

# Italian Racing Product



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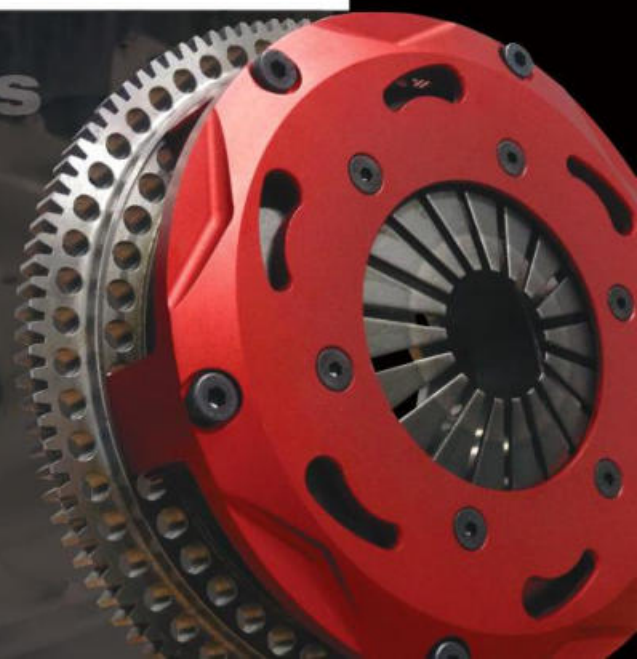
## CONRODS & CLUTCHES

*Project and Realization*

*Preparation and Devotion*

*Development and Innovation*

*Ideas and Future*





**TWO-PIECE FORGING  
FOR GREAT STRENGTH**



**WEIGHT REDUCTION IN THE  
AREA WHERE THE MASSES ARE  
SUBJECT TO TRANSLATION**



**ITALIANRP  
LASER MARK**

**CAROBRONZE CuSn8P  
BUSHING WITH RADIAL  
GROOVE**



**L'Italian Racing Product**, nota in tutto il mondo come ItalianRP, è un'azienda produttrice di parti per auto da corsa. In particolar modo progetta, con un team di ingegneri qualificati, e realizza, con altrettanti tecnici operanti nel settore da diversi anni, componenti speciali come bielle in acciaio, frizioni in Ergal e volani.

La produzione dell'ItalianRP corre su tre binari, che sono quello dell'ideazione, della progettazione e realizzazione. Tutto viene fatto nella nostra sede con controllo qualità su ogni singolo pezzo, non a campione, e riuscendo a rifornirsi dei migliori materiali.

Gli elevati standard qualitativi che rispettiamo nei processi produttivi sono la base del successo della nostra azienda.

L'attenzione che poniamo in tutte le fasi della costruzione è un serio impegno verso i nostri clienti: crediamo che la cura con cui sono effettuati i controlli sui nostri prodotti non generi valore solo per noi, ma anche (e soprattutto) per chi sceglie i nostri prodotti, garantiti al 100% grazie all'utilizzo di macchine di misure 3D e all'utilizzo di Centri di Lavoro.

I risultati di vendita in continua crescita e la soddisfazione dei nostri clienti, indicano che la strada della qualità è l'unica percorribile in un mercato affollato di prodotti a basso prezzo, inaffidabili e dall'origine incerta.

Ecco perchè continueremo ad essere un'azienda di riferimento nel settore, capace di produrre dei veri e propri gioielli tecnologici nati per soddisfare le più disparate esigenze del mercato mondiale.

**Italian Racing Product**, witch is known worldwide as ItalianRP, is a racing cars parts manufacturing company. A team of high-qualified engineers designs and its technical professionals, working in this field since several years, produce special parts as steel conrods, ergal clutches and flywheels.

ItalianRP manufacturing process follows three parallel ways: ideation, design and manufacturing. Everything concerning ItalianRP parts is made in house, with quality controls applied not at sample but individually on each single product, and starting from the best material. The high quality standards respected by ItalianRP in its manufacturing pipeline are the reason of the success reached by ItalianRP.

The care of every processing step is a real commitment to ItalianRP customers: the carefulness on manufacturing its products represents a value not only for ItalianRP, but above all for whom chooses ItalianRP products which are 100% guaranteed using 3D coordinates measuring machines and CNC milling and turning machines.

Selling achievement of ItalianRP products and the satisfaction of its customers show that the quality is the only way in a world filled of low cost products with lower reliability and unknown origin.

This is why ItalianRP will continue to be a leading sector company, capable of producing real technological jewels, made to satisfy every kind of request and application in the global market.



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**Quality**

**Guarantee**

**Reliability**

**All Made in Italy**



### Caratteristiche

### Features



Le bielle ItalianRP nascono da un forgiato costituito da acciaio 40NiCrMo6. Hanno una durezza di 34÷38 HRC misurata su ogni grezzo tramite durometro ALPA DBR01. Testate 100% Magnaflux.

*Our conrods are made from steel-made 40NiCrMo6 forged raws. Hardness: 34÷38 HRC measured by ALPA DBR01 durometer. 100% Magnaflux crack detection.*



Per la loro realizzazione vengono create delle maschere di grande precisione, su cui fissare le bielle per il CNC ed ognuna di esse è verificata tramite macchina di misura Aberlink, le tolleranze ammesse sono inferiori a 0,01 mm.

*We realize high-precision templates on which are held the conrods for CNC processing. Templates are verified by Aberlink measure machine. We allow geometric tolerances up to 0,01 mm.*



Le maschere vengono installate sulla tavola della fresatrice a controllo numerico. Si dispongono fino a 14 maschere simultaneamente.

*Templates are held over the plane of CNC millin machine. We can place up to 14 templates at the same time.*



Le bielle vengono burattate per circa 12 ore per aumentare la durezza superficiale ed eliminare stress residui e spigoli.

*Connecting rods are tumbled for about 12 hours to increase the surface hardness, to reduce residual stress and to smooth the edge.*



Si monitora dunque sia la qualità della biella che lo stato degli utensili di lavoro.

*At the end of the CNC processing, on each piece we carry out control measurements, checking the respect of project tolerances for all processing. In this way we check the quality of the connecting rod such as the state of millers.*



Le boccole vengono realizzate con bronzo fornito dalla Delari-Caro S.r.l. Bushes are made with copper provided by Delari-Caro S.r.l.



Le bielle raggruppate in kit vengono pesate e bilanciate sia nella massa rotante che in quella traslante, tramite una bilancia sensibile al decimo di grammo.

*After the installation of the bushes a finishing process is carried out by tangential grinding machine with magnetic plane for the best parallelism of the faces.*



In seguito all'installazione delle boccole si ha una lavorazione di finitura tramite rettifica tangenziale con piano magnetico per il miglior parallelismo delle facce. L'ultima lavorazione consiste nella levigatura dell'occhio di biella, per portarne la misura finale ai valori compresi nelle tolleranze di progetto.

*The last processing consist in the smoothing the big end diameter, to get the respect of the project tolerances for this feature. The superficial finish is given by a process of shot peening with ceramic microspheres.*





# Connecting Rods

## Bielle

Description	NO. Article	Big End Diameter (mm)	G/Pin Diameter (mm)	Between Centres (mm)	Big End Width (mm)	Small End Width (mm)	Set of	ARP Bolts	Price Code
<b>ALFA ROMEO</b>									
147 3.2Ltr.	IRP004	55,520	22,000	130,500	24,700	23,900	6	3/8	D.1
156 / 147 / 155 / 145 / 146 2.0Ltr. Twin Spark	IRP011	53,920	20,000	145,000	25,700	25,700	4	3/8	A.8
164 3.0Ltr. 24V	IRP004	55,520	22,000	130,900	24,700	23,900	6	3/8	D.1
Mito/Giulietta Bolt 5/16 STD	IRP005	45,130	18,000	129,000	21,700	18,000	4	5/16	A.3
Mito/Giulietta Bolt 5/16	IRP006	45,130	18,000	128,000	21,700	18,000	4	5/16	A.7
Mito/Giulietta Bolt 5/16	IRP007	45,130	18,000	125,000	21,700	18,000	4	5/16	B.9
Mito/Giulietta Bolt 3/8 STD	IRP008	45,130	18,000	129,000	21,700	18,000	4	3/8	A.7
Mito/Giulietta Bolt 3/8	IRP009	45,130	18,000	128,000	21,700	18,000	4	3/8	A.9
Mito/Giulietta Bolt 3/8	IRP010	45,130	18,000	125,000	21,700	18,000	4	3/8	B.9
<b>AUDI</b>									
S3 / TT 1.8Ltr. 20V Turbo	IRP013	50,600	20,000	144,000	25,000	25,000	4	3/8	A.4
S2 (3B)	IRP014	50,600	20,000	144,000	25,000	25,000	5	3/8	B.1
A3 / S3 2.0Ltr. T FSI	IRP013	50,600	20,000	144,000	25,000	25,000	4	3/8	A.4
Audi 5	IRP014	50,610	20,000	144,000	25,000	25,000	5	3/8	B.1
Audi Diesel VW 2000 TDI	IRP015	53,700		144,000	24,900	24,900	4	3/8	B.8
<b>AUSTIN</b>									
Metro 6R4	IRP012	53,973	22,230	143,770	21,440	24,200	6	3/8	D.1
<b>AUTOBIANCHI</b>									
A 112	IRP001	43,630	18,000	110,000	21,640	21,640	4	5/16	B.2
A 112	IRP002	43,630	18,000	117,000	21,640	21,640	4	5/16	B.2
A 112	IRP003	43,630	18,000	114,400	21,640	21,640	4	5/16	B.2
<b>BMW</b>									
2002 M10B20	IRP016	52,010	22,000	135,000	23,900	23,000	4	3/8	C.3
318is / 318Ti (M42B18 / M44B19 / M50B25 VANOS)	IRP019	48,010	22,000	140,000	21,800	21,800	4	3/8	B.9
325E 2.7Ltr. M20B27	IRP017	48,010	22,000	130,000	21,800	21,800	6	3/8	C.7
325i / 330i / M3 US 3.0Ltr. / 3.2Ltr. M20B25 / M50B25 / M50B28 / M52B25 / M54B30 / S50B30 / S50B32)	IRP018	48,010	22,000	135,000	21,800	21,800	6	3/8	C.7
S14 2.0L (S14B20)	IRP020	52,010	22,000	149,800	23,900	22,800	4	3/8	B.9
S54 E46 M3 (S54B32)	IRP031	53,010	21,000	139,000	19,850	19,850	6	3/8	C.4
M3 2.3Ltr. 16V A (S14)	IRP021	52,000	22,000	144,000	23,900	23,900	4	3/8	B.3
M3 2.3L (S14B23 / S14B25)	IRP021	52,010	22,000	144,000	23,900	23,900	4	3/8	B.3
M3 2.5Ltr. 16V EVO Sport (S14)	IRP021	52,000	22,000	144,000	23,900	23,900	4	3/8	B.3
M3 3.0Ltr. 24V E36, 1992-95	IRP022	53,000	21,000	142,000	21,850	21,850	6	3/8	C.5
M3 3.0L EURO S50B30	IRP022	53,010	21,000	142,000	21,800	21,800	6	3/8	C.5
M3 3.2Ltr. 24V E36, 1995 up	IRP024	53,000	21,000	139,000	21,840	21,840	6	3/8	C.4
M3 3.2L EURO S50B32	IRP024	53,010	21,000	139,000	21,840	21,840	6	3/8	C.4
M5 3.8Ltr. S38B38	IRP025	52,010	22,000	142,500	23,900	23,900	6	3/8	C.9
M5 / M6 3.5Ltr. S38B36	IRP021	52,010	22,000	144,000	23,900	23,900	6	3/8	C.5
M54B25	IRP028	48,010	22,000	145,000	21,800	21,800	6	3/8	D.2
M635 CSI	IRP021	52,000	22,000	144,000	23,900	23,900	6	3/8	C.5
Mini Cooper S R53 Volumetrico	IRP032	49,008	21,000	131,500	23,250	18,500	4	3/8	B.2
E24 M6 1988-89 S38B35	IRP021	52,000	22,000	144,000	23,900	23,900	6	3/8	C.5
E34 M5 1986-88 S38B35	IRP021	52,000	22,000	144,000	23,900	23,900	6	3/8	C.5
E34 M5 1989-93 S38B36	IRP021	52,000	22,000	144,000	23,900	23,900	6	3/8	C.5
E34 M5 1993-96 S38B38	IRP021	52,000	22,000	144,000	23,900	23,900	6	3/8	C.5
E39 M5 5.0 (S62B40)	IRP026	53,010	22,000	141,500	20,900	20,900	8	3/8	D.1
E90 320i	IRP027	53,620	20,000	147,300	20,900	20,900	4	3/8	C.6
3.0Ltr. Biturbo (N54B30)	IRP023	53,620	22,000	145,000	20,900	22,800	6	3/8	D.1
4.0 / 4.4L V8 M60B40	IRP029	52,010	22,000	143,000	20,900	20,900	8	3/8	D.3
5.0 / 5.4L M70	IRP030	48,010	22,000	135,000	18,900	21,800	12	3/8	D.7
<b>CHEVROLET / GM</b>									
Cavalier 2.4	IRP033	51,180	22,000	145,000	23,300	23,300	4	3/8	C.6
Ecotec2.2 / L61	IRP034	52,130	20,000	146,430	24,000	24,000	4	3/8	C.6
<b>DODGE / CHRYSLER</b>									
Chrysler 2.2Ltr.	IRP037	53,010	23,550	157,000	25,700	25,700	4	3/8	B.9
Neon 2.0Ltr.	IRP035	51,000	21,000	139,000	26,100	26,100	4	3/8	B.9
SRT - 4	IRP036	53,010	22,000	151,000	25,700	25,700	4	3/8	B.9
<b>FERRARI</b>									
Dino 246	IRP038	47,135	20,000	118,000	23,550	23,550	6		C.9
500 Mondial '54	IRP039	53,010	23,550	141,900	23,900	23,900	4	3/8	C.6



# Bielle Connecting Rods



Description	NO. Article	Big End Diameter (mm)	G/Pin Diameter (mm)	Between Centres (mm)	Big End Width (mm)	Small End Width (mm)	Set of	ARP Bolts	Price Code
<b>FIAT</b>									
127 1050 Bolt 3/8	IRP047	47,137	18,000	118,000	24,700	18,000	4	3/8	B.6
127 1050 Bolt 3/8	IRP048	47,137	18,000	120,000	24,700	18,000	4	3/8	B.5
127 1050 Bolt 3/8	IRP049	47,137	18,000	130,000	24,700	18,000	4	3/8	B.5
127 1050 Bolt 3/8	IRP050	47,137	18,000	126,000	24,700	18,000	4	3/8	B.5
500/126 Bicilindrica	IRP042	47,137	20,000	118,000	24,700	18,000	2	5/16	A.1
500/126 Bicilindrica	IRP043	47,137	20,000	120,000	24,700	18,000	2	5/16	A.1
500/126 Bicilindrica	IRP044	47,137	20,000	124,000	24,700	18,000	2	5/16	A.1
500/126 Bicilindrica	IRP045	47,137	20,000	126,000	24,700	18,000	2	5/16	A.1
500/126 Bicilindrica	IRP046	47,137	20,000	130,000	24,700	18,000	2	5/16	A.1
500 Abarth/Grande Punto Abarth Bolt5/16 STD	IRP005	45,130	18,000	129,000	21,700	18,000	4	5/16	A.3
500 Abarth/Grande Punto Abarth Bolt 5/16	IRP006	45,130	18,000	128,000	21,700	18,000	4	5/16	A.7
500 Abarth/Grande Punto Abarth Bolt 5/16	IRP007	45,130	18,000	125,000	21,700	18,000	4	5/16	B.9
500 Abarth/Grande Punto Abarth Bolt 3/8 STD	IRP008	45,130	18,000	129,000	21,700	18,000	4	3/8	A.5
500 Abarth/Grande Punto Abarth Bolt 3/8	IRP009	45,130	18,000	128,000	21,700	18,000	4	3/8	A.7
500 Abarth/Grande Punto Abarth Bolt 3/8	IRP010	45,130	18,000	125,000	21,700	18,000	4	3/8	B.9
Barchetta / Punto 1.8Ltr.	IRP011	53,910	20,000	145,000	21,900	21,900	4	3/8	A.9
Coupe' 16V Turbo STD	IRP051	53,920	22,000	145,000	25,700	25,700	4	3/8	A.3
Coupe' 16V Turbo	IRP052	53,920	22,000	148,000	25,700	25,700	4	3/8	B.9
Coupe' 16V Turbo	IRP053	53,920	22,000	150,000	25,700	25,700	4	3/8	B.9
Coupe' 16V Turbo	IRP054	53,920	22,000	151,000	25,700	25,700	4	3/8	B.9
Coupe' 20V Turbo	IRP055	51,300	22,000	145,000	22,000	22,000	5	3/8	B.4
Coupe' 20V Turbo	IRP056	51,300	20,000	145,000	22,000	22,000	5	3/8	B.4
Coupe' / Stilo / Abarth 2.4Ltr.	IRP057	53,900	22,000	145,000	21,950	21,950	5	3/8	B.1
Coupe' / Stilo / Abarth 2.4Ltr.	IRP058	53,900	20,000	145,000	21,950	21,950	5	3/8	B.7
Fire 1.2 8v/1.2 16v/1.4 16v Bolt 5/16 STD	IRP005	45,130	18,000	129,000	21,700	18,000	4	5/16	A.3
Fire 1.2 8v/1.2 16v/1.4 16v Bolt 5/16	IRP041	45,130	18,000	132,000	21,700	18,000	4	5/16	B.9
Punto, Uno 1.6 16V Turbo 1990-97	IRP040	48,630	22,000	128,520	25,400	25,400	4	3/8	A.5
Ritmo, Punto, Tipo 1.6Ltr. 16V Turbo	IRP040	48,630	22,000	128,520	25,400	25,400	4	3/8	A.5
<b>FORD</b>									
Cosworth Escort, Sierra Turbo / Pinto OHC	IRP059	55,000	24,000	128,520	25,800	25,800	4	3/8	A.5
Cosworth Escort, Sierra Turbo / Pinto OHC	IRP060	55,000	24,000	136,000	25,800	25,800	4	3/8	A.5
Cosworth DFV short	IRP071	52,900	20,620	136,700	22,000	24,300	8	3/8	D.6
Cosworth YB / Pinto	IRP072	55,010	24,000	127,000	25,900	25,900	4	3/8	B.7
CVH 1.6T	IRP075	50,910	20,620	132,000	24,300	24,300	4	3/8	C.6
Duratec HE 2.0Ltr. 16V C1BA	IRP061	50,030	21,000	146,250	21,800	18,000	4	3/8	B.3
Duratec 2.3Ltr.	IRP064	53,040	21,025	154,815	21,825	20,500	4	3/8	B.5
Duratec / Jaguar 3.0	IRP067	53,025	21,024	138,125	21,300	21,300	6	3/8	D.1
Duratec 2.5	IRP076	53,010	21,000	138,000	21,200	21,720	6	3/8	D.1
Ford EcoBoost 1.6 16v turbo	IRP062	47,000	21,000	134,000	20,800	18,500	4	5/16	B.2
Ford EcoBoost 2.0 16v turbo	IRP063	55,000	23,000	155,750	22,000	21,000	4	3/8	A.9
Focus Rs 2.5 Duratec I5	IRP065	53,030	23,000	143,000	25,650	22,000	5	3/8	C.2
Focus St 2.5 Duratec I5	IRP066	53,030	21,000	145,000	25,650	22,000	5	3/8	C.2
Focus 1.6 Euro 4/zetec 1.6 16v sigma	IRP068	47,030	18,000	137,000	20,800	18,000	4	5/16	B.7
Focus 1.8 - 2.0 16V Zetec Silver Top	IRP073	49,900	20,630	136,100	24,300	24,300	4	3/8	B.7
Focus 2.0 Zetec Black Top	IRP073-1	49,900	20,630	140,800	24,300	24,300	4	3/8	B.7
Escort CVH 1.9	IRP069	49,900	20,000	136,000	24,300	21,900	4	3/8	B.7
Escort RS 2.0Ltr. I4	IRP070	53,900	13/16	149,250	25,660	21,040	4	3/8	C.6
SHO 3.0	IRP077	55,010	22,000	146,700	22,800	22,800	6	3/8	C.9
Zetec 1.6L	IRP074	49,900	20,620	136,200	24,300	24,300	4	3/8	B.7





# Connecting Rods

## Bielle



Description	NO. Article	Big End Diameter (mm)	G/Pin Diameter (mm)	Between Centres (mm)	Big End Width (mm)	Small End Width (mm)	Set of	ARP Bolts	Price Code
<b>HONDA / ACURA</b>									
Acura 1.8L LS non VTEC / B18A / B18B	IRP083	48,010	21,000	137,000	23,800	21,600	4		C.1
Acura Integra 1.8L GSR VTEC	IRP084	48,010	21,000	137,900	21,800	21,800	4		C.1
BS1 '86 - '89 Accord / Prelude	IRP080	48,010	20,000	137,000	23,800	23,800	4		C.1
B17A1 1.7L	IRP081	48,010	21,000	132,300	23,800	21,600	4		C.1
B16 VTEC	IRP082	48,010	21,000	134,400	23,800	21,600	4		C.1
B16A	IRP085	48,050	21,000	134,300	23,800	20,000	4		C.1
B16B	IRP086	48,010	21,000	142,300	21,800	18,000	4		C.1
D17	IRP078	48,010	19,000	137,000	19,800	21,600	4		C.1
D16	IRP079	48,010	19,000	137,000	22,700	20,300	4		C.1
F22C 2.2L S2000	IRP095	51,000	23,000	150,000	23,800	23,000	4	3/8	C.1
F20C S2000	IRP096	51,000	23,000	153,000	23,800	23,000	4	3/8	A.5
F22A	IRP088	51,000	22,000	141,500	19,800	22,800	4	3/8	C.1
F23	IRP089	48,010	22,000	141,000	19,800	19,800	4		C.1
F20A4 Prelude	IRP090	48,010	22,000	145,000	23,800	23,800	4		C.1
H23	IRP092	51,000	22,000	141,500	23,800	23,800	4	3/8	C.1
H22	IRP093	51,000	22,000	143,100	23,800	23,800	4	3/8	C.1
K24	IRP094	51,000	22,000	152,000	22,800	22,000	4	3/8	C.1
K20Z	IRP087	48,010	22,000	139,000	19,800	19,800	4		C.1
K20 Acura	IRP091	51,000	22,000	138,800	19,800	19,800	4	3/8	A.5
<b>HYUNDAI / KIA</b>									
Hyundai 1.8L Tiburon	IRP097	48,010	20,000	141,000	25,800	22,100	4		B.9
Hyundai Tiburon 2.0T G4CP / G4GF / G4LP	IRP098	48,010	20,000	146,100	25,800	22,100	4		B.9
Hyundai G6BA 2.7L	IRP099	51,010	21,000	140,900	19,800	19,800	6	3/8	D.1
Hyundai Genesis 2.0T Coupe	IRP100	51,010	22,000	146,000	21,800	21,800	4	3/8	C.3
Kia Spectra T8D 1.8L	IRP101	48,010	20,000	136,000	23,900	23,900	4		C.3
<b>LAMBORGHINI</b>									
Diablo 5.7L V12	IRP102	48,630	20,000	138,500	19,900	20,800	12	3/8	D.7
<b>LANCIA</b>									
Integrale 2.0Ltr. 16V / 8V Turbo STD	IRP051	53,920	22,000	145,000	25,700	25,700	4	3/8	A.3
Integrale 2.0Ltr. 16V / 8V Turbo	IRP052	53,920	22,000	148,000	25,700	25,700	4	3/8	B.9
Integrale 2.0Ltr. 16V / 8V Turbo	IRP053	53,920	22,000	150,000	25,700	25,700	4	3/8	B.9
Integrale 2.0Ltr. 16V / 8V Turbo	IRP054	53,920	22,000	151,000	25,700	25,700	4	3/8	B.9
<b>MAZDA</b>									
1.8L Protege FPDE	IRP104	51,010	19,000	129,000	21,900	21,900	4	3/8	A.3
2.5L Duratec	IRP106	55,040	20,000	151,800	21,800	18,000	4	3/8	C.3
323 1.6L / 323 1.8L / MX5	IRP103	48,010	20,000	133,000	21,800	21,800	4	5/16	A.5
Duratec 2.3	IRP107	53,010	21,000	154,500	21,800	21,800	4	3/8	C.3
Miata, MX5 1.6Ltr. 16V Turbo	IRP103	48,000	20,000	133,000	21,800	21,800	4	5/16	A.5
MX3 1.8L	IRP105	51,010	19,000	140,500	21,900	21,900	4	3/8	A.3
Speed 3 / Speed 6 / CX7 2.3T	IRP108	55,040	22,000	150,500	21,800	21,800	4	3/8	C.3
<b>MINI COOPER</b>									
Cooper S R53 Volumetrico	IRP032	49,008	21,000	131,500	23,250	18,500	4	5/16	B.2
Cooper S R56 Turbo	IRP109	48,010	20,000	138,500	20,900	19,600	4	5/16	A.3
<b>MITSUBISHI</b>									
4G63 Lancer EVO 4-9	IRP110	48,000	22,000	150,000	26,400	26,400	4	3/8	A.3
4B11 Lancer EVO 10	IRP111	55,000	23,000	143,750	21,850	19,900	4	3/8	A.9
<b>NISSAN</b>									
350Z VQ35-V4Y	IRP114	55,000	22,000	144,200	20,800	20,800	6	3/8	D.1
CA20	IRP116	48,000	20,000	149,200	24,200	20,900	4	5/16	C.3
Datsun 1200	IRP115	48,000	19,000	136,400	24,200	20,900	4	5/16	C.3
Primera, Sentra SX200 (S14) SR20DET	IRP112	51,000	22,000	136,250	22,800	23,500	4	3/8	A.5
Primera, Sentra SX200 (S13) CA18DET	IRP113	48,000	20,000	133,000	24,000	20,600	4	5/16	A.5
RB30	IRP117	52,990	21,000	152,400	21,800	21,800	6	3/8	D.2
VQ30DET	IRP118	48,010	22,000	147,500	20,800	20,800	6	5/16	D.2
VG30DETT / VG30	IRP119	53,000	22,000	154,000	20,800	20,800	6	3/8	D.2
VK45DE	IRP120	55,000	22,000	147,000	22,000	22,800	8	3/8	D.5



# Bielle Connecting Rods



Description	NO. Article	Big End Diameter (mm)	G/Pin Diameter (mm)	Between Centres (mm)	Big End Width (mm)	Small End Width (mm)	Set of	ARP Bolts	Price Code
<b>OPEL / VAUXHALL</b>									
1.8Ltr. Z18XE	IRP125	46,000	20,000	139,700	21,900	21,900	4	5/16	C.3
2.0Ltr. 16V C2.0 XE Turbo	IRP121	52,000	21,000	143,000	26,300	21,900	4	3/8	A.6
2.4Ltr.	IRP126	52,000	21,000	147,600	26,400	22,000	4	3/8	C.3
2.4Ltr. CIH	IRP122	55,000	22,000	134,000	24,800	24,800	4	3/8	C.1
Corsa 1.6Ltr. 16v	IRP123	46,006	18,000	129,750	21,875	18,000	4	5/16	A.6
Corsa OPC 1.6Ltr. Turbo	IRP124	46,006	19,000	129,750	21,875	18,000	4	5/16	A.6
<b>PEUGEOT / CITROEN</b>									
106 XSI 8V TU5J2/TU3J2/Ax 1.4 8v	IRP127	48,660	18,000	133,500	23,920	20,000	4	3/8	A.3
106 XSI 8V TU5J2/TU3J2/Ax 1.4 8v	IRP128	48,660	19,460	133,500	23,920	20,000	4	3/8	A.3
106 XSI 8V TU5J2/TU3J2/Ax 1.4 8v	IRP129	48,660	18,000	126,800	23,920	20,000	4	3/8	B.9
106 / Saxo 16v TU5J4 / TU5J2	IRP128	48,660	19,460	133,500	23,920	20,000	4	3/8	A.3
205GTI	IRP130	53,700	22,000	142,800	24,200	24,200	4	3/8	B.9
206 S16 Super 1600 TU5JP4 Bolt 5/16	IRP135	48,660	18,000	139,000	23,920	20,000	4	5/16	B.8
206 S16 Super 1600 TU5JP4 Bolt 5/16	IRP136	48,660	18,000	142,000	23,920	20,000	4	5/16	B.8
206 RC 2.0Ltr. S16 EW10J4RS	IRP140	48,660	21,000	139,000	23,900	19,100	4	3/8	A.9
206 S16 Super 1600 TU5JP4	IRP132	48,660	18,000	139,000	23,920	20,000	4	3/8	B.8
207GT 1.6T	IRP109	48,010	20,000	138,500	20,900	19,600	4	5/16	A.3
208GT 1.6T /DS3 1.6 T	IRP109	48,010	20,000	138,500	20,900	19,600	4	5/16	A.3
306 2.0L S16 / 605 / Citroen ZX 2.0L 16v XU10J4	IRP137	53,700	22,000	152,000	24,200	19,100	4	3/8	B.5
306 GTI 2L 155hp	IRP138	53,700	23,000	152,000	24,200	24,200	4	3/8	B.5
306-RS 2.0Ltr. S16 XU10J4RS 167 hp	IRP139	53,700	20,000	158,000	24,200	22,000	4	3/8	B.2
309 GTI / 405 MI16 1.9L S16 XU9J4	IRP141	53,700	22,000	143,000	22,400	22,400	4	3/8	B.9
C2/206 XS 1.6Ltr. 16V TU5JP4	IRP127	48,660	18,000	133,500	23,920	20,000	4	3/8	A.3
C2/106 / Saxo 16v TU5J4 / TU5J2	IRP127	48,660	18,000	133,500	23,920	20,000	4	3/8	A.3
C2/106 /206/ Saxo 16v Kit Car TU5J4	IRP131	48,660	18,000	137,750	23,920	20,000	4	3/8	A.3
C2/106 / Saxo 16v TU5J4 / TU5J2 Bolt 5/16	IRP133	48,660	18,000	133,500	23,920	20,000	4	5/16	B.8
C2/106 /206/ Saxo 16v Kit Car TU5J4 Bolt 5/16	IRP134	48,660	18,000	137,750	23,920	20,000	4	5/16	B.8
Xsara 2.0L 16v XU10J4RS 167 hp	IRP139	53,700	20,000	158,000	24,200	22,000	4	3/8	A.9
<b>PORSCHE</b>									
911 2.4 / 2.7 / 3.0 Carrera / 3.0 Turbo	IRP142	56,000	22,000	127,750	25,900	23,770	6	3/8	C.8
911 2.4 / 2.7 / 3.0 SC	IRP144	56,000	22,000	127,750	23,900	23,770	6	3/8	C.9
911 2.4L - 2.7L	IRP145	56,020	22,000	127,800	23,800	22,900	6	3/8	C.9
911 3.0L	IRP153	56,020	22,000	127,800	21,800	24,000	6	3/8	C.9
911 (964) 3.2L - 3.6L	IRP143	58,000	23,000	127,000	21,800	24,200	6	3/8	C.9
3.2 / 3.3 Turbo w / 23mm pin	IRP146	58,010	23,000	127,000	21,740	25,400	6	3/8	C.9
3.2 / 3.3 Turbo w / 22mm pin	IRP147	58,010	22,000	127,000	21,740	25,400	6	3/8	C.9
993 / 996 TT, 997 TT, GT2	IRP149	58,000	23,000	127,000	18,900	19,510	6	3/8	C.9
996 GT3	IRP150	56,020	22,000	127,800	21,800	23,100	6	3/8	C.9
997 GT3	IRP151	56,020	22,000	130,000	21,800	23,100	6	3/8	C.9
997 GT3 RS 4.0L	IRP152	56,020	23,000	127,800	20,900	23,500	6	3/8	C.9
RSR & 964	IRP148	58,000	23,000	127,000	21,740	19,510	6	3/8	C.9
<b>RENAULT</b>									
Clio Williams 1.8Ltr. / 2.0Ltr. 16V F7R	IRP159	51,590	21,000	144,000	25,000	22,000	4	3/8	A.4
Clio RS 2.0Ltr. 16V F4R	IRP159	51,590	21,000	144,000	25,000	22,000	4	3/8	A.4
Clio Williams 1.8Ltr. / 2.0Ltr. 16V F7R	IRP160	51,590	21,000	150,000	25,000	22,000	4	3/8	A.4
Clio RS 2.0Ltr. 16V F4R	IRP160	51,590	21,000	150,000	25,000	22,000	4	3/8	A.4
Gordini 843	IRP161	51,590	21,000	136,400	26,800	26,800	4	3/8	B.8
Gordini 1.6L	IRP162	51,590	21,000	137,000	26,800	24,000	4	3/8	B.8
R5 Turbo 840-30	IRP163	47,614	20,000	128,000	21,800	21,800	4	3/8	A.5
R5 Alpine Turbo C6J726	IRP163	47,614	20,000	128,000	21,800	21,800	4	3/8	A.5
R5 GT Turbo C1J760/C1J782	IRP163	47,614	20,000	128,000	21,800	21,800	4	3/8	A.5
R5 GT Turbo C1J760 / C1J782 / C6J726 / 840 - 30	IRP163	47,614	20,000	128,000	21,800	21,800	4	3/8	A.5
R5 GT Turbo C1J760 / C1J782 / C6J726 / 840 - 30	IRP164	47,614	20,000	131,000	21,800	21,800	4	3/8	B.8
R5 GT Turbo C1J760 / C1J782 / C6J726 / 840 - 30	IRP165	47,614	20,000	133,000	21,800	21,800	4	3/8	B.8
<b>ROVER</b>									
V8	IRP166	53,970		143,764	21,430	24,200	8	3/8	D.6
K Series	IRP167	51,680	18,000	133,100	22,500	15,050	4	3/8	C.6
<b>SEAT</b>									
2.0Ltr. 16V Turbo 9A/M1	IRP168	50,600	20,000	144,000	25,000	25,000	4	3/8	A.4
2.0Ltr. 16V Turbo ABF	IRP169	50,600	21,000	159,000	24,900	20,000	4	3/8	B.2





# Connecting Rods

## Bielle

Description	NO. Article	Big End Diameter (mm)	G/Pin Diameter (mm)	Between Centres (mm)	Big End Width (mm)	Small End Width (mm)	Set of	ARP Bolts	Price Code
<b>SUBARU</b>									
Impreza (22B) EJ22	IRP170	55,000	23,000	130,450	21,425	21,425	4	3/8	A.6
Impreza Version 1, 2, 3, 4 1992-98 EJ20	IRP170	55,000	23,000	130,450	21,425	21,425	4	3/8	A.6
Impreza Version 5, 6 1998-2000 EJ20	IRP170	55,000	23,000	130,450	21,425	21,425	4	3/8	A.6
Impreza WRX STI Version 7, 8 2000-03 EJ205	IRP170	55,000	23,000	130,450	21,425	21,425	4	3/8	A.6
Impreza WRX STI Version 9 2003 up EJ205	IRP170	55,000	23,000	130,450	21,425	21,425	4	3/8	A.6
<b>SUZUKI</b>									
Hayabusa 1300 cc	IRP171	41,006	20,000	119,500	20,975	19,000	4	5/16	B.5
Hayabusa 1340 cc	IRP171	41,006	18,000	119,500	20,980	20,980	4	5/16	B.5
<b>TOYOTA</b>									
Celica, MR2 2.0ltr. 16V 3GSE	IRP172	51,000	22,000	138,000	26,750	23,500	4	3/8	B.2
Celica, MR2 2.0ltr. 16V 3GSTE / 3SG	IRP172	51,000	22,000	138,000	26,750	23,500	4	3/8	B.2
4AGE 1.6L 16v	IRP173	45,000	20,000	122,000	21,800	21,800	4	5/16	C.3
2ZZ	IRP174	48,010	20,000	138,000	19,800	20,000	4		C.3
2AZ / SCION TC	IRP175	51,000	22,000	149,500	24,200	22,000	4	3/8	B.9
1JZGTE	IRP176	55,030	22,000	125,200	25,900	25,900	6	3/8	D.2
Supra 3.0L 2JZGTE	IRP177	55,000	22,000	142,000	25,900	25,900	6	3/8	D.4
<b>VOLVO</b>									
B5234T	IRP178	53,010	23,000	139,400	25,700	25,700	5	3/8	C.7
<b>VOLKSWAGEN</b>									
1.4Ltr. TFSI	IRP183	50,600	19,000	144,000	19,800	19,800	4	3/8	A.8
1.8Ltr. 16V Turbo KR, PL	IRP168	50,600	20,000	144,000	25,000	25,000	4	3/8	A.4
1.8Ltr. 20V Turbo	IRP168	50,600	20,000	144,000	25,000	25,000	4	3/8	A.4
1.8Ltr. 8V G60 PG	IRP179	50,600	22,000	136,000	24,960	24,960	4	3/8	B.8
2.0Ltr. 16V Turbo 9A	IRP168	50,600	20,000	144,000	25,000	25,000	4	3/8	A.4
2.0Ltr. 16V Turbo ABF	IRP169	50,600	21,000	159,000	24,900	20,000	4	3/8	B.2
2.0Ltr. 8V 2E	IRP169	50,600	21,000	159,000	24,900	20,000	4	3/8	B.2
2.0Ltr. TSI	IRP184	50,600	21,000	144,000	21,900	21,900	4	3/8	A.7
G60	IRP179	50,600	22,000	136,000	24,900	24,900	4	3/8	B.8
Golf 1.6 TD	IRP180	50,600	24,000	136,000	25,000	25,000	4	3/8	B.8
Golf GTI 1.8L - 2.0L	IRP168	50,600	20,000	144,000	25,000	25,000	4	3/8	A.4
Jetta ABA / 2.0L ABF 16V and 8V	IRP169	50,600	21,000	159,000	25,000	20,000	4	3/8	B.2
Polo AFH 1.4L / 1.6Ltr. NEW	IRP181	50,600	17,000	138,000	20,000	20,000	4	3/8	B.8
Rabbit 1.6Ltr.	IRP182	49,010	22,000	136,000	25,000	25,000	4	3/8	B.8
VW Diesel 2000 TDI	IRP015	53,700		144,000	24,900	24,900	4	3/8	B.8
<b>YAMAHA</b>									
TMAX 500 ASPIRATO	IRP155	45,000	16,000	123,500	21,800	21,800	2	5/16	A.2
TMAX 500 TURBO	IRP156	45,000	16,000	123,500	21,800	21,800	2	5/16	A.2
TMAX 530 TURBO	IRP157	45,000	16,000	123,500	21,800	21,800	2	5/16	A.2
TMAX 530 ASPIRATO	IRP158	45,000	16,000	123,500	21,800	21,800	2	5/16	A.2





# Bielle 36NiCrMo16

## Connecting Rods



Per i nostri clienti più esigenti e per applicazioni più estreme usiamo un forgiato costituito da acciaio 36NiCrMo16, con durezza di 42÷44 HRC misurata su ogni grezzo tramite durometro ALPA DBR01.

Testate 100% Magnaflux.

*For discerning customers and for the most extreme applications we use a forged steel 36NiCrMo16 with hardness of 42÷44 HRC measured by ALPA DBR01 durometer.*

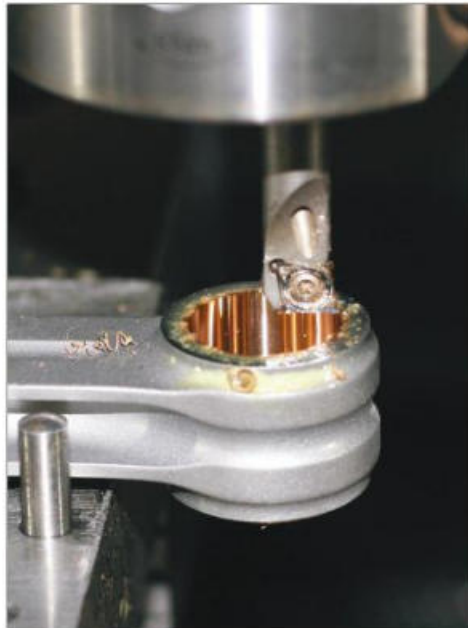
100% Magnaflux crack detection.

Per la loro realizzazione vengono create delle maschere di grande precisione, su cui fissare le bielle per il CNC ed ognuna di esse è verificata tramite macchina di misura Aberlink, le tolleranze ammesse sono inferiori a 0,01 mm.

*We realize high-precision templates on which are held the conrods for CNC processing. Templates are verified by Aberlink measure machine. We allow geometric tolerances up to 0,01 mm.*

Le maschere vengono installate sulla tavola della fresatrice a controllo numerico. Si dispongono fino a 14 maschere simultaneamente.

*Templates are held over the plane of CNC millin machine. We can place up to 14 templates at the same time.*



**TWO-PIECE FORGING FOR GREAT STRENGTH**

**WEIGHT REDUCTION IN THE AREA WHERE THE MASSES ARE SUBJECT TO TRANSLATION**

**ITALIANRP LASER MARK**

**CARBRONZE CuSn8P BUSHING WITH RADIAL GROOVE**



R25.0000±0.0100



# Connecting Rods 36NiCrMo16

## Bielle



DESCRIPTION	NO. Article	Big End Diameter (mm)	G/Pin Diameter (mm)	Between Centres (mm)	Big End Width (mm)	Small End Width (mm)	Set of	ARP Bolts	Price Code
<b>ALFA ROMEO</b>									
Mito/Giulietta Bolt 5/16 STD	IRP005-36NCR	45,130	18,000	129,000	21,700	18,000	4	5/16	E.3
Mito/Giulietta Bolt 3/8 STD	IRP008-36NCR	45,130	18,000	129,000	21,700	18,000	4	3/8	E.7
<b>AUDI</b>									
A3 / S3 2.0Ltr. T FSI	IRP013-36NCR	50,600	20,000	144,000	25,000	25,000	4	3/8	E.4
S2 (3B)	IRP014-36NCR	50,600	20,000	144,000	25,000	25,000	5	3/8	F.1
S3 / TT 1.8Ltr. 20V Turbo	IRP013-36NCR	50,600	20,000	144,000	25,000	25,000	4	3/8	E.4
Diesel VW 2000 TDI	IRP015-36NCR	53,700		144,000	24,900	24,900	4	3/8	F.8
<b>BMW</b>									
M3 2.3Ltr. 16V A (S14)	IRP021-36NCR	52,000	22,000	144,000	23,900	23,900	4	3/8	F.3
M3 2.3L (S14B23 / S14B25)	IRP021-36NCR	52,010	22,000	144,000	23,900	23,900	4	3/8	F.3
M3 2.5Ltr. 16V EVO Sport (S14)	IRP021-36NCR	52,000	22,000	144,000	23,900	23,900	4	3/8	F.3
M3 3.2Ltr. 24V E36, 1995 up	IRP024-36NCR	53,000	21,000	139,000	21,840	21,840	6	3/8	H.4
M3 3.2L EURO S50B32	IRP024-36NCR	53,010	21,000	139,000	21,840	21,840	6	3/8	H.4
M5 / M6 3.5Ltr. S38B36	IRP021-36NCR	52,010	22,000	144,000	23,900	23,900	6	3/8	H.5
M635 CSI	IRP021-36NCR	52,000	22,000	144,000	23,900	23,900	6	3/8	H.5
E34 M5 1986-88 S38B35	IRP021-36NCR	52,000	22,000	144,000	23,900	23,900	6	3/8	H.5
E34 M5 1989-93 S38B36	IRP021-36NCR	52,000	22,000	144,000	23,900	23,900	6	3/8	H.5
E34 M5 1993-96 S38B38	IRP021-36NCR	52,000	22,000	144,000	23,900	23,900	6	3/8	H.5
E24 M6 1988-89 S38B35	IRP021-36NCR	52,000	22,000	144,000	23,900	23,900	6	3/8	H.5
S54 E46 M3 (S54B32)	IRP031-36NCR	53,010	21,000	139,000	19,850	19,850	6	3/8	H.4
Mini Cooper S	IRP032-36NCR	49,008	21,000	131,500	23,250	18,500	4	3/8	F.2
<b>FIAT</b>									
500/126 Bicilindrica	IRP042-36NCR	47,137	20,000	118,000	24,700	18,000	2	5/16	E.1
500/126 Bicilindrica	IRP043-36NCR	47,137	20,000	120,000	24,700	18,000	2	5/16	E.1
500/126 Bicilindrica	IRP044-36NCR	47,137	20,000	124,000	24,700	18,000	2	5/16	E.1
500/126 Bicilindrica	IRP045-36NCR	47,137	20,000	126,000	24,700	18,000	2	5/16	E.1
500/126 Bicilindrica	IRP046-36NCR	47,137	20,000	130,000	24,700	18,000	2	5/16	E.1
500 Abarth/Grande Punto Abarth Bolt5/16 STD	IRP005-36NCR	45,130	18,000	129,000	21,700	18,000	4	5/16	E.3
500 Abarth/Grande Punto Abarth Bolt 3/8 STD	IRP008-36NCR	45,130	18,000	129,000	21,700	18,000	4	3/8	E.5
Coupe' 16V STD	IRP051-36NCR	53,920	22,000	145,000	25,700	25,700	4	3/8	E.3
Punto, Uno 1.6 16V Turbo 1990-97	IRP040-36NCR	48,630	22,000	128,520	25,400	25,400	4	3/8	E.5
Ritmo, Punto, Tipo 1.6Ltr. 16V Turbo	IRP040-36NCR	48,630	22,000	128,520	25,400	25,400	4	3/8	E.5
<b>FORD</b>									
Cosworth Escort, Sierra Turbo / Pinto OHC	IRP059-36NCR	55,000	24,000	128,520	25,800	25,800	4	3/8	E.5
Duratec 2.3Ltr.	IRP064-36NCR	53,040	21,025	154,815	21,825	20,500	4	3/8	F.5
Duratec 2.5	IRP076-36NCR	53,010	21,000	138,000	21,200	21,720	6	3/8	L.1
Duratec / Jaguar 3.0	IRP067-36NCR	53,025	21,024	138,125	21,300	21,300	6	3/8	L.1
Ford Ecoboost 2.0 16v turbo	IRP063-36NCR	55,000	23,000	155,750	22,000	21,000	4	3/8	E.9
Focus RS 2.5 Duratec I5	IRP065-36NCR	53,030	23,000	143,000	25,650	22,000	5	3/8	H.2
Focus ST 2.5 Duratec I5	IRP066-36NCR	53,030	21,000	145,000	25,650	22,000	5	3/8	H.2
Focus 2.0 '97 - '00	IRP073-36NCR	49,900	20,570	136,100	24,300	24,300	4	3/8	F.7
<b>SUZUKI</b>									
Hayabusa 1300 cc	IRP171-36NCR	41,006	20,000	119,500	20,975	19,000	4	5/16	F.5
Hayabusa 1340 cc	IRP171-36NCR	41,006	18,000	119,500	20,980	20,980	4	5/16	F.5
<b>HONDA / ACURA</b>									
K20 Acura	IRP091-36NCR	51,000	22,000	138,800	19,800	19,800	4	3/8	E.5
F20C S2000	IRP096-36NCR	51,000	23,000	153,000	23,800	23,000	4	3/8	E.5
<b>LANCIA</b>									
Integrale 2.0Ltr. 16V / 8V Turbo STD	IRP051-36NCR	53,920	22,000	145,000	25,700	25,700	4	3/8	E.3
<b>MAZDA</b>									
Miata, MX5 1.6Ltr. 16V Turbo	IRP103-36NCR	48,000	20,000	133,000	21,800	21,800	4	5/16	E.5
323 1.6L / 323 1.8L / MX5	IRP103-36NCR	48,010	20,000	133,000	21,800	21,800	4	5/16	E.5
<b>MINI COOPER</b>									
Cooper S R53 Volumetrico	IRP032-36NCR	49,008	21,000	131,500	23,250	18,500	4	5/16	F.2
Cooper S R56 Turbo	IRP109-36NCR	48,010	20,000	138,500	20,900	19,600	4	5/16	E.3
<b>MITSUBISHI</b>									
4G63 Lancer EVO 4-9	IRP110-36NCR	48,000	22,000	150,000	26,400	26,400	4	3/8	E.3
4B11 Lancer EVO 10	IRP111-36NCR	55,000	23,000	143,750	21,850	19,900	4	3/8	E.9



# Bielle 36NiCrMo16

## Connecting Rods



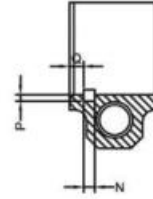
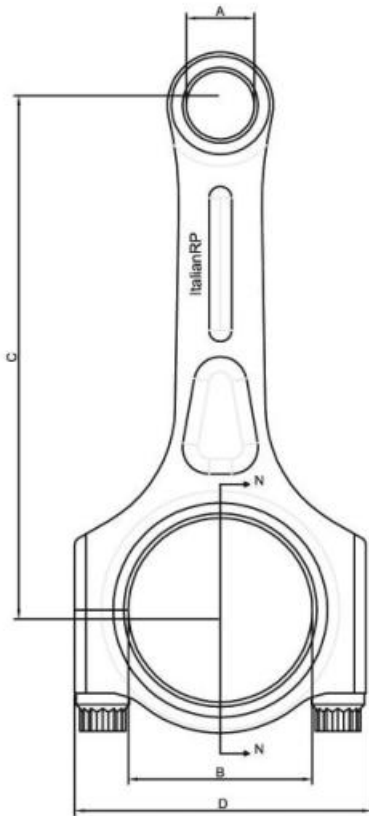
DESCRIPTION	NO. Article	Big End Diameter (mm)	G/Pin Diameter (mm)	Between Centres (mm)	Big End Width (mm)	Small End Width (mm)	Set of	ARP Bolts	Price Code
<b>NISSAN</b>									
Primera, Sentra SX200 (S14) SR20DET	IRP112-36NCR	51,000	22,000	136,250	22,800	23,500	4	3/8	E.5
Primera, Sentra SX200 (S13) CA18DET	IRP113-36NCR	48,000	20,000	133,000	24,000	20,600	4	5/16	E.5
350Z VQ35-V4Y	IRP114-36NCR	55,000	22,000	144,200	20,800	20,800	6	3/8	L.1
<b>OPEL / VAUXHALL</b>									
2.0Ltr. 16V C2.0 XE Turbo	IRP121-36NCR	52,000	21,000	143,000	26,300	21,900	4	3/8	E.6
Corsa 1.6Ltr. 16v	IRP123-36NCR	46,006	18,000	129,750	21,875	18,000	4	5/16	E.6
Corsa OPC 1.6Ltr. Turbo	IRP124-36NCR	46,006	19,000	129,750	21,875	18,000	4	5/16	E.6
<b>PEUGEOT / CITROEN</b>									
106 / Saxo 16v TU5J4 / TU5J2	IRP128-36NCR	48,660	19,460	133,600	23,920	20,000	4	3/8	E.3
206 S16 Super 1600 TU5JP4 Bolt 5/16	IRP136-36NCR	48,660	18,000	142,000	23,920	20,000	4	5/16	F.8
206 RC 2.0Ltr. S16 EW10J4RS	IRP140-36NCR	48,660	21,000	139,000	23,900	19,100	4	3/8	E.9
207GT 1.6T	IRP109-36NCR	48,010	20,000	138,500	20,900	19,600	4	5/16	E.3
208GT 1.6T /DS3 1.6 T	IRP109-36NCR	48,010	20,000	138,500	20,900	19,600	4	5/16	E.3
C2/106 / Saxo 16v TU5J4 / TU5J2	IRP127-36NCR	48,660	18,000	133,600	23,920	20,000	4	3/8	E.3
C2/106 /206/ Saxo 16v Kit Car TU5J4	IRP131-36NCR	48,660	18,000	137,750	23,920	20,000	4	3/8	E.3
C2/206 XS 1.6Ltr. 16V TU5JP4	IRP127-36NCR	48,660	18,000	133,600	23,920	20,000	4	3/8	E.3
<b>PORSCHE</b>									
911 2.4 / 2.7 / 3.0 Carrera / 3.0 Turbo	IRP142-36NCR	56,000	22,000	127,750	25,900	23,770	6	3/8	H.8
911 (964) 3.2L - 3.6L	IRP143-36NCR	58,000	23,000	127,000	21,800	24,200	6	3/8	H.9
911 2.4 / 2.7 / 3.0 SC	IRP144-36NCR	56,000	22,000	127,750	23,900	23,770	6	3/8	H.9
911 2.4L - 2.7L	IRP145-36NCR	56,020	22,000	127,800	23,800	22,900	6	3/8	H.9
911 3.0L	IRP153-36NCR	56,020	22,000	127,800	21,800	24,000	6	3/8	H.9
3.2 / 3.3 Turbo w / 23mm pin	IRP146-36NCR	58,010	23,000	127,000	21,740	25,400	6	3/8	H.9
3.2 / 3.3 Turbo w / 22mm pin	IRP147-36NCR	58,010	22,000	127,000	21,740	25,400	6	3/8	H.9
993 / 996 TT, 997 TT, GT2	IRP149-36NCR	58,000	23,000	127,000	18,900	19,510	6	3/8	H.9
996 GT3	IRP150-36NCR	56,020	22,000	127,800	21,800	23,100	6	3/8	H.9
997 GT3	IRP151-36NCR	56,020	22,000	130,000	21,800	23,100	6	3/8	H.9
997 GT3 RS 4.0L	IRP152-36NCR	56,020	23,000	127,800	20,900	23,500	6	3/8	H.9
RSR & 964	IRP148-36NCR	58,000	23,000	127,000	21,740	19,510	6	3/8	H.9
<b>RENAULT</b>									
Clio Williams 1.8Ltr. / 2.0Ltr. 16V F7R	IRP159-36NCR	51,590	21,000	144,000	25,000	22,000	4	3/8	E.4
Clio RS 2.0Ltr. 16V F4R	IRP159-36NCR	51,590	21,000	144,000	25,000	22,000	4	3/8	E.4
Clio Williams 1.8Ltr. / 2.0Ltr. 16V F7R	IRP160-36NCR	51,590	21,000	150,000	25,000	22,000	4	3/8	E.4
Clio RS 2.0Ltr. 16V F4R	IRP160-36NCR	51,590	21,000	150,000	25,000	22,000	4	3/8	E.4
<b>SEAT</b>									
2.0Ltr. 16V Turbo 9A/M1	IRP168-36NCR	50,600	20,000	144,000	25,000	25,000	4	3/8	E.4
2.0Ltr. 16V Turbo ABF	IRP169-36NCR	50,600	21,000	159,000	24,900	20,000	4	3/8	F.2
<b>SUBARU</b>									
Impreza Version 1, 2, 3, 4 ,5,6,7,8,9	IRP170-36NCR	55,000	23,000	130,450	21,425	21,425	4	3/8	E.6
<b>TOYOTA</b>									
Celica, MR2 2.0Ltr. 16V 3GSE	IRP172-36NCR	51,000	22,000	138,000	26,750	23,500	4	3/8	F.2
Celica, MR2 2.0Ltr. 16V 3GSTE / 3SG	IRP172-36NCR	51,000	22,000	138,000	26,750	23,500	4	3/8	F.2
Supra 3.0L 2JZGTE	IRP177-36NCR	55,000	22,000	142,000	25,900	25,900	6	3/8	L.4
<b>VOLKSWAGEN</b>									
1.4Ltr. TFSI	IRP183-36NCR	50,600	19,000	144,000	19,800	19,800	4	3/8	E.8
1.8Ltr. 16V Turbo KR, PL	IRP168-36NCR	50,600	20,000	144,000	25,000	25,000	4	3/8	E.4
1.8Ltr. 20V Turbo	IRP168-36NCR	50,600	20,000	144,000	25,000	25,000	4	3/8	E.4
2.0Ltr. 16V Turbo 9A	IRP168-36NCR	50,600	20,000	144,000	25,000	25,000	4	3/8	E.4
2.0Ltr. 16V Turbo ABF	IRP169-36NCR	50,600	21,000	159,000	24,900	20,000	4	3/8	F.2
2.0Ltr. TSI	IRP184-36NCR	50,600	21,000	144,000	21,900	21,900	4	3/8	E.7
Golf GTI 1.8L - 2.0L	IRP168-36NCR	50,600	20,000	144,000	25,000	25,000	4	3/8	E.4
Jetta ABA / 2.0L ABF 16V and 8V	IRP169-36NCR	50,600	21,000	159,000	25,000	20,000	4	3/8	F.2
Polo AFH 1.4L / 1.6Ltr. NEW	IRP181-36NCR	50,600	17,000	138,000	20,000	20,000	4	3/8	F.8
VW Diesel 2000 TDI	IRP015-36NCR	53,700		144,000	24,900	24,900	4	3/8	F.8
<b>YAMAHA</b>									
TMAX 500 ASPIRATO	IRP155-36NCR	45,000	16,000	123,500	21,800	21,800	2	5/16	E.2
TMAX 500 TURBO	IRP156-36NCR	45,000	16,000	123,500	21,800	21,800	2	5/16	E.2
TMAX 530 TURBO	IRP157-36NCR	45,000	16,000	123,500	21,800	21,800	2	5/16	E.2
TMAX 530 ASPIRATO	IRP158-36NCR	45,000	16,000	123,500	21,800	21,800	2	5/16	E.2



