



889 76TH ST. UNIT 6 BYRON CENTER, MI 49315

PHN. 616-583-9700

FAX. 616-878-3612

800 970-283-8300

1-800-919-819-3615

TECHNOLOGIES

AN ENERGY TRANSFER  
TECHNOLOGY COMPANY



**HIGH PERFORMANCE  
MASTER CATALOG**





K1 Technologies is dedicated to providing world-class energy-transfer technology at an affordable price.

Our vast experience designing, engineering and manufacturing connecting rods and crankshafts, assures that we will continue providing the same top of the line product and customer service we have always provided.

**K1 Mission Statement:**

Inspired to bring to market high quality connecting rods and crankshafts at an affordable price, K1 Technologies was founded in 2005 by Tom Molnar. Our mission is to bring to the racing market high quality parts at an affordable price and to provide the customer with world-class customer service.



Mention specific markets K1 caters to?

We welcome your phone calls, comments, requests and certainly welcome the opportunity to be your company of choice when it comes to connecting rods and crankshafts.

# TABLE OF CONTENTS

	<b>3</b>	You are here
Rod Bolts	<b>4</b>	
	<b>5</b>	Connecting Rods
Domestic H-beam	<b>6</b>	
	<b>10</b>	Sport Compact H-Beam
Main caps	<b>13</b>	
	<b>13</b>	Motorcycle Rods
Rotating Assemblies	<b>14</b>	
	<b>15</b>	Testimonials
Chevy Cranks	<b>17</b>	
	<b>19</b>	Chrysler Cranks
Ford Cranks	<b>20</b>	
	<b>21</b>	Sport Compact Cranks
Custom Rods & Specs	<b>22</b>	
	<b>23</b>	Terms & Conditions



There are three methods that are commonly used to tighten rod bolts: using a torque wrench, measuring the amount of stretch, and the torque & angle method. It is important to note that a fastener is like a very stiff spring and it must be stretched a specific amount. The material's ability to "rebound" like a spring is what provides the clamping force to keep the rod bolted together. If you do not stretch the bolt enough, there may not be enough clamp load to keep the rod cap in place which could result in broken bolts or spun bearings. On the other hand, if you stretch the bolt too much, you can exceed the yield strength of the fastener which will weaken it and cause it to fail. Either of these two conditions can result in catastrophic damage to your engine. Always follow the manufacturer's instructions to prevent damage to your engine.

### USING THE STRETCH METHOD TO TIGHTEN ROD BOLTS:

Measuring bolt stretch is the most accurate method for tightening rod bolts and insures the correct pre-load. Simply measure the free length of the bolt before tightening, lube the bolt threads and rod spotface. Install the bolt into the rod and tighten until the bolt is stretched the proper amount. K1 Technologies offers an economical bolt stretch gage for this purpose.

### USING THE TORQUE AND ANGLE METHOD TO TIGHTEN ROD BOLTS:

Do not confuse this with the "Torque to Yield" method. Torque to Yield stretches the bolt to a point where it will no longer return to the original length when loosened and requires the bolt to be replaced after each use. When using the Torque and Angle method, you lube the bolt threads and rod spotface, tighten the bolt to a low torque value as prescribed on the instruction sheet then, using an angle gage, turn the bolt a prescribed number of degrees to properly stretch the bolt. This method uses the highly accurate pitch of the bolt thread to control the amount of stretch.

### USING THE TORQUE METHOD TO TIGHTEN ROD BOLTS:

Torque does not measure clamp load and only measures the amount of friction that must be overcome to turn the bolt. The friction of the mating surfaces of the threads, rod spotface and bolt flange change with each tightening. When you consider the fact that different amounts and different types of lubes also change the friction, using the torque method is like trying to hit a moving target that you cannot see. K1 Technologies does not recommend the use of or provide torque values for tightening bolts.

BT61501-2	3/8" x 1.500"	ARP 2000 Material
BT61601-2	3/8" x 1.600"	ARP 2000 Material
BT71401-2	7/16" x 1.400"	ARP 2000 Material
BT71601-1	7/16" x 1.600"	8740 Material
BT71601-2	7/16" x 1.600"	ARP 2000 Material
BT71801-1	7/16" x 1.800"	8740 Material
BT71801-2	7/16" x 1.800"	ARP 2000 Material



Not only do connecting rod bolts see the same tension loads that try to pull a connecting rod in two, the total weight of the tower portion of the rod is trying to follow the piston up through the cylinder head which adds to this load making it the most highly stressed fastener in the engine. Because of this, it is very important for the bolts to be properly tightened. Setting a torque wrench at a given number and tightening until this set amount of torque is reached is easy, but it can be highly inaccurate. A torque wrench only measures the amount of resistance it takes to turn the bolts and the amount and type of lube that is used will affect the actual clamp load provided by the bolts. Also, each time a bolt is tightened, the mating surfaces of the threads, the spotface on the rod and flange of the bolt get smoother, which changes the amount of torque that is required to properly tighten the fastener. A bolt is simply a very stiff spring and it must be stretched a predetermined amount to keep the rod cap on and the bearing from spinning. Now that you have spent a lot of money to build an engine, why risk damage by not taking a few extra minutes to put it together correctly?

