

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

TECHNICAL BULLETIN	
	October 2002 TB 2021
Mfg:	GM
Model:	S10
Liter:	3.4L
V I N:	E
Year:	96-05

Piston and Connecting Rod Assembly Caution For
1994-2001 GM 2.8, 3.1 & 3.4L VIN J, M, & E Engines

The AERA Technical Committee has received many inquiries on the proper piston to connecting rod assembly orientation for 1994-2001 GM 2.8L & 3.1L VIN J, M, & E engines. This topic was not addressed by OE or in aftermarket service manuals. Previous information presented in AERA Technical Bulletin TB 997 is included below along with the most current new information from GM.

Important: Prior to piston /rod removal, mark or identify the piston/connecting rod assembly, and its orientation to the front of the engine, before removal.

Caution: A rod kiln or rod heater must be used during the assembly of the connecting rod to the piston pin. Under NO circumstances should an acetylene torch or other uncontrolled heating device be used on connecting rods, as permanent damage to the connecting rod may result.

Applying excessive heat to the connecting rod may damage or distort the connecting rod or piston. Connecting rod temperature should not exceed 320°C (612°F). Like wise when using a press to assembly rods and pistons, using pressures of more than 5000 psi (35,000 kPa) could damage the connecting rod.

According to sources, most pistons are marked with an arrow or notch that should be pointed toward the front of the engine. Determining the orientation of the connecting rod by disassembling several engines has been inconclusive. In some engines the connecting rod bearing tangs faced toward one side, in others toward the opposite side, or even a combination of the two.

If the connecting rods were not marked for location before disassembly, consider the following information. Since the connecting rod is not offset, for customer satisfaction, mount the pistons so that the bearing tangs point toward the outside of the engine. The arrow or notch on the piston should point toward the front of the

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engine.

The AERA Technical Committee

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