WEATHERLY INDEX 002 Catalog No. EB-40-16 2016 Supersedes EB-40-14

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Technical Service

For technical service call: 1-800-248-9606



Hours: 8:30 am - 6:00 pm EST (Monday - Friday)

Use Of Clevite[®] engine bearings & engine parts, MAHLE Original[®] pistons and rings and Victor Reinz[®] gaskets products in aircraft or other specialty equipment may be a violation of Local, State or Federal Regulatory Agency laws, rules and regulations.

These products are intended solely for automotive applications. Under absolutely NO circumstances should these products ever be used in non-automotive applications including, without limitation, aircraft engines, medical equipment, atomic energy devices or reactors.

"Federal, State and local laws restrict the removal, rendering inoperative, or in some cases the modification of factory installed emission devices or systems. California restricts the use of parts which could increase emissions in vehicles designed for use on public streets or highways. The sale or installation on emission controlled vehicles of certain emission control components not approved by the California Air Resources Board, which alter or modify the original design or performance of such vehicle's emission control system is prohibited. Some of the parts listed and offered for sale in this catalog may fall within the above restrictions. Such parts are intended only for use on off-road vehicles competing in competitive events or on other types of vehicles which are exempt from the applicable emission control laws. Installation of these parts on vehicles subject to emission control laws may be prohibited.

MAHLE Aftermarket recommends that the applicable emission control laws be reviewed before considering the installation of add-on or modified parts."

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Information at your fingertips

MAHLE Aftermarket - the technology leader in both products and electronic support materials - announces the electronic catalog expansion. These are a few of the features to make searching cyberspace for engine parts easier than ever:

- Interactive search capabilities
- New part data updated daily
- Real-time visibility of new products and added coverage
- Immediate updating of product images and specification data
- Access to online parts ordering through mahleorder.com (Account required)
- All products sold by MAHLE Aftermarket are visible in one search
- Competitive part number interchanges
- Dynamic part number look-up

More information available immediately at catalog.mahle-aftermarket.com/na/



Engine bearing catalog system

They are arranged in alphabetical sequence with the manufacturer's name appearing in bold-face type at the outer margins of each page. The index at the front of this catalog will help to easily locate the desired manufacturer.

Each manufacturer listing also includes information on separate model lines and which engines are available for particular years.

To find the correct Clevite part number:

1. Use the manufacturer's index in the front of this catalog to locate the vehicle manufacturer listing desired.

2. Turn to the indicated manufacturer section, and using the engine data provided, locate the corresponding block number listed to the right of the desired engine. Model data is also included to help identify what engines are used in particular models during regular production years.

3. Go to the block indicated and locate the quadrant with the appropriate part name desired (i.e. Rod Bearing, Cam Bearing Set, Main Bearing Set). Special notes regarding application data will be stated on the line directly under the part number (i.e. year breaks, serial number breaks). Pay particular attention to any special symbol footnotes listed, which call out alternate materials available and the availability of new, superseded or discontinued items.

4. Scan across to the part number required, making sure to select the desired undersize from the sizes that are currently available.

Each manufacturer listing includes **five** distinct sections. The **first** section, found at the beginning of each listing, consists of engine data used to assist in the correct identification of engines used by the manufacturer. Engine codes are also included for all European and Japanese engines to help identify them. The **second** section consists of model data with correct engines used in specific vehicles and model years. The **third** section consists of original equipment connecting rod forging numbers referenced to the correct block number for rod bearing applications. The **fourth** section consists of original equipment crankshaft forging numbers references to the correct block number for main bearing applications. The **fifth** section consists of the actual set listings and pertinent shop data specifications.

Engines using the same parts are grouped together to save space in the listings. Engines are arranged first by number of cylinders in ascending order (i.e. 4 cylinder, 6 cylinder, 8 cylinder), and then by displacement in ascending order (i.e. 200-229, 231-252, 260 diesel). Each block in the fifth section is divided into four different quadrants. Each quadrant has information pertaining to the specific engines listed on the application data line above it. The following pages will help you in specifying the correct bearing part numbers and undersizes desired.

Quadrant A data includes the types of bearing and number of pairs required (if applicable), the bearing material designation (see chart on following pages), the Clevite® part number and all available undersizes. Positions for individual bearings and thrust washers within a set are also indicated to ensure proper installation in the engine. Any special application or installation information needed appears as a "NOTE" message under the affected set or individual part number. If a main bearing set does not include required thrust washers, the main set listed above it will have a NOTE reading "Requires thrust washer set [set number]."

Quadrant B consists of shop data specifications corresponding to the individual Clevite® bearing



directly to its left in Quadrant A. This detailed shop data is divided into five columns reading from left to right:

- 1. Standard shaft diameter
- 2. Vertical oil clearance
- 3. Maximum wall at crown
- 4. Bearing outside diameter or housing bore
- 5. Maximum bearing length

All shop data is expressed in inch sizes, even if the engine is manufactured to metric specifications (a reminder of this appears in Quadrant B of all metric engines).

Quadrant C consists of connecting rod and crankshaft forging numbers that correspond to each particular engine in the block. These numbers will help identify the correct connecting rod bearings or main bearing sets for engines listed. Connecting rod forging numbers are listed as "C/S Forging."

			-						
	COL	JNTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING MATERIAL	PART	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE			MAX LENGTH	
								4 CYL	
	e: 'H' (1990-	DHC 8V L4 N 1997)	lazda	2.79	95"/71.0mm	x 3.29	0"/83.6mm	1	
Rod Bearing (4)	AL-3	CB-1279AL	STD,.25mm,.50mm,.75mm 1.00mm	1.5724/1.5730	0.0010/0.0031	0.0596	1.6929/1.6935	0.6740	
Main Bearing Set 1-2-3-4-5 NOTE: Requires 1 Part Number TV	Thrust Wash	MS-1802AL MB-3173AL Her Set, Not Inc	STD,.25mm,.50mm,.75mm	1.9661/1.9668	0.0009/0.0017	0.0792	2.1260/2.1267	0.6890	
Thrust Washer Se NOTE: Contains 2 Number MS-180	2 Pieces, Po	TW-472S MB-3173W sition Number	STD 4 Use with Part	2.2539			2.7165	0.1000	
Crankshaft Forgi	ng 96	TM-AA, 97TM, /	A-6303, A-6303-A, A1D, A3	01, AD, AY, B30	1				
QUA	DRANT	С							



Major causes of bearing failure

As you know, every automotive engine part will eventually wear out. And if every part always performed for the full length of its expected life, your job would be fairly simple - to replace parts that have worn. Unfortunately, we cannot always count on an engine part failing only because its normal lifespan is exceeded. A technician must not only be a "replacer of parts" but, like a doctor, he must be capable of diagnosing his "patient" to determine why a part failed prematurely. The table below lists the eight major causes of premature engine bearing failure, along with percentage figures which indicate how often each has been found to be the prime contributor to a bearing's premature failure. However, it is important to note that in many cases a premature bearing failure is due to a combination of several of these causes.

MAJOR CAUSES OF PREMATURE BEARING FAILURE

Dirt	45.4%
Misassembly	12.8%
Misalignment	12.6%
Insufficient Lubrication	11.4%
Overloading	8.1%
Corrosion	3.7%
Improper Journal Finish	3.2%
Other	2.8%

Thus we can reason that if a technician merely replaces a damaged bearing in an engine, without determining the cause of its failure, more than 99% of the time he will be subjecting the replacement bearing to the same cause that was responsible for the original failure. What this all means is that just as a doctor cannot cure a patient until he has determined what ails him, so, too, a technician cannot correct the cause of premature bearing failure until he first determines what causes the failure.

Each failure is organized, for your convenience, into four major subjects:

- **1. Appearance** an illustration and brief description of a bearing that has failed due to a specific cause.
- Damaging Action what actually damaged the bearing under the conditions which were present.
- **3. Possible Causes** a listing of those factors capable of creating the particular damaging action.
- **4. Corrective Action** the action that should be taken to correct the cause of failure.

Covered here, are the most common failure types. Please refer to the Bearing Distress Guide located at www.mahle-aftermarket.com as a reference to help you in properly determining the cause of premature bearing failures.

Normal Appearance



Uniform wear pattern over approximately 2/3 of the bearing's surface. Wear should diminish near the parting line ends of the bearing and the wear pattern should extend uniformly across the bearing in the axial direction.



Foreign particles in lining

APPEARANCE

Foreign particles are embedded in the lining of the bearing. Scratch marks may also be visible on the bearing surface.

DAMAGING ACTION

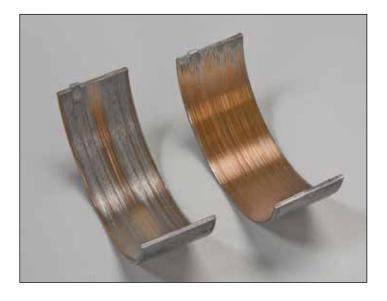
Dust, dirt, abrasives and/or metallic particles, present in the oil supply, embed in the soft babbitt bearing lining, displacing metal and creating a high-spot.

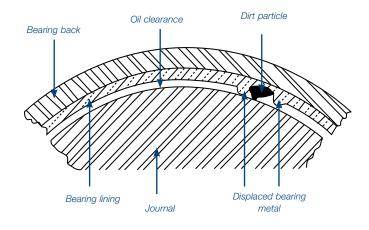
The high-spot may be large enough to make contact with the journal causing a rubbing action that can lead to the eventual breakdown and rupture of the bearing lining. Foreign particles may embed only partially and the protruding portion may come in contact with the journal and cause a grinding wheel action.

POSSIBLE CAUSES

- 1. Improper cleaning of the engine and/or parts prior to assembly.
- 2. Road dirt and sand entering the engine through the air-intake manifold or faulty air filtration.
- 3. Wear of other engine parts, resulting in small fragments of these parts entering the engine's oil supply.
- 4. Neglected oil filter and/or air filter replacement.

- 1. Inspect journal surfaced and regrind if excesssive wear is discovered.
- 2. Install new bearings, following proper cleaning procedures.
- 3. Recommend that the operator have the oil, air filter, oil filter and crankcase breatherfilter replaced as recommended by the manufacturer.







Foreign particles on bearing back

APPEARANCE

A localized area of wear can be seen on the bearing surface. Also, evidence of foreign particle(s) may be visible on the bearing back or bearing housing directly behind the area of surface wear.

DAMAGING ACTION

Foreign particles between the bearing and its housing prevent the entire area of the bearing back from being in contact with the housing base. As a result, the transfer of heat away from the bearing surface is not uniform causing localized heating of the bearing surface which reduces the life of the bearing.

Also, an uneven distribution of the load causes an abnormally high pressure area on the bearing surface, increasing localized wear on this material.

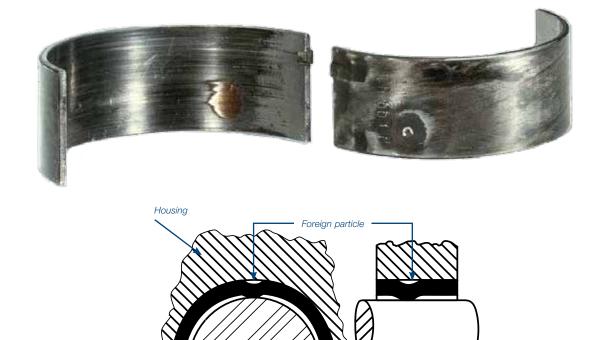
POSSIBLE CAUSES

Dirt, dust abrasives and/or metallic particles either present in the engine at the time of assembly or created by a burr removal operation can become lodged between the bearing back and bearing housing during engine operation.

CORRECTIVE ACTION

SIDE VIEW

- 1. Inspect journal surfaced and regrind if excesssive wear is discovered.
- 2. Install new bearings following proper cleaning and burr removal procedures.





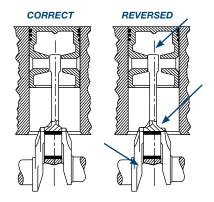
Shaft

Bearing

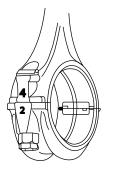
Misassembly

Engine bearings will not function properly if they are installed incorrectly. In many cases, misassembly will result in premature failure of the bearing.

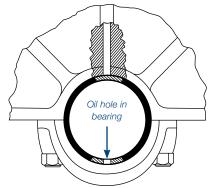
The following are typical assembly errors most often made in the installation of engine bearings.



Position of Offset Connecting Rod Reversed

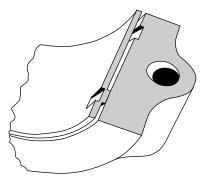


Bearing Caps in Wrong or Reversed Position

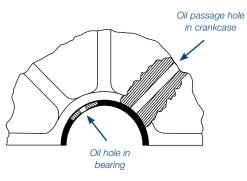


Bearing Halves Reversed

Improper Shim Installation



Locating Lugs Not Nested



Bearing Oil Hole Not Aligned With Oil Passage Hole



Overlay fatigue

APPEARANCE

All or part of the bearing surface covered by a network of fine cracks limited in depth to just the .0005" thick surface layer.

DAMAGING ACTION

Often the appearance is worse than the actual problem. Overlay fatigue is typically caused by the localized overloading of the bearing surface. Once the fine cracks form, the remaining overlay material will flow to fill in the cracks and relieve the load concentration. If the entire bearing surface shows this condition, it's an indication of overloading, possibly due to detonation or use of a standard bearing in a high performance application. If the bearing has seen the end of it's natural service life and the problem is noticed, proceed with normal repairs.



POSSIBLE CAUSES

Overloading. Babbitt overlay materials are intended to provide surface action, reduce friction, accommodate slight misalignment and embed foreign particles. Babbitt materials don't have much fatigue strength and a heavily loaded engine can have enough rod bore flex under load to fatigue the overlay material and cause fractures.

- 1. If the service life for the old bearing was adequate, replace with the same type of bearing to obtain a similar service life.
- 2. If the service life of the old bearing was too short, replace with a heavier duty bearing to obtain a longer life.
- 3. Replace all other bearings (main, connectiong rod and camshaft) as their remaining service life may be short.
- Switch to Clevite H-Series racing bearings or TriArmor[™] coated bearings if available.





Excessive crush

APPEARANCE

Bearing may have localized polishing or wear near the parting lines or adjacent to an oil hole. Contact frequently appears in an "X" shape pattern when at an oil hole.

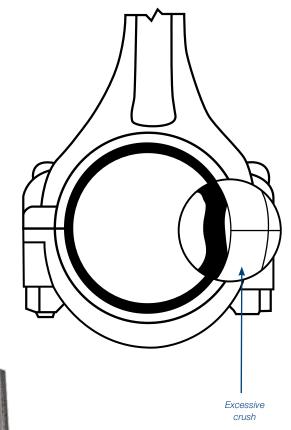
DAMAGING ACTION

Bearing wall increased in thickness due to upset (yielding) of the steel back. This causes localized shaft contact with resulting polishing and wear.

POSSIBLE CAUSES

Bearings are designed to be a slight interference fit in their housing bore. Bearing "crush", which is designed into the bearing, controls this. Installing a bearing in an undersize housing hole increases crush and will cause the steel back to yield and get thicker at the point of least resistance. This is generally at an oil hole or adjacent to the parting lines if there is no hole.

- 1. Verify that the bearing installed was correct for the application.
- 2. Inspect housing for correct size within manufacturers limits and resize as required.
- 3. All Clevite high performance, as well as many standard passenger car and heavy duty diesel bearings are designed with maximum crush to provide the greatest amount of retention. Never try to reduce clearance by installing a bearing in a housing smaller than the minimum size specified.







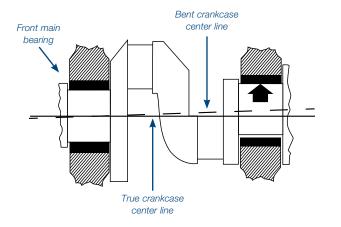
Bent or twisted connecting rod

APPEARANCE

Bent rods will exhibit heavy wear on diagonally opposite sides of each shell, typically in an edge-loaded pattern. Twisted rods will exhibit wear running diagonally across the bearing surface.

DAMAGING ACTION

A bent or twisted connecting rod results in misalignment of the bore, causing the bearing to be cocked so the bearing edge makes metal-tometal contact with the journal which can cause excessive wear on the bearing surface.



POSSIBLE CAUSES

The most common cause of a bent rod is a previous engine failure such as a blown head gasket, allowing the cylinder to fill with coolant or a dropped valve causing a piston and rod to go under extreme load, resulting in rod deformation.

A twist is most likely introduced during the manufacturing or reconditioning process if upper and lower bores are not maintained parallel.

- 1. Bent and twisted rods must not be re-used but either repaired or replaced. Re-use will result in the same failure.
- 2. Install new bearings, following proper cleaning procedures.





Oil starvation / marginal oil film

APPEARANCE

This failure is very common, but difficult to diagnose, especially for a person not seeing many bearing failures. The reason is the progression from early stage scratching from the journal surface penetrating the oil film and contacting the bearing, to ultimate failure (hot short) which may occur quickly and all inside the engine. Distress generally starts at the center of the bearing and progresses toward the outer edges.

DAMAGING ACTION

The absence of a sufficient oil film between the bearing and the journal allows for metal-to-metal contact. The resulting wiping action causes premature bearing failure.

POSSIBLE CAUSES

- 1. Too little bearing oil clearance
- 2. Too much bearing clearance combined with heavy loads
- 3. Amount, quality and viscosity of the oil
- 4. Oil delivery or oil pressure issues
- 5. Misassembled parts blocking off oil holes
- 6. Dry start / no pre-lube
- 7. High cylinder pressure causing reduced oil film thickness

- 1. Double-check all measurements taken during the bearing selection procedure to catch any errors in calculation. This can be done during assembly with Clevite Plastigage®
- 2. Check to be sure that the replacement bearing is the correct one for the application.
- 3. Check the journals for damage and regrind if necessary.
- 4. Check the engine for possible blockage of oil passages, oil suction screen and oil filter.
- 5. Check the operation of the oil pump and pressure relief valve.
- 6. Be sure that the oil holes are properly indexed when installing the replacement bearings.
- 7. Make sure the oil quality, additive base and viscosity is correct for the application.
- 8. Always prime the lubrication system before the engine is started for the first time.
- 9. Install new bearings, following proper cleaning procedures.





TriArmor™

Coated bearings

The exclusive Clevite[®] TriArmor[™] engine bearings feature a .0003" thick dry film coating on the bearing surface providing extraordinary protection and lubricity. Enhanced wear characteristics increase bearing life in race engines and high performance street engines.

Now, high performance engine builders can enjoy the strength and durability of the legendary Clevite[®] TriMetal[™] bearing construction coupled with the latest in coating technology - right out of the box.

The line of Clevite[®] TriArmor[™] rod and main bearings include popular Ford, GM and Chrysler models as well as popular Sport Compact applications.

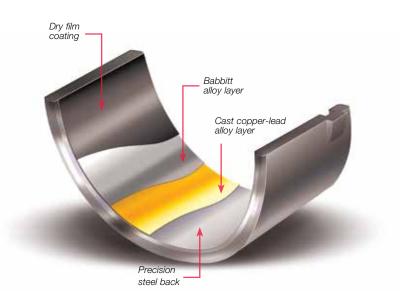
Exclusive Dry Film Treatment

For years, engine builders have experimented with coating engine bearings for race engines and high performance street engines, with varying degrees of success. Now, MAHLE engineers, after extensive research and development, have devised TriArmor[™], a proprietary dry film coating.

Central to this breakthrough is the exclusive dry film and unique application and low temperature cure processes. These processes provide extremely uniform thickness coupled with unparalleled adhesion, all while protecting the metallurgical integrity of the bearing during the coating procedure.

The result? A .0003" thick protective coating that offers:

- Reduced friction and drag, resulting in increased horsepower
- Protection during start-up
- Embedability to resist damage from debris
- Ability to withstand extreme temperatures and pressures
- Conformability for distressed or imperfect surfaces
- Extraordinary strength and durability





Coated bearing features & benefits

Tech Info

In developing TriArmor[™] materials and processing, MAHLE engineers relied on the science of tribology, the study of design, friction, wear, and lubrication characteristics of interacting surfaces. With our existing body of knowledge based on decades of producing bearings for street and track, this model enabled us to offer the most advanced and efficient coating material possible. The material gives good low load start-up protection. The coating

serves as a high pressure, high load dry film antiwear agent. It also provides additional protection across a broad range of temperatures, especially when oil flow is marginal and is especially slippery with an oil film.

Exclusive Clevite TriArmor™ Features

- Coverage for Ford, GM and Chrysler as well as popular Sport Compact Applications
- Legendary Clevite quality

Feature	Advantage	Benefit			
Dry Film Coating	Low friction	Reduces drag & increases HP			
Dry Film Coating	Self-lubricating	Helps fight dry starts			
Dry Film Coating	High strength	Good support for oil film			
Dry Film Coating	Resists wear	Fights unfavorable surface finishes			
Dry Film Coating	Not temperature sensitive	Protects hot or cold			
Rated for 500 F ¹	Resists breakdown	Welcomes tough racing applications			
Rated for 600 F ²	Extra margin	Defends against severe conditions			
Low Temp Cure	Bearing friendly	Protects metallurgical integrity of bearing			
Inert Wear Layer	Conformability	Adapts as needed to the "real engine"			
OEM Caliber processes	Superior quality	Tightest controls of thickness and curing temps			
1 Continuous 2 Intermittent		5 ····· 5 ··· 5 ··· 5 ··· 5 ··· 5 ··· 5			



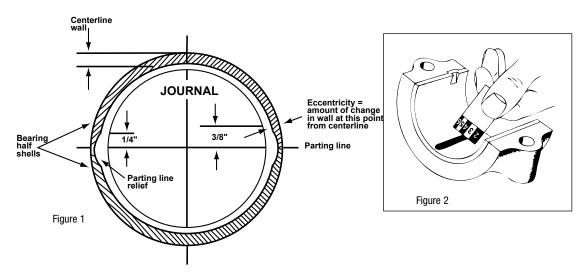
How much clearance do your bearings need?

How much clearance do I need for my rod, main or camshaft bearings? This is one of the most frequently asked questions. Unfortunately, there isn't one simple answer that suits every case. Engine application, lubricant selection and operating conditions will dictate different clearance levels. This isn't to say we can't generalize on at least a starting point.

First, let's define how and where clearance should be measured. Half shell rod and main bearings do not have a uniform wall. The wall is thickest at 90 degrees from the split and drops off a prescribed amount toward each parting line, depending on the bearings intended application. This drop off is called "Eccentricity." In addition, there is a relief at the parting lines. Eccentricity is used to tailor the bearing shell to its mating hardware and to provide for hardware deflections in operation. Eccentricity also helps to promote oil film formation by providing a wedge shape in the clearance space. The relief at each parting line insures that there will not be a step at the split line due to bearing cap shift or the mating of bearing shells that differ slightly in thickness within allowed tolerance limits. (See figure 1.)

For these reasons, bearing clearances are specified as "vertical clearance" and must be measured at 90 degrees to the split line. The best method of measurement is with a dial bore gage that measures the bearing inside diameter when the bearings are installed at the specified torque without the shaft in place. Measurements should be taken at front, center and rear of each bearing position. Another common method of checking clearance is through the use of Clevite[®] Plastigage[®]. (See figure 2.)

For most applications .00075 to .0010" (three quarters to one thousandth of an inch) of clearance per inch of shaft diameter is a reasonable starting point. For example a 2.000" shaft diameter would require .0015 to .0020" bearing clearance. (.00075 X 2.000" = .0015" and .0010 X 2.000" = .0020") Using this formula will provide a safe starting point for most applications. For high performance engines it is recommended that .0005" be added to the maximum value determined by the above calculation. The recommendation for our 2.000" shaft would be .0025" of clearance.





Remember however, that these are only recommended starting points. The engine and its application will tell us where to go from these starting points. For example, a passenger car engine assembled at .0010" per inch of shaft diameter might turn out to be noisy on start-up, especially if the engine has an aluminum block. Most passenger car engines are originally assembled by "select fitting" to achieve clearances that are less than what would result from random selection of mating parts. This is because the stack-up of manufacturing tolerances on the mating parts may exceed the acceptable level for control of noise and vibration. In addition, most new passenger car engines are now designed to use 5W-30 weight oils to reduce HP loss and conserve energy. These lighter weight oils are capable of flowing more freely through tighter clearances.

Let's pick some typical manufacturing tolerances and look at the potential clearance range that results. A tolerance range (from min. to max. sizes) of .0010" is typical for most crankshaft journals as well as both rod and main bearing housing bores. If the engine uses bimetal bearings the wall tolerance is .0003" per shell or .0006" in total. Adding these up we get .0010" for the housing + .0010" for the shaft + .0006" for the bearings = .0026" total clearance variation possible due to mating part manufacturing tolerances. If our minimum assembled clearance is just .0005" this makes the maximum possible .0031." (.0005" min. + .0026 tolerance range = .0031" max.) For normal passenger car application .0031" of bearing clearance would generally be too much. However, if we take the same engine, let's say a small V-8, and put it in a truck used to pull a camping trailer and use a heavier weight oil, the larger clearance would be more acceptable.

Clearance is also somewhat of a safety factor when imperfections in alignment and component geometry creep in. As surfaces are more perfectly machined and finished, sensitivity to oil film break down is reduced and tighter clearances can be tolerated. Tighter clearances are desirable because they cause the curvature of the shaft and bearing to be more closely matched. This results in a broader oil film that spreads the load over more of the bearing surface thus reducing the pressure within the oil film and on the bearing surface. This will in turn improve bearing life and performance. Typically a used bearing should exhibit signs of use over 2/3 to 3/4 of its ID surface in the most heavily loaded half. (Lower main and upper rod halves.)

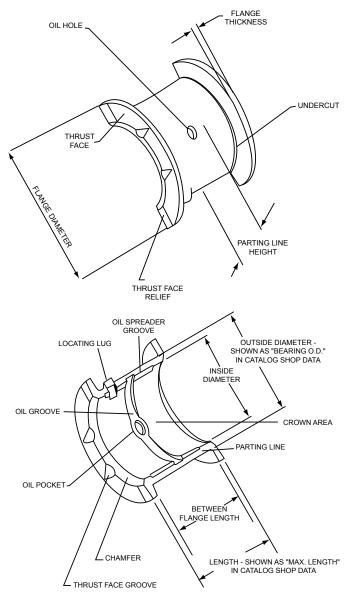
Clearance is just one of many variables that effects bearing performance. In addition, things like oil viscosity, which is determined by oil type and grade selection, engine operating temperature, oil pressure, engine RPM, oil hole drillings in both the block and crankshaft, bearing grooving and other bearing design features all interrelate in the function of an engines lubricating system.

Lighter weight oils have less resistance to flow, consequently their use will result in greater oil flow and possibly less oil pressure, especially at larger clearances. All oils thin out as they heat up; multi-grade oils, however, don't thin out as rapidly as straight grades. Original Equipment clearance specifications are necessarily tight due to the use of energy conserving light-weight



oils, relatively high operating temperatures and a concern for control of noise and vibration, especially in aluminum blocks.