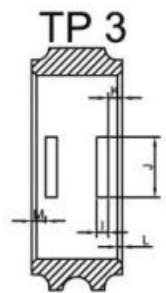
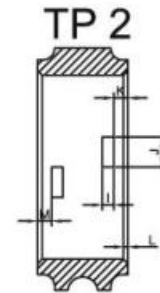
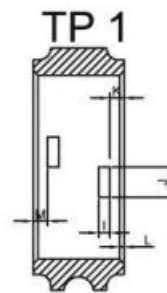
# Custom Connecting Rods

## Bielle a disegno

Custom Connecting rod  
100% Made in Italy



Tang position



SECTION N-N

### Informazioni Cliente / Customer Information

To be filled out by ItalianRP	
Cliente / Customer	
Telefono / Phone	
E-mail	
Data / Date	

### Dati Motore/ Engine Data

Codice Motore / Engine Type		
Applicazione / Application		
Quantità di bielle / Order quantity od conrods		
Numero di cilindri / NO of cylinders		
Diametro / Bore	mm	
Corsa / Stroke	mm	
Max potenza all'albero / Max Power output to crank	<input type="checkbox"/> HP	<input type="checkbox"/> KW
Velocità alla coppia massima / Speed at max torque	<input type="checkbox"/> Ftlb	<input type="checkbox"/> NM
Velocità massima del motore / Max engine speed	RPM	
Pressione di sovralimentazione / Boost pressure ( if applicable )	<input type="checkbox"/> Psi	<input type="checkbox"/> Bar
Rapporto di compressione / Compression ratio		
Tipo di carburante / Fuel type		
NOS	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Peso pistone / Piston assembly weight ( =piston+pin+rings+locks)	Gr.	

### Dimensioni / General dimensions

Dimensioni / General dimensions	mm
A	
B	
C	
D	
E	
F	
G	
H	
Bearing Tang	
I	
K	
M	
N	
Q	
Notes	

### Dati Biella / Connecting Rod Data

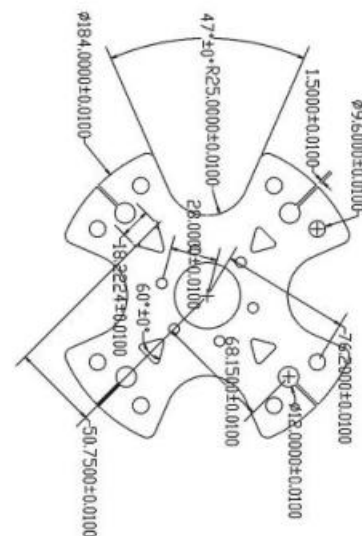
Bronzina biella / Rod bearing part no.		
Dimensioni viti / Preferred bolt size		
Tipo di biella / Preferred beam type	<input type="checkbox"/> IRP-Beam	<input type="checkbox"/> H-Beam
Tipo di Materiale / Material type	<input type="checkbox"/> Forging 40NiCrMo6	<input type="checkbox"/> Forging 36NiCrMo16



# Dischi Frizione Clutches Plates



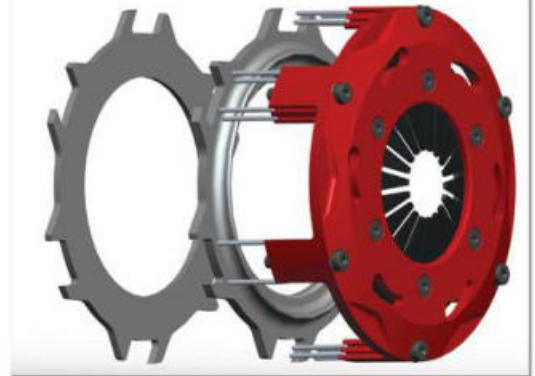
Description	NO. Article	Diam.	N. Plates	N. Hub Cave	Hub Size	Price Code
Alfa Romeo	IRPDC001	215	6	20	23 x 20	DF.2
Alfa Romeo	IRPDC002	230	6	20	23 x 20	DF.2
Alfa Romeo	IRPDC003	200	4	24	21 x 18	DF.5
Alfa Romeo	IRPDC004	230	5	20	23 x 20	DF.2
Audi	IRPDC005	180	4	20	17 x 15	DF.3
Audi / Volkswagen	IRPDC006	190	4	23	21 x 18	DF.1
Audi / Volkswagen	IRPDC007	200	4	23	21 x 18	DF.1
Audi / Volkswagen	IRPDC008	210	4	23	21 x 18	DF.1
Audi / Volkswagen	IRPDC009	215	6	28	22,1 x 20,3	DF.5
Audi / Volkswagen	IRPDC010	220	6	28	22,1 x 20,3	DF.5
Citroen	IRPDC011	200	4	18	21 x 18	DF.1
Citroen	IRPDC012	160	4	18	17 x 15	DF.1
Fiat 500 BICILINDRICA	IRPDC013	170	3	20	17 x 15	DF.1
Fiat	IRPDC014	180	4	17	19 x 17	DF.3
Fiat	IRPDC015	190	4	17	19 x 17	DF.3
Fiat	IRPDC016	200	4	20	23 x 20	DF.1
Fiat	IRPDC001	215	6	20	23 x 20	DF.2
Fiat	IRPDC004	230	6	20	23 x 20	DF.2
Ford	IRPDC016	190	4	23	25,4 x 23	DF.1
Ford	IRPDC017	220	6	17	19 x 17	DF.3
Ford	IRPDC018	240	6	23	25,4 x 23	DF.1
Honda	IRPDC019	215	6	24	25,3	DF.1
Honda	IRPDC020	220	6	24	25,3	DF.1
Lancia	IRPDC016	200	4	20	23 x 20	DF.1
Lancia	IRPDC001	215	6	20	23 x 20	DF.1
Lancia	IRPDC004	230	6	20	23 x 20	DF.2
Mitstubishi Evo 7	IRPDC021	230	6	23	25,4 x 23	DF.2
Mitstubishi Evo 8-9-10	IRPDC022	240	6	23	25,4 x 23	DF.2
Opel Kadett	IRPDC023	215	6	24	21 x 18	DF.5
Opel Astra	IRPDC024	230	6	24	21 x 18	DF.5
Opel OPC	IRPDC025	230	5	14		DF.5
Opel OPC	IRPDC026	230	6	14		DF.5
Peugeot 1.3 - 1-4	IRPDC027	180	4	18	21 x 18	DF.1
Peugeot 1.6	IRPDC011	200	4	18	21 x 18	DF.1
Peugeot 1.7	IRPDC028	215	6	18	21 x 18	DF.1
Peugeot 106	IRPDC029	230	6	21	21 x 18	DF.2
Renault	IRPDC030	180	4	20	17 x 15	DF.3
Renault	IRPDC031	190	4	20	17 x 15	DF.3
Renault Clio 1.8 16V \2.0 Williams	IRPDC032	200	4	26	22 x 20	DF.1
Renault Megane Turbo	IRPDC033	200	4	21		DF.3
Renault Megane Turbo	IRPDC034	184	4	21		DF.3
Renault Megane Turbo	IRPDC035	215	5	21		DF.5
Renault Clio RS	IRPDC036	215	6	26	22 x 20	DF.1
Subaru	IRPDC037	230	6	24	24 x 24	DF.5
Subaru	IRPDC038	240	6	24	24 x 24	DF.5
Suzuki	IRPDC039	200	4	18	19 x 24	DF.4
Sadev Gearbox	IRPDC040	200	4	23		DF.3
Sadev Gearbox	IRPDC041	184	4	23		DF.3
Sadev Gearbox	IRPDC042	140	4	23		DF.3





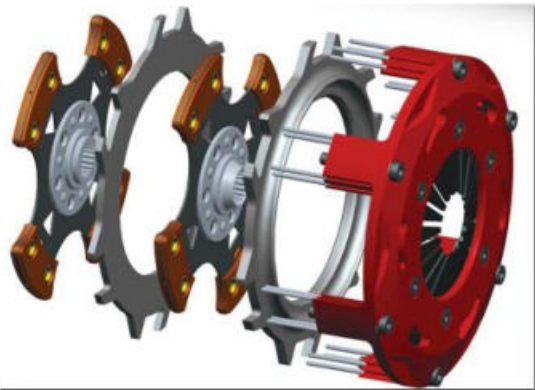
### Spingidisco Senza Disco / Reinforced Clutch Cover Without Disk

Description	NO. Article	Price Code
Spingidisco Monodisco 140mm / Clutch single 140mm disk	IRPFR001	FR.1
Spingidisco Monodisco 184mm / Clutch single 184mm disk	IRPFR002	FR.2
Spingidisco Monodisco 200mm / Clutch single 200mm disk	IRPFR003	FR.3
Spingidisco Bidisco 140mm / Clutch double 140mm disk	IRPFR004	FR.4
Spingidisco Bidisco 184mm / Clutch double 184mm disk	IRPFR005	FR.4
Spingidisco Bidisco 200mm / Clutch double 200mm disk	IRPFR006	FR.4
Spingidisco Tridisco 140mm / Clutch triple 140mm disk	IRPFR007	FR.5
Spingidisco Tridisco 184mm / Clutch triple 184mm disk	IRPFR008	FR.5
Spingidisco Tridisco 200mm / Clutch triple 200mm disk	IRPFR009	FR.5



