

Revised Connecting Rod Design on 2001-2017 GM 6.6L Duramax Diesel Engines

The AERA Technical Committee offers the following information regarding a revised connecting rod design for 2001-2017 GM 6.6L Duramax diesel engines. This design change occurred sometime during the 2010-year model. The rod bearing set also changed.

The position of one of the two bearing locating notches in the connecting was moved to the same side as the other one. So now, in the field there may be either design used. There is first design (1) and second design (2) connecting rod bearings and rods as shown in Figure 1 below. Install the connecting rod bearings with the notches orientated as shown.

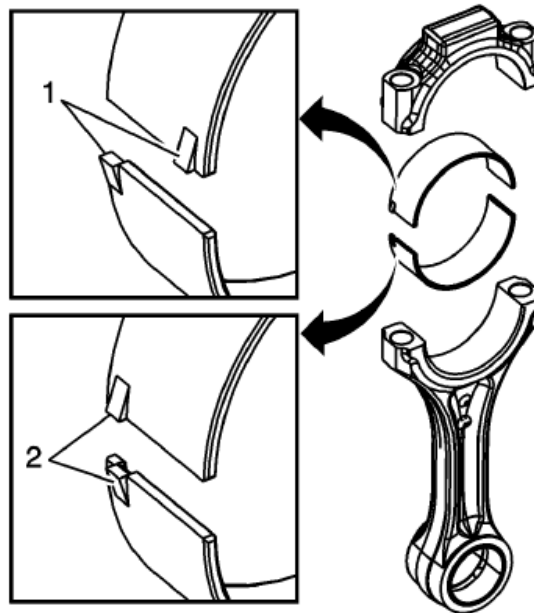


Figure 1. Identifying First & Second Design Connecting Rod Bearings

Additional Rod Cautions

- The chamfered side of the connecting rod large journal ends must face away from each other on a common crankshaft journal. Placement of the chamfered side of the connecting rod large journal ends in any other direction or combination will cause damage to the crankshaft, connecting rod and connecting rod bearing.
- The connecting rods and rod bearing caps are NOT interchangeable. Reference the match marks on the connecting rods and the connecting rod bearing caps made in the removal



procedure to ensure that they are assembled in their original position and direction, with the connecting rod/rod bearing cap mating surfaces properly oriented and aligned.

- Use connecting rods in matching sets of 8 within an engine.
- NEW bolts must be used for final assembly. Use old bolts to check bearing clearance Torque used bolts to 47 FT/LBS + 30°, + 30°.
- This component uses bolts with a pre-applied molybdenum disulfide coating for thread lubrication. Do not remove the coating or use any additional lubricant. Improperly lubricated threads will adversely affect the bolt torque and clamp load. Improper bolt torque and clamp load can lead to engine damage.
- Torque NEW bolts to 47 FT/LBS + 30°, + 30°.