (0.940 beam - Max effort)

**HP RANGE:** 500-1800/3200  
**BEAM WIDTH:** 0.890/0.940  
**BIG END WIDTH:** 3.800  
**POCKET DEPTH:** 0.200  
**BOLT SPACING:** 2.960  
**OFFSET LIMIT:** 0.075  
**HOUSING BORES:** 2.125-2.325  
**WRIST PINS:** .0.095-1.094  
**STRAP THICKNESS:** 0.350  
**BOLT DIAMETER:** 0.4375





## MGP 3000 SERIES ROD

HEMI® Pro Mod, Tractor Pull, Alcohol classes,  
Nostalgia Funny car, Top Fuel Harley

**HP RANGE:** 1000-5000  
**BEAM WIDTH:** 0.890  
**BIG END WIDTH:** 4.000  
**POCKET DEPTH:** 0.200  
**BOLT SPACING:** 3.140  
**OFFSET LIMIT:** 0.075  
**HOUSING BORES:** 2.500  
**WRIST PINS:** 0.990-1.156  
**STRAP THICKNESS:** 0.380  
**BOLT DIAMETER:** 0.4375



## MGP 3100 SERIES ROD

HEMI® Pro Mod, Tractor Pull, Alcohol classes,  
Nostalgia Funny car

**HP RANGE:** 1000-4000  
**BEAM WIDTH:** 0.890  
**BIG END WIDTH:** 4.000  
**POCKET DEPTH:** 0.300  
**BOLT SPACING:** 3.140  
**OFFSET LIMIT:** 0.075  
**HOUSING BORES:** 2.500  
**WRIST PINS:** 0.990-1.156  
**STRAP THICKNESS:** 0.380  
**BOLT DIAMETER:** 0.4375





## MGP 3200 SERIES ROD

HEMI® Pro Mod, Tractor Pull, Alcohol classes, Nostalgia Funny car

**HP RANGE:** 1000-3500/4500

**BEAM WIDTH:** 0.890/0.940

**BIG END WIDTH:** 3.900

**POCKET DEPTH:** 0.200

**BOLT SPACING:** 3.040

**OFFSET LIMIT:** 0.095

**HOUSING BORES:** 2.325

**WRIST PINS:** .0.990-1.156

**STRAP THICKNESS:** 0.380

**BOLT DIAMETER:** 0.4375

## MGP 3300 SERIES ROD

HEMI® Pro Mod, Tractor Pull, Alcohol classes, Nostalgia Funny car

**HP RANGE:** 1000-3500/4000

**BEAM WIDTH:** 0.890/0.940

**BIG END WIDTH:** 3.900

**POCKET DEPTH:** 0.300

**BOLT SPACING:** 3.040

**OFFSET LIMIT:** 0.095

**HOUSING BORES:** 2.325

**WRIST PINS:** .990-1.094

**STRAP THICKNESS:** 0.380

**BOLT DIAMETER:** 0.4375





M G P  
C U S T O M  
R O D S  
C O N T .

## MGP 1950 SERIES ROD

Pro stock, Comp

**HP RANGE:** 500-1550  
**BEAM WIDTH:** 0.850  
**BIG END WIDTH:** 3.330  
**POCKET DEPTH:** 0.300  
**BOLT SPACING:** 2.565  
**OFFSET LIMIT:** 0.095  
**HOUSING BORES:** 2.015  
**WRIST PINS:** 0.866-1.031  
**STRAP THICKNESS:** 0.275  
**BOLT DIAMETER:** 0.3750



## MGP 1955 SERIES ROD

Pro stock, Comp

**HP RANGE:** 500-1550  
**BEAM WIDTH:** 0.850  
**BIG END WIDTH:** 3.330  
**POCKET DEPTH:** 0.300  
**BOLT SPACING:** 2.565  
**OFFSET LIMIT:** 0.095  
**HOUSING BORES:** 2.008  
**WRIST PINS:** 0.866-1.031  
**STRAP THICKNESS:** 0.275  
**BOLT DIAMETER:** 0.3750



M G P  
C U S T O M  
R O D S  
C O N T .

