

Please read the following notes completely before fitting your Conrods

Congratulations on your purchase of Lightning Connecting Rods

The Lightning Rod is a precision, High Strength, Quality Connecting Rod, Which when properly installed will perform Faultlessly in your Racing or Road Engine.

We would like to offer some suggestions that should be helpful in your Installation.

BOLTS

All Bolts should be Lubricated under the Heads as well as the Threads using High Quality Engine Oil

Do Not Use Loctite.

The Bolts should be tightened evenly to bring the Cap and Rod together. Then Torqued to 15ft lbs for the Initial Setting, they should then be Fully Tightened to the following settings;

Type Of Bolt

NM 183 3/8 UNF 40-43 ft lbs

Care must be taken to ensure the rod clears the bottom of the cylinder barrel and the crankcases when the engine is turned over this is especially important when installing specials.

Whilst every care is taken to ensure these conrods are a direct replacement for standard ones some fettling may be required and in some cases it may be necessary to chamfer the big end bolts.

PRE 54 T100 CONRODS

When fitting our Pre 54 T100 Small Journal conrods using the later T100R unit big end shells the big end journals **MUST** be Ground to the correct size.

The Standard Size for these shells is 1.4375/1.438 inches less your undersize.

PLEASE NOTE it is the engine builders responsibility to ensure these conrods are fitted correctly.

If you have any problems or questions please call Thunder Engineering on 0116 2834640

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