

The CARRILLO connecting rod is a precision, high strength, quality connecting rod, which when properly installed and maintained, will perform flawlessly in today's racing and high performance internal combustion engines. We would like to offer some suggestions and specifications that should be helpful in your installation.

BOLTS

All bolts should be lubricated under the heads as well as on the threads. We recommend the bolt lube included, or as an alternative, molybdenum base paste mixed with engine oil.

The preferred method to torque the bolt is by using the stretch figure listed in the table below. In order to check bolt stretch, simply fixture one rod, leaving the cap portion free from clamping load. Measure both bolt lengths loose, then progressively tighten the bolt until the measured increase in length correlates with the figures below. Use the indicated torque reading to tighten all the connecting rods in final assembly.

THREAD	TYPE	Head Marking	STRETCH RECOMMENDED English	STRETCH RECOMMENDED Metric	TORQUE NOT TO EXCEED English	TORQUE NOT TO EXCEED Metric
1/4	CARR	S4	.0040 to .0060in	0.102 to 0.152	275 inlb	31 Nm
5/16	WMC	H5	.0040 to .0060in	0.102 to 0.152	30 ftlb	41 Nm
5/16	CARR	S5	.0050 to .0070in	0.127 to 0.178	40 ftlb	54 Nm
3/8	WMC	H6	.0050 to .0065in	0.127 to 0.165	40 ftlb	54 Nm
3/8	CARR	S6	.0050 to .0070in	0.127 to 0.178	58 ftlb	79 Nm
7/16	WMC	H7	.0050 to .0070in	0.127 to 0.178	70 ftlb	95 Nm
7/16-1	WMC	H71	.0050 to .0070in	0.127 to 0.178	70 ftlb	95 Nm
7/16	CARR	S7	.0050 to .0070in	0.127 to 0.178	100 ftlb	136 Nm
M8	WMC	HM8	.0040 to .0055in	0.102 to 0.140	20 ftlb	27 Nm
M8-1	CARR	SM81	.0040 to .0055in	0.102 to 0.140	30 ftlb	41 Nm
M8	CARR	SM8	.0045 to .0060in	0.114 to 0.152	30 ftlb	41 Nm
M9	WMC	HM9	.0045 to .0060in	0.114 to 0.152	40 ftlb	54 Nm
M9	CARR	SM9	.0045 to .0060in	0.114 to 0.152	45 ftlb	61 Nm
M10	WMC	HM10	.0045 to .0060in	0.114 to 0.152	45 ftlb	61 Nm
M10	CARR	SM10	.0050 to .0070in	0.127 to 0.178	55 ftlb	75 Nm

DO NOT MAGNAFLUX CARRILLO CONNECTING RODS WITH BOLTS INSTALLED

CLEARANCES

Bearing clearances are dictated primarily by the bearing, not by the housing bore of the connecting rods. The connecting rod bore determines crush. Bearing clearances vary as to the application, diameter of the journal and bearing design. An approximate factor would be .001 per 1.000" diameter of crankshaft pin measured at the crown of the bearing surface.

Wrist pin to bushing clearance is variable per diameter as well. The following is a reference scale:

WRIST PIN DIAMETER	CLEARANCE	MAXIMUM CLEARANCE
.500 to 0.750"	.0010"	.0016"
.751 to 1.094"	.0012"	.0020"

Prior to disassembly of the connecting rod, number the connecting rod and matching cap. DO NOT use a metal stamp!

GUARANTEE

We guarantee the quality of the steel, the forging, the heat treat process, and the dimensional sizes. We have no control over the assembly or customer modification of the connecting rod in the engine. There are no further guarantees either expressed or implied by CARRILLO INDUSTRIES or any of their agents or representatives.

CARRILLO INDUSTRIES reserves the right to alter the design or initiate product changes without incurring liability or obligation with respect to similar products previously manufactured by this concern.