C to C } Connecting Rod  
Numbering System

<p><b>ENGINE</b></p> <p>A - Acura B - Buick C - Chevy D - Chrysler F - Ford H - Honda M - Mitsubishi N - Nissan O - Oldsmobile P - Pontiac S - Subaru T - Toyota Z - Mazda</p>	<p><b>ROD TYPE</b></p> <p>F - Forged I-Beam H - Billet H-Beam</p>	<p><b>HOUSING BORE</b></p> <p>AA - 1.693 AB - 1.772 AC - 1.890 AD - 1.965 AE - 2.008 AF - 2.047 AG - 2.086 AH - 2.125 AJ - 2.165 AK - 2.205 AL - 2.225 AM - 2.239 AN - 2.250 AP - 2.325 AR - 2.375 AS - 2.427 AT - 2.436 AU - 2.500 AV - 2.591 AW - 2.625 AY - 2.653 AZ - 1.614 BA - 2.032 BB - 1.992 BC - 1.986 BD - 2.244 DA - 2.637</p>	<p><b>WRIS T PIN SIZE</b></p> <p>A - .747 B - .750 C - .787 D - .799 E - .812 F - .826 G - .866 H - .900 J - .906 K - .912 L - .927 M - .975 N - .980 P - .984 R - .990 S - 1.030 T - 1.040 U - 1.094 V - .940 W - .708 Y - .875 Z - 1.358</p>	<p><b>WRIS T PIN</b></p> <p>B - Bushed P - Press Fit</p>
--	---	--	--	--

All **K1 Technologies** connecting rods including our forged series are made from 4340 steel, core hardened to increase tensile strength and mag-particle inspected. We use **ARP** fasteners in all rods and finish hone them in our shop on state of the art Sunnen hones to our exacting tolerances.

Center to center is held to +/-0.001" and journals are honed to +/-0.001". They are then packaged, ready for use without further machine work. You can pay a little less but you will not find a better rod for the money.

## Buick

		WEIGHT
BH5960ARVB6	5.960" Bushed H-Beam	698g
BH5960ARVP6	5.960" Press Fit H-Beam	703g
BH6000ARLB6	6.000" Bushed H-Beam	705g
BH6350ARLB-EF6	6.350" Even Fire On-Center Bushed H-Beam	698g
BH6350ARLB6	6.350" Buick Bushed H-Beam	742g

## LS1

CH6098ALLB-LS8	6.098" LS1 Bushed H-Beam	670g
CH6125ALLB-LS8	6.125" LS1 Bushed H-Beam	652g

## LS1 Lightweight

CH6125ALLB-LSL8	6.125" LS1 Bushed H-Beam	611g
-----------------	--------------------------	------



Buick  
H-Beam

## SB Chevy

		WEIGHT
CF5700ALLB8	5.700" SB Bushed Forged	591g
CF5700ALLP8	5.700" SB Press Fit Forged	587g
CF6000ALLB8	6.000" SB Bushed Forged	618g
CF6000ALLP8	6.000" SB Press Fit Forged	614g
CH5700ALLB8	5.700" SB Bushed H-Beam	622g
CH5850ALLB8	5.850" SB Bushed H-Beam	630g
CH6000ALLB8	6.000" SB Bushed H-Beam	640g
CH6000ALLB-ST8	6.000" SB Bushed H-Beam Stroker Rod	625g
CH6125ALLB8	6.125" SB Bushed H-Beam	658g
CH6200ALLB8	6.200" SB Bushed H-Beam	653g
CH6250ALLB8	6.250" SB Bushed H-Beam	648g
CH6300ALLB8	6.300" SB Bushed H-Beam	649g

## SB Chevy Small Jrnl

CH5700AHLB8	5.700" SB Bushed H-Beam	650g
CH6000AHLB8	6.000" SB Bushed H-Beam	633g
CH6125AHLB8	6.125" SB Bushed H-Beam	636g

## SB Chevy Lightweight

CH5700ALLB-L8	5.700" SB Bushed H-Beam	492g
CH6000ALLB-L8	6.000" SB Bushed H-Beam	500g
CH6125ALLB-L8	6.125" SB Bushed H-Beam	503g
CH6250ALLB-L8	6.250" Bushed H-Beam	507g



SB  
Chevy

# BB Chevrolet

		WEIGHT
CH6135APRB8	6.135" BB Bushed H-Beam	727g
CH6385APRB8	6.385" BB Bushed H-Beam	740g
CH6405APRB8	6.405" BB Bushed H-Beam	741g
CH6535APRB8	6.535" BB Bushed H-Beam	749g
CH6635APRB8	6.635" BB Bushed H-Beam	758g
CH6700APRB8	6.700" BB Bushed H-Beam	781g
CH6800APRB8	6.800" BB Bushed H-Beam	785g
CH7000APRB8	7.000" BB Bushed H-Beam	790g
CH7100APRB8	7.100" BB Bushed H-Beam	804g
CF6135APRB8	6.135" BB Bushed Forged	828g
CF6135APRP8	6.135" BB Press Fit Forged	828g
CF6385APRB8	6.385" BB Bushed Forged	839g
CF6535APRB8	6.535" BB Bushed Forge	850g

# Ford

FH5400ALLB8

5.400" Ford Bushed H-Beam with .927" Pin	590g
---	------



Dodge  
Viper

# SB Chrysler

		WEIGHT
DH6123ANLB8	6.123" SB Bushed w/ .927" Pin	649g
DH6123ANPB8	6.123" SB Bushed w/ .984" Pin	656g

