PRESS RELEASE

After two years of engineering, tooling and actual road testing, Performance Engineering proudly announces that their NEW, FULLY UPGRADED CONNECTING RODS WITH REPLACEABLE BEARINGS are now available for both Model A and Model T applications. The combination of modern, high quality materials and technological improvements allow these components to be suitable for Stock, Performance and Racing applications.

The connecting rod and bearing factories responsible for the engineering and development of these upgraded products are both ISO certified and approved and follow strict quality control standards. Both are suppliers to OEM and OES manufacturers and utilize the latest machinery and technology from the U.S., Germany and Japan. Engineers from both factories worked together with us to ensure the ultimate success of these two mating components.

Connecting Rods

Using the original design and drawings of the Model A and Model T connecting rods and finished babbit, both parts have been re-engineered and fully upgraded to 2011 specifications. The result delivers optimum performance, reduced bearing wear, and extended life compared to the original design or anything else on the market today. For added convenience, future bearing replacements can be made without removing the engine by simply removing the oil pan with the engine still in place.

For superior strength under all conditions, the rods are forged using high tensile strength SAE-4140 chrome moly steel. After the forging process the rods are through-hardened to the specified Rockwell and tempered for stress relief. The dimensions on all machined surfaces are held to OEM tolerances and design specifications. Quality control checks are performed throughout the entire production process to ensure that all specifications, tolerances, and high quality standards are met. The net result is a connecting rod with a precision fit and extended, trouble free operation.

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Special high tensile strength “stretch type” connecting rod bolts eliminate the need for cotter pins or retorqueing. The bolts also have a precision machined shank that self-aligns and secures the rod cap precisely to the rod. Both style rods have multiple drilled and chamfered oil holes for positive lubrication. In addition, a dipper was reverse-engineered from the Model A rod and added to the Model T rod to improve lubrication.

**Bearings**

It was decided that instead of using an existing rod bearing to reduce cost, a new flanged, thrust-style main bearing would be developed specifically for each application. The new bearing looks similar in design to the poured machined babbit, but is easy to install and remove by hand. This allowed the engineers to use the original Ford babbit material and some of the existing designs. However, instead of a poured and machined babbit, these new bearings are made by an OEM manufacturer using today’s precision machinery, technology and quality control standards. The dimensions and quality of the bearings are checked during and after production to ensure the designed specifications, tolerances, and overall quality is consistently maintained.

Several design changes were made to greatly improve lubrication while controlling and enhancing the bearing-to-rod fit and crankshaft-to-bearing tolerance. The bearings now have four separate oil reservoirs on the inner surface that contacts the crankshaft, as well as two wide grooves on the outside of each of the four side flanges to channel additional lubrication to the crankshaft. The dipper and two countersunk holes on the top of the connecting rod now direct oil to the crankshaft through a wide groove in the center of the bearing. This results in superior lubrication, reduced friction, longer bearing life, and saying “goodbye” to adjusting the clearance with shims.

All of the outstanding features of the upgraded connecting rods and bearings provide the following benefits to our customers:

- Superior lubrication and reduced friction for longer wear, better performance and smoother operation
- Increases the value of your Classic Ford
- Extends life of the engine
- Easy installation
- Greatly reduced installation time saves money
- Install rod bolts and torque only once. ..no cotter pins necessary
- No more shim adjustments
- Eliminates delays in engine rebuilding
- No more core returns and shipping hassles to deal with
- Future bearing replacements can be made by simply removing the oil pan

*These upgraded Model A and T connecting rods and bearings are sold exclusively by Snyder's Antique Auto Parts and their dealer network worldwide.*