

## Question about rod bolts

Posted by cgktexas - 05 Feb 2011 17:04

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When I picked up my 944 I also got some new ARP rod bolts with it.

I wanted to check their legality for this class. When reading the rules, it looked like they might not be legal to use...saw them listed in one of the build threads so I thought I would ask before I sell them.

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## Re: Question about rod bolts

Posted by B1BFlyer - 05 Feb 2011 18:38

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I'd like to know this as well, I always use ARP studs/bolts when I have to replace them.

Ryan

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## Re: Question about rod bolts

Posted by Sterling Doc - 07 Feb 2011 06:02

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This may need to be something we spell out more clearly in the rules, but this is OK. I would put this in the "OEM equivalent" category for now.

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## Re: Question about rod bolts

Posted by cgktexas - 07 Feb 2011 06:13

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Looks like I will be keeping them ;-D

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## Re: Question about rod bolts

Posted by joepaluch - 07 Feb 2011 07:15

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What is their weight compared to stock?

BTW... stock rod bolts are plenty strong on these cars. I have even considered replacing them. If it I did stock OEM would be fine.

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## Re: Question about rod bolts

Posted by cgktexas - 07 Feb 2011 11:54

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I am unsure of any difference in weight right now. I did find some threads about having to resize the big end when using the ARP rod bolts due to higher clamping force. I wasn't sure if the rod bolts could be reused (torque to yield?). I would change the nuts at a minimum if staying stock.

I picked up the ARP bolts at a great price (about 40% of going rate) when I got the car. Always looking for bargains! (like the practically new custom Ultrashield lightweight halo seat, mounts, and back brace I got this weekend for about half price =D). So if I have to sell them I will get my money back to put towards something else.

My original plan was to: surface the head, valve job, new rod and main bearings, cross drill #2 & #3 journals, 951 oil cooler, reseal front and rear of the motor, new belts, new water pump, clean the injectors, surface the flywheel/new flywheel bolts. Also baffling the oil pan and bracing/ringing the oil pickup.

Since the build time is getting extended (anyone want to buy a Harley? ;-D) and the motor is going to be out anyway, I may go ahead and re-ring as well (150K mile motor).

With the possible requirement to resize the big end, I am still unsure about going that direction.

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