High performance engines on the other hand, typically employ greater bearing clearances for a number of reasons. Their higher operating speeds





result in considerably higher oil temperatures and an accompanying loss in oil viscosity due to fluid film friction that increases with shaft speed. Increased clearance provides less sensitivity to shaft, block and connecting rod deflections and the resulting misalignments that result from the higher levels of loading in these engines. Use of synthetic oils with their better flow properties can help to reduce fluid film friction.

Friction and horsepower loss are prime concerns in high performance engines for obvious reasons. As a result, the coating of various engine components with friction reducing compounds has become common practice. Clevite offers TriArmor[™] coated bearings for selected High Performance applications. Clevite wants to provide high performance engine builders with Clevite® performance series bearings already coated with a friction reducing surface treatment. Use of these coated bearings may result in slightly less clearance than the uncoated Clevite® high performance parts for the same application. This will typically be in the range of .0005." This is because the coating, although expected to remain in place during service, is considered to be somewhat of a sacrificial layer. Some amount of the coating will be removed during break-in and operation resulting in a slight increase in clearance. This is the reason no adjustment in bearing machining dimensions was made to allow for coating application.

Bearing clearance is not a subject that can be addressed without taking into account numerous variables including; geometry of the parts, oil viscosity, oil temperature, engine load, shaft diameter, bearing coatings and one's own ability to accurately measure and assess these variables.

Influence of grooving on main bearing performance

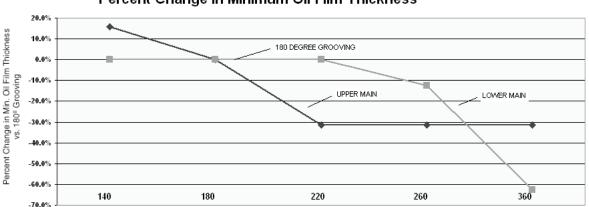
Various forms of main bearing grooving have been used over the years. We are frequently asked what difference grooving makes.

First, it's essential to understand that bearings depend on a film of oil to keep them separated from the shaft surface. This oil film is developed by shaft rotation. As the shaft rotates it pulls oil into the loaded area of the bearing and rides up on this film much like a tire hydroplaning on wet pavement. Grooving in a bearing acts like tread in a tire to break up the oil film. While you want your tires to grip the road, you don't want your bearings to grip the shaft.

The primary reason for having any grooving in a main bearing is to provide oil to the connecting rods. Without rod bearings to feed, a simple oil hole would be sufficient to lubricate a main bearing. Many early engines used full grooved bearings and some even used multiple grooves. As engine and bearing technology developed, bearing grooving was removed from modern lower main bearings. The result is in a thicker film of oil for the shaft to ride on. This provides a greater safety margin and improved bearing life. Upper main shells, which see lower loads than the lowers, have retained a groove to supply the connecting rods with oil.

In an effort to develop the best possible main bearing designs for performance engines, we've investigated the effects of main bearing grooving on bearing performance. The graphs illustrate that a simple 180 degree groove in the upper main shell is still the best overall design.

While a slightly shorter groove of 140 degrees provides a marginal gain, most of the benefit is to the upper shell, which doesn't need improvement. On the other hand, extending the groove into the lower half, even as little as 20 degrees at each parting line (220 degrees in total), takes away from upper bearing performance without providing any benefit to the lower half. It's also interesting to note that as groove length increases so do horsepower loss and peak oil film pressure which is transmitted directly to the bearing.

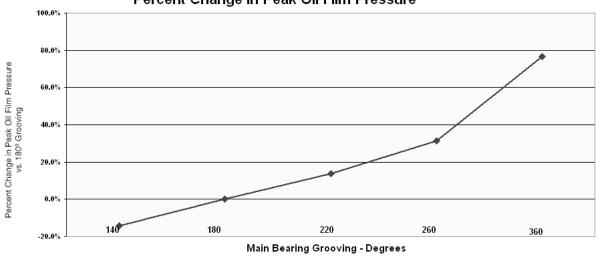


Percent Change in Minimum Oil Film Thickness

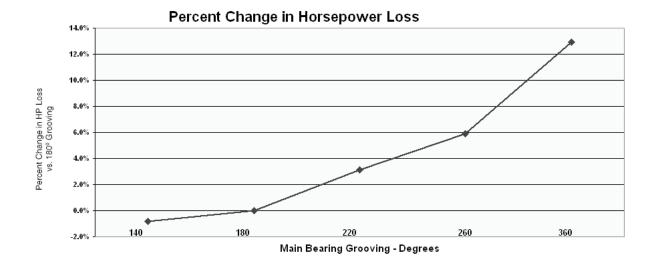


Main Bearing Grooving - Degrees

Main bearing grooving









Crankshaft grinding and polishing

Crankshaft journal surfaces should be ground and polished to a surface finish of 15 micro inches roughness average Ra or better. Journals on highly loaded crankshafts such as diesel engines or high performance racing engines require a finish of 10 micro inches Ra or better.

The above is a simple straight forward specification which can be measured with special equipment. However, there is more to generating a ground and polished surface than just meeting the roughness specification. To prevent rapid, premature wear of the crankshaft bearings and to aid in the formation of an oil film, journal surfaces must be ground opposite to engine rotation and polished in the direction of rotation. This recommendation can cause a great deal of confusion in actual execution. Understanding the reasons behind the recommendation and examination of the following illustrations will help make the recommendation more clear.

Metal removal tends to raise burrs. This is true of nearly all metal removal processes. Different processes create different types of burrs. Grinding and polishing produces burrs that are so small that we can't see or feel them but they are there and can damage bearings if the shaft surface is not generated in the proper way. Rather than "burrs," let's call what results from grinding and polishing "microscopic fuzz." This better describes what is left by these processes. This microscopic fuzz has a grain or lay to it like the hair on a dog's back. Figure 1 is an illustration depicting the lay of this fuzz on a journal. (Note: All figures are viewed from nose end of crankshaft.) The direction in which a grinding wheel or polishing belt passes over

the journal surface will determine the lay of the micro fuzz.

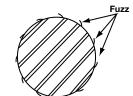


Figure 1 Journal illustrating fuzz from grinding and polishing.

In order to remove this fuzz from the surface, each successive operation should pass over the journal in the opposite direction so that the fuzz will be bent over backward and removed. Polishing in the same direction as grinding would not effectively remove this fuzz because it would merely lay down and then spring up again. Polishing must, therefore, be done opposite to grinding in order to improve the surface.

In order to arrive at how a shaft should be ground and polished, we must first determine the desired end result and then work backwards to establish how to achieve it. Figure 2 depicts a shaft turning in a bearing viewed from the front of a normal clockwise rotating engine. The desired condition is a journal with any fuzz left by the polishing operation oriented so it will lay down as the shaft passes over the bearing (Figure 2).

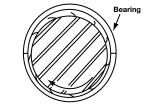


Figure 2 Journal rotating in bearing with the grain of the fuzz.



Crankshaft grinding

The analogy to the shaft passing over the bearing is like petting a dog from head to tail. A shaft polished in the opposite direction produces abrasion to the bearing which would be like petting a dog from tail to head. To generate a surface lay like that shown in Figure 2, the polishing belt must pass over the shaft surface as shown in Figure 3.

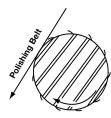


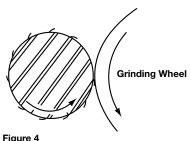
Figure 3 Direction polishing belt should pass over journal and grain of fuzz which results.

The direction of shaft rotation during polishing is not critical if a motorized belt type polisher is used because the belt runs much faster than the shaft. Stock removal during polishing must not exceed .0002" on the diameter.

Having determined the desired surface lay from polishing, we must next establish the proper direction for grinding to produce a surface lay opposite to that resulting from polishing. Figure 4 shows the grinding wheel and shaft directions of rotation and surface lay for grinding when viewed from the front or nose end of the crankshaft. This orientation will be achieved by chucking the flywheel flange at the left side of the grinder (in the headstock). Achieving the best possible surface finish during grinding will reduce the stock removal necessary during polishing. The surface lay generated by grinding would cause abrasion to the bearing surfaces if left unpolished. By polishing in the direction shown in figure 3, the surface lay is reversed by the polishing operation removing fuzz created by grinding and leaving a surface lay which will not abrade the bearing surface.

Nodular cast iron shafts are particularly difficult to grind and polish because of the structure of the iron. Nodular iron gets its name from the nodular form of the graphite in this material. Grinding opens graphite nodules located at the surface of the journal leaving ragged edges which will damage a bearing. Polishing in the proper direction will remove the ragged edges from these open nodules.

All of the above is based on normal clockwise engine rotation when viewed from the front of the engine. For crankshafts which rotate counterclockwise, such as some marine engines, the crankshaft should be chucked at its opposite end during grinding and polishing. This is the same as viewing the crank from the flanged end rather than the nose end in the accompanying figures.



Directions of shaft and grinding wheel rotation and lay of fuzz which results.



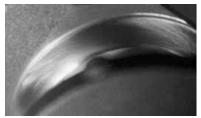
Severe use recommendations

Crankshaft surface finish and shape are key factors affecting the performance of all bearings. These factors become even more critical for thrust surfaces. As in any bearing, increased loading reduces oil film thickness between shaft and bearing surfaces. This is a much more critical situation in thrust bearings due to their flat faces which make formation of an oil film extremely difficult. Radial bearings (those which carry loads in a radial direction like rod and main bearing surfaces come together in the clearance space. Shaft rotation pulls a wedge of oil into the loaded area of the bearing and forms an oil film that supports the load.

Thrust faces, on the other hand, are made up of two flat surfaces that do not form a natural wedge where they meet. In order to help form an oil film, artificial wedge shaped areas are machined into the bearing surfaces at the ends and sometimes adjacent to the grooves. In spite of all the common design efforts, thrust bearings still run on a much thinner film of oil that makes crankshaft surface finish critical in the successful performance of these bearings.

Recent samples of thrust face surface finish on crankshafts from blown fuel "Hemi" engines have confirmed that better finishes resulted in a reduced rate of bearing distress. The study also showed that when no damage occurred, the crankshaft surface finish was improved after running. The surface finishes of 12 crankshafts were measured (7 new and 5 used). The new shafts ranged from a high of 30 Ra to a low of 5 Ra. The used shafts had a very similar range from 31Ra to 4 Ra. Although this represents only a small sampling, it does demonstrate a correlation between surface finish and performance when the condition of mating bearing surfaces was evaluated. Prior to these measurements, race experience had shown no problems on a crankshaft with a thrust-face Ra of 6 and did show problems on crankshafts when the Ra was over 20.

Obtaining a good finish on the thrust face of a crankshaft is difficult to do because it uses side-wheel grinding. Side grinding causes marks that spiral outward toward the OD of the thrust face and may also cause crosshatch marks resembling honing patterns. Both patterns are detrimental to the formation of an oil film because they work like wipers as the shaft rotates. Grinding marks must be removed by polishing. Only a circular pattern should remain. Surface finish should be checked in a tangential direction and must be held to 10 Ra max. The thrust surface should be flat within .0002" max.







avoid - crosshatch pattern



Pointers for selecting high performance rod and main bearings

Just like Fords differ from Chevrolets and Chryslers, the various specialty parts for these engines also differ from one specialty manufacturer to another. This is not to say that any one brand of connecting rod, for example, is necessarily better than another, they just exhibit different characteristics.

Background

All bearings are an interference fit in their housing; this relates to something we call crush. Crush results from each half shell bearing being made a few thousandths more than a true half circle. When two bearing shells are placed together their outside diameter is slightly larger than the ID of the housing they fit into. When the housing cap is torqued the bearings are compressed, like a spring, resulting in a radial contact pressure between the bearings and the housing. Another way of looking at it is that the housing is squeezing inward on the bearings and the bearings are pushing back outward against the housing. Most of the interference fit is taken up by the bearings but the outward force exerted by the bearings against the housing also causes slight changes in the size and shape of the housing. This is called "Housing Bore Distortion" or just 'Bore Distortion". With these factors in mind, it's easy to understand why housings made of different materials like aluminum versus iron or steel will have different amounts of "Bore Distortion".

Compensating for differing amounts of bore distortion isn't as simple as just making an adjustment in the bearing clearance when the engine is assembled. The reason is that most housings (connecting rods and engine blocks) have irregular shapes surrounding the bearing. Rods, for example, have a beam at the top, notches for bolt heads or nuts, some have ribs over the cap while others don't and of course, the parting line between the rod and cap is a weak point. The result is that bore distortions are seldom ever uniform in all directions. Some housings go out of round with the greatest dimension in the horizontal direction while others grow more in the vertical. Still others may bulge where there's a notch for bolt head clearance. All of these bore distortion characteristics relate to the static loads between the bearings and housing when the engine is not running. Still another consideration is what happens under the dynamic conditions of a running engine where loads are constantly changing in magnitude and direction. Engine loads placed on the bearings and their housings will result in still further changes in housing bore geometry.

Original equipment bearings are tailored to compensate for the combined static and dynamic distortions which occur in the housings. Specialty high performance parts like connecting rods and aluminum blocks are made for lighter weight and to withstand the higher loads and speeds of high performance engines. They seldom ever duplicate the bore distortion characteristics of the original equipment parts. Taking these facts into account, it should come as no surprise then that standard passenger car bearings are not suitable for engines modified extensively to produce higher horsepower and speeds. This not only explains why we have special bearings for high performance, but also why we offer several choices.

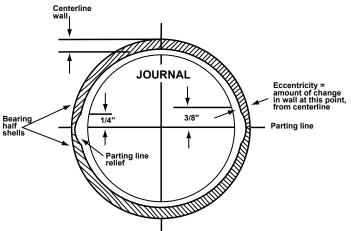
With so many different specialty high performance connecting rods and blocks available its



impossible for the bearing manufacturer to know the characteristics of every piece. Even if we did, the choices of related parts which influence such things as rotating and reciprocating weights and balancing, all effect bearing loads and consequently dynamic bore distortions.

Bearing Design

So just how are bearings tailored to compensate for bore distortions? To understand this important design concern, we must first determine what the most desirable shape for a bearing ID is. If everything remained constant like loading, speeds and housing geometry, a perfectly round bearing could be made to work very well. For example, electric motor bushings run almost indefinitely under these conditions. In an engine where we have the variables described above, it has been determined that a slightly oval bearing ID with the minimum diameter oriented in line with the maximum load is the most desirable. To produce this type of profile, bearings are made with what we call an eccentric wall. In nearly all cases the bearing wall is thickest at 90 degrees



to the parting line and tapers off from that point toward each parting line by some specified amount.

The amount of change, called eccentricity, is tailored to suit the bore displacement characteristics of the housing. A housing which experiences its greatest distortion in the horizontal direction (across the parting line) provides the desired oval shape so the bearing requires a minimum amount of eccentricity. If the housing experiences its maximum distortion in the vertical direction, a high eccentricity bearing is needed to compensate for this and produce the desired maximum ovality in the horizontal direction.

Connecting rods are subjected to high inertia loads at the top of the exhaust stroke when the weight of the piston, rings, wrist pin and top end of the rod are all pulling on the rod cap. This loading tries to stretch the rod and pulls the big end out of round, causing it to close in across the parting line. In this case, bearing wall eccentricity provides extra

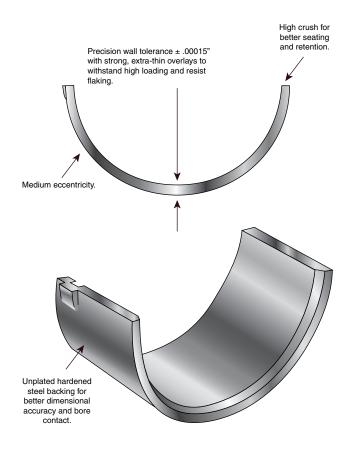
> clearance to let the rod flex without having the bearings contact the shaft. Besides low, medium and high eccentricity, Clevite high performance bearings are offered with numerous additional features to make them compatible with related parts and suitable for the loads and speeds of competition engines.



H-Series Bearings

Please note: Some "H" series bearings will no longer be available with enlarged chamfers. Instead, the bearings will be narrowed in place of the enlarged chamfer to provide greater crankshaft fillet clearance. The new narrowed bearings will be available with a "HN" suffix and will be replacing the standard "H" suffix part number. These bearings are identified by a letter H or HN in the part number suffix. Part numbering is based on the same core number as the standard passenger car parts for the same application. These bearings were developed primarily for use in NASCAR type racing, but are suitable for all types of competition engines.

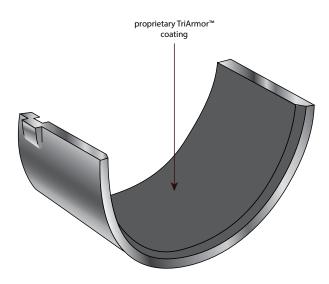
H-Series bearings have a medium level of eccentricity, high crush, and rod bearings have a hardened steel back and thin overlay. These bearings are made without flash plating for better seating. To provide greater crankshaft fillet clearance, some bearings have been narrowed and bear the HN suffix (N= narrowed). Bearings with .001" extra clearance are available for standard size shafts and carry the suffix HX (X = extra clearance). Rod bearings are available with or without dowel holes (HD = with, H = without), main bearings are available with standard 180 degrees upper half grooving and with full 360 degrees grooving (H = 180 degrees, HG = 360 degrees). Use H-Series bearings with crankshafts that have oversize fillets and where engines run in the medium to high RPM range. H-Series bearings should be used if contact patterns obtained with P-Series parts are too narrow. Contact patterns should ideally cover 2/3 to 3/4 of the bearing surface. See accompanying contact pattern diagrams. If you aren't sure which type of performance bearing to start with, the H-Series bearing will be your best choice.





K-Series Bearings

These bearings are identified by a letter K in the part number suffix. Part numbering is based on the same core number as the high performance part and will service the same application. These bearings were developed primarily for high performance applications and all types of competition engines. K-Series bearings have a proprietary .0003" dry film treatment applied to the bearings surface. The dry film coating gives good low load start-up protection. The coating serves as a high pressure, high load dry film antiwear agent providing additional protection across the broad range of temperatures, especially when oil flow is marginal and is especially slippery with an oil film. These bearings, which are also referred to as TriArmor[™], still offer the strength and durability of the legendary Clevite TriMetal[™] bearing construction coupled with the latest in coating technology.

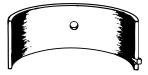


Narrow wear pattern



Too much eccentricity. Use the H-Series to correct this.

Wide wear pattern



Too little eccentricity. Use the P-Series to correct this.

Ideal wear pattern



The wear pattern should cover 2/3 - 3/4 of the bearing surface area.



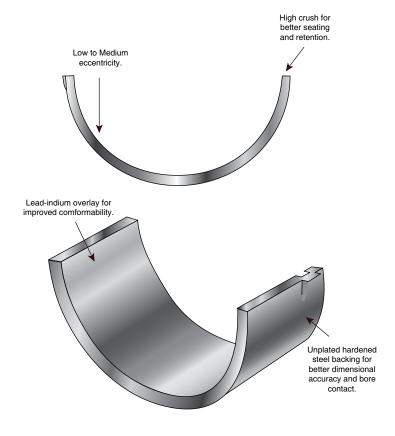
V-Series bearings

These parts essentially duplicate the former Vandervell parts under the Clevite part numbering system. (Same core part no. as standard passenger car parts but with a suffix letter "V").

V-Series rod bearings typically have low to medium eccentricity and a hardened steel back. All V-Series main sets use a single piece thrust bearing rather than the former Vandervell assembled type of construction. V-Series parts are not available with oversize chamfers. Extra clearance parts are available with a suffix VX (.001" extra clearance), and VXX (.002" extra clearance) for some applications. V-Series bearings do not have flash plating on the steel back. Narrowed parts are available with a VN suffix for some applications. These are made to accommodate increased crankshaft fillet clearance.

The chief difference between the V-Series and other Clevite[®] TriMetal[™] bearings is the use of a lead-indium overlay. Use V-Series bearings if prior experience has shown a preference for the lead-indium type of overlay. Lead-indium overlay offers somewhat better conformability than leadtin-copper overlay with slightly reduced wear resistance.

Some V-Series bearings also feature our Tri-Bore design. Tri-Bore bearings have a tapered face from the centerline of the bearing and were developed primarily for nitro engines to accommodate high crankshaft deflection.

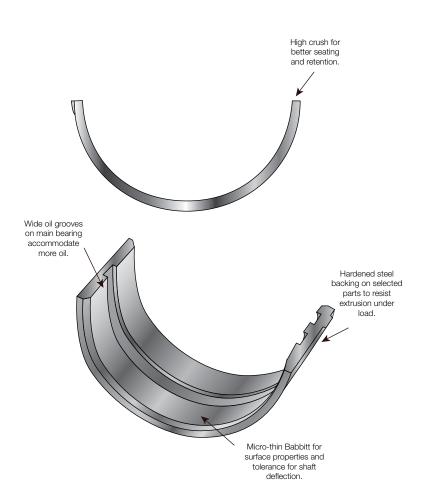




M-Series bearings

Clevite[®] "Micro" bearings make up the M-series. These are special purpose bearings having a nominal .006" thick babbitt lining on a hardened steel back. M-Series rod bearings have been slightly narrowed at one end to provide extra fillet clearance without the need of a large chamfer. The lower rod shells have a dowel hole for use in aluminum rods with dowel pins. M-Series mains have enlarged chamfers and, for certain applications, oil holes and oil grooves have also been enlarged. Use M-series parts to take advantage of the high degree of conformability offered by the babbitt lining. These parts are intended mainly for engines where severe crankshaft deflections cause edge loading of the bearings. Under these operating conditions bearing service life will be very short.

Frequent inspections are recommended and bearings should be replaced at the first signs of distress.





Installation and fitting tips

When measuring bearings, measurements should always be taken at 90 degrees to the parting line to determine the minimum clearance. If measuring the bearing wall thickness, use a special micrometer with a ball anvil to fit the curvature of the bearing ID. The best way to determine bearing clearance is to measure the bearing ID with the bearings installed in the housing and the bolts torqued to the specified assembly torque. Use a dial bore gage to measure the bearing ID at 90 degrees to the parting line, then subtract shaft size from bearing ID to determine clearance. If the dial bore gage is zeroed at the actual diameter of the crankshaft journal to be installed, the dial bore gage will then read clearance directly and the subtraction calculation can be eliminated. About .001" clearance per inch of shaft diameter is a good rule of thumb for clearance. Increasing the total by about .0005" will add a little margin of safety when starting out, especially for rods. Example: .001" X 2.100 = .0021" then add .0005", so starting out set clearance at .0026" for a 2.100 shaft.

If clearance adjustments need to be made, use either an extra clearance part for more clearance, or an undersize part for less clearance. It is permissible to mix sizes if less than .001" adjustment in clearance is desired. When mixing sizes for select fitting never mix parts having more than .0005" difference in wall size, and always install the thickest wall shell in the upper position if installing a rod bearing, or the lower position if installing a main bearing. When working with a reground shaft always measure assembled bearing IDs first and have the shaft sized to produce the desired clearance since there are no extra clearance parts available for undersize shafts.

When measuring a bearing ID or wall thickness avoid measuring at the parting line. As the "Bearing Design" diagram illustrates there is a parting line relief machined into nearly all bearing shells. This relief is to allow for any mis-match between upper and lower shells due to tolerance differences, or possibly resulting from cap shift or twist during assembly. To determine bearing wall eccentricity or assembled bearing ID ovality, measure at a point at least 3/8" away from the parting line.

When installing any bearing DO NOT ATTEMPT TO POLISH THE BEARING RUNNING SURFACE WITH ANY TYPE OF ABRASIVE PAD OR PAPER.

Bearing overlay layers are extremely soft and thin, typically .0005" on high performance parts. These thin layers can easily be damaged or removed by abrasive media. Because the overlay layer is electroplated, it may exhibit microscopic plating nodules that make it feel slightly rough. The nodules are the same material as the rest of the plated layer and will quickly be flattened by the shaft. Bearing surfaces can be lightly burnished with solvent and a paper towel if desired.

Arriving at the correct choice of high performance bearing for a given racing application is much like determining what clearance works best. We use past experience, our knowledge of the intended usage, and common sense to guide us in making an initial choice. From there on we can fine tune the selection process based on



results. The information given here is intended to aid in the initial selection as well as the fine tuning process. The following table serves as a brief overview of the features included in each of the special Clevite® brand high performance bearing series.

	P-Series		H-Series		V-Series		M-Series	
	Rods	Mains	Rods	Mains	Rods	Mains	Rods	Mains
Eccentricity	Н	H-M	М	М	L-M	L-M	L-M-H	L-M
High Crush	Х	Х	Х	Х	Х	Х	Х	Х
Hard Back	Х		Х		Х		Х	
O.S. Chamfers			Х	Х	AS		S	Х
Dowel Hole	А		А		А		X	
Thin Overlay	Х	Х	Х					
No Flash	А	А	Х	Х	Х	Х	Х	Х
Plating								
Reduced Wall			Х	Х	Х	Х		
Tolerance								
Full Grooving		А		А		А		А

Legend:

A = Available for some applications

 $H = High \ eccentricity \ (up \ to \ .0015")$

L = Low eccentricity (up to .0005")

M = Medium eccentricity (up to .0010") S = Shortened length at fillet end

X = Applies to all or nearly all parts



Part Number Identification

Prefixes

- CBConnecting Rod Bearing SHCamshaft Bearing Set
- SHIndividual Camshaft Bearing
- SM.....Connecting Rod or Main Bearing Shim Set TW.....Thrust Washer Set
- MS......Main Bearing Set
- **MB**.....Individual Main Bearing
- **223**.....Piston Pin Bushing

Suffixes

D

Bearing has dowel hole.

Н

High performance bearing (on main sets this indicates partial groove).

HG

High performance full annular grooved bearing.

ΗТ

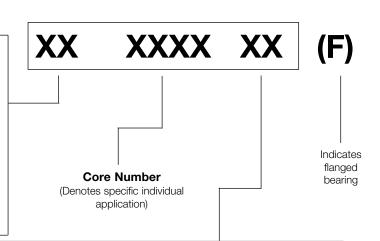
High performance with indentless locating lug. "Full Bore" design.

Κ

High performance bearing with proprietary TriArmor™ coating applied to the bearing surface.

Μ

Steel backed bearings with a Micro-Babbitt lining. Precision undersizes are not resizable (material designation B-2).



Ν

High performance bearing narrowed for greater crankshaft fillet clearance.

V

High performance bearing with a lead-indium overlay (on main sets this indicates partial groove).

VG

High performance bearing with a lead-indium overlay and a full annular groove.

Х

Bearing has .001" more oil clearance than standard.

XX

Bearing has .002" more oil clearance than standard.

W

Indicates a part that is a thrust washer (may also be designated upper or lower).



Bearing Material Designations & Terminology

B-1

Steel backed tin or lead base conventional babbitt (nominal .020" thickness).

B-2

Steel backed tin or lead base with a Micro-Babbitt lining (nominal .006" thickness).

TM-77

Steel backed bearings with an intermediate layer of copper-lead alloy and an electro-plated lead-base overlay. Precision undersizes are not resizable.

TM-112

Steel backed bearings with an intermediate layer of copper-lead alloy and an electro-plated lead-base overlay. Precision undersizes are not resizable.

Bearing Outside Diameter Or Housing Bore

The minimum to maximum diameter of the hole in the engine block or the connecting rod.

Crush

When the bearing half is in its place in the housing bore, there is a slight bit of material that extends above the housing bore. When the assembly is torqued to proper specification, force is then exerting onto the OD of the bearing causing a press fit. Crush also aids in bore distortion, and heat transfer by increasing the surface contact with the bearing and the bore. Clevite Performance bearings have added crush for heat transfer and bearing retention. The amount of crush will vary depending on application.

Eccentricity

A gradual reduction in the bearing wall thickness starting at the crown and ending at approximately .380" from the parting lines.

Full Annular Grooved

Bearings having an oil groove cut from parting line to parting line in the internal surface of the half shell. When two grooved halves are joined, this creates a groove in the internal surface around the total circumference of the bearing.

VP-2

Steel backed bearings with an intermediate layer of copper-lead alloy and an electroplated lead indium overlay. Not resizable.

VP-3

Steel backed bearings with an intermediate layer of copper-lead alloy and an extra thick electroplated lead indium overlay. Not resizable.

Maximum Bearing Length

The maximum length that the bearing may have (including the flange when it applies). The actual length is usually less than this value.

Maximum Wall At Crown

The maximum thickness of the bearing wall at 90° from the parting lines. The actual thickness is usually less than this value.

Standard Shaft Diameter

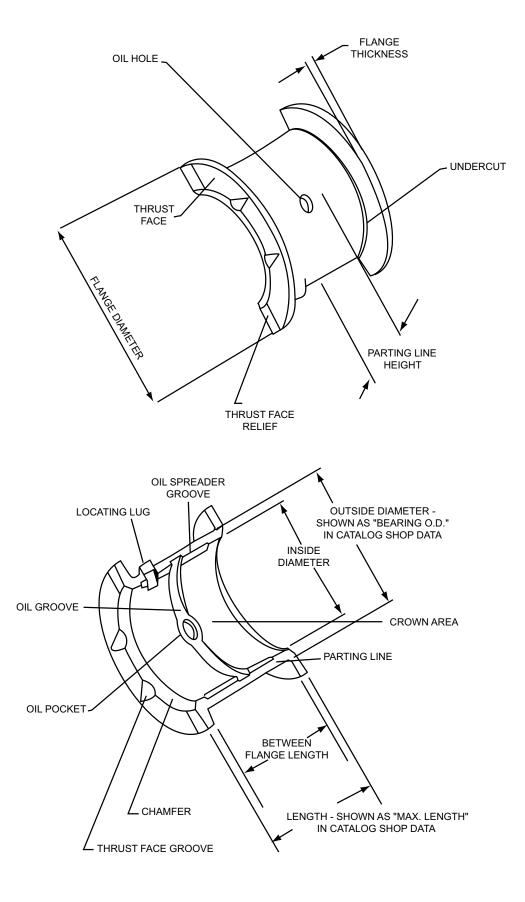
The minimum to maximum size of the standard main crankshaft journal, connecting rod journal or camshaft journal.

Vertical Oil Clearance

The difference between the assembled inside diameter of the bearing and the outside diameter of the shaft, measured at 90° from the bearing parting lines.



Bearing Nomenclature





Crankshaft Designs and Bearing Locations

Crankshaft Designs



Three main bearing - 4 cylinder



Five main bearing - 4 cylinder



Four main bearing - 6 cylinder

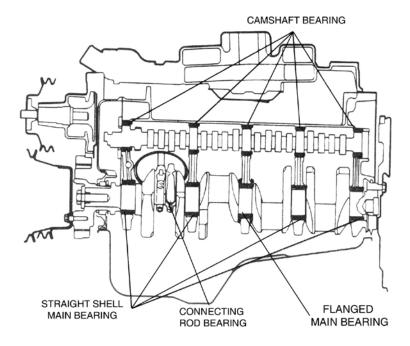


Seven main bearing - 6 cylinder





Bearing Locations





Bolt Boots, Bearing Guard and Plastigage

Clevite® Bolt Boots

Clevite bolt boots protect journal surfaces during engine assembly, preventing crankshaft damage. Shipped with 2 per bag and sold in cartons of 48 bagged pairs only.

2800-B1 (quantities of 48 only)

Clevite® Bearing Guard

Clevite Bearing Guard is specially formulated to provide proper lubrication for all engine components during assembly and the first crucial moments of operation after engine startup. Bearing Guard has an Extreme Pressure (EP) rating for the most severe applications.

2800-B2 8oz bottle (quantities of 12 only)
2800-B4 1 gallon jug (sold individually)
2800-B5 1-1/3 oz. package (quantities of 50 only)

2800-B15 15 gallon drum (sold individually) **CL-400** 4oz bottle (Cam Guard) (quanities of 12 only)

Clevite® Plastigage

Plastigage was designed as a final check of total vertical oil clearance during reassembly. It was not meant as a replacement for properly measuring crankshaft journals, housing bores or bearing dimensions before engine reassembly with accurate mics and gauges.

To properly use Plastigage during reassembly, readings should be taken on the bearing cap half shell while the weight of the crankshaft or piston and rod assembly is supported by the other half shell. Place a small amount of oil on the crankshaft journal only where the Plastigage will be placed and wipe any excess oil off with a clean rag. This will result in a more accurate reading by preventing the PLASTIGAGE from sticking to the journal.

Place a strand of Plastigage across the length of the journal parallel to the crankshaft.

Set the cap in place and tighten bolts to the proper OEM torque specification. NOTE: if the crankshaft is moved at this point it will smear the Plastigage, resulting in inaccurate readings.

Carefully remove the cap and measure the crushed Plastigage using the graduations printed on the package. Measure the crush along the entire length of the Plastigage, noting the highs and lows for proper clearance.

After you have made your measurements, carefully remove the crushed Plastigage from the components without scratching the bearing or the journal.

Clevite[®] Plastigage is available in four different sizes to check total vertical oil clearance on connecting rod and main bearings. Each package has a measuring scale printed in inches and millimeters. Strips are color coded for easy size identification and are soluble in oil.

MPG1 .001" - .003" (.025 - .075mm) Green★ MPR1 .002" - .006" (.050 - .15mm) Red★ MPB1 .004" - .009" (.10 - .23mm) Blue★ MPY1 .009" - .020" (.23 - .50mm) Yellow★

(★Sold in quantities of 12 strips only)



New products

MAHLE

Application	Rod Bearing	Main Bearing Set	Camshaft Bearing Set	Thrust Washer Set
Chrysler 5.7 HEMI engines with VVT (2009+)	CB-1808HN	MS-2202H	SH-2191S	TW-611S
Chrysler 6.2 HEMI Hellcat	CB-1808HN	MS-2296H	-	TW-611S
Chrysler 6.4 HEMI engines with VVT (2009+)	CB-1808HN	MS-2296H	SH-2191S	TW-611S
Ford 6.2L	CB-1944H, HX	$MS\text{-}2344H^{\dagger},HX^{\dagger}$	-	-
Ford 6.7L Diesel	CB-1953H, HX	MS-2334H, HX	-	TW-711S
General Motors 6.2L Gen V LT1 (2014+)		MS-2339H, HX	-	-
Nissan VR38DETT	CB-1972H*, HX*	MS-2353H*, HX*	-	TW-722S
Volkswagen 1.8L Turbo	CB-1426H	MS-2227H, HX	-	TW-704S
Volkswagen 1.9L Turbo Diesel	CB-1822P	MS-2227H, HX	-	TW-704S

Italicized part numbers are existing parts. Part numbers marked with the * are available first quarter 2016; †includes thrust washer set

Performance bearings sold in trays

Part Number	Tray Quantity	Part Number	Tray Quantity	Part Number	Tray Quantity
Rod B	earing	Main Beari	ng Cont'd.	Main Bearing -	Thrust Cont'd.
CB-1512ML(30)	30 Lower Shells	MB-3829HXL(25)	25 Lower Shells	MB-2036HU(5)	5 Upper Shells
CB-1512MU(30)	30 Upper Shells	MB-3829H-1L(25)	25 Lower Shells	MB-2036H-1U(5)	5 Upper Shells
CB-1512VL(30)	30 Lower Shells	MB-3829VL(25)	25 Lower Shells	MB-2036HXU(5)	5 Upper Shells
CB-1512VU(30)	30 Upper Shells	MB-3829VU(25)	25 Upper Shells	MB-2036HL(5)	5 Lower Shells
CB-1798H(32)	16 Pair	MB-3829VXL(25)	25 Lower Shells	MB-2036H-1L(5)	5 Lower Shells
CB-1798H-1(32)	16 Pair	MB-3829VXU(25)	25 Upper Shells	MB-2036HXL(5)	5 Lower Shells
CB-1798V(32)	16 Pair	MB-3829V-1L(25)	25 Lower Shells	MB-2122HL(5)	5 Lower Shells
CB-1798V-1(32)	16 Pair	MB-3829V-1U(25)	25 Upper Shells	MB-2121HXL(5)	5 Lower Shells
CB-1798VX(32)	16 Pair	MB-3852HL(25)	25 Lower Shells	MB-2121H-1L(5)	5 Lower Shells
Rod Bearing	with TriArmor	MB-3852VL(25)	25 Lower Shells	MB-3249ML(9)	9 Lower Shells
CB-1512VKL(30)	30 Lower Shells	MB-3852V-1L(25)	25 Lower Shells	MB-3249MU(9)	9 Upper Shells
CB-1512VKU(30)	30 Upper Shells	MB-3993HU(20)	20 Upper Shells	MB-3249VL(9)	9 Lower Shells
Main B	Bearing	MB-3993HXL(20)	20 Lower Shells	MB-3249VU(9)	9 Upper Shells
MB-2035HU(20)	20 Upper Shells	Main Bearing	g - TriArmor	Main Bearing - T	hrust - TriArmor
MB-2035HL(20)	20 Lower Shells	MB-3248VKL(24)	24 Lower Shells	MB-3249VKL(9)	9 Lower Shells
MB-2035HXL(20)	20 Lower Shells	MB-3248VKU(24)	24 Upper Shells	MB-3249VKU(9)	9 Upper Shells
MB-2121HL(24)	24 Lower Shells	Main Bearii	ng - Thrust	Main Beari	ng - Flange
MB-2121HXL(24)	24 Lower Shells	MB-1841HU(5)	5 Upper Shells	MB-2404HL(9)	9 Flange
MB-3248VL(24)	24 Lower Shells	MB-1841H1U(5)	5 Upper Shells	MB-2404HXU(9)	9 Flange
MB-3248VU(24)	24 Upper Shells	MB-1841HXU(5)	5 Upper Shells	MB-2509HL(9)	9 Flange
MB-3564VL(20)	20 Lower Shells	MB-1841HL(5)	5 Lower Shells	MB-2509HXU(9)	9 Flange
MB-3564VU(20)	20 Upper Shells	MB-1841H1L(5)	5 Lower Shells		
MB-3829HL(25)	25 Lower Shells	MB-1841HXL(5)	5 Lower Shells		



	COL	JNTER DAT	A		SHOP	DATA		
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OR HOUSING MAX BORE LEN	(GTH
Rod Bearing NOTE: Quad 4 B No Dowel Hole	earing Speci	CB-1663H fications, H-Se	STD,1,10 ries Performance	1.8885/1.8890	0.0010/0.0026	0.0625	2.0150/2.0155 0.7	7920
Rod Bearing NOTE: Quad 4 B with TriArmor Coating Thickr	earing Speci Maximum Wa	all Does Not In		1.8885/1.8890	0.0010/0.0026	0.0625	2.0150/2.0155 0.7	7920
Rod Bearing NOTE: Quad 4 B Bearing Wall . Clearance No	earing Speci 005" Thinne	For .0010" Mo	STD ries Performance ore Oil	1.8885/1.8890	0.0020/0.0036	0.0620	2.0150/2.0155 0.7	7920
Rod Bearing NOTE: Quad 4 B with TriArmor .0010" More O Include Coatin Half	earing Speci Bearing Wall I Clearance I	.0005" Thinner Maximum Wall	Does Not	1.8885/1.8890	0.0020/0.0036	0.0620	2.0150/2.0155 0.7	7920
Rod Bearing NOTE: IRL, H-Se		CB-1664H ance No Dowe	STD,1 I Hole In Cap Half	1.8495/1.8500	0.0008/0.0021	0.0786	2.0080/2.0082 0.6	3550
Rod Bearing NOTE: IRL, H-Se Does Not Inclu In Cap Half	ries Perform		STD,1 rmor Maximum Wall Dowel Hole	1.8495/1.8500	0.0008/0.0021	0.0786	2.0080/2.0082 0.6	3550
Rod Bearing NOTE: IRL, H-Se For .0010" Mor Half	ries Perform		STD Vall .0005" Thinner Iole In Cap	1.8495/1.8500	0.0018/0.0031	0.0781	2.0080/2.0082 0.6	3550
Rod Bearing NOTE: IRL, H-Se .0005" Thinner Maximum Wall No Dowel Hole	ries Perform For .0010" N Does Not In	lore Oil Cleara		1.8495/1.8500	0.0018/0.0031	0.0781	2.0080/2.0082 0.6	3550
Rod Bearing NOTE: H-Series Used In Engine Narrowed On C Clearance	Performance s Without De	oweled Connec		1.8885/1.8890	0.0010/0.0026	0.0625	2.0150/2.0155 0.8	3510
Rod Bearing NOTE: H-Series Half, Maximum Thickness May Connecting Ro Crank Fillet Clo	Performance Wall Does N Be Used In d Narrowed	lot Include Coa Engines Witho	Dowel Hole In Cap ating ut Doweled	1.8885/1.8890	0.0010/0.0026	0.0625	2.0150/2.0155 0.8	3510
Rod Bearing NOTE: H-Series .0010" More O May Be Used I Rod Narrowed Fillet Clearanc	Performance I Clearance I n Engines Wi On One Side	Dowel Hole In thout Doweled	0005" Thinner For Cap Half I Connecting	1.8885/1.8890	0.0020/0.0036	0.0620	2.0150/2.0155 0.8	3510
Rod Bearing NOTE: H-Series .0005" Thinner Hole In Cap Ha Coating Thickr Doweled Conn Increased Crat	Performance For .0010" M alf, Maximum ness May Be ecting Rod N	lore Oil Cleara Wall Does Not Used In Engine larrowed On O	Bearing Wall nce Dowel t Include es Without	1.8885/1.8890	0.0020/0.0036	0.0620	2.0150/2.0155 0.8	3510
Rod Bearing NOTE: H-Series		CB-1775H No Dowel Hol	STD,1 e In Cap Half	1.7715/1.7720	0.0006/0.0030	0.0586	1.8900/1.8905 0.7	7090



	COL	JNTER DAT	A		SHOP	DATA		
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
Rod Bearing NOTE: H-Series Not Include Co Cap Half	Performance		STD,1 r Maximum Wall Does I Hole In	1.7715/1.7720	0.0006/0.0030	0.0586	1.8900/1.890	5 0.7090
Rod Bearing NOTE: H-Series .0010" More O Half	Performance	•	STD .0005" Thinner For a In Cap	1.7715/1.7720	0.0016/0.0040	0.0581	1.8900/1.890	5 0.7090
Rod Bearing NOTE: H-Series .0005" Thinner Maximum Wal No Dowel Hole	Performance For .0010" N Does Not In	lore Oil Cleara	ince	1.7715/1.7720	0.0016/0.0040	0.0581	1.8900/1.890	5 0.7090
Rod Bearing NOTE: NASCAR Half		CB-1798H rformance No	STD,1 Dowel Hole In Cap	1.8495/1.8500	0.0010/0.0023	0.0625	1.9760/1.976	2 0.7550
Rod Bearing NOTE: NASCAR Wall Does Not Hole In Cap Ha	H-Series Pe Include Coat		STD th TriArmor Maximum S, No Dowel	1.8495/1.8500	0.0010/0.0023	0.0625	1.9760/1.976	2 0.7550
Rod Bearing NOTE: NASCAR Half, Indentles	H-Series Pe		STD,1 Dowel Hole In Cap Design	1.8495/1.8500	0.0010/0.0023	0.0625	1.9760/1.976	2 0.7550
Rod Bearing NOTE: NASCAR Thinner For .00 Hole In Cap Ha	H-Series Pe 10" More Oi		STD aring Wall .0005" Dowel	1.8495/1.8500	0.0020/0.0033	0.0620	1.9760/1.976	2 0.7550
Rod Bearing NOTE: NASCAR Wall .0005" Th Maximum Wall No Dowel Hole	, H-Series Pe inner For .00 [.] I Does Not In	10" More Oil C		1.8495/1.8500	0.0020/0.0033	0.0620	1.9760/1.976	2 0.7550
Rod Bearing NOTE: NASCAR Thinner For .00 Hole In Cap Ha Bore" Design	H-Series Pe 10" More Oi	Clearance No		1.8495/1.8500	0.0020/0.0033	0.0620	1.9760/1.976	2 0.7550
Rod Bearing NOTE: NASCAR Half		CB-1798V rformance No	STD,1 Dowel Hole In Cap	1.8495/1.8500	0.0010/0.0023	0.0625	1.9760/1.976	2 0.7550
Rod Bearing NOTE: NASCAR Thinner For .00 Hole In Cap Ha	V-Series Pe 010" More Oi		STD aring Wall .0005" o Dowel	1.8495/1.8500	0.0020/0.0033	0.0620	1.9760/1.976	2 0.7550
Rod Bearing NOTE: H-Series		CB-1856HN No Dowel Ho	STD,1,10 Ile In Cap Half	1.9990/2.0000	0.0008/0.0029	0.1119	2.2247/2.225	2 0.7920
Rod Bearing NOTE: H-Series .0010" More O Half	Performance		STD .0005" Thinner For a In Cap	1.9990/2.0000	0.0018/0.0039	0.1114	2.2247/2.225	2 0.7920
Main Bearing Se 1-2-4-5 3		MS-2221V MB-3785V MB-2620V(F)	STD mance with		0.0002/0.0022 0.0006/0.0031			



	CO	UNTER DAT	Α		SHOP	DATA	\	
BEARING OR POSITION	BEARING MATERIAI	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	MAX LENGTH
Main Bearing Set 1-2-3-4-5 NOTE: NASCAR F Grooved Upper Thrust Washer Number MB-38	807 Cylinde Half And Pi Set, Not Inc	lain Lower Half luded Use with	Requires Part	2.2983/2.2993	0.0004/0.0030	0.0954	2.4906/2.491	6 0.8070
Main Bearing Set 1-2-3-4-5 NOTE: NASCAR F Bearing Wall .00 Clearance Groo Requires Thrust Part Number M	07 Cylinde 05" Thinne ved Upper Washer Se	r For .0010" Mo Half And Plain et, Not Included	ore Oil Lower Half I Use with	2.2983/2.2993	0.0014/0.0040	0.0949	2.4906/2.491	6 0.8070
Main Bearing Set 1-2-3-4-5 NOTE: NASCAR F Contains Full Gi Washer Set, No MB-3850WU(20)	R07 Cylinde rooved Bea t Included L	rings Requires Jse with Part N	Thrust	2.2983/2.2993	0.0003/0.0031	0.0954	2.4906/2.491	6 0.8070
Main Bearing Set 1-2-3-4-5 NOTE: NASCAR F Bearing Wall .00 Clearance Cont Thrust Washer 3 Number MB-383	107 Cylinde 105" Thinne ains Full Gr Set, Not Inc	r For .0010" Mo ooved Bearing luded Use with	ore Oil s Requires 1 Part	2.2983/2.2993	0.0013/0.0041	0.0949	2.4906/2.491	6 0.8070
Main Bearing Set 1-2-4-5 3 NOTE: Dart LS Ne Grooved Upper	TM-77	MS-2321H MB3989H MB3990H(F) Block, H Serie	STD•,1• s Performance		0.0003/0.0020 0.0002/0.0020			
Main Bearing Set NOTE: Dart LS Ne Bearing Wall .00 Clearance Groo	ext Cylinder 005" Thinne	MS-2321HX Block, H Serie r For .0010" Mo	STD• s Performance ore Oil					
Main Bearing NOTE: NASCAR, 2 Crankshafts, V- Half And Plain L	2.017" Main Series Perf			2.0174/2.0176	0.0010/0.0026	0.1088	2.2362/2.237	0 0.7500
Main Bearing NOTE: NASCAR, Crankshafts, V- .0005" Thinner I Grooved Upper	2.017" Main Series Perfe For .0010" N	ormance Beari Nore Oil Cleara	ng Wall nce	2.0174/2.0176	0.0020/0.0036	0.1083	2.2362/2.237	0 0.7500
Main Bearing NOTE: NASCAR, Crankshafts, H- Half And Plain L "Full Bore" Desi	2.000" Main Series Perf .ower Half,	ormance Groo	ved Upper	1.9981/1.9985	0.0017/0.0032	0.0801	2.1605/2.161	0 0.7400
Main Bearing NOTE: NASCAR, 2 Crankshafts, H- .0005" Thinner F Grooved Upper Indentless Lug	2.000" Main Series Perf For .0010" M Half And Pl	ormance Beari Iore Oil Cleara Iain Lower Half	ng Wall nce	1.9981/1.9985	0.0027/0.0042	0.0796	2.1605/2.161	0 0.7400



	CO	UNTER DATA			SHOP	DATA		
BEARING OR POSITION	BEARING MATERIAI	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
.0010" Thinner Grooved Upper	2.000" Main -Series Perf For .0020" M Half And Pl	MB-3852HXX Bearing Journa ormance Bearin fore Oil Clearan lain Lower Half, full Bore" Design	g Wall ce	1.9981/1.9985	0.0037/0.0052	0.0791	2.1605/2.1610	0.7400
	2.000" Main Series Perfe Lower Half,	MB-3852V Bearing Journa ormance Groove Indentless Loca	ed Upper	1.9981/1.9985	0.0017/0.0032	0.0801	2.1605/2.1610	0.7400
.0005" Thinner Grooved Upper	2.000" Main -Series Perfe For .0010" M Half And P	MB-3852VX Bearing Journa ormance Bearing fore Oil Clearan lain Lower Half, full Bore" Design	g Wall ce	1.9981/1.9985	0.0027/0.0042	0.0796	2.1605/2.1610	0.7400
.0010" Thinner Grooved Upper	2.000" Main -Series Perfe For .0020" M Half And Pl	MB-3852VXX Bearing Journa ormance Bearing fore Oil Clearan lain Lower Half, ull Bore" Design	g Wall ce	1.9981/1.9985	0.0037/0.0052	0.0791	2.1605/2.1610	0.7400
Thrust Washer S NOTE: Contains MS-2260V, MS	20 Pieces U	MB-3879WU(20) MB-3879WU se with Part Nur		2.5980/2.6180			3.1260/3.1460	0.1080
	"M" Cylind on the Outsi	SH-2012ST SH-2012 er Block With 2.0 de Diameter for Degree Spacing	Improved	1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450
Grooved on the	M" Cylinder Outside Di	SH-2013ST SH-2013 Block With 2.12 ameter for Impro Degree Spacing				0.0841	2.1200	0.9850
	Eagle Cylind	SH-2014ST SH-2014 ler Block With 2 de Diameter for Degree Spacing	Improved	1.9487/1.9497	0.0011/0.0049	0.0841	2.1190/2.1210	0.7600
Cam Bearing Set 1 2 3 4 5 NOTE: Dart Ford Bore Grooved of	SVO Cylind	SH-2015ST SH-2015 SH-2016 SH-2017 SH-2018 SH-2019	STD 2040" Housing Improved	2.0655/2.0665 2.0505/2.0515 2.0355/2.0365	0.0011/0.0053 0.0011/0.0049 0.0011/0.0049 0.0011/0.0049 0.0011/0.0049	0.0677 0.0752 0.0827	2.2030/2.2050 2.2030/2.2050 2.2030/2.2050	0.6650 0.6650 0.6650
Cam Bearing Set 1-2-4 3 5		SH-2127S SH-710 SH-1111 SH-277 tt For AJPE Cylir	STD	2.1238/2.1248	0.0005/0.0045 0.0011/0.0043 0.0005/0.0040	0.0618	2.2495/2.2505	0.5850



CUSTOM PERFORMANCE

	CO	UNTER DAT	A			SHO	P DAT	A	
BEARING OR POSITION		L NUMBER	AVAILABLE UNDERSIZES		STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. O HOUSING BORE	R MAX LENGTH
Cam Bearing Set 1-2-3-4-5 NOTE: G.M. Perfor Length, Perform	ormance LS		STD der Blocks, .7800"		2.1650/2.1670	0.0010/0.006	2 0.0700	0 2.3079/2.309	8 0.7800
INTERNATI	ONAL T	RACTOR							
Engine			Years Block						
		6 CYL							
466 CID (7.6L) Internat 466 CID (7.6L) Internat Diesel			1 1						
	CC	DUNTER DATA				SHO	P DATA	l l	
Bearing or Position		Clevite Part No.	Available Undersizes		Std. Shaft Diameter		Max. Wall	Brg. O.D. or Housing Bore	Max Length
6 CYL								•	
1 466 CID 466 CID	(7.6L) Intern (7.6L) Intern	ational Turboch ational Turboch	narged Diesel 6 Cyl narged/Intercooled Dies	sel 6		4.300in./109.2m 4.300in./109.2m			1
Rod Bearing(6)	TM-112 (CB-675H	STD,10 formance,No Dowel Hole In (2.9977/2.9990		0.0995	3.2000/3.2010	1.2000
	erial Number 4		STD formance With TriArmor™, ess,No Dowel Hole In Cap Ha	alf	2.9977/2.9990	0.0020/0.0049	0.0995	3.2000/3.2010	1.2000
Rod Bearing(6) NOTE: From Engine S Half		CB-1365H 140036, H-Series Pe	STD,10 rformance,No Dowel Hole In	Cap	2.9977/2.9990	0.0020/0.0049	0.0995	3.2000/3.2010	1.2600
Rod Bearing(6) NOTE: From Engine S TriArmor™,Ma Cap Half	Serial Number 4		STD rformance With ting Thickness,No Dowel Hol	le In	2.9977/2.9990	0.0020/0.0049	0.0995	3.2000/3.2010	1.2600
	۱ ۱ erial Number 4	NS-1343H MB-2628H MB-2629H(F) 40035, H-Series Per	STD,10 formance,Grooved Upper Ha	lves	3.3742/3.3755 3.3742/3.3755		0.1555 0.1555	3.6885/3.6895 3.6885/3.6895	1.2250 1.7770
Plain Lower H Main Bearing Set 1-2-3-4-5-6 7 NOTE: From Engine S Plain Lower H	TM-112 M N Serial Number 4	MS-1642H MB3009H MB2629H(F) 140036, H-Series Pe l	STD,10 rformance,Grooved Upper Ha	alves	3.3742/3.3755 3.3742/3.3755		0.1555 0.1555	3.6885/3.6895 3.6885/3.6895	1.2990 1.7770
JOHN DEE	RE								
Engine 466 CID (7.6L) 6466A	Turbocharged/Int		Years Block	Engi r 466 (ne CID (7.6L) 6466T Tu	urbocharged Diesel		Years	Block 1
	CC	OUNTER DATA				SHO	P DATA	l	
Bearing or Position	5	Clevite Part No.	Available Undersizes		Std. Shaft Diameter		Max. Wall	Brg. O.D. or Housing Bore	Max Length
									6 CYL
		 Turbocharged/ Turbocharged 	Intercooled Diesel 6 C Diesel 6 Cyl	ÿI		4.563in./115.9m 4.563in./115.9m			1
Rod Bearing(6) NOTE: H-Series Perfo		CB-1267H wel Hole In Cap Halt	STD,10 f		2.9980/2.9990	0.0010/0.0036	0.0955	3.1910/3.1920	1.3900
Rod Bearing(6) NOTE: H-Series Perfo	TM-112 (CB-1267HK riArmor™,Maximum	STD Wall Does Not Include Coat	ing	2.9980/2.9990	0.0010/0.0036	0.0955	3.1910/3.1920	1.3900



ACURA

YEAR	BORE & STROKE	BLOCK
1997-2000	2.953"/75.0mm X 3.543"/90.0mm	1
1986-1989	2.953"/75.0mm X 3.543"/90.0mm	1
1992-1993	3.189"/81.0mm X 3.189"/81.0mm	2
1994-2001	3.189"/81.0mm X 3.433"/87.2mm	3
1997-2001	3.189"/81.0mm X 3.433"/87.2mm	3
1990-1993	3.189"/81.0mm X 3.504"/89.0mm	2
1994-2001	3.189"/81.0mm X 3.504"/89.0mm	2
2002-2004	3.390"/86.1mm X 3.386"/86.0mm	4
2002-2006	3.390"/86.1mm X 3.386"/86.0mm	5
2005-2006	3.390"/86.1mm X 3.386"/86.0mm	4
1997	3.346"/85.0mm X 3.740"/95.0mm	6
2007-2011	3.390"/86.0mm X 3.890"/99.0mm	4
2009-2011	3.420"/87.0mm X 3.890"/99.0mm	4
2004-2008	3.420"/87.0mm X 3.890"/99.0mm	4
	1997-2000 1986-1989 1992-1993 1994-2001 1997-2001 1990-1993 1994-2001 2002-2004 2002-2006 2005-2006 1997 2007-2011 2009-2011	1997-2000 2.953"/75.0mm X 3.543"/90.0mm 1986-1989 2.953"/75.0mm X 3.543"/90.0mm 1992-1993 3.189"/81.0mm X 3.189"/81.0mm 1994-2001 3.189"/81.0mm X 3.433"/87.2mm 1997-2001 3.189"/81.0mm X 3.433"/87.2mm 1997-2001 3.189"/81.0mm X 3.433"/87.2mm 1997-2001 3.189"/81.0mm X 3.504"/89.0mm 1990-1993 3.189"/81.0mm X 3.504"/89.0mm 1994-2001 3.189"/81.0mm X 3.504"/89.0mm 2002-2004 3.390"/86.1mm X 3.386"/86.0mm 2002-2006 3.390"/86.1mm X 3.386"/86.0mm 2005-2006 3.390"/86.1mm X 3.386"/86.0mm 1997 3.346"/85.0mm X 3.740"/95.0mm 2007-2011 3.390"/86.0mm X 3.890"/99.0mm 2007-2011 3.420"/87.0mm X 3.890"/99.0mm

CONNECTIN	IG ROD FORG	ING NUN	IBERS		
FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
C7917	3.504in/89.0mm	2	PR4	3.504in/89.0mm	2
CRANKSHA	FT FORGING	NUMBER	s		
FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
321	3.543in/90.0mm	1	4456	3.543in/90.0mm	1

	COL	JNTER DATA	1	SHOP DATA						
BEARING OR POSITION	BEARING MATERIAL		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH		
								4 CYL		
	C (1.6L) S	SOHC 16V L4	VTEC D16Y8	2.9	53"/75.0mm	x 3.54	3"/90.0mm	1		
	C (1.6L) E 986-1989	DOHC 16V L4	4 D16A1	2.9	53"/75.0mm	x 3.54	3"/90.0mm			
Rod Bearing (4) NOTE: H Series P Fillet Clearance	erformance	Narrowed For		1.7707/1.7717	0.0008/0.0015	0.0592	1.8898/1.8907	0.6780		
Rod Bearing (4) NOTE: H Series F .0010" More Oil Crank Fillet Cle	erformance Clearance	Narrowed For In		1.7707/1.7717	0.0018/0.0025	0.0587	1.8898/1.8907	0.6780		
Main Bearing Set 1-2-3-4-5 NOTE: H Series P Requires Thrus Part Number Th	erformance t Washer Se	MB-3760H Contains Full C	STD,.026mm,.25mm Grooved Bearings Use with	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	7 0.7870		
Main Bearing Set 1-2-3-4-5 NOTE: H Series P .0010" More Oil Bearings Requi Use with Part N	erformance Clearance (res Thrust V	MB-3760HX Bearing Wall .0 Contains Full Gi Vasher Set, Not		2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	7 0.7870		

	COUNTER DAT	A		SHOP	DATA	4	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
4 CYL (cont.)							
(cont.) Years: 1			2.9	53"/75.0mm	x 3.54	3"/90.0mm	1 (cont.)
	CC (1.6L) DOHC 16V L 1986-1989	4 D16A1	2.9	53"/75.0mm	x 3.54	3"/90.0mm	
Thrust Washer S NOTE: Contains	et TW-473S MB-3176W 2 Pieces, Position Number	STD 4 Use with Part	2.4114/2.4213	}		3.2185/3.2283	0.0980
Number MS-18 Crankshaft Forg	04H, MS-1804HX ing 321, 4456						
2 1678 0	CC (1.7L) DOHC 16V L	4 VTEC B17A1	3.1	89"/81.0mm	x 3.18	9"/81.0mm	2
1834 0	CC (1.8L) DOHC 16V L	4 B18A1	3.1	89"/81.0mm	x 3.50	4"/89.0mm	
	CC (1.8L) DOHC 16V L	4 B18B1	3.1	89"/81.0mm	x 3.50	4"/89.0mm	
Rod Bearing (4) NOTE: H-Series Oil Hole in Bea	TM-77 CB-1353H Performance No Dowel Hol ring	STD,.026mm,.25mm le In Cap Half with	1.7707/1.7717	0.0005/0.0034	0.0590	1.8898/1.8907	0.7680
	TM-77 CB-1353HX Performance Bearing Wall I Clearance No Dowel Hole ble in Bearing		1.7707/1.7717	0.0015/0.0044	0.0586	6 1.8898/1.8907	0.7680
Lower Half Red	MB-3760H Performance Grooved Uppe quires Thrust Washer Set, N		2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
	t TM-77 MS-2095HX MB-3760HX	STD	2 1644/2 165/	0.0012/0.0037	0.0776	0 0008/0 0007	0 7870
NOTE: H Series I .0010" More Oi Plain Lower Ha	Performance Bearing Wall . I Clearance Grooved Upper If Requires Thrust Washer vith Part Number TW-473S	Half And	2.1044/2.1004	0.0012/0.0007	0.0770	2.022072.0207	0.7070
Thrust Washer S	MB-3176W	STD	2.4114/2.4213	3		3.2185/3.2283	0.0980
	2 Pieces; Position Number 95H, MS-2095HX	4; Use with Part					
	Forging C7917, PR4						
Years: 1	CC (1.8L) DOHC 16V L			89"/81.0mm			3
	CC (1.8L) DOHC 16V L 997-2001	4 VTEC B18C5	3.1	89"/81.0mm	x 3.43	3"/87.2mm	
Rod Bearing (4) NOTE: H-Series	TM-77 CB-1785H Performance No Dowel Hol	STD,.25mm e In Cap Half	1.7707/1.7717	0.0008/0.0015	0.0595	5 1.8898/1.8907	0.6880
	TM-77 CB-1785HK Performance with TriArmor ating Thickness, No Dowel		1.7707/1.7717	0.0008/0.0015	0.0595	5 1.8898/1.8907	0.6880
	TM-77 CB-1785HX Performance Bearing Wall I Clearance No Dowel Hole		1.7707/1.7717	0.0018/0.0025	0.0590	1.8898/1.8907	0.6880



	COL	JNTER DATA			SHOP	DATA		
BEARING OR POSITION	BEARING MATERIAL		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE		BRG O.D. OR HOUSING BORE	MAX LENGTH
							4 CYL	(cont.)
(cont.) Years: 1 1797	1994-2001		VTEC B18C1		89"/81.0mm 89"/81.0mm			(cont.)
Rod Bearing (4) NOTE: H-Series .0005" Thinner	TM-77 Performance For .0010" M Does Not In	CB-1785HXK with TriArmor I lore Oil Clearan clude Coating T	ce	1.7707/1.7717	0.0018/0.0025	0.0590	1.8898/1.890	7 0.6880
Main Bearing Se 1-2-3-4-5 NOTE: H Series Lower Half Re Included Use v	ا Performance quires Thrust	Washer Set, No		2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.323	7 0.7870
.0010" More O	Performance il Clearance (alf Requires 1	Grooved Upper Thrust Washer S		2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.323	7 0.7870
Thrust Washer S NOTE: Contains	1	TW-473S MB-3176W osition Number 4	STD 4; Use with Part	2.4114/2.4213			3.2185/3.228	3 0.0980
Number MS-20								
	CC (2.0L) E 2002-2004	DOHC 16V L4	VTEC K20A2	3.3	90"/86.1mm	x 3.38	6"/86.0mm	4
1998		OOHC 16V L4	VTEC K20Z1	3.3	90"/86.1mm	x 3.38	6"/86.0mm	
Years: 2	2007-2011		Irbo. L4 i-VTEC K23		90"/86.0mm			
	CC (2.4L) E 2009-2011	DOHC 16V L4	i-VTEC K24Z3	3.4	20"/87.0mm	x 3.89	0"/99.0mm	
2354		DOHC 16V L4	VTEC K24A2	3.4	20"/87.0mm	x 3.89	0"/99.0mm	
Rod Bearing NOTE: H Series		CB-1861H	STD•	1.8888/1.8898	0.0005/0.0029	0.0588	2.0079/2.008	7 0.6100
Rod Bearing NOTE: H Series .0010" More O	Performance	CB-1861HX Bearing Wall .0	STD• 005" Thinner For	1.8888/1.8898	0.0015/0.0039	0.0583	2.0079/2.008	7 0.6100
	Performance quires Thrust	Washer Set, No		2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.323	7 0.7870
.0010" More O Plain Lower Ha	t TM-77 Performance il Clearance (alf Requires]	MS-2095HX MB-3760HX Bearing Wall .0 Grooved Upper Ihrust Washer S		2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.323	7 0.7870
Included Use v Thrust Washer S NOTE: Contains Number MS-20	et I 2 Pieces; Po	TW-473S MB-3176W osition Number	STD 4; Use with Part	2.4114/2.4213			3.2185/3.228	3 0.0980





ACURA

	COUNTER DAT	A		SHOP	DATA	1	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
4 CYL							
	CC (2.0L) DOHC 16V L	4 VTEC K20A3	3.3	90"/86.1mm	x 3.38	6"/86.0mm	5
Main Bearing Se 1-2-3-4-5	t TM-77 MS-2095H MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	7 0.7870
Lower Half Red	Performance Grooved Uppo quires Thrust Washer Set, N vith Part Number TW-473S						
Main Bearing Se 1-2-3-4-5 NOTE: H Series F	t TM-77 MS-2095HX MB-3760HX Performance Bearing Wall .	STD 0005" Thinner For	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	7 0.7870
Plain Lower Ha	I Clearance Grooved Upper If Requires Thrust Washer vith Part Number TW-473S						
Thrust Washer S	et TW-473S MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	3 0.0980
	2 Pieces; Position Number 95H, MS-2095HX	4; Use with Part					
6 2156 0 Years: 1	CC (2.2L) SOHC 16V L	4 VTEC F22B1	3.34	46"/85.0mm	x 3.74	0"/95.0mm	6
Rod Bearing (4) NOTE: H-Series I Oil Hole in Bea	TM-77 CB-1780H Performance No Dowel Hol ring	STD,.25mm le In Cap Half with	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650
	TM-77 CB-1780HK Performance with TriArmon ating Thickness, No Dowel		1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	7 0.7650
	TM-77 CB-1780HX Performance Bearing Wall I Clearance No Dowel Hole		1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	0.7650
.0005" Thinner	TM-77 CB-1780HXK Performance with TriArmon For .0010" More Oil Cleara Does Not Include Coating In Cap Half	nce	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	7 0.7650

AUDI

ENGINE	YEAR	BORE & STROKE	BLOCK	
1588 CC (1.6L) SOHC 8V L4 Volkswagen CR DIESEL	1982	3.012"/76.5mm X 3.385"/86.0mm	1	
1588 CC (1.6L) SOHC 8V Turbo. L4 Volkswagen CY DIESEL	1982-1983	3.012"/76.5mm X 3.385"/86.0mm	1	
1588 CC (1.6L) SOHC 8V L4 Volkswagen JK DIESEL	1983	3.012"/76.5mm X 3.385"/86.0mm	1	
1780 CC (1.8L) SOHC 8V L4 Volkswagen JN	1984	3.189"/81.0mm X 3.386"/86.0mm	1	
1780 CC (1.8L) SOHC 8V L4 Volkswagen MG	1985-1987	3.189"/81.0mm X 3.386"/86.0mm	1	
1781 CC (1.8L) DOHC 20V Turbo. L4 Volkswagen AMU	2000-2002	3.190"/81.0mm X 3.400"/86.4mm	1	
1781 CC (1.8L) DOHC 20V Turbo. L4 Volkswagen ATC	2000-2001	3.190"/81.0mm X 3.400"/86.4mm	1	
1781 CC (1.8L) DOHC 20V Turbo. L4 Volkswagen BEA	2003-2006	3.190"/81.0mm X 3.400"/86.4mm	1	
1986 CC (2.0L) SOHC 10V L5 Volkswagen CN DIESEL	1979-1982	3.012"/76.5mm X 3.400"/86.4mm	2	
1986 CC (2.0L) SOHC 10V Turbo. L5 Volkswagen DE DIESEL	1983-1985	3.012"/76.5mm X 3.400"/86.4mm	2	
1984 CC (2.0L) SOHC 8V L4 Volkswagen 3A	1988-1991	3.248"/82.5mm X 3.650"/92.7mm	1	



