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## INSTALLATION INSTRUCTIONS SPORTSMASTER ROD WITH ARP 8740 BOLTS

The following guidelines will provide excellent service and longevity that would be expected from a premium connecting rod.

### FITTING IN BLOCK

Clearance must be checked to maintain a minimum of .060" clearance between the connecting rod and the engine block and camshaft.

### CHECKING CLEARANCES

The following clearances must be maintained to insure proper connecting rod performance.

The big end housing bore is sized to provide proper bearing "Crush". Connecting rod bearing to crankshaft clearance should be set at .002" minimum to .003" maximum during assembly.

Side clearance on both rods should be a minimum of .015" to a maximum of .025" per pair. (Actual side clearances are subject to variation based on personal preferences of the engine builder).

The recommended wrist pin press fit for the press pin type rod is .0015". The recommended wrist pin clearance for the floating pin type rod is .0008" minimum to .0015" maximum. In some cases, depending on actual wrist pin diameter, the rod may require sizing at the time of installation.

### FASTENERS

PROPER FASTENER INSTALLATION WILL PREVENT ROD FAILURE!! Ninety percent of all rod failure are due to incorrect fastener installation and/or maintenance. Fasteners supplied are as follows:

Description	Bolt Part No.	Material	Under Head Length	Recommended Torque Value w/30 wt. oil in ft./lbs.	Recommended Bolt Stretch Value	Torque Value w/30 wt. oil During Final Assembly at Manley Performance
SB Chevy (3/8 bolt)	42383	8740	1.500'	50-60	.0047" - .0052"	55
BB Chevy (7/16 bolt)	42239	8740	1.800'	80-90	.0059" - .0063"	85
SB Chry 360 (3/8 bolt)	42383	8740	1.500'	50-60	.0047" - .0052"	55
BB Chry (7/16 bolt)	42239	8740	1.800'	80-90	.0059" - .0063"	85
Ford 2.3 L (3/8 bolt)	42383	8740	1.500'	50-60	.0047" - .0052"	55
Ford 4.6 L (3/8 bolt)	42383	8740	1.500'	50-60	.0047" - .0052"	55
Ford 351 W P/N 14137C (3/8 bolt)	42383	8740	1.500'	50-60	.0047" - .0052"	55

The parting line area and threads should be THOROUGHLY cleaned prior to assembly and **be sure to seat the rod cap to the body of the rod evenly, otherwise the cap can become cocked and could result in cross threading of the fastener(s)**. This is best achieved by alternately tightening the fasteners until the cap is fully seated to the rod body. Fasteners MUST be submerged in 30 wt. oil or equivalent. **Do not use moly or engine lube**. Bolt stretch value should be checked against torque prior to installation. **DO NOT OVER TORQUE!**

**IMPORTANT:** Free length of fasteners should be measured and recorded prior to installation. If free length of fasteners increases by more than .001" at any time the fastener in question should be replaced immediately or failure may result.

**NOTE:** It is not recommended to remove any material from the connecting rod cap for balancing purposes.

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