

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

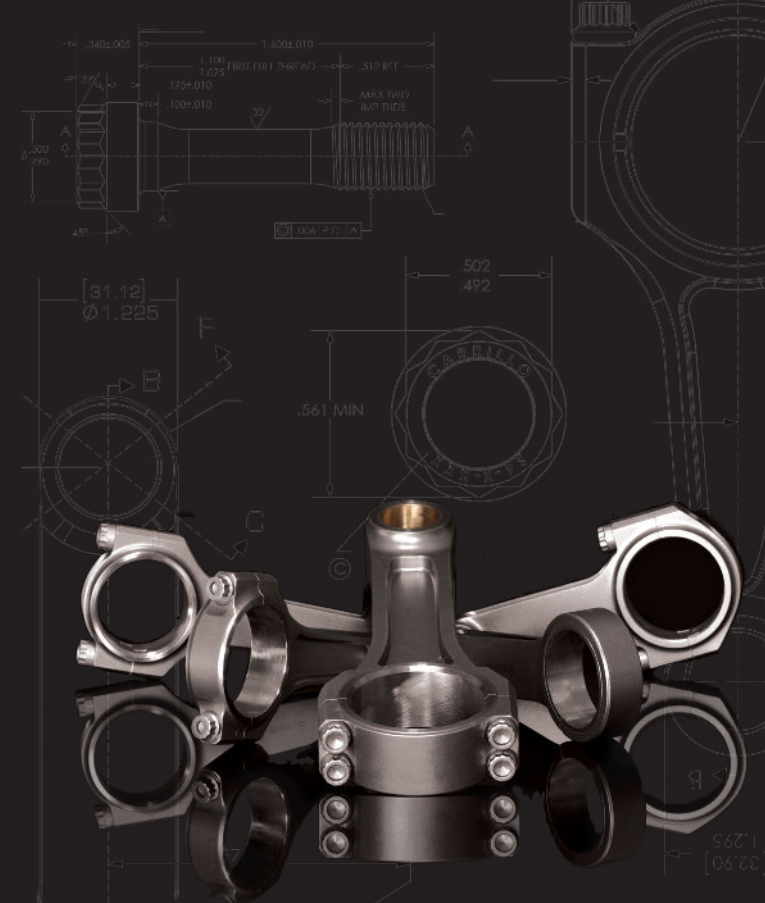
Technological advances are constantly made in the high performance engine business; many components that are adequate today will be outdated and unacceptable tomorrow. For this reason, we at CP-Carrillo are continually testing our products to assure our customers that we offer the highest quality products. CP-Carrillo's enviable reputation in the industry has led competitors throughout the world to copy our design. Watch for counterfeits. These imitations do not employ our sophisticated methods of certification and inspection. Consequently, these parts cannot approach the high quality component that CP-Carrillo produces. Our obligation to the high performance engine business is that only the finest quality materials, workmanship and inspection procedures are documented and accepted. This is our guarantee to you, our customer.

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MEMBER OF PANKL RACING SYSTEMS



STEEL BOLT INSTRUCTION SHEET

FOR ACCESS TO OUR FULL CATALOG
SCAN OUR QR CODE:





CP-CARRILLO FASTENER ASSEMBLY LUBRICANT

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 highperformance internal combustion engines. We would like to offersome suggestions and specifications that should be helpful inyour installation.

HOW TO APPLY

Spread an adequate amount of the paste on the threads and underhead to obtain a good seal. Paste must not be mixed with grease or oils.

Before handling, read product and safety data sheets for safe use, physical and health hazard information.

The material safety data sheet is available at www.cp-carrillo.com. You can also obtain a copy from your sales representative by calling our office.



STEEL BOLTS

All bolts should be lubricated under the heads as well as on the threads. We recommend the bolt lube included for STEEL RODS, 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, and then progressively tighten the bolt until the measured increase in length correlates with the figures below.

Assemble cap to beam, slightly tightening the bolt by hand and simultaneously assuring that the large chamfer on the rod faces the crankshaft cheek. The final torque should be completed in one full motion. Use the indicated torque reading to tighten all the connecting rods in final assembly. We advise AGAINST using an impact gun to start bolts and please use caution not to cross threads.

THREAD	TYPE	HEAD MARKING	STRETCH RECOMMENDED ENGLISH	STRETCH RECOMMENDED METRIC	TORQUE NOT TO EXCEED ENGLISH	TORQUE NOT TO EXCEED METRIC
1/4-28	CARR	S4	0.0040 in to 0.0050 in	0.100 to 0.127	215inlb	24 NM
1/4-28	CARR	S41	0.0030 in to 0.0040 in	0.075 to 0.100	250inlb	28 NM
5/16-24	WMC	H5	0.0040 in to 0.0060 in	0.100 to 0.150	30 ftlb	41 NM
5/16-24	CARR	S5	0.0050 in to 0.0070 in	0.130 to 0.180	40 ftlb	54 NM
3/8-24	WMC	H6	0.0050 in to 0.0065 in	0.130 to 0.160	40 ftlb	54 NM
3/8-24	CARR	S6	0.0050 in to 0.0070 in	0.130 to 0.180	58 ftlb	79 NM
3/8-24	WMC	H61	0.0055 in to 0.0070 in	0.140 to 0.180	58 ftlb	79 NM
3/8-24	CARR	S61	0.0055 in to 0.0070 in	0.140 to 0.180	58 ftlb	79 NM
3/8-24	CARR	S6-xxx-PS	0.0065 in to 0.0080 in	0.165 to 0.205	58 ftlb	79 NM
7/16-20	WMC	H7	0.0050 in to 0.0070 in	0.130 to 0.180	75 ftlb	102 NM
7/16-20	CARR	S7	0.0050 in to 0.0070 in	0.130 to 0.180	100 ftlb	136 NM
7/16-20	WMC	H71	0.0050 in to 0.0070 in	0.130 to 0.180	75 ftlb	102 NM
7/16-20	CARR	S71	0.0040 in to 0.0060 in	0.100 to 0.150	100 ftlb	136 NM
M8 x 1.0	WMC	HM8	0.0040 in to 0.0055 in	0.100 to 0.140	20 ftlb	27 NM
M8 x 1.0	CARR	SM8	0.0045 in to 0.0060 in	0.110 to 0.150	32 ftlb	43 NM
M8 x 1.0	CARR	SM81	0.0040 in to 0.0055 in	0.100 to 0.150	32 ftlb	43 NM
M9 x 1.0	WMC	HM9	0.0045 in to 0.0060 in	0.110 to 0.150	40 ftlb	54 NM
M9 x 1.0	CARR	SM9	0.0045 in to 0.0060 in	0.110 to 0.150	40 ftlb	54 NM
M10 x 1.0	WMC	HM10	0.0045 in to 0.0060 in	0.110 to 0.150	62 ftlb	84 NM
M10 x 1.0	CARR	SM10	0.0050 in to 0.0070 in	0.130 to 0.180	72 ftlb	98 NM
M10 x 1.0	CARR	SM10PS	0.0050 in to 0.0070 in	0.130 to 0.180	72 ftlb	98 NM

DO NOT MAGNAFLUX CP-CARRILLO CONNECTING RODS WITH BOLTS INSTALLED

CP-CARRILLO 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.

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