

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

| TECHNICAL BULLETIN                                                                |                                    |
|-----------------------------------------------------------------------------------|------------------------------------|
|  | <b>June 2002</b><br><b>TB 1988</b> |
| Mfg:                                                                              | CHRYSLER                           |
| Model:                                                                            | DODGE                              |
| Liter:                                                                            | 5.9L                               |
| V I N:                                                                            | 6                                  |
| Year:                                                                             | 98-04                              |

Revised Main & Rod Bolt Torque Procedure For 1998-2004  
Cummins/Chrysler 3.9 & 5.9L B & ISB Diesel Engines

The AERA Technical Committee offers the following information regarding a revised main and rod bolt torque procedure for Cummins/Chrysler 3.9 & 5.9L B & ISB diesel engines. Cummins Service engineers have determined that the torque-plus-turn method of tightening of capscrews applies a more uniform clampload. For this reason, the information in this bulletin can be applied to all B Series Cummins/Chrysler diesel engines.

**Connecting Rod Bolts**

1. ☐ Use clean 15W-40 oil and lubricate the bolt threads and underside of the connecting rod capscrew head.
2. ☐ Alternately tighten capscrews to 22 ft/lbs (30 Nm)
3. ☐ Alternately tighten capscrews to 44 ft/lbs (60 Nm)
4. ☐ Alternately turn capscrews an additional 60° turn.
5. ☐ Measure the side clearance between the connecting rod and crankshaft. Specification .004-.013" (.10-.33 mm). Do NOT measure the clearance between the connecting rod cap and crankshaft, as an erroneous reading may exist.

**Main Bearing Bolts**

1. ☐ Make sure all bearing caps are positioned correctly with the numbered side toward the oil cooler side of the engine.
2. ☐ Use clean 15W-40 oil and lubricate the bolt threads and underside of the main bearing capscrew head.
3. ☐ In sequence shown in Figure 1 tighten capscrews to 37 ft/lbs (50 Nm).
4. ☐ In sequence shown in Figure 1 tighten capscrews to 45 ft/lbs (60 Nm).
5. ☐ In sequence shown in Figure 1 tighten capscrews to 66 ft/lbs (90 Nm).
6. ☐ In sequence shown in Figure 1 rotate capscrews an additional 90° turn.

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| <b>Reference:</b> |  |
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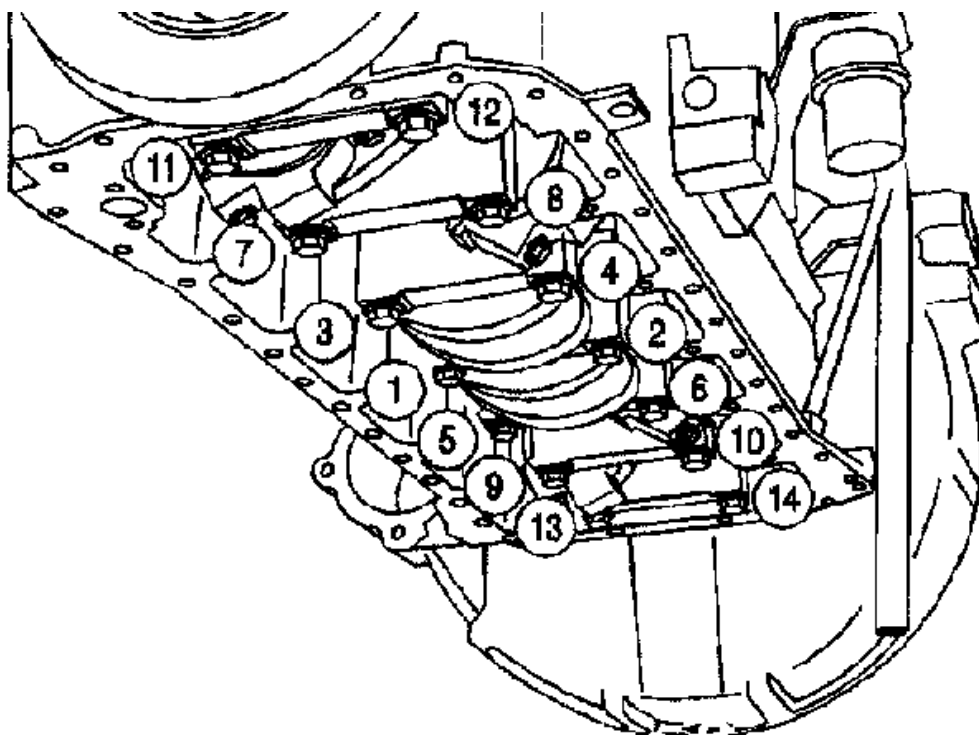
TB 1988

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7. Measure the crankshaft endplay between the thrust surface at #6 main and crankshaft. Specification .004-.017" (.102-.432 mm)

The AERA Technical Committee

### Bulletin Diagram: FIGURE 1, MAIN BEARING BOLT TORQUE SEQUENCE - CYLINDER BLOCK



## Main Bearing Bolt Torque Sequence

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Reference: