Second Design Connecting Rod Bolt & Torque Specification

The AERA Technical Committee offers the following information regarding second design connecting rod bolt and torque specification on 1997-1999 GM 4.8, 5.3, 5.7 6.0L VIN G, U, T and V engines. Identify the type of connecting rod bolt.

The first design connecting rod bolt (1) can be identified by a single dimple/mark on the head of the bolt and no retaining sleeve (3) on the bolt shank.

The second design connecting rod bolt (2) can be identified by two dimples/ marks on the head of the bolt and a retaining sleeve (3) on the bolt shank.

Important: When replacing the connecting rod bolts, both bolts MUST be of the same design for each connecting rod assembly. The use of different design connecting rod bolts on the same connecting rod may lead to uneven clamp loads and/or connecting rod bearing bore distortion.

Tighten the first design bolt: 1ST pass to 15 FT/LBS, final pass turn + 60°.
Tighten the second design bolt: 1ST pass to 15 FT/LBS, final pass turn + 85°.

The AERA Technical Committee
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