# Viper

DH6123ANLB10	6.123" SB Bushed w/ .927" Pin	626g
DH6221ANLB10	6.221" SB Bushed w/ .927" Pin	639g
DH6200AHLB10	6.200" SB Bushed w/2.125" Chevy Jrnl .927" Pin	619g

# BB Chrysler

DH6760APRB8	6.760" 440 Bushed w/.990" Pin & 2.325" Jrnl	815g
DH6760AURB8	6.760" 440 Bushed w/.990" Pin	820g
DH6760AUUB8	6.760" 440 Bushed w/1.094" Pin	812g
DH7000APRB8	7.000" Bushed w/ .990" Pin & 2.325" Journal	824g
DH7100APRB8	7.100" Bushed w/ .990" Pin & 2.325" Journal	835g
DH7100AURB8	7.100" Bushed w/ .990" Pin	855g
DH7100AUSB8	7.100" Bushed w/ 1.030" Pin	850g

# Hemi

DH6243ANLB8	6.243" 5.7L Hemi Rod	635g
DH6860AURB8	6.860" Hemi Bushed w/.990" Pin	824g
DH6860AUSB-H8	6.860" Heavy Hemi Bushed w/1.030" Pin	909g
DH6860AUSB8	6.860" Hemi Bushed w/1.030" Pin	833g
DH6950AUPB8	6.950" 392 Hemi Bushed H-Beam w/.984" Pin	835g

# Ford

FH5440AGFB6  
FH5933AMGB8

	WEIGHT
5.440" Duratec 3.0L	535g
5.933" 4.6L Modular	596g



Ford Duratec 3.0L



NASA TTR  
2007  
Champion

DTM Motorsport

# Honda

HH5394ACFB4  
HH5433ACFB4  
HH5636AEGB4

	WEIGHT
5.394" B18A/B	501g
5.433" B18C	500g
5.636" H22	530g

# Honda I-Beam

HI5985AEGB4

5.985" I-Beam Billet Stock Replacement	454g
---	------

# Chrysler

DH5972AGHB4

5.972" Bushed with .901 Pin	606g
-----------------------------	------

# Mitsubishi

MH5906ACGB4  
MH5906ACGB4-L

5.906" 4G63	595g
5.906" 4G63 Gen 2 Lightweight	530g

"K1 engine parts are some of the strongest and highest quality parts available. This is why we use them in our World's Fastest Mitsubishi Evo 8."

Tim Salefski  
Engine Builder

AMS Performance



# Nissan

		WEIGHT
NH4783AEFB6	4.783" RB25	498g
NH5676AJGB6	5.676" VQ-35	538g
NH6495AGFB4	6.495" KA24	624g

# Subaru

SH5137AJJB4	5.137" EJ20	568g
SH5180AJGB6	5.180" H-Beam	547g
SH5180AJJB4	5.180" EJ25 H-Beam	547g

# Toyota

TH4850AEGB4	4.850" 3TC H-Beam	529g
TH5886AEGB4	5.886" Billet Rod 2AZ-FE	615g

# Mazda

ZH5234ACCB4	5.234" MX5 H-Beam	550g
ZH5315AEAB4	5.315" FS-DE H-Beam	533g
ZH5400AEAB4	5.400" FS-DE H-Beam	536g



Subaru  
EJ20

# Harley-Davidson

		WEIGHT
HDH5585BAGB2	5.585" H-Beam V-Rod	518g
HDH5648BAGB2	5.648" H-Beam V-Rod	525g
HDH5710BAGB2	5.710" H-Beam V-Rod	527g

Harley  
V-Rod



We feature **PRO-GRAM ENGINEERING** main caps. Recognized as the world-wide leader in main caps for circle track, drag racing, sprint cars, tractor pullers, marine and more. Quality in material and workmanship are second to none.

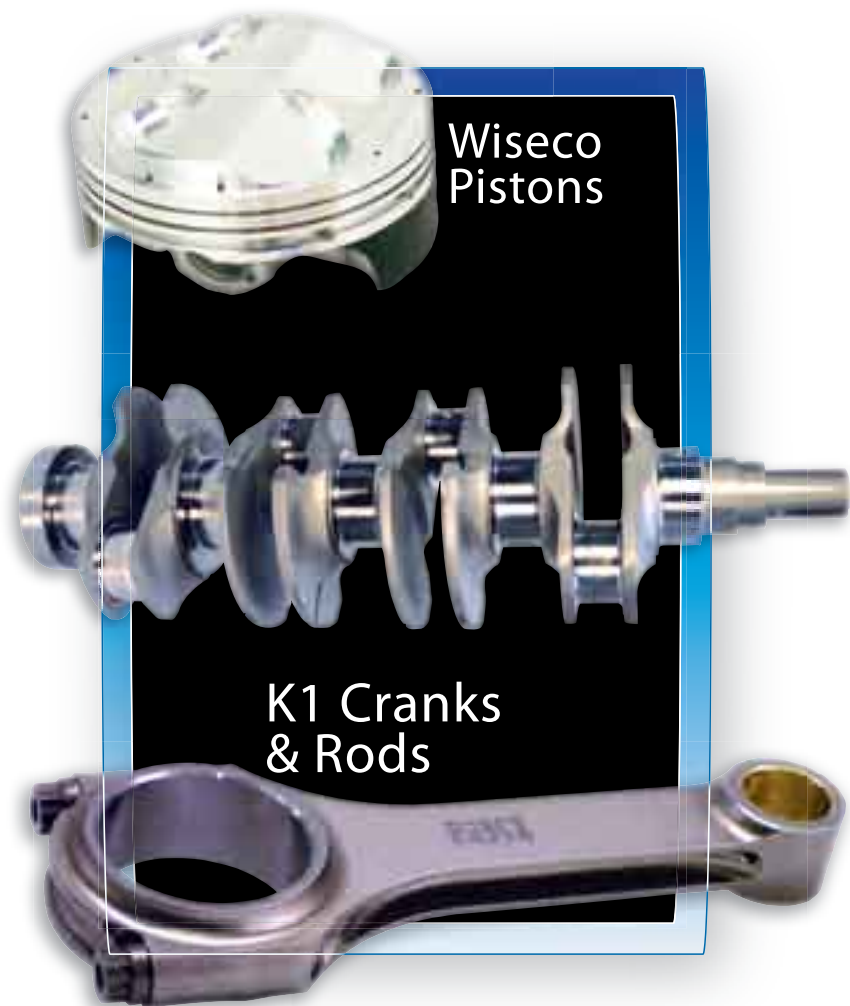
Call K1 for applications and pricing.

