

Enginetech Inc
Tech Assistance 800-410-3664 ext. 340 or 237

TECHNICAL BULLETIN	
	January 1999 TB 1645
Mfg:	GM
Model:	S10
Liter:	4.3L
V I N:	W
Year:	92-05

Connecting Rod Identification On
1985-98 GM 4.3L Engines

The AERA Technical Committee offers the following information regarding connecting rod identification for 1985-98 GM 4.3L engines. These engines have used different connecting rods through different years of usage. Those connecting rods are not all similar enough to allow for intermixing in different engines. The connecting rods total weight has been recorded to vary as much as 67 grams.

Engine builders of this engine have realized that to avoid engine balance complaints and costly comebacks with these engines, extreme care during the disassembly process is necessary. Those builders have instructed their technicians to match the crankshaft, rods and pistons from each engine and keep them separate from other 4.3L engines.

These engines are balanced differently in different years. Early engines were balanced at a 40% reciprocating rate, whereas engines that utilize a balance shaft are balanced with a 50% reciprocating rate. So, the best way to avoid mixing critical components from engine to engine is to keep them separated during remanufacturing process. There are also different weight pistons associated with the different cranks and rods. The four illustrations below should assist you in identifying the different connecting rods.

The AERA Technical Committee

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Reference:	
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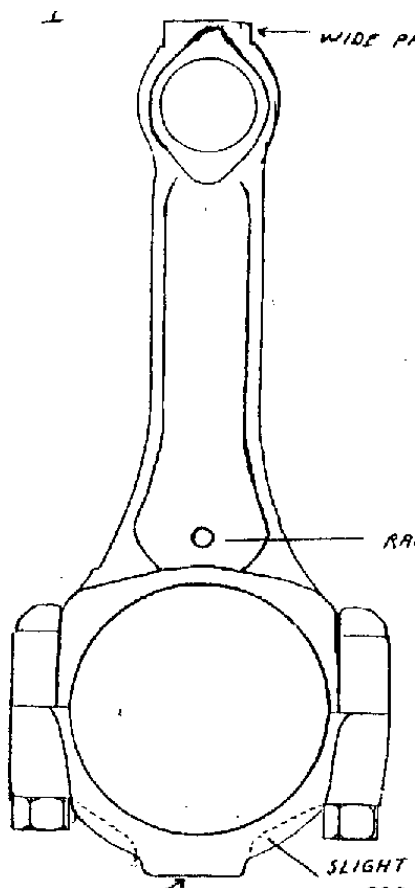
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Bulletin Diagram: Untitled Graphic #2364 for TB 01645



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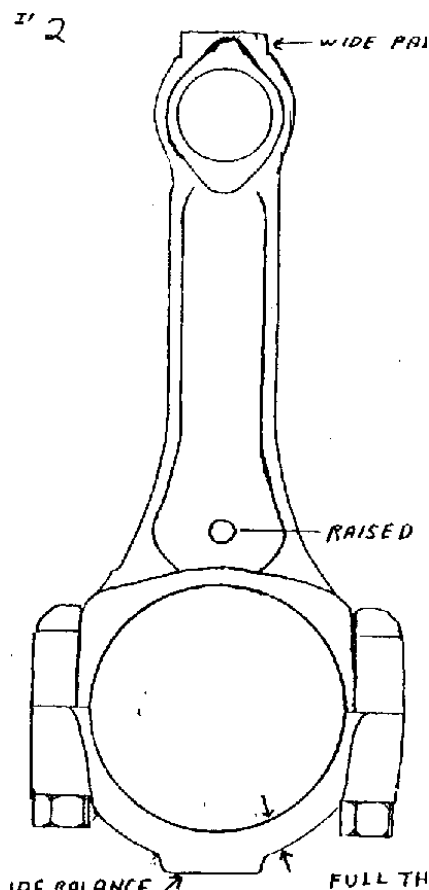


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Bulletin Diagram: Untitled Graphic #2365 for TB 01645



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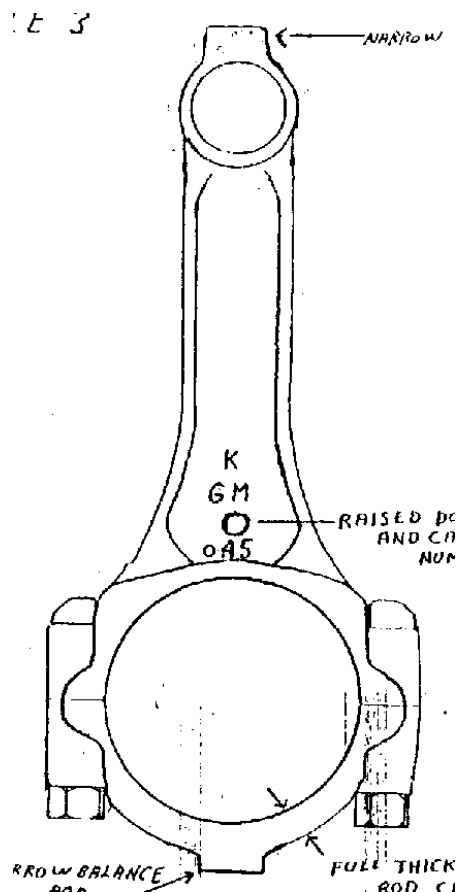
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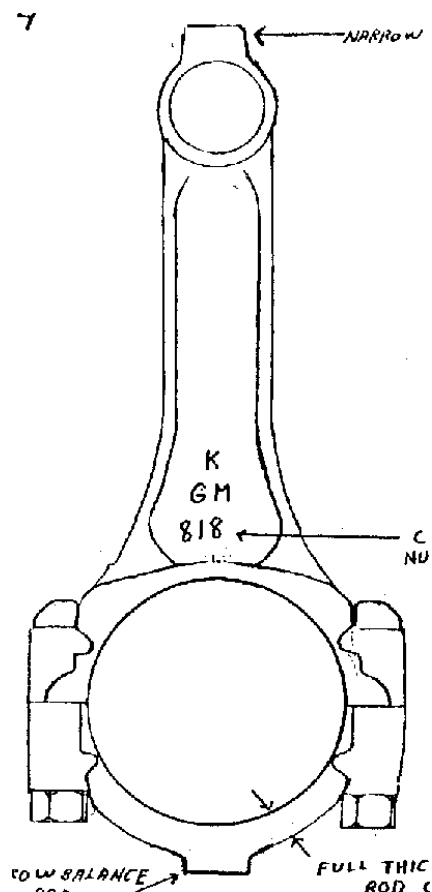


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Bulletin Diagram: Untitled Graphic #2367 for TB 01645



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