

# CONNECTING RODS AND BEARINGS

## SPECIFICATIONS

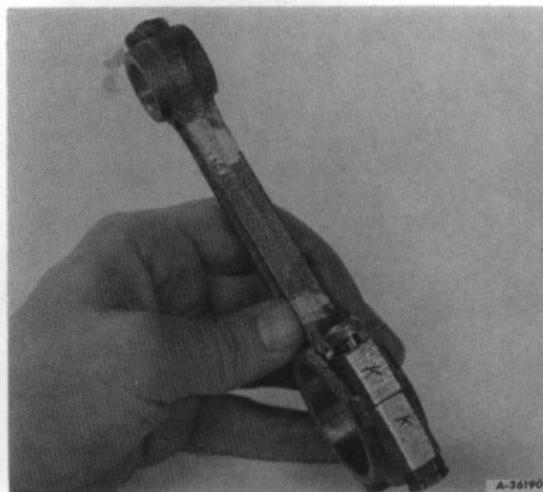
Rod type . . . . .	Forged, I-beam, heat treated
Distance between bearing and bushing centers . . . . .	5 in.
Connecting rod bearings:	
Type . . . . .	Replaceable, micro-precision
Material . . . . .	Steel-backed babbitt
Length . . . . .	.756 in.
Journal diameter . . . . .	1.498 to 1.499 in.
Running clearance diameter . . . . .	.001 to .003 in.
Side clearance . . . . .	.005 to .012 in.
Piston pin bushing (replaceable):	
Material . . . . .	Bronze
Length . . . . .	7/8-in.
Pin diameter . . . . .	.6875 to .6878 in.
Running clearance diameter . . . . .	.0003 to .0005 in.
Bolts:	
Number per rod . . . . .	2
Size . . . . .	5/16-in.
Nut torque . . . . .	16-20 ft. lb.

Each connecting rod for the Farmall Cub engine has two bolts with self-locking type nuts, which only require tightening to 16-20 ft. lb. torque to lock them securely.

Connecting rods in original production engines are stamped with the cylinder number on one side of the shank and one side of the bearing cap, No. 1 starting at the front or timing gear end of the engine. Connecting rods furnished for service parts have letters instead of numbers. In either case, the numbered side of both the connecting rod and bearing cap or the lettered side of both are assembled on the camshaft side of the engine. See Illust. 6.

Connecting rod bearings are not adjustable and, when clearance is excessive the bearings must be replaced. Never attempt to file rods or caps to tighten bearings. Such

procedures would make rods unfit for use with new bearings.



Illust. 6 -- Connecting rod and bearing cap markings.