BB CHEVY SB CHEVY  
 BUICK PONTIAC OLDSMOBILE  
 BB FORD SB FORD MODULAR FORD  
 BB MOPAR SB MOPAR  
 AMC HEMI  
 SPORT COMPACT



Here at K1 our goal is to provide you with quality performance parts for your engine, whatever the application. To continue that tradition, in addition to our race proven Rods and Cranks, we are now offering rotating assemblies featuring **Wiseco** Pistons. Wiseco has been creating performance Pistons for close to 70 years and rigorously tests each product to meet your high standards.

Call us today for current applications including:  
 Wiseco Domestic  
 Pro Tru (Sportsman Series)  
 Wiseco Sport Compact



2006 FINLAND  
 NATIONAL SUPER  
 COMP CHAMPION  
 Ari Pietilä



"When I went looking for cranks and rods, my objective was:  
 -Quality in engineering, design, and performance...  
 I found all three with K1 Technologies."

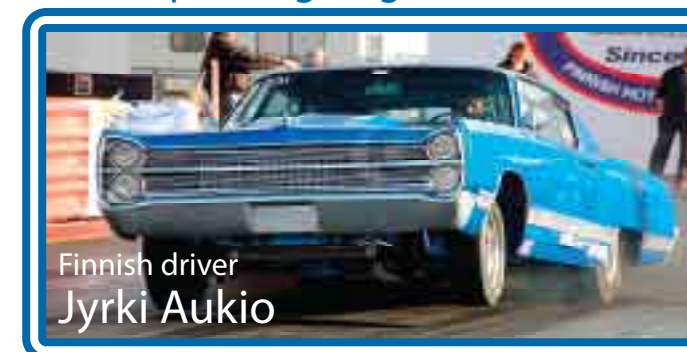
Darrell Poe  
 DP PERFORMANCE  
 ENGINES

"Finally, an affordable product machined to standards previously only found in high end priced parts."

