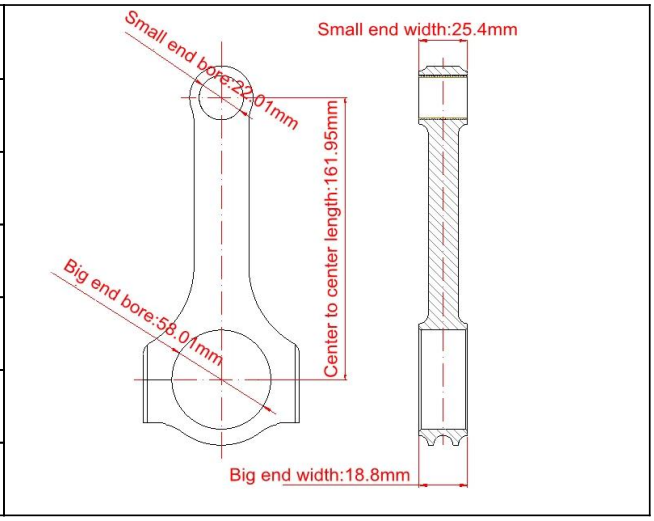
Honda J32 (J32A1/2/3) 6pcs/set Connecting rods Main Sizes

Brand: Hurricane*	
Center to Center Length: 161.95mm/6.376"	
Big End Bore Diameter: 58.01mm/2.284"	
Big End Width:18.80mm/0.740"	
Small End Bore Diameter:22.01mm/0.866"	
Small End Width: 25.4mm/1.000"	
Beam Style: H-beam	

Extreme Forged H Beam Connecting Rods Acura Honda J32 Features

Connecting Rod Bolt Diameter	3/8"
Approximate Connecting Rod Weight	670g
Advertised Horsepower Rating	800hp
Quantity	Sold as 6 pieces /set
Material	Forged 4340 steel
Connecting Rod Finish	Shot-peened, Polished
Pin	Bronze wrist pin bushings
Wrist Pin Style	Floating
Cap Retention Style	Cap screw
Weight Matched Set	Yes ,Balanced +/- 1g
Magnafluxed	Yes
Private Label	Yes ,available
Custom design	Custom design Yes, accept

Acura & Honda Rods - J32A1, J32A2, J32A3 Description

Hurricane connecting rods made from high tensile and fatigue resistance 4340 steel material , designed and evaluated by 3D software , 100% Computer Controlled Numeric(CNC) machined , polished and shot peened to meet high technical standard.

Fits for:

Honda J32A1:
1999-2003 Acura TL

2001-2003 Acura CL
1998-2003 Honda Inspire
Honda J32A2:
2001-2003 Acura CL Type-S
2002-2003 Acura TL Type-S
Honda J32A3:
2004-2008 Acura TL

More information about Honda J Engine

The J-series is Honda's fourth production V6 engine family introduced in 1996, after the C-series, which consisted of three dissimilar versions. The J-series engine was designed in the United States by Honda engineers. It is built at Honda's Anna, Ohio and Lincoln, Alabama engine plants.

It is a 60° V6 – Honda's existing C-series were 90° engines. The J-series was designed for transverse mounting. It has a shorter bore spacing (98 mm (3.86 in)), shorter connecting rods and a special smaller crankshaft than the C-series to reduce its size. All J-series engines are gasoline-powered SOHC 4-valve designs with VTEC variable valve timing.

One unique feature of some J-family engine models is Honda's Variable Cylinder Management (VCM) system. The system uses VCM to turn off one bank of cylinders under light loads, turning the V6 into a straight-3. Some versions were able to turn off one bank of cylinders or one cylinder on opposing banks, allowing for three-cylinder use under light loads and four-cylinder use under medium loads.