## MGP 1960 SERIES ROD

Pro stock, Comp

**HP RANGE:** 500-1550  
**BEAM WIDTH:** 0.850  
**BIG END WIDTH:** 3.330  
**POCKET DEPTH:** 0.300  
**BOLT SPACING:** 2.565  
**OFFSET LIMIT:** 0.095  
**HOUSING BORES:** 2.015  
**WRIST PINS:** 0.866-1.031  
**STRAP THICKNESS:** 0.275  
**BOLT DIAMETER:** 0.3750

## MGP 2000 SERIES ROD

Pro mod bike

**HP RANGE:** 500-1700  
**BEAM WIDTH:** 0.830  
**BIG END WIDTH:** 3.430  
**POCKET DEPTH:** 0.300  
**BOLT SPACING:** 2.665  
**OFFSET LIMIT:** 0.070  
**HOUSING BORES:** 2.015  
**WRIST PINS:** 0.927-0.990  
**STRAP THICKNESS:** 0.325  
**BOLT DIAMETER:** 0.4375





## MGP 2100 SERIES ROD

Lightweight, Large Journal SBC, 7/16 bolt

**HP RANGE:** 500-1700  
**BEAM WIDTH:** 0.830  
**BIG END WIDTH:** 3.630  
**POCKET DEPTH:** 0.300  
**BOLT SPACING:** 2.825  
**OFFSET LIMIT:** 0.070  
**HOUSING BORES:** 2.225  
**WRIST PINS:** 0.927-0.990  
**STRAP THICKNESS:** 0.265  
**BOLT DIAMETER:** 0.4375