### Spingidisco Con Disco Cerametallic / Reinforced Clutch Cover With Cerametallic Disk

Description	NO. Article	Price Code
Spingidisco Monodisco 140mm / Clutch single 140mm disk	IRPFD001	FD.1
Spingidisco Monodisco 184mm / Clutch single 184mm disk	IRPFD002	FD.2
Spingidisco Monodisco 200mm / Clutch single 200mm disk	IRPFD003	FD.3
Spingidisco Bidisco 140mm / Clutch double 140mm disk	IRPFD004	FD.4
Spingidisco Bidisco 184mm / Clutch double 184mm disk	IRPFD005	FD.4
Spingidisco Bidisco 200mm / Clutch double 200mm disk	IRPFD006	FD.4
Spingidisco Tridisco 140mm / Clutch triple 140mm disk	IRPFD007	FD.5
Spingidisco Tridisco 184mm / Clutch triple 184mm disk	IRPFD008	FD.5
Spingidisco Tridisco 200mm / Clutch triple 200mm disk	IRPFD009	FD.5



La nostra frizione è composta da:

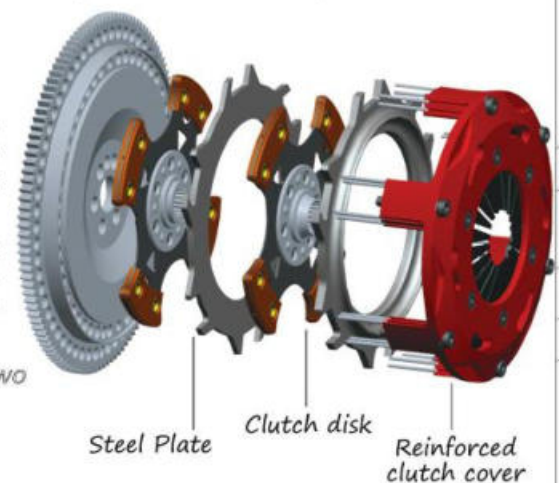
- spingidisco in Ergal (lega di alluminio 7075), leggero, più resistente agli urti, agli sforzi, al peso e alla torsione;
- piatto in acciaio 39NiCrMo3;
- anello fulcro in acciaio inossidabile austenitico.

Our clutch assemblies present:

- Ergal 7075 pressure plat, which is a material valued for its lightness and for being the aluminium-alloy with the best strenght;
- 39NiCrMo3 steel plate;
- austenitic stainless steel pivot-ring.

Lo spingidisco ricavato dal pieno presenta le zampine in blocco unico, eliminando l'accoppiamento tramite viti. Le zampine presentano quattro spine in acciaio cementato, inserite per interferenza. I fianchi inclinati permettono l'installazione di 2 spine per lato.

The reinforced clutch cover, obtained by milling an Ergal-made bulk, has the integrated feet with four hardened steel inserts. In this way the screws linking feet and pressure plat are avoided. The inserts are installed with interference. The short sides of the feet are rotated with respect to the symmetry plane, to increase their lenght and to allow the installation of two inserts per side.



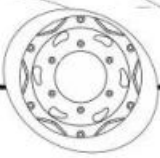
Il contatto tra piatto e zampina avviene puntualmente invece che su una superficie, riducendo gli attriti e la ruvidezza durante il funzionamento. Il risultato è un funzionamento molto progressivo dall'azione ben modulabile.

The contact between a foot and the steel plate is limited to few short segments instead of an extended area, with decreased frictions and roughness of working. With this configuration we achieved a better behavior, giving to the driver an easier management of the torque.

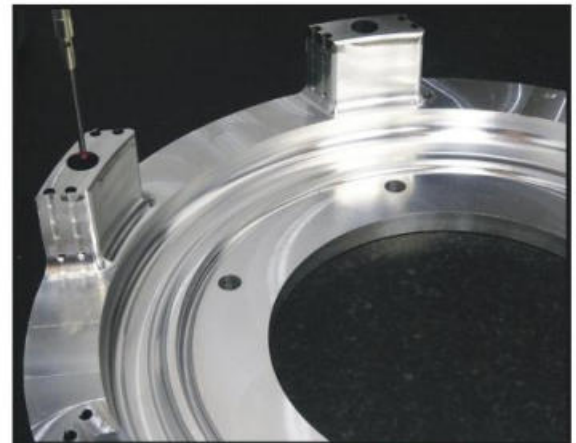


Description	NO. Article	Price Code
Alfa 147/156/169 MultiJet 110 KW - Trasformazione Monomassa - Meccanismo Bidisco <i>Single Mass Transformation - Double disk mechanism</i>	IRPGV00	GV.14
Alfa Mito / Giulietta 1.4 TJET - Meccanismo Monodisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV01	GV.10
Alfa Mito / Giulietta 1.4 TJET - Meccanismo Bidisco 184mm - <i>Double disk 184mm mechanism</i>	IRPGV02	GV.14
Autobianchi 112 Abarth - Meccanismo Rinforzato - <i>Reinforced Mechanism</i>	IRPGV03	GV.5
Autobianchi 112 Abarth - Meccanismo Monodisco 140mm - <i>Single disk 140mm mechanism</i>	IRPGV04	GV.5
Autobianchi 112 Abarth - Meccanismo Bidisco 140mm - <i>Double disk 140mm mechanism</i>	IRPGV05	GV.12
Bmw M3 E36 - Meccanismo rinforzato - <i>Reinforced Mechanism</i>	IRPGV06	GV.16
Bmw M3 E36 - Meccanismo Bidisco 140mm - <i>Double disk 140mm mechanism</i>	IRPGV07	GV.13
Bmw M3 E36 - Meccanismo Bidisco 184mm - <i>Double disk 184mm mechanism</i>	IRPGV08	GV.13
Bmw M3 E36 - Meccanismo Bidisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV09	GV.15
Citroen C2 / Saxo 1.6 16V - Meccanismo Rinforzato - <i>Reinforced Mechanism</i>	IRPGV10	GV.3
Citroen C2 / Saxo 1.6 16V - Meccanismo Monodisco 184mm - <i>Single disk 184mm mechanism</i>	IRPGV11	GV.2
Citroen C2 / Saxo 1.6 16V - Meccanismo Monodisco 200mm - <i>Single disk 200mm mechanism</i>	IRPGV12	GV.2
Citroen C2 / Saxo 1.6 16V - Meccanismo Bidisco 140mm - <i>Double disk 140mm mechanism</i>	IRPGV13	GV.6
Citroen C2 / Saxo 1.6 16V - Meccanismo Bidisco 184mm - <i>Double disk 184mm mechanism</i>	IRPGV14	GV.6
Citroen C2 / Saxo 1.6 16V - Meccanismo Bidisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV15	GV.6
Citroen DS3 1.6 Turbo - Meccanismo Monodisco 200mm - <i>Single disk 200mm mechanism</i>	IRPGV16	GV.9
Citroen DS3 1.6 Turbo - Meccanismo Bidisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV17	GV.16
Fiat Punto GT / Uno Turbo - Meccanismo Rinforzato - <i>Reinforced Mechanism</i>	IRPGV18	GV.7
Fiat Punto GT / Uno Turbo - Meccanismo Modisco 184mm - <i>Single disk mechanism 184mm</i>	IRPGV19	GV.2
Fiat Punto GT / Uno Turbo - Meccanismo Modisco 200mm - <i>Single disk mechanism 200mm</i>	IRPGV20	GV.6
Fiat Punto GT / Uno Turbo - Meccanico Bidisco 184mm - <i>Double disk mechanism 184mm</i>	IRPGV21	GV.6
Fiat Punto GT / Uno Turbo - Meccanico Bidisco 200mm - <i>Double disk mechanism 200mm</i>	IRPGV22	GV.13
Fiat 500 Bicilindrica - Meccanismo Rinforzato - <i>Reinforced Mechanism</i>	IRPGV23	GV.1
Fiat 500 Bicilindrica - Meccanismo Modisco 140mm - <i>Single disk mechanism 140mm</i>	IRPGV24	GV.1
Fiat 1.2 8V / 1.2 16V / 1.4 16V - Meccanismo Monodisco 140mm - <i>Single disk mechanism 140mm</i>	IRPGV25	GV.4
Fiat 1.2 8V / 1.2 16V / 1.4 16V - Meccanismo Monodisco 184mm - <i>Single disk mechanism 184mm</i>	IRPGV26	GV.4
Fiat 1.2 8V / 1.2 16V / 1.4 16V - Meccanismo Bidisco 140mm - <i>Double disk mechanism 140mm</i>	IRPGV27	GV.11
Fiat 127 - Meccanismo Rinforzato - <i>Reinforced Mechanism</i>	IRPGV28	GV.7
Fiat 127 - Meccanismo Monodisco 140mm - <i>Single disk mechanism 140mm</i>	IRPGV29	GV.4
Fiat 127 - Meccanismo Bidisco 140mm - <i>Double disk mechanism 140mm</i>	IRPGV30	GV.11
Fiat 500 / Grande Punto Abarth 1.4 TJET - Meccanismo Monodisco 200mm <i>Single disk 200mm mechanism</i>	IRPGV01	GV.10
Fiat 500 / Grande Punto Abarth 1.4 TJET - Meccanismo Bidisco 184mm <i>Double disk 184mm mechanism</i>	IRPGV02	GV.14
Fiat Coupè 2.0 20V - Meccanismo Rinforzato - <i>Reinforced Mechanism</i>	IRPGV33	GV.12
Fiat Coupè 2.0 20V - per Meccanismo Bidisco 184mm - <i>Double disk 184mm mechanism</i>	IRPGV31	GV.13
Fiat Coupè 2.0 20V - per Meccanismo Bidisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV32	GV.13
Fiat Coupè 2.0 8V / 16V - Meccanismo Rinforzato - <i>Reinforced Mechanism</i>	IRPGV33	GV.12
Fiat Coupè 2.0 8V / 16V - Meccanismo Monodisco 184mm - <i>Single disk 184mm mechanism</i>	IRPGV34	GV.3
Fiat Coupè 2.0 8V / 16V - Meccanismo Monodisco 200mm - <i>Single disk 200mm mechanism</i>	IRPGV35	GV.3
Fiat Coupè 2.0 8V / 16V - Meccanismo Bidisco 184mm - <i>Double disk 184mm mechanism</i>	IRPGV36	GV.6
Fiat Coupè 2.0 8V / 16V - Meccanismo Bidisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV37	GV.6
Ford Escort Cosworth - Meccanismo Bidisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV38	GV.6
Honda Civic K20 - Meccanismo Monodisco 200mm - <i>Single disk 200mm mechanism</i>	IRPGV57	GV.6
Honda Civic K20 - Meccanismo Bidisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV58	GV.13
Honda Civic K20 - Meccanismo Bidisco 184mm - <i>Double disk 184mm mechanism</i>	IRPGV59	GV.13
** Lamborghini Gallardo - Meccanismo Bidisco 184mm - <i>Double disk 184mm mechanism</i>	IRPGV56	GV.20
Lancia Delta 2.0 8V / 16V - Meccanismo Rinforzato - <i>Reinforced Mechanism</i>	IRPGV33	GV.12
Lancia Delta 2.0 8V / 16V - Meccanismo Monodisco 184mm - <i>Single disk 184mm mechanism</i>	IRPGV34	GV.3
Lancia Delta 2.0 8V / 16V - Meccanismo Monodisco 200mm - <i>Single disk 200mm mechanism</i>	IRPGV35	GV.3
Lancia Delta 2.0 8V / 16V - Meccanismo Bidisco 184mm - <i>Double disk 184mm mechanism</i>	IRPGV36	GV.6
Lancia Delta 2.0 8V / 16V - Meccanismo Bidisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV37	GV.6
Mini Cooper Volumetrico - Meccanismo Monodisco 200mm - <i>Single disk 200mm mechanism</i>	IRPGV39	GV.11
Mini Cooper Volumetrico - Meccanismo Bidisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV40	GV.17
Mini Cooper R56 Turbo 1.6 - Meccanismo Monodisco 200mm - <i>Single disk 200mm mechanism</i>	IRPGV16	GV.9
Mini Cooper R56 Turbo 1.6 - Meccanismo Bidisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV17	GV.16
Peugeot 208 1.6 Turbo - Meccanismo Monodisco 200mm - <i>Single disk 200mm mechanism</i>	IRPGV16	GV.9
Peugeot 208 1.6 Turbo - Meccanismo Bidisco 200mm - <i>Double disk 200mm mechanism</i>	IRPGV17	GV.16





