TECH 904-721-2289

ROD BOLT INSTRUCTIONS FOR PART # 1570A/1570B/1570C/250 CHEVY

1. Rods should always be re-sized when new bolts are installed.

2. Make sure there is adequate chamfer in the connecting rod, to clear radius under the head of the bolt, Then press the bolts into the connecting rod.

3. Use 30 wt motor oil to lubricate the threads of the bolt and nut face.

4. To properly pre-load the rod bolts, a stretch gauge should be used to check the bolts.

1570A	.0066-.0070	1570C	.0067-.0071
1570B	.0063-.0067	250Chevy	.0060-.0064

5. If you do not have a stretch gauge, you can adequately pre-load the bolts by torquing the bolts to 40 ft lb. then loosen the nuts and torque to 40ft LB again, loosen the nuts and torque to 40ft LB a third and final time.**(EXCEPT FOR THE 1570C 289/302 ROD BOLTS, THESE ARE TORQUED TO 30 FT LB.)**

6. We recommend using the stretch method. A log should be kept on the original non-torque length of each bolt. Bolts that have any permanent deformation or a permanent stretch of .001 or more, should be replaced.

7. The proper preload in a connecting rod bolt is essential for trouble free performance. If a bolt is installed without sufficient pre-load (pre-stretch), every revolution of the crankshaft will cause a separation between the connecting rod and rod cap. This imposes additional stretch in the bolt, which then disappears when the load is removed on each revolution or cycle. This cyclic stretching and relaxing will cause the bolt to fail due to fatigue, just like a paper clip that is bent back and forth by hand. To prevent this condition the bolt's pre-load must be greater than the load ca

used by engine operation.

IF YOU HAVE ANY QUESTIONS PLEASE CALL US @904-721-2289