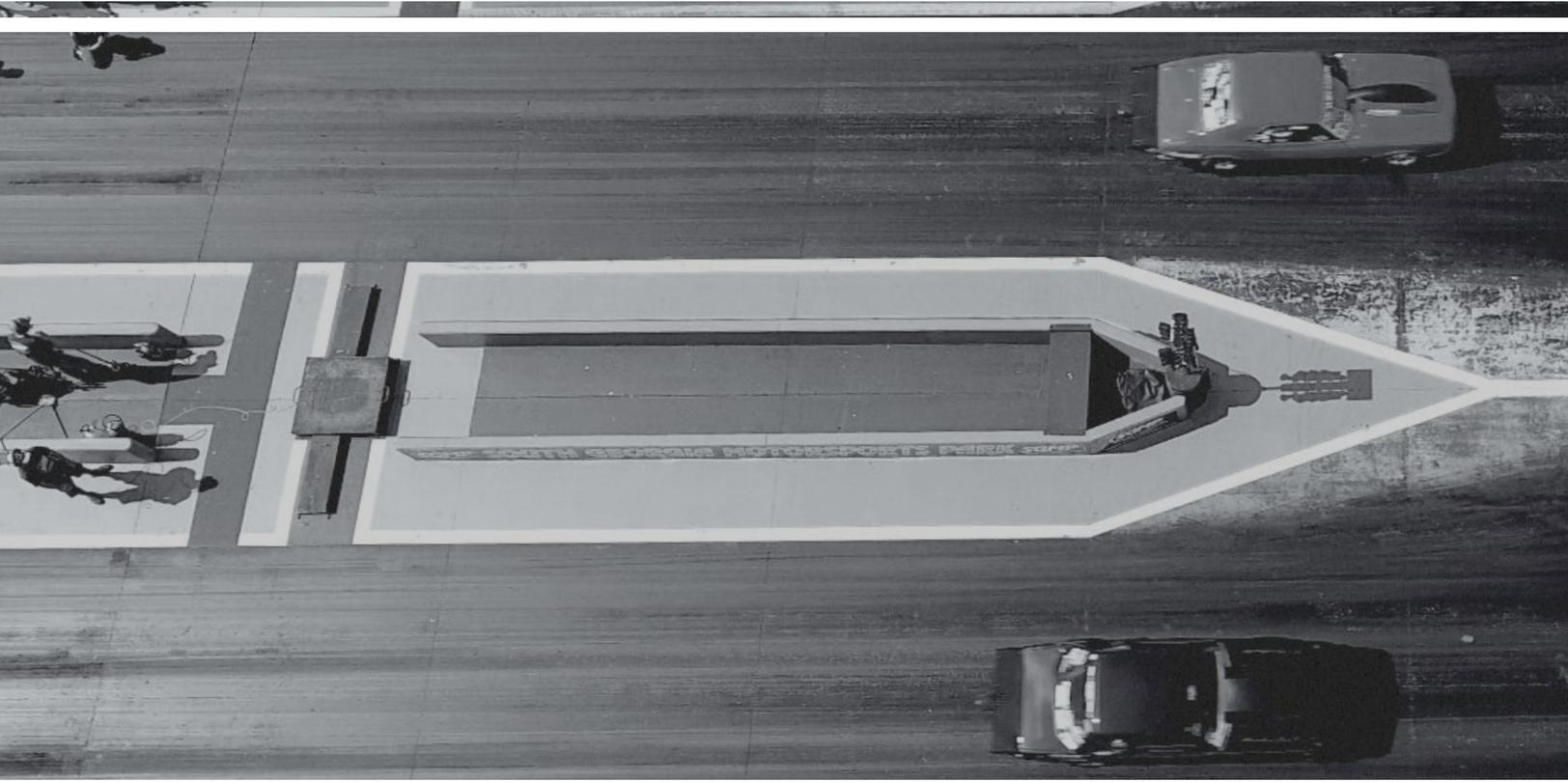


## MGP 2380 SERIES ROD

Lightweight, Large Journal SBC, 7/16 bolt

**HP RANGE:** 500-1700  
**BEAM WIDTH:** 0.830  
**BIG END WIDTH:** 3.530  
**POCKET DEPTH:** 0.200  
**BOLT SPACING:** 2.765  
**OFFSET LIMIT:** 0.070  
**HOUSING BORES:** 2.125  
**WRIST PINS:** 0.927-0.990  
**STRAP THICKNESS:** 0.275  
**BOLT DIAMETER:** 0.4375





## MGP 2480 SERIES ROD

Pro stock bike, SBC

**HP RANGE:** 500-1700  
**BEAM WIDTH:** 0.830  
**BIG END WIDTH:** 3.530  
**POCKET DEPTH:** 0.300  
**BOLT SPACING:** 2.765  
**OFFSET LIMIT:** 0.070  
**HOUSING BORES:** 2.125  
**WRIST PINS:** 0.927-0.990  
**STRAP THICKNESS:** 0.275  
**BOLT DIAMETER:** 0.4375

## MGP 2500 SERIES ROD

LS rod, Any effort, SBC

**HP RANGE:** 500-4000  
**BEAM WIDTH:** 0.800/0.890  
**BIG END WIDTH:** 3.630  
**POCKET DEPTH:** 0.200  
**BOLT SPACING:** 2.825  
**OFFSET LIMIT:** 0.065  
**HOUSING BORES:** 2.125/2.225  
**WRIST PINS:** 0.927-1.031  
**STRAP THICKNESS:** 0.265  
**BOLT DIAMETER:** 0.3750

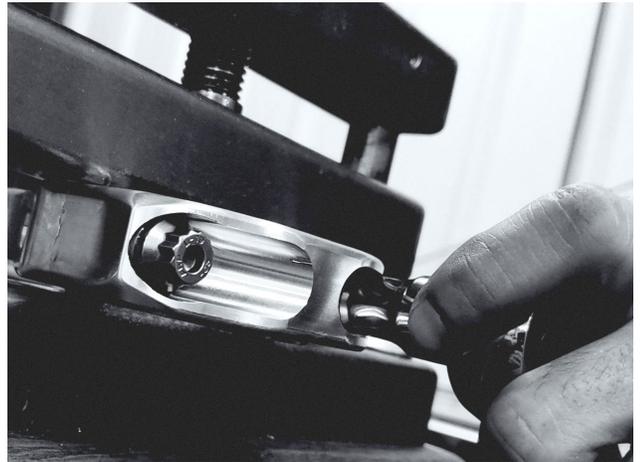


M G P  
C U S T O M  
R O D S  
C O N T .

## MGP 4000 SERIES ROD

NHRA Top Fuel

**HP RANGE:** 10,000+  
**BEAM WIDTH:** 0.930  
**BIG END WIDTH:** 4.090  
**POCKET DEPTH:** 0.000  
**BOLT SPACING:** 3.140  
**OFFSET LIMIT:** 0.020  
**HOUSING BORES:** 2.500  
**WRIST PINS:** 1.156  
**STRAP THICKNESS:** 0.450  
**BOLT DIAMETER:** 0.4375