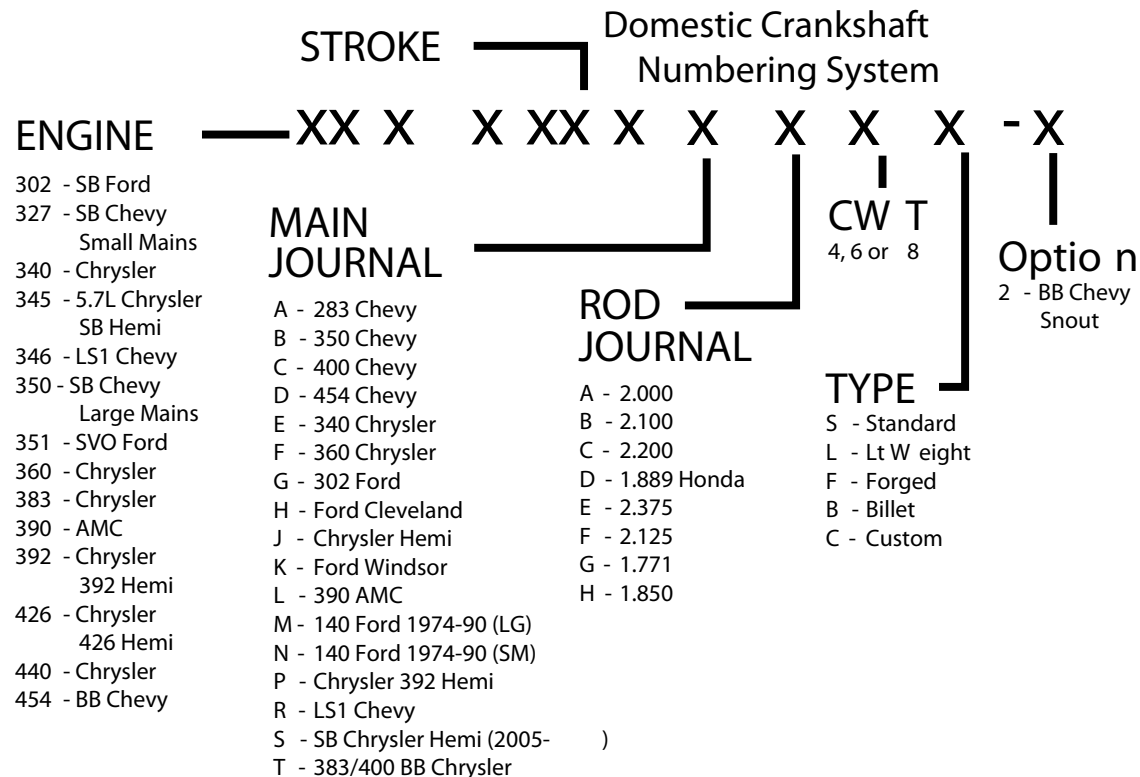


Norm Beerhorst  
 Ultra Tech  
 Racing Engines

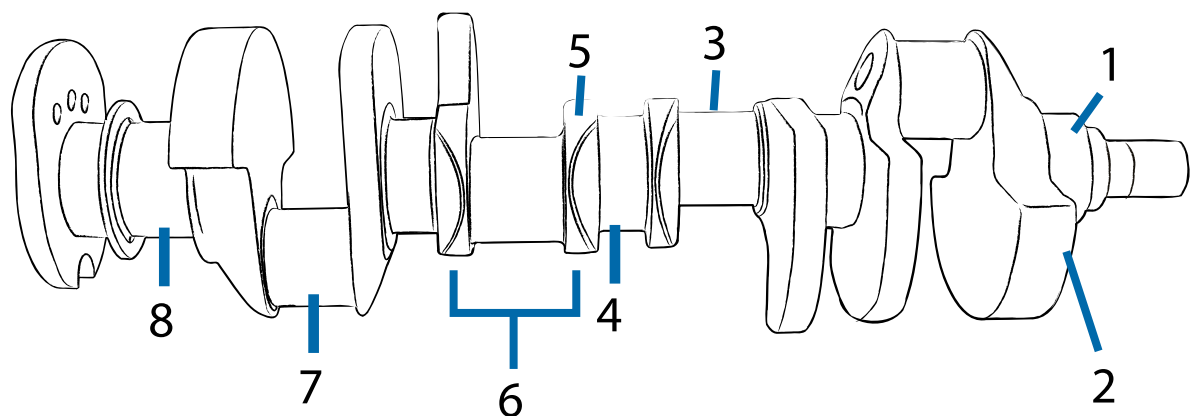
Yes, 8.4 seconds 1/4 mile  
 @163 mph weighing 3670 lbs!!!



All K1 Technologies crankshafts are made from 4340 steel, core hardened, nitrided, mag-particle inspected and feature straight oil holes for the best oiling to the rod journals to insure you get the best crank for your money.



- 1 FRONT MAIN BEARING JOURNAL
- 2 COUNTERWEIGHTS
- 3 CONNECTING ROD PIN
- 4 INTERMEDIATE MAIN BEARING JOURNAL
- 5 WEB
- 6 ONE THROW= 1 PIN + 2 WEBS
- 7 CONNECTING ROD PIN
- 8 REAR MAIN BEARING JOURNAL



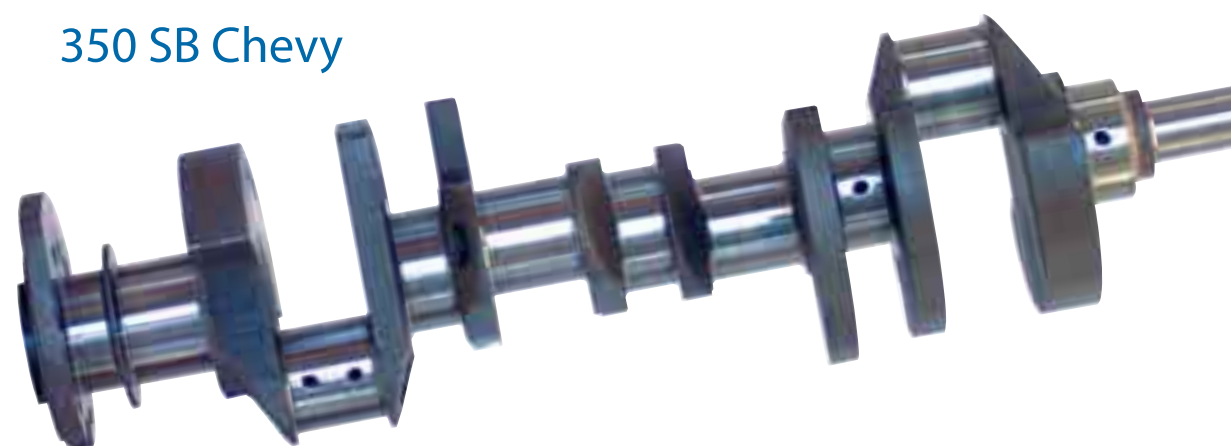
# SB Chevy Forged

		WEIGHT
350-3480BB6F	350 Crank 3.480" Stroke	53 lb
350-3480BB6F-RN	350 Crank 3.480" Stroke w/Rounded Nose and Trailing Edges - 50# Legal	50 lb
350-3500BB6F	350 Crank 3.500" Stroke	53 lb
350-3625BB6F	350 Crank 3.625" Stroke	56 lb
350-3750BB6F	350 Crank 3.750" Stroke	55 lb
350-4000BB6F	350 Crank 4.000" Stroke	57 lb
400-3500CB6F	400 Crank 3.500" Stroke	54 lb
400-3750CB6F	400 Crank 3.750" Stroke	54 lb
400-3800CB6F	400 Crank 3.800" Stroke	59 lb
400-3875CB6F	400 Crank 3.875" Stroke	57 lb
400-4000CB6F	400 Crank 4.000" Stroke	57 lb

