

SBD Rod Bolts RB2K

Recommended Assembly Procedure

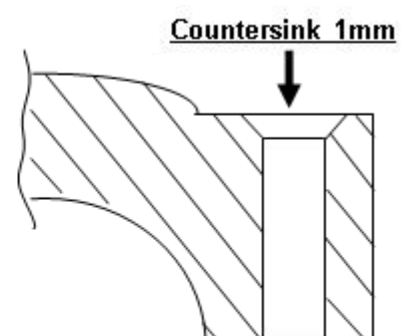
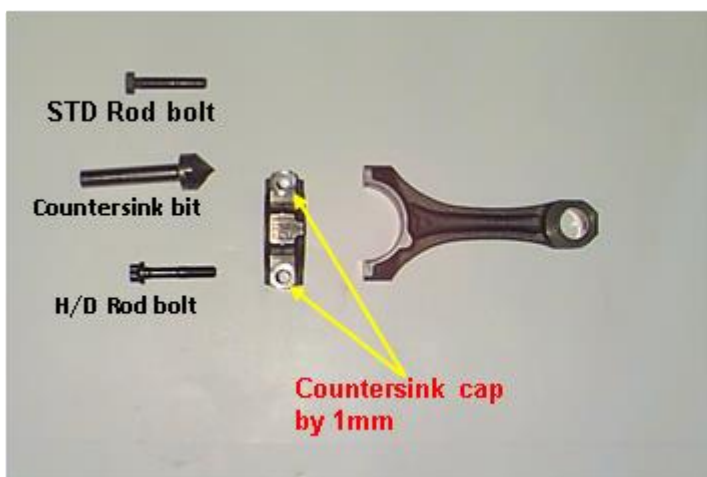
SBD ONLY recommends the use of a stretch gauge for installation of rod bolts; this is the only true accurate way of installing the bolts to ensure they are correctly fitted. Although the cost of the stretch gauge may seem expensive, you would need to have a torque wrench of extremely high quality, which is annually calibrated (even if not used) & this would cost considerably more than buying a stretch gauge and still does not ensure that the desired stretch is actually reached.

Before Assembly

Big end cap must be countersunk by 1mm and must be deburred.

This is done because the H/D rod bolt has a radius under the head and countersinking the hole stops the cap cutting into the bolt.

This must be done on a pillar drill turning the drill by hand only, as this prevents possible chattering of the cap. The cap must be clamped in a vice, but do not clamp the vice down, because the countersink bit has to centralise onto the big end cap hole.



When assembling the bolts, SBD recommendation is as follows;

[1] Always wash the fasteners with cleaning solvent prior to installation. They come coated with a "protective" coating, this is NOT a lubricant.

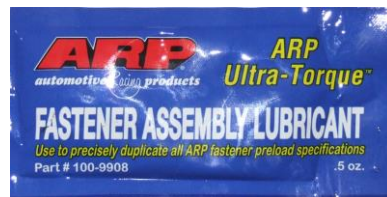
[2] Use ARP Ultra-Torque Fastener Assembly Lubricant to lubricate the threads of the bolt and the under head of the bolt. Then install the bolts and tighten them hand tight.

[3] SBD only recommends using the STRETCH METHOD when tightening rod bolts.

[4] If you do not have a stretch gauge, torque the bolts using ARP Ultra-Torque Fastener Assembly Lubricant. Below is the suggested torque setting, but not recommended by SBD.

Stretch	Torque Setting
.0050" - .0055"	24 ft-lbs

Torque figures are only relevant for use with ARP Ultra-Torque #100-9908



SBD cannot take responsibility for failure of any components incorrectly assembled or using the wrong instructions, lubricant or an uncalibrated torque wrench.

THE FOLLOWING NOTES ARE IMPORTANT.

DO NOT USE WASHERS IF SUPPLIED



SBD advise that rod bolts are replaced once they have been tightened to the final stage if then removed for any reason.

If you're not sure don't guess, take them to a professional engine builder to do the job for you.

When the standard 1.4L/1.6L rods were new, we would normally set the rev limiter to 7250rpm and with our uprated rod bolts, this would be raised to 7750rpm. **Please remember that standard 1.4L/1.6L conrods are now over 30 years old and as with all material, they will fatigue over time therefore they will not be as strong today as they were when new.**

If using components in high output engines, we recommend you use our high quality steel conrods, type dependant on application. We do not recommend compromising on conrods made with cheap material and specifications.

Please be aware that Technical Support involving our Technicians is chargeable

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