

CONNECTING ROD INTERCHANGE

The long rod measures 6.540" from the center of the wrist pin to the center of the crankshaft end. The short rod measures .052" shorter or 6.488"

ENGINE	INTERCHANGES WITHIN GROUP	NOTES
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FE ENGINE SERIES - LONG ROD

330	Yes	
332	Yes	Long rods
352	Yes	Long rods
352 HP	Yes >	To 5-15-60 uses 3/8" rod bolts, from 5-15-60 they use 13/32"
361	Yes	Long rods

ENGINE	INTERCHANGES WITHIN GROUP	NOTES
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FE ENGINE SERIES - SHORT ROD

Most of these rods are interchangeable, except the 427 Nascar which requires a special crank or a modified crank. When interchanging 428 parts - read the caution on page 21.

390	Yes	Short rods
390 HP *	Yes	13/32" rod bolts. Same as 406, 390 HP, 390 PI, some 427's
390 PI *	Yes	13/32" rod bolts. Same as 406, 390 HP, 390 PI, some 427's
406 *	Yes	13/32" rod bolts. Same as 406, 390 HP, 390 PI, some 427's
410	Yes	Short rods
427 LeMans \$	Yes	Short rods. Same as SCJ, uses 7/16" capscrew bolts.
427 Nascar	No >	Requires a special crank with .080" wider journals
428-4V	Yes >	Same as 390
428 CJ *	Yes >	13/32" rod bolts. Same as 406, 390 HP, 390 PI, some 427's
428 SCJ \$	Yes >	427 LeMans rod, except used a shorter capscrew bolt
428 PI *	Yes >	13/32" rod bolts. Same as 406, 390 HP, 390 PI, some 427's

* These rods have thicker side beams and weigh about 1.8 oz more than a standard short rod or 760-767 grams.

\$ These rods weigh about 2.5 oz more than the rods noted by an * or 833-845 grams. They are also made from a higher grade of steel and have a thicker beam and cap. They do not use a bolt and nut, rather a bolt that screws into the rod from the cap side. This rod was standard in all 428 SCJ's; however, was only available in a 427 side oiler with a steel crankshaft.

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