# SB Chevy Lightweight

350-3500BB6L	350 Forged Crank 3.500" Stroke	43 lb
350-3750BB6L	350 Forged Crank 3.750" Stroke	46 lb
350-4000BB6L	350 Forged Crank 4.000" Stroke	47 lb

350 SB Chevy



## LS1 Forged

		WEIGHT
346-3622RB6F	346 Crank 3.622" Stroke	51 lb
346-3900RB6F	346 Crank 3.900" Stroke	52 lb
346-4000RB6F	346 Crank 4.000" Stroke	52 lb
346-4100RB6F	346 Crank 4.100" Stroke	53 lb
346-4125RB6F	346 Crank 4.125" Stroke	53 lb
346-4250RB6F	346 Crank 4.250" Stroke	54 lb

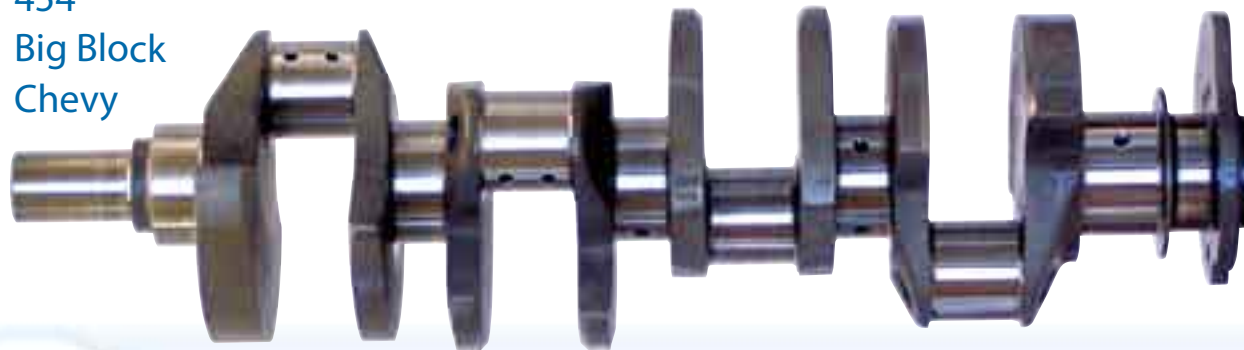
## BB Chevy Forged

454-4000DC6F	454 Crank 4.000" Stroke	71.9 lb
454-4250DB6F	454 Crank 4.250" Stroke 2.100" Rod Pins	69 lb
454-4250DC6F	454 Crank 4.250" Stroke	81 lb
454-4375DC8F	454 Crank 4.375" Stroke	82 lb
454-4500DC8F	454 Crank 4.500" Stroke	82 lb
454-4625DC8F	454 Crankshaft 4.625" Stroke	call
454-4750DC8F	454 Crank 4.750" Stroke	call

## BB Chevy Lightweight

454-4250DB6L	454 Forged Crank 4.250" Stroke 2.100" Rod Pins	57 lb
454-4250DC6L	454 Forged Crank 4.250" Stroke	59 lb
454-4375DC8L	454 Forged Crank 4.375" Stroke	61 lb
454-4500DC8L	454 Forged Crank 4.500" Stroke	63 lb

454  
Big Block  
Chevy



## SB Chrysler

		WEIGHT
340-4000EF6F	340 Forged Crank 4.000" Stroke	58 lb
360-4000FF6F	360 Forged Crank 4.000" Stroke	63 lb

## BB Chrysler

383-4150TC6F	383 Billet Crank 4.150" Stroke*	call
383-4250TC6F	383 Billet Crank 4.250" Stroke*	call
426-4150JC6F	426 Forged Crank 4.150" Stroke*	71 lb
426-4150JE6F	426 Forged Crank 4.150" Stroke	72 lb
426-4250JC6F	426 Forged Crank 4.250" Stroke*	71 lb
426-4250JE6F	426 Forged Crank 4.250" Stroke	72 lb
426-4375JC6F	426 Forged Crank 4.375" Stroke*	71 lb
426-4375JE6F	426 Forged Crank 4.375" Stroke	72 lb
426-4500JC6F	426 Forged Crank 4.500" Stroke*	72 lb
426-4500JE6F	426 Forged Crank 4.500" Stroke	73 lb
440-4150JE6F	440 Forged Crank 4.150" Stroke	71 lb
440-4250JC6F	440 Forged Crank 4.250" Stroke*	71 lb
440-4250JE6F	440 Forged Crank 4.250" Stroke	72 lb

