

Fitting Instructions

Make sure the new connecting rod matches the old rod being replaced. Small end design must match original design, i.e. tapered and parallel **(Straight)** must not be mixed.

Big end & Small end journal sizes along with contact surfaces must be checked prior to installation of the piston pin and thin wall crankshaft bearings. The new connecting rod must be clean and a very small amount of oil can be applied to the stretch bolts before assembly.

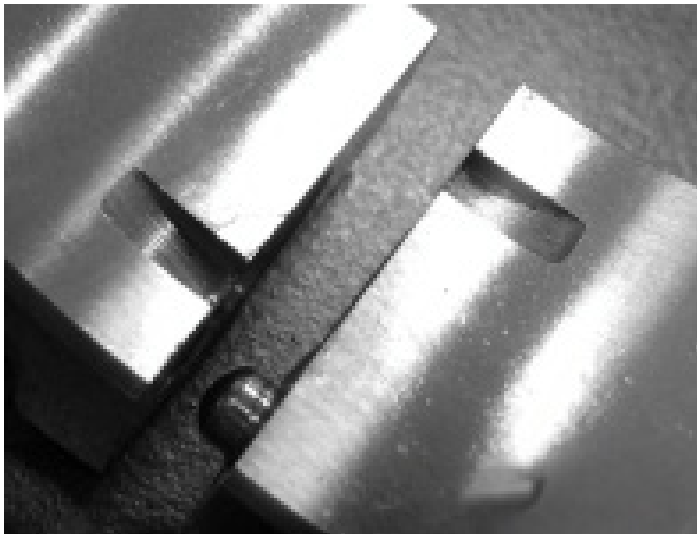
Impact tools **(Air or Electric)** must not be used to tighten the connecting rod bolts. Bolts should be nipped up with a ratchet or speed brace, then given their final torque using a torque wrench or angle dial gauge.



TAPERED



PARALLEL

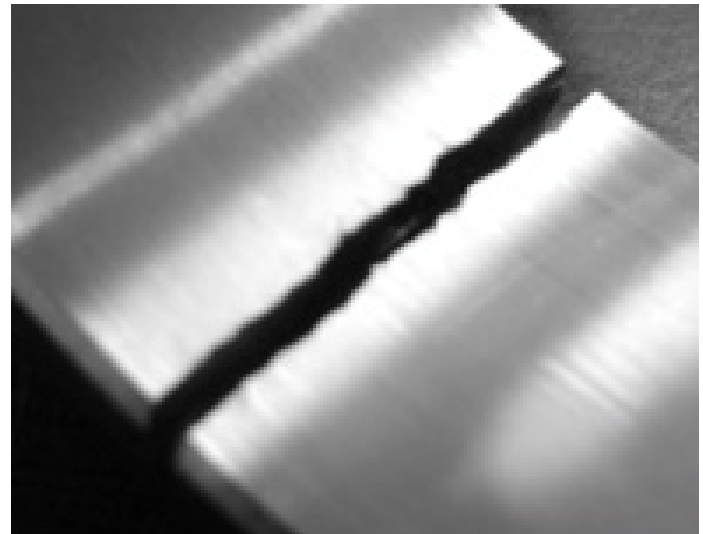


Connecting rods with machined caps, must be assembled with the corresponding marks & dowel pins aligned.

Our connecting rods are made to a specific weight, which is an average of the OE tolerance. Before assembly we recommend that weights are compared to original rod(s) being fitted.

FAI products are designed for use in standard, unmodified vehicles and are not intended for custom or altered applications. All components must be installed by a qualified technician.

Please note: FAI products are supplied without fitting instructions.



Cracked rods must be fitted showing only the fracture line visible **(no gaps)**.

Ensure big end bearings are fitted correctly, any Sputter or special material bearings must be fitted into the connecting rod **NOT** the cap.