# OFF-THE-SHELF

## MGP CHEVROLET RODS

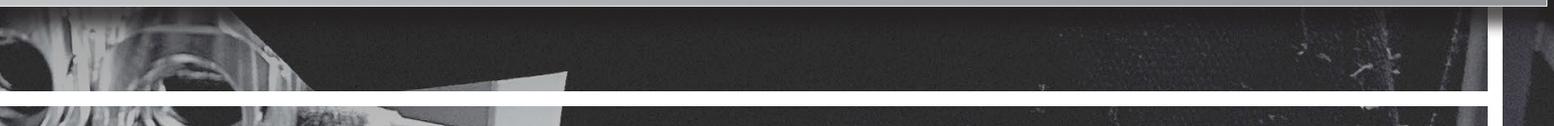
ITEM NUMBER	ENGINE MAKE	PRODUCT LINE DESC. (SHORT)	CENTER TO CENTER LENGTH	BIG END BORE	BIG END WIDTH	SMALL END BORE
MGP-LS-6125	Chevrolet	LS/LT	6.125	2.225	0.940	0.927
MGP-LS-6220	Chevrolet	LS/LT	6.220	2.225	0.940	0.927
MGP-LS-6125-990	Chevrolet	LS/LT	6.125	2.225	0.940	0.990
MGP-LS-6220-990	Chevrolet	LS/LT	6.220	2.225	0.940	0.990
MGP-LS-6350-990	Chevrolet	LS/LT	6.350	2.225	0.940	0.990
MGP-SBC-5850	Chevrolet	SBC	5.850	2.225	0.940	0.927
MGP-SBC-6000	Chevrolet	SBC	6.000	2.225	0.940	0.927
MGP-BBC-6385	Chevrolet	BBC	6.385	2.325	0.990	0.990
MGP-BBC-6535	Chevrolet	BBC	6.535	2.325	0.990	0.990
MGP-BBC-6635	Chevrolet	BBC	6.635	2.325	0.990	0.990
MGP-BBC-6650	Chevrolet	BBC	6.650	2.325	0.990	0.990
MGP-BBC-6700	Chevrolet	BBC	6.700	2.325	0.990	0.990
MGP-BBC-6800	Chevrolet	BBC	6.800	2.325	0.990	0.990

## MGP FORD RODS

ITEM NUMBER	ENGINE MAKE	PRODUCT LINE DESC. (SHORT)	CENTER TO CENTER LENGTH	BIG END BORE	BIG END WIDTH	SMALL END BORE
MGP-MOD-5930	Ford Modular	Coyote	5.930	2.239	0.940	0.866
MGP-SBF-5400	Ford	302	5.400	2.225	0.831	0.927
MGP-SBF-6125	Ford	351	6.125	2.225	0.940	0.927
MGP-SBF-6200	Ford	351	6.200	2.225	0.940	0.927
MGP-SBF-6200-990	Ford	351	6.200	2.225	0.940	0.9900
MGP-SBF-6250	Ford	351	6.250	2.225	0.940	0.927
MGP-SBF-6250-990	Ford	351	6.250	2.225	0.940	0.990



	SMALL END WIDTH	SMALL END STRAP THICKNESS	BOLT DIAMETER	BOLT MATERIAL	UPC#	UOM
	1.050	0.265	7/16	ARP L-19	193564426697	8
	1.050	0.265	7/16	ARP L-19	193564442536	8
	1.150	0.265	7/16	ARP L-19	193564442529	8
	1.150	0.265	7/16	ARP L-19	193564513618	8
	1.150	0.265	7/16	ARP L-19	193564513601	8
	1.050	0.265	7/16	ARP L-19	193564426710	8
	1.050	0.265	7/16	ARP L-19	193564426727	8
	1.150	0.300	7/16	ARP L-19	193564426635	8
	1.150	0.300	7/16	ARP L-19	193564426642	8
	1.150	0.300	7/16	ARP L-19	193564426659	8
	1.150	0.300	7/16	ARP L-19	193564513519	8
	1.150	0.300	7/16	ARP L-19	193564426666	8
	1.150	0.300	7/16	ARP L-19	193564513625	8



	SMALL END WIDTH	SMALL END STRAP THICKNESS	BOLT DIAMETER	BOLT MATERIAL	UPC#	UOM
	1.025	0.285	3/8	ARP L-19	193564426703	8
	1.050	0.265	3/8	ARP L-19	193564426734	8
	1.050	0.265	7/16	ARP L-19	193564426741	8
	1.050	0.265	7/16	ARP L-19	193564426758	8
	1.150	0.265	7/16	ARP L-19	193564513632	8
	1.050	0.265	7/16	ARP L-19	193564426765	8
	1.150	0.265	7/16	ARP L-19	193564513649	8