\*2.200" Chevy Rod Pins



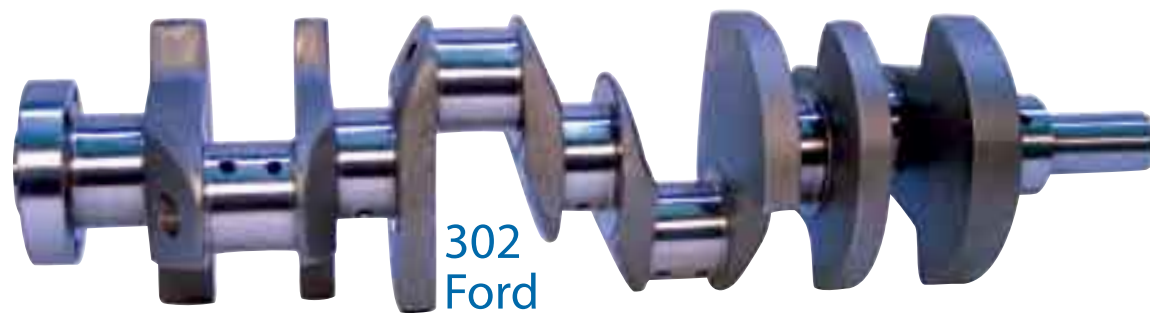
# 302 Ford Forged

		WEIGHT
302-3250GB6F	302 Crank 3.250" Stroke	47 lb
302-3400GB6F	302 Crank 3.400" Stroke	47 lb

# 351 Ford Forged

351-3500HB6F-RN	3.500" Stroke W/Rounded Nose and Trailing Edges - 50# Legal	50 lb
351-3750HB6F	3.750" Stroke Cleveland Mains*	59 lb
351-3900HB6F	3.900" Stroke Cleveland Mains	60 lb
351-4000KB6F	4.000" Stroke Windsor Mains*	61 lb
351-4100KB6F	4.100" Stroke Windsor Mains *	62 lb
351-4175KB6F	4.175" Stroke Windsor Mains *	62 lb
351-4250KB6F	4.250" Stroke Windsor Mains*	62 lb

\*SB Chevy Rod Pins



## Sport Compact Crankshaft Numbering System

ENGINE	—	X	X	XX	XXXX	X
F - Ford						
H - Honda						
M - Mitsubishi						
N - Nissan						
S - Subaru						
Z - Mazda						
		STROKE(mm)				TYPE
					S - Standard	
					L - Lt W eight	
					F - Forged	
					B - Billet	
		ENGINE MODEL				

# Honda

H1000H22	100MM H22 Crank
H1000K24-C	K24 Billet Crank 100mm Stroke
H1000S2000C	100MM S2000 Crank
H1060K24C	K24 106MM Stroke Crank with .960" Wide and 1.7710" Diameter Rod Pins
H920K20	K20 92MM Stroke Crank w/ Stock Size Mains & Rods. Factory Style Oil Holes.
H935K24C-L	K24 Billet Crankshaft 93.5mm Stroke Tapered Edges - Lightweight

# Mitsubishi

		WEIGHT
M8804G63	4G63 88MM Crank	32 lb
M9404G63	4G63 94MM Crank	32 lb
M9704G63	4G63 97MM Crank	32 lb
M10004G63	4G63 100MM Crank	32 lb

# Mitsubishi Lightweight

M10004G63-L	4G63 100MM Crank	31 lb
M8804G63-L	4G63 88MM Crank	31 lb
M9404G63-L	4G63 94MM Crank	31 lb
M9704G63-L	4G63 97MM Crank	31 lb

# Nissan

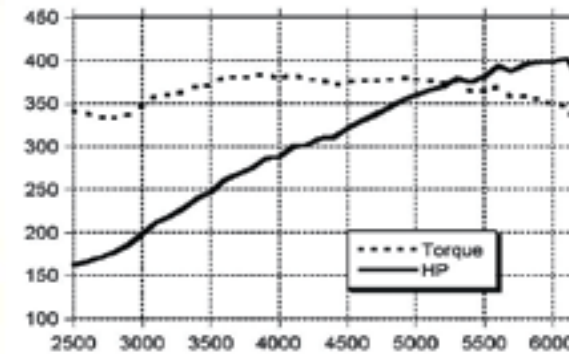
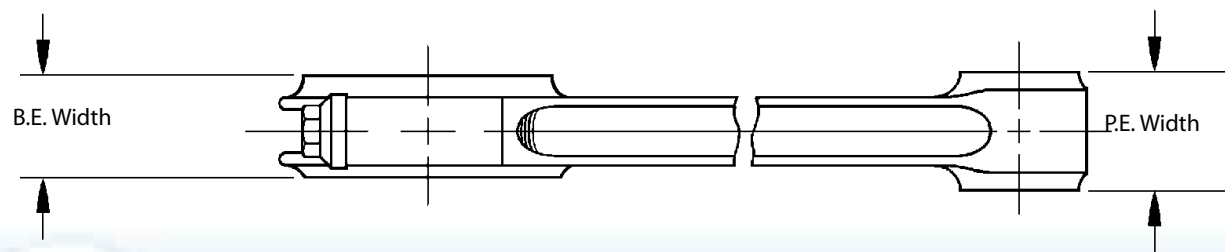
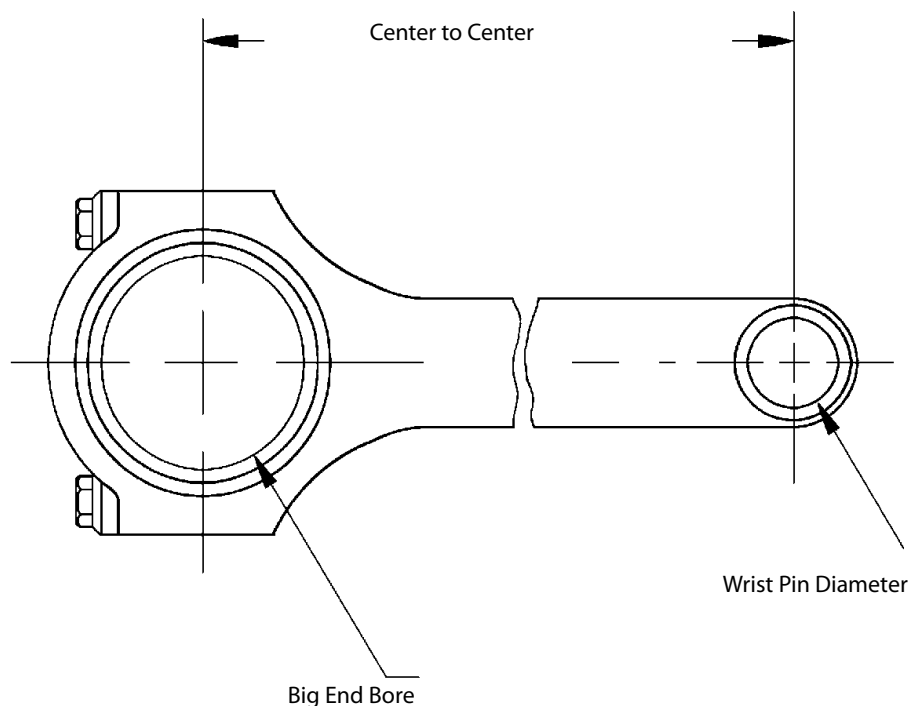
N920SR20	SR20 92MM Crank	42 lb
----------	-----------------	-------

