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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.

GUARANTEE

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

| WRIST PIN DIAMETER | CLEARANCE | MAXIMUM CLEARANCE |
|--------------------|-----------|-------------------|
| .500 to .750" | .0010" | .0016" |
| .751 to 1.094" | .0012" | .0020" |

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

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.

CLEARANCES

DO NOT MAGNAFLUX CARRILLO CONNECTING RODS WITH BOLTS INSTALLED

| THREAD | TYPE | HEAD | MARKING | STRETCH | RECOMMENDED | English | STRETCH | RECOMMENDED | Metric | TORQUE | English | TORQUE | NOT TO EXCEED | Metric | TORQUE | NOT TO EXCEED |
|--------|------|------|---------|------------------|----------------|----------|---------|-------------|--------|--------|---------|--------|---------------|--------|--------|---------------|
| 1/4 | CARR | S4 | | .0040 to .0060in | .0102 to 0.152 | 275 inlb | 31 Nm | | | | | | | | | |
| 5/16 | WMC | H5 | | .0040 to .0060in | .0102 to 0.152 | 30 tlb | 41 Nm | | | | | | | | | |
| 5/16 | CARR | S5 | | .0050 to .0070in | .0127 to 0.178 | 40 tlb | 54 Nm | | | | | | | | | |
| 3/8 | WMC | H6 | | .0050 to .0065in | .0127 to 0.165 | 40 tlb | 54 Nm | | | | | | | | | |
| 3/8 | CARR | S6 | | .0050 to .0070in | .0127 to 0.178 | 58 tlb | 79 Nm | | | | | | | | | |
| 7/16 | WMC | H7 | | .0050 to .0070in | .0127 to 0.178 | 70 tlb | 95 Nm | | | | | | | | | |
| 7/16-1 | WMC | H71 | | .0050 to .0070in | .0127 to 0.178 | 70 tlb | 95 Nm | | | | | | | | | |
| 7/16 | CARR | S7 | | .0050 to .0070in | .0127 to 0.178 | 100 tlb | 136 Nm | | | | | | | | | |
| M8 | WMC | HM8 | | .0040 to .0055in | .0102 to 0.140 | 20 tlb | 27 Nm | | | | | | | | | |
| M8-1 | CARR | SM81 | | .0040 to .0055in | .0102 to 0.140 | 30 tlb | 41 Nm | | | | | | | | | |
| M8 | CARR | SM8 | | .0045 to .0060in | .0114 to 0.152 | 30 tlb | 41 Nm | | | | | | | | | |
| M9 | WMC | HM9 | | .0045 to .0060in | .0114 to 0.152 | 40 tlb | 54 Nm | | | | | | | | | |
| M9 | CARR | SM9 | | .0045 to .0060in | .0114 to 0.152 | 45 tlb | 61 Nm | | | | | | | | | |
| M10 | WMC | HM10 | | .0045 to .0060in | .0114 to 0.152 | 45 tlb | 61 Nm | | | | | | | | | |
| M10 | CARR | SM10 | | .0050 to .0070in | .0127 to 0.178 | 55 tlb | 75 Nm | | | | | | | | | |

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.

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.

BOLTS

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.