# OFF-THE-SHELF

## MGP IMPORT RODS

ITEM NUMBER	ENGINE MAKE	PRODUCT LINE DESC. (SHORT)	CENTER TO CENTER LENGTH	BIG END BORE	BIG END WIDTH	SMALL END BORE
* MGP-VR38-6490	Nissan	VR38DETT	6.490	2.325	0.890	0.905
MGP-2JZ-5580	Toyota	2JZGTE	5.580	2.166	1.025	0.866
MGP-2JZ-5580-1888	Toyota	2JZGTE	5.580	2.015	1.025	0.866
MGP-B18-5384 <i>Bearing Compatibility: 4B1946HD</i>	Honda	B18A/B	5.384	1.890	0.932	0.866
MGP-B18-5384-21 <i>Bearing Compatibility: 4B1946HD</i>	Honda	B18A/B	5.384	1.890	0.932	0.827
* MGP-K20-5462	Honda	K20A	5.462	2.009	0.776	0.866
* MGP-K24-5974	Honda	K24	5.974	2.009	0.776	0.866
* MGP-4G63-5895	Mitsubishi	4G63 Gen 2	5.895	1.890	1.038	0.866
* MGP-4G63-6130	Mitsubishi	4G63 Gen 2	6.130	1.890	1.038	0.866
* MGP-4B11-5650 <i>Bearing Compatibility: 4B1236HX-STD</i>	Mitsubishi	4B11	5.650	2.165	0.860	0.905

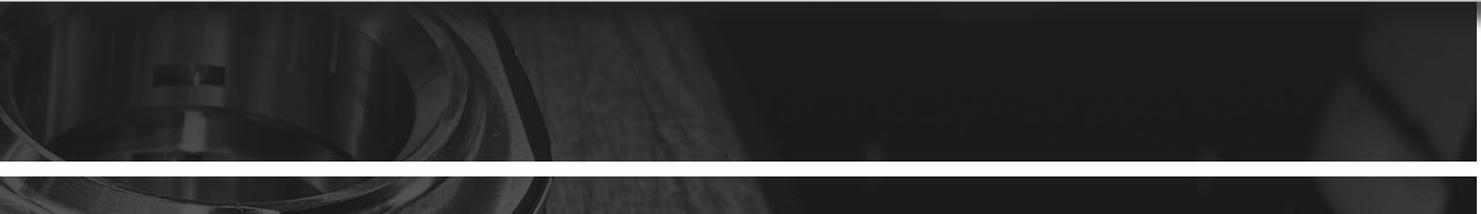
\* CURRENTLY IN DEVELOPMENT

## MGP HEMI® RODS

ITEM NUMBER	ENGINE MAKE	PRODUCT LINE DESC. (SHORT)	CENTER TO CENTER LENGTH	BIG END BORE	BIG END WIDTH	SMALL END BORE
MGP-HEMI-6700	AJPE/BAE HEMI®	Alcohol HEMI®	6.700	2.500	1.000	1.094
MGP-HEMI-6775	AJPE/BAE HEMI®	Alcohol HEMI®	6.775	2.500	1.000	1.094
MGP-HEMI-6785	AJPE/BAE HEMI®	Alcohol HEMI®	6.785	2.500	1.000	1.094
MGP-HEMI-6800	AJPE/BAE HEMI®	Alcohol HEMI®	6.800	2.500	1.000	1.094
MGP-HEMI-6900	AJPE/BAE HEMI®	Alcohol HEMI®	6.900	2.500	1.000	1.094
MGP-HEMI-7050	AJPE/BAE HEMI®	Alcohol HEMI®	7.050	2.500	1.000	1.094
MGP-HEMI-7100	AJPE/BAE HEMI®	Alcohol HEMI®	7.100	2.500	1.000	1.094
MGP-HEMI-7125	AJPE/BAE HEMI®	Alcohol HEMI®	7.125	2.500	1.000	1.094



	SMALL END WIDTH	SMALL END STRAP THICKNESS	BOLT DIAMETER	BOLT MATERIAL	UPC#	UOM
	1.050	0.300	3/8	ARP L-19	193564426772	6
	1.080	0.300	3/8	ARP L-19	193564426574	6
	1.080	0.300	3/8	ARP L-19	193564426581	6
	1.025	0.300	3/8	ARP L-19	193564426611	4
	1.025	0.320	3/8	ARP L-19	193564426628	4
	1.025	0.300	3/8	ARP L-19	193564426673	4
	1.025	0.300	3/8	ARP L-19	193564426680	4
	1.025	0.300	3/8	ARP L-19	193564426598	4
	1.025	0.300	3/8	ARP L-19	193564426604	4
	1.025	0.280	3/8	ARP L-19	193564513656	4



