

# Installation of Hughes Engines Inc. H-Beam Connecting Rods

## Cleaning and inspection:

These rods are shipped with a light coating of oil to prevent rust. Prior to final engine assembly, disassemble and clean all connecting rod surfaces. Inspect the rods making sure there are no signs of damage during shipment. **DO NOT** use metal stamps to mark the rods, use a felt tip marker instead.

## Torque Specifications:

<u>Rod Type</u>	<u>Torque</u>	<u>Bolt Stretch</u>
Small Block #10100 with MSA fasteners	65ft-lbs	0.0059" - 0.0063"
Big Block #10102 with MSA fasteners	65ft-lbs	0.0059" - 0.0063"
Big Block #10105 with MSA fasteners	65ft-lbs	0.0059" - 0.0063"
Big Block #10106 with ARP fasteners	65ft-lbs	0.0059" - 0.0063"

Make sure you use the enclosed Moly Lube on both the rod bolt threads and the underside of the head bolt. **DO NOT** use engine oil or Loctite. Align the rod cap and gently tap the cap in place to properly seat it. Alternatively tighten the bolts to avoid cocking the rod cap.

If you use any other lubricant than the Moly Lube, the bolt stretch method must be used to determine the proper loading of the fastener (see below). Improper bolt torque will cause premature bolt failure.

To accurately determine the life of a bolt, it is recommended that a log of the bolts' original, freestanding (un-torqued) length be kept and compared at future engine tear-downs. The freestanding length should be checked against its original length. If there is an increase in length of 0.001" or more, or if there is any permanent deformation or galling, the bolt should be replaced.



If you have any questions, contact us!

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