



AIRCOOLED MOTORS, INC. SERVICE BULLETIN

DATE May 25, 1960

Revision B

NO. B-96

SUBJECT CONNECTING ROD BOLT NUT TORQUE LIMIT

REASON FOR BULLETIN:

To provide instructions for torquing connecting rod nuts. Non-compliance with these instructions may result in connecting rod bolt failure.

APPLICATION:

This Bulletin is applicable to all models of FRANKLIN Aircraft Engines.

COMPLIANCE:

Operating Activities: This Bulletin will be complied with at any time connecting rod nuts are installed.

Overhaul Activities: This Bulletin will be complied with at overhaul.

DETAILED INSTRUCTIONS:

I. Before installing the rod bolt and nut make certain that the nut will freely travel the full length of the bolt threads. Replace any nut which causes interference. If the problem is due to the bolt threads replace the bolt. DO NOT attempt to clean the bolt or nut threads with thread chasers, taps or dies. Minor burrs adjacent to the cotter key hole may be removed with a small stone or fine file.

II. Installation of connecting rod bolt nut.

A. The connecting rod bolt and nut shall be well lubricated with clean engine oil immediately prior to assembly.

B. Tighten the connecting rod bolt nut to 275 inch pounds, and observe alignment of the cotter key hole and nut slots.

C. Tighten the nut as required to permit installation of cotter key but do not exceed 360 inch pounds torque.

D. If alignment for the cotter key installation is not obtained within the specified limits, select another nut and repeat steps A through D.

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