# Subaru

S750EJ20D	EJ20/25 Dual Thrust	21 lb
S790EJ20D	EJ20/25 Dual Thrust	21 lb
S800EJ25D	EJ25 80 MM Dual Thrust	21 lb
S830EJ25D	EJ25 83MM Dual Thrust	21 lb

Engine Make: \_\_\_\_\_ Center to Center \_\_\_\_\_  
 Engine Model: \_\_\_\_\_ Big End Bore: \_\_\_\_\_  
 Engine Year: \_\_\_\_\_ Wrist Pin Diameter: \_\_\_\_\_  
 Cylinder Bore: \_\_\_\_\_ B.E. Width \_\_\_\_\_  
 Stroke: \_\_\_\_\_ P.E. Width \_\_\_\_\_

If you don't find your specific application in the catalog, provide us with the information on this form and we can discuss producing short run custom rods for you. Please call us for the details.



## Horsepower Ratings

It is nearly impossible to put a power rating on a connecting rod. Power is produced from the expanding gasses in the combustion chamber pushing down on the piston which in turn pushes down on the connecting rods. While there are certain situations that could lead to failed rods due to compressive loads, rods generally don't fail because of power loads. If rods broke due to power, they would experience severe bending to the point of permanent deformation prior to breaking. When you see a broken connecting rod where there is no seizure of the bearing or failure of the piston/pin/cylinder wall, look closely and you will see that the rod was actually pulled in two. This high tension pulling load on the rod takes place at TDC on the exhaust stroke and is caused by the piston trying to continue up the cylinder walls and through the cylinder head and the crankshaft trying to pull it back down. The heavier the piston, longer the stroke and the higher the RPM, the more pulling load is placed on the rod. When you look at a dyno sheet, you will see that as the RPM is taken past peak power the power falls off. However, most of us have seen engines that have had rods break when over revved. If power broke rods, they would never break due to being over revved.

### Payment Options

We accept Cash, Cashiers Check, Company Check (Upon Approval) Visa and Master Card. Custom orders require 50% deposit prior to order processing. Acceptable methods of payment for international orders may be by credit card or by wire transfer. All orders will be charged applicable sales tax unless a completed resale card is submitted and on file.

### Return Policy

All returns are subject to a 10% restocking fee. Returns must be made within 90 days and in new and unused condition. All returns require a Return Authorization (RMA) number. We only accept returns purchased directly from K1 Technologies with the original invoice number and date for each item returned for credit. Custom Connecting rods are not returnable.

### Notice

Due to the nature of performance applications, all K1 Technologies connecting rods are sold without any expressed or implied warranty of merchantability or fitness for a particular purpose. K1 Technologies shall not, under any circumstances, be liable for any special, incidental or consequential damages, including, but not limited to, damages or loss of other property or equipment, loss of profits or revenues, cost of purchased or replacement goods, or claims of customer of the purchaser which may arise and/or result from the sale, installation or use of these parts. K1 Technologies reserves the right to make product improvements / changes without notice and without incurring liability with respect to similar products previously manufactured. A \$30.00 fee will be charged for each returned check. A 1.5% per month finance charge will apply for all past due balances.

### Warranty

K1 Technologies warrants its products to be free from defects in material and workmanship. This warranty is void on all products that have been modified in any way or show evidence of misapplication, abuse, lack of proper maintenance or improper installation. Warranty is limited to replacement cost of K1 Technologies products only excluding labor and other related incurred costs. K1 Technologies will not be responsible for incidental damages or personal injury to the extent permitted by law.



AN ENERGY TRANSFER  
TECHNOLOGY COMPANY

Phone 616-583-9700 Fax 616-878-3612  
[www.k1technologies.com](http://www.k1technologies.com)



889 76th St. Unit 6  
Byron Center, MI 49315