	SMALL END WIDTH	SMALL END STRAP THICKNESS	BOLT DIAMETER	BOLT MATERIAL	UPC#	UOM
	1.400	0.380	7/16	ARP +625	193564513533	8
	1.400	0.380	7/16	ARP +625	193564513663	8
	1.400	0.380	7/16	ARP +625	193564513540	8
	1.400	0.380	7/16	ARP +625	193564513557	8
	1.400	0.380	7/16	ARP +625	193564513564	8
	1.400	0.380	7/16	ARP +625	193564513571	8
	1.400	0.380	7/16	ARP +625	193564513588	8
	1.400	0.380	7/16	ARP +625	193564513595	8



## S O C I A L

MGP Connecting Rods is on Facebook! Follow us to see our latest products, news and tips for your engine. You can also share your own builds and feedback with other MGP fans. Join our community and connect with the best rods in the business!





# Custom Aluminum Rod Order Form

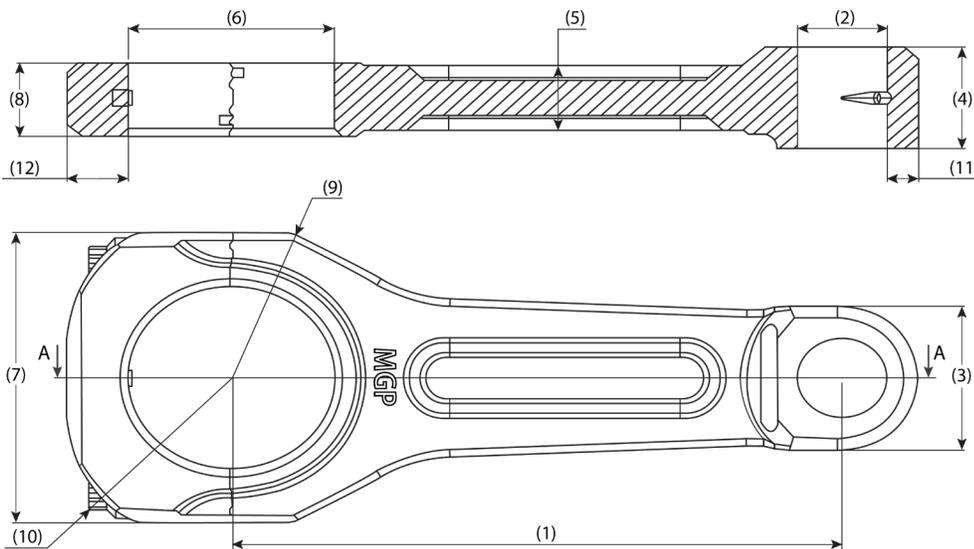
\* Fields in Red Are Required

Customer Information			
Customer Name *		Purchase Order *	
Customer Phone *		Sales Person	
Customer Email *		Order Date	
Order Quantity *		Requested Due Date	

Engine & Application Specs			
(1) Center to Center *		(6) Big End Housing Bore *	
(2) Small End Bore *		(7) Overall BE Width	
Rod/Hard Bore Pin Fit		(8) Big End Width *	
(3) Overall SE Width *		(10) Crank Pin Diameter *	
(4) Small End Width *		(11) SE Strap Thickness *	
(5) Beam Width *		Big End Offset *	

Custom Billet Rod Specs			
Engine Base *		Max RPM *	
Application *		Max Nitrous HP *	
Min. Bore Size		Max Boost PSI *	
		Max Horsepower *	

Special Rod Features			
Small End Taper		Counterweight Cut	
Pocket Delete		Bolt Size *	
Cam Cut Clearance *		Bolt Material *	



Special Notes

PHONE: (719) 219-3107  
EMAIL: SALES@MGPCONNECTINGRODS.COM

# MGP

**CONNECTING RODS**



(719) 219-3107

1960 SWARTHMORE AVENUE,  
LAKEWOOD, NJ 08701

[MGPCONNECTINGRODS.COM](http://MGPCONNECTINGRODS.COM)

COPYRIGHT © 2023 MGP ALL RIGHTS RESERVED.

[MGPCONNECTINGRODS.COM](http://MGPCONNECTINGRODS.COM) • 719.219.3107



[WWW.RACEWINNINGBRANDS.COM](http://WWW.RACEWINNINGBRANDS.COM)