Description	NO. Article	Price Code
Peugeot 1.3 8V - Meccanismo Rinforzato - Reinforced Mechanism	IRPGV41	GV.7
Peugeot 1.3 8V - Meccanismo Monodisco 184mm - Single disk 184mm mechanism	IRPGV11	GV.2
Peugeot 1.6 8V / 16V - Meccanismo Rinforzato - Reinforced Mechanism	IRPGV10	GV.3
Peugeot 1.6 8V / 16V - Meccanismo Monodisco 184mm - Single disk 184mm mechanism	IRPGV11	GV.2
Peugeot 1.6 8V / 16V - Meccanismo Monodisco 200mm - Single disk 200mm mechanism	IRPGV12	GV.2
Peugeot 1.6 8V / 16V - Meccanismo Bidisco 140mm - Double disk 140mm mechanism	IRPGV13	GV.6
Peugeot 1.6 8V / 16V - Meccanismo Bidisco 184mm - Double disk 184mm mechanism	IRPGV14	GV.6
Peugeot 1.6 8V / 16V - Meccanismo Bidisco 200mm - Double disk 200mm mechanism	IRPGV15	GV.6
Peugeot 2.0 16V - Meccanismo Rinforzato - Reinforced Mechanism	IRPGV42	GV.9
Peugeot 2.0 16V - Meccanismo Monodisco 200mm - Single disk 200mm mechanism	IRPGV43	GV.6
Renault 5 GT Turbo / Clio Williams - Meccanismo Rinforzato con Fonica Originale <i>Reinforced mechanism with original phonic wheel</i>	IRPGV44	GV.9
Renault 5 GT Turbo / Clio Williams - Meccanismo Monodisco 184mm con Fonica Originale <i>Single disk 184mm mechanism with original phonic wheel</i>	IRPGV45	GV.6
Renault 5 GT Turbo / Clio Williams - Meccanismo Bidisco 184mm con Fonica Originale <i>Double disk 184mm mechanism with original phonic wheel</i>	IRPGV46	GV.13
Renault 5 GT Turbo / Clio Williams - Meccanismo Monodisco 184mm con Fonica 60-2 <i>Single disk 184mm mechanism with 60-2 phonic wheel</i>	IRPGV47	GV.3
Renault 5 GT Turbo / Clio Williams - Meccanismo Bidisco 184mm con Fonica 60-2 <i>Double disk 184mm mechanism with 60-2 phonic wheel</i>	IRPGV48	GV.9
Renault Clio RS - Meccanismo Monodisco 200mm - Single disk 200mm mechanism	IRPGV49	GV.6
Renault Clio RS - Meccanismo Bidisco 184mm - Double disk 184mm mechanism	IRPGV50	GV.13
Toyota Celica 3SGT / GTE - Meccanismo Monodisco 200mm - Single disk 200mm mechanism	IRPGV60	GV.6
Toyota Celica 3SGT / GTE - Meccanismo Bidisco 200mm - Double disk 200mm mechanism	IRPGV61	GV.13
VW Golf 2000 Tfsi Turbo - Meccanismo Bidisco 200 - Double disk 200mm mechanism	IRPGV51	GV.13
VW Golf 3 2.0 16V ABF - Meccanismo Bidisco 200mm - Double disk 200mm mechanism	IRPGV52	GV.13
VW Audi 1.8 Turbo 225 HP - Meccanismo Bidisco 184mm - Double disk 184mm mechanism	IRPGV53	GV.13
VW Audi 1.8 Turbo 225 HP - Meccanismo Bidisco 200mm - Double disk 200mm mechanism	IRPGV54	GV.13
VW Audi 1.8 TFSI - Meccanismo Monodisco 200mm - Single disk 200mm mechanism	IRPGV55	GV.6



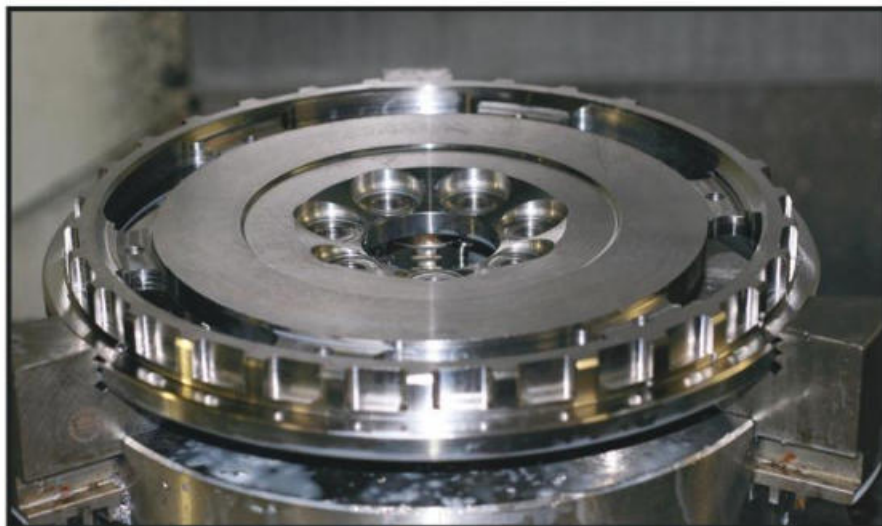


# Volani Sostituzione Bi-Massa Originale

## Dual Mass Original Replacement Flywheel



Description	NO. Article	Price Code
Alfa 145 - 147 1.9 JTD - 156 1.9 JTD - 2.4 JTD - Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM1	GV.8
Alfa 147 - 156 - 169 Multijet 110 KW - Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM2	GV.8
Alfa Mito / Giulietta 1.4 TJET - Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM3	GV.3
Fiat Bravo Multijet 110 KW - Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM4	GV.8
Fiat 500 / Grande Punto Abarth 1.4 TJET Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM3	GV.3
Fiat Brava 1.9 JTD 77 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM6	GV.18
Fiat Bravo 1.9 JTD 77 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM6	GV.18
Fiat Doblo' 1.9 JTD 74 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM6	GV.18
Fiat Doblo' Cargo 1.9 JTD 74 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM6	GV.18
Fiat Marea 1.9 JTD 77 - 81 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM6	GV.18
Fiat Multipla 1.9 JTD 77 - 81 - 85 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM6	GV.18
Fiat Punto 1.9 JTD 81 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM6	GV.18
Alfa Romeo 147 1.9 JTD 85 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM7	GV.19
Fiat Marea 2.4 JTD 77 - 96 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM7	GV.19
Fiat Marea Weekend 2.4 JTD 77 - 96 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM7	GV.19
Lancia Kappa 2.2 20V 114 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM7	GV.19
Lancia Lybra 1.9 JTD 77 - 81 - 85 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM7	GV.19
Lancia Lybra 2.4 JTD 99 - 103 - 110 KW Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM7	GV.19
Seat Leon 167 KW - Engine: BWJ Trasformazione Monomassa, Meccanismo Rinforzato <i>Single Mass Transformation - Reinforced mechanism</i>	IRPTM8	GV.18







# Terms and Condition

## Termini e Condizioni

### General

All offers, deliveries, repairs and other services are exclusively rendered on the basis of the following conditions. The applicability of contractual partners' conflicting terms and conditions is herewith denied. Deviations from these terms and conditions have effect only if they are confirmed by us in writing. All other alterations, requested or implied, remain invalid. These Terms and Conditions supersede all previous Terms and Conditions.

### Contract-execution and Content

All offers are subject to confirmation within three weeks and are non-binding. Subsidiary agreements, restrictions, alterations or additions to contracts must be made and accepted in writing.

### Prices and Terms of Payment

All prices exclude postage and packing.

Offers are made based upon current costs. Should, between acceptance of an order and delivery date, an unexpected rise in costs occur, we reserve the right to raise our wholesale prices accordingly. The same applies to retail prices only when the delivery date is more than four months after the order was confirmed. An increase in price on a retail contract is restricted to three percent of the original sum.

Only written estimates will be considered to be binding. Should we not receive a contract following an estimate we reserve the right to request an appropriate fee for this service.

Payment, in Euro, is due in full within one week of the billing date. For delivery contracts we reserve the right to request payment in advance or cash on delivery.

### Transfer of Responsibility

We are not liable for loss or damage in transport. Responsibility passes to the customer as the goods are collected or leave our premises. If dispatch is delayed due to events beyond our control then responsibility passes to the customer with the notification of transport readiness. An insurance to cover possible damage or loss during transportation can be arranged on request. The cost of the Insurance is the responsibility of the customer. Responsibility for goods in transit to us remains with the customer.

### Guarantee

Notification must reach us within seven days of receipt of the goods. The extent of any further testing and the necessity of any further notification, in the case of trade customers, are legally governed. Any complaints concerning the goods must be forwarded in writing together with a copy of the relevant invoice. Our motor parts, tuning instruments and other accessories are only for use in specialised racing vehicles. Licensing for use on normal road vehicles is not part of any agreement.

Our guarantee is limited to repair or replacement of the delivered goods. In the event of a further problem after repair or replacement the customer may choose between an appropriate reduction in price or return of the goods and a refund. We reserve the right to two attempts to improve the original merchandise before further action is taken. Faults directly or indirectly attributable to inappropriate handling, attempted repair, inflicted damage or other alterations to the goods carried out by the customer or a third party are not covered by our guarantee.

For special constructions based upon designs provided by the customer, our guarantee is restricted to the quality of the construction work carried out. All risks relating to technical specification, function and endurance are carried by the customer.

Should we discover in the course of a complaints procedure that our guarantee is void, we reserve the right to charge the customer an appropriate fee for time and material costs.

### Liability

Except for instances of gross negligence or intentional malpractice, compensation claims arising from positive violation of claims, breach of duty prior to contract (*culpa in contrahendo*) and from fort are excluded in all instances except those arising from claims based faulty goods.

In cases of faulty merchandise liability is excluded for direct and consequential damage which occurs after the defect should reasonably have been identified.

Furthermore the amount of compensation for cases involving wholesale transactions is, based upon the foreseeable average damage for this nature of contract, limited to ten times the price of the article or, in the case of modifications, ten times the works costs. Instances involving exceptional risk factors must be registered pre-contract. liability beyond the limits outlined within this contract will only be accepted if agreed in writing in advance. Liability claims based upon a failure to follow the Installation instructions or based upon damage caused as a result of an explicit customer request are excluded.



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