



## **2300 Connecting Rod Selection Guide**

Generally speaking, short tracks like short rods, long tracks like long rods. The reason is torque vs. horsepower. Short rods develop torque, long rods develop horsepower. On a short track you need to get off the corner (torque), where on long tracks you want MPH (HP). Rod length should be a function of RPM range and track size. The real issue is rod ratio, that is the rod length divided by stroke.

Unless track rules require stock length 5.200" rods, the 5.700" rod works best on short to 3/8 mile tracks. A stock stroke 2300-5.700" rod combo yields about a 1.824 rod ratio. As stroke increases (2500 – 2850cc engines) you can no longer achieve this ratio, so you really want the longest rod you can get. We stock 5.700" setups for 2.5, 2.6 and 2.7L engines. For 2850cc, we offer 5.600" rod kits. This is the longest rod program in the industry.

Longer tracks (or fast tracks) will like longer rods. Our 5.840" rod works on 3/8 mile tracks. The 5.930" rod wants 4/10 mile tracks and longer, with minimum 6000 RPM. These are generalities and should not be taken as gospel. Aggressive drivers who stay on the outside will probably like longer rods. Less experienced drivers who stay low will want more torque (shorter rods). If you run several different track sizes, a mid-rod length approach may be the smart choice.

Remember that you will improve acceleration on short tracks (when long rods are used) by selecting the lightest pistons, rods, cranks and thin piston rings you can find. Light parts allow the engine to decelerate quicker as well, so you can drive deeper into the turns. We can help there as well.

Race Engineering stocks the following connecting rods:

CROWER SPORTSMAN – strong, forged 4340 rods available with nut and bolt, or capscrews (these are preferred). Lengths are 5.2-5.7", weights usually low to mid-600 grams. Side beams may or not be machined.

RACE ENGINEERING PRO – strong and lightweight 4340 forged rods, all with capscrews and bushings. Available from 5.700-5.930" length, with machined side beams for added strength and weight removal. From 570 grams and special made for us by Manley. These will work in strokers.

SUPERLIGHT H-BEAM – We now offer a light H-Beam rod 5.700" for 2" journals, weight approximately 520 grams. Check your rule book to see if H-Beam rods are legal. These are less expensive than billet rods. We also stock these with Honda rod journals.

CROWER MAXI-LIGHT - 4340 billet rods are extremely durable and lightweight. We stock from 5.200 – 5.930" lengths. From the low 500 gram area. These will work in strokers.

BILLET RODS – Some of the lightest available. We have a 5.700 for stock 2300 stroke only at around 470 grams (no lighter steel rod exists). We are also stock a profiled/chamfered beam rod by Carrillo for reduced windage and oil drag. These come 5.700 & 5.930", the longer one in both Honda and Chevy journal sizes.