Another last thought, not really for you, just a general observation, is that those rods have something of a limited application. They are the same C-C length as the 312 Y rod & can be used there (and often are)...but their original application, for the 292HD medium truck engine, is kind of worthless. Most, if not all, 292 replacement pistons have the std. 292 pin height for the longer 239/272/292 rod length...so using them on a C1TE rod gives you a piston that is so far down in the hole at TDC that it's in a different zip code. Quench is non-existent. I'm sure that quite a few 292 rebuilds don't take that into account...but they should.

Does anyone know metallurgically why and how much stronger C1TE rods are compared to ECZ's? Reason I ask is I have a 312 with ECZ rods and 60 vintage TRW forged pistons I'm wanting to spin to 6500 rpm. I bought a set of resized and rebushed C1TE's thinking they would do it. Now I have doubts. They are 14g heavier. They do have an oil hole at the BE to aim at the thrust wall (I don't recall if ECZ's do). But... they still have ECZ stamped BE caps. It looks to me like Ford did nothing more to C1TE's over ECZ's than to make them marginally thicker to resist bending and maybe add the oil spray hole.

The 312 rods are the same length as the C1TE 292 truck rods, used in the HD292 in '61-'64 medium truck engines...the C1TE rods are shorter than a normal 292 rod to accommodate pistons with an extra ring. FWIW. There's no particular reason to use a 312 rod except in a 312, or as a replacement for a C1TE rod (not that those HD truck pistons are available anymore, anyway).

The C1TE rods are, or were, used for 312-based builds because they are "considered" to be stronger than a regular Y block rod.

A lot of "rebuilders" don't know that those two rods are shorter than a regular Y rod.

I'd check the crank stroke just to be sure, if you haven't already done so; not all 312 cranks have the dot on the crank flange. However, the main caps tend to indicate that it's a 292, and the fact that it's an Interceptor. The piston number is also a 292 number. Sounds as if someone just fucked it up. (shrugs)