AUDI

ENGINE	YEAR	BORE & STROKE	BLOCK	
2144 CC (2.1L) SOHC 10V Turbo. L5 Volkswagen KH	1984-1985	3.130"/79.5mm X 3.400"/86.4mm	2	
2144 CC (2.1L) SOHC 10V L5 Volkswagen WE	1984	3.130"/79.5mm X 3.400"/86.4mm	2	
2144 CC (2.1L) SOHC 10V L5 Volkswagen WU	1984	3.130"/79.5mm X 3.400"/86.4mm	2	
2144 CC (2.1L) SOHC 10V Turbo. L5 Volkswagen WX	1984-1986	3.130"/79.5mm X 3.400"/86.4mm	2	
2226 CC (2.2L) SOHC 10V L5 Volkswagen JT	1984-1987	3.189"/81.0mm X 3.386"/86.0mm	2	
2226 CC (2.2L) SOHC 10V L5 Volkswagen KX	1984-1987	3.189"/81.0mm X 3.386"/86.0mm	2	
2226 CC (2.2L) SOHC 10V L5 Volkswagen KZ	1985-1987	3.189"/81.0mm X 3.386"/86.0mm	2	
2226 CC (2.2L) SOHC 10V Turbo. L5 Volkswagen MC	1986-1991	3.189"/81.0mm X 3.386"/86.0mm	2	
2226 CC (2.2L) DOHC 20V Turbo. L5 AAN	1992-1995	3.189"/81.0mm X 3.386"/86.0mm	2	
2309 CC (2.3L) SOHC 10V L5 Volkswagen NF	1988-1991	3.248"/82.5mm X 3.386"/86.0mm	2	
2309 CC (2.3L) SOHC 10V L5 Volkswagen NG	1988-1992	3.248"/82.5mm X 3.386"/86.0mm	2	
2309 CC (2.3L) DOHC 20V L5 Volkswagen 7A	1989-1991	3.248"/82.5mm X 3.386"/86.0mm	2	

CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
035D	3.386in/86.0mm	2	035D	3.400in/86.4mm	2

COUNTER DATA					SHOP DATA					
BEARING POSITION		BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHA DIAMETE		VERT OIL CLEARANCE	MAX		MAX LENGTH
1 1	588 C	C (1.6L) \$	SOHC 8V	L4 Volkswagen DIESE	-	3.01	12"/76.5mm	x 3.38	5"/86.0mm	4 CYL 1
1	588 C	C (1.6L) \$	SOHC 8V	Turbo. L4 Volkswagen	DIESEL	3.01	12"/76.5mm	x 3.38	5"/86.0mm	
1	780 C	C (1.8L) \$	SOHC 8V	L4 Volkswagen		3.18	39"/81.0mm	x 3.38	6"/86.0mm	
				/ Turbo. L4 Volkswage	n		0"/81.0mm			
1	984 C	C (2.0L) \$	SOHC 8V	L4 Volkswagen		3.24	18"/82.5mm	x 3.65	0"/92.7mm	
Rod Bearin NOTE: H S		erformance	-	STD•,.026mm•			0.0005/0.0027			
	eries Pe		CB-1426HX Bearing Wa	STD• all .0005" Thinner For	1.8802/1.	8810	0.0015/0.0037	0.0548	1.9921/1.9929	0.7470



AUDI

	COUNTER	R DATA		SHOP DATA				
BEARING OR POSITION	BEARING PART MATERIAL NUMB	AVAILABLE ER UNDERSIZES	STD SHA		BRG O MAX HOUSI WALL BORE			
5 CYL								
2 198	6 CC (2.0L) SOHC	10V L5 Volkswagen	DIESEL	3.012"/76.5mm	x 3.400"/86.4	4mm 2		
198	6 CC (2.0L) SOHC	10V Turbo L5 Volksv	vagen DIESEL	. 3.012"/76.5mm	x 3.400"/86.4	4mm		
214	4 CC (2.1L) SOHC	10V Turbo. L5 Volks	wagen	3.130"/79.5mm	x 3.400"/86.4	4mm		
214	4 CC (2.1L) SOHC	10V L5 Volkswagen		3.130"/79.5mm	x 3.400"/86.4	4mm		
222	6 CC (2.2L) SOHC	10V L5 Volkswagen		3.189"/81.0mm	x 3.386"/86.0	Dmm		
222	6 CC (2.2L) SOHC	10V Turbo. L5 Volks	wagen	3.189"/81.0mm	x 3.386"/86.0	Dmm		
222	6 CC (2.2L) DOHC	20V Turbo. L5		3.189"/81.0mm	x 3.386"/86.0	Omm		
230	9 CC (2.3L) SOHC	10V L5 Volkswagen		3.248"/82.5mm	x 3.386"/86.0	Dmm		
230	9 CC (2.3L) DOHC	20V L5 Volkswagen		3.248"/82.5mm	x 3.386"/86.0	Dmm		
Rod Bearing (NOTE: H Serie	5) TM-77 CB-1420 es Performance	6H STD•,.026mm•	1.8802/1	.8810 0.0005/0.0027	0.0553 1.9921/	/1.9929 0.7470		
		6HX STD• g Wall .0005" Thinner For		.8810 0.0015/0.0037	0.0548 1.9921/	/1.9929 0.7470		
Crankshaft Fo	orging 035D		-					

ENGINE	YEAR	BORE & STROKE	BLOCK
98 CID (1.6L) DOHC 16V L4 Mitsubishi 4G61	1989-1990	3.240"/82.3mm X 2.953"/75.0mm	1
98 CID (1.6L) DOHC 16V Turbo. L4 Mitsubishi 4G61	1989	3.240"/82.3mm X 2.953"/75.0mm	1
98 CID (1.6L) SOHC 8V L4 Mitsubishi	1980-1984	3.028"/76.9mm X 3.386"/86.0mm	1
98 CID (1.6L) SOHC 8V L4 Mitsubishi 4G32	1971-1980	3.028"/76.9mm X 3.386"/86.0mm	1
98 CID (1.6L) SOHC 8V Turbo. L4 Mitsubishi G32B	1984-1990	3.028"/76.9mm X 3.386"/86.0mm	1
107 CID (1.8L) SOHC 8V L4 Mitsubishi 4G37	1989-1994	3.173"/80.6mm X 3.386"/86.0mm	1
122 CID (2.0L) SOHC 8V L4 Mitsubishi *A* G63B	1983-1992	3.346"/85.0mm X 3.465"/88.0mm	2
122 CID (2.0L) DOHC 16V L4 Mitsubishi 4G63	1989-1994	3.346"/85.0mm X 3.465"/88.0mm	3
122 CID (2.0L) DOHC 16V Turbo. L4 Mitsubishi 4G63T	1990-1998	3.346"/85.0mm X 3.465"/88.0mm	3
144 CID (2.4L) SOHC 8V L4 Mitsubishi 4G64	1990-1993	3.406"/86.5mm X 3.937"/100.0mm	3
144 CID (2.4L) SOHC 16V L4 Mitsubishi 4G64	1993-1996, 2001-2005	3.406"/86.5mm X 3.937"/100.0mm	4
148 CID (2.4L) DOHC 16V L4	1995-2010	3.445"/87.5mm X 3.976"/101.0mm	5
148 CID (2.4L) DOHC 16V Turbo. L4	2003-2009	3.445"/87.5mm X 3.976"/101.0mm	6
152 CID (2.5L) SOHC 24V V6 Mitsubishi EEB	1995-2000	3.290"/83.5mm X 2.992"/76.0mm	7
181 CID (3.0L) SOHC 12V V6 Mitsubishi 6G72	1987-2000	3.587"/91.1mm X 2.992"/76.0mm	8
181 CID (3.0L) SOHC 24V V6 Mitsubishi 6G72	2001-2005	3.587"/91.1mm X 2.992"/76.0mm	8
181 CID (3.0L) DOHC 24V V6 Mitsubishi 6G72	1991-1996	3.587"/91.1mm X 2.992"/76.0mm	8
181 CID (3.0L) DOHC 24V Turbo. V6 Mitsubishi 6G72T	1991-1996	3.587"/91.1mm X 2.992"/76.0mm	8
273 CID (4.5L) 16V V8	1964-1969	3.625"/92.1mm X 3.313"/84.2mm	12
277 CID (4.5L) 16V V8 Plymouth	1956-1957	3.750"/95.3mm X 3.130"/79.4mm	13



MAHLE

CHRYSLER

ENGINE	YEAR	BORE & STROKE	BLOCK	
301 CID (4.9L) 16V V8	1957	3.910"/99.3mm X 3.130"/79.4mm	13	
303 CID (5.0L) 16V V8	1956	3.810"/96.8mm X 3.310"/84.1mm	13	
313 CID (5.1L) 16V V8	1958-1964	3.875"/98.4mm X 3.310"/84.1mm	13	
318 CID (5.2L) 16V V8 Magnum	1992-2003	3.910"/99.3mm X 3.313*/84.2mm	14	
318 CID (5.2L) 16V V8	1957-1991	3.910"/99.3mm X 3.313"/84.2mm	15	
326 CID (5.3L) 16V V8	1959	3.950"/100.4mm X 3.310"/84.1mm	13	
340 CID (5.6L) 16V V8	1968-1973	4.040"/102.6mm X 3.313"/84.1mm	12	
345 CID (5.7L) 16V V8 HEMI	2003-2012	3.917"/99.5mm X 3.580"/90.9mm	16	
345 CID (5.7L) 16V V8 HEMI Hybrid	2009	3.917"/99.5mm X 3.580"/90.9mm	16	
350 CID (5.7L) 16V V8	1958	4.063"/103.2mm X 3.375"/85.7mm	17	
359 CID (5.9L) 12V Turbo. L6 Cummins 6BT DIESEL	1991-1999	4.016"/102.0mm X 4.724"/120.0mm	9	
359 CID (5.9L) 24V Turbo. L6 Cummins ISB ETC DIESEL	1998-2002	4.016"/102.0mm X 4.724"/120.0mm	9	
359 CID (5.9L) 24V Turbo. L6 Cummins ISB HO ETH DIESEL	2001-2002	4.016"/102.0mm X 4.724"/120.0mm	9	
359 CID (5.9L) 24V Turbo. L6 Cummins ISBe/QSB ETC DIESEL	2003-2005	4.016"/102.0mm X 4.724"/120.0mm	10	
359 CID (5.9L) 24V Turbo. L6 Cummins ISBe/QSB HO ETH DIESEL	2003-2010	4.016"/102.0mm X 4.724"/120.0mm	10	
359 CID (5.9L) 12V Turbo, L6 Cummins DIESEL	1988-1991	4.016"/102.0mm X 4.724"/120.0mm	9	
360 CID (5.9L) 16V V8	1971-2003	4.000"/101.6mm X 3.578"/90.9mm	18	
361 CID (5.9L) 16V V8	1958-1966, 1969-1971	4.125"/104.8mm X 3.375"/85.7mm	17	
370 CID (6.1L) 16V V8 HEMI	2005-2010	4.055"/103.0mm X 3.580"/90.9mm	16	
383 CID (6.3L) 16V V8	1959-1971	4.250"/108.0mm X 3.375"/85.9mm	19	
392 CID (6.4L) 16V V8 HEMI	2011-2012	4.090"/103.9mm X 3.720"/94.5mm	20	
400 CID (6.6L) 16V V8	1971-1978	4.342"/110.3mm X 3.375"/85.7mm	17	
408 CID (6.7L) 24V Turbo. L6 Cummins ETJ DIESEL	2007-2010	4.210"/107.0mm X 4.880"/124.0mm	11	
413 CID (6.7L) 16V V8	1959-1965, 1969-1971	4.188"/106.4mm X 3.750"/95.3mm	21	
426 CID (7.0L) 16V V8 HEMI	1964-1971	4.250"/108.0mm X 3.750"/95.2mm	22	
426 CID (7.0L) 16V V8 Wedge	1963-1965	4.250"/108.0mm X 3.750"/95.2mm	22	
440 CID (7.2L) 16V V8	1966-1979	4.320"/109.7mm X 3.750"/95.2mm	21	
488 CID (8.0L) 20V V10 Magnum	1992-2003	4.000"/101.6mm X 3.882"/98.6mm	23	
505 CID (8.3L) 20V V10	2003-2006	4.031"/102.4mm X 3.960"/100.6mm	24	
515 CID (8.4L) 20V V10	2008-2010	4.055"/103.0mm X 3.960"/100.6mm	24	

CONNECTING ROD FORGING NUMBERS

16186993.313in/84.2mm1424067823.375in/85.9mm195292383.375in/85.7mm1716186993.313in/84.2mm1524068863.375in/85.7mm175299383.375in/85.7mm1716186993.375in/85.7mm1724068863.375in/85.9mm195322943.375in/85.7mm1716186993.375in/85.7mm1724068863.750in/95.2mm215410003.375in/85.7mm1717376923.375in/85.7mm1724068863.750in/95.2mm226993.313in/84.2mm1418515353.375in/85.7mm1729519083.375in/85.7mm176993.313in/84.2mm1518515353.375in/85.9mm1929519083.375in/85.9mm1972G2.992in/76.0mm818515353.750in/95.2mm2129519083.750in/95.2mm217823.313in/84.2mm1418515353.750in/95.2mm2129519083.750in/95.2mm217823.313in/84.2mm1418515353.750in/95.2mm2229519083.750in/95.2mm227823.313in/84.2mm1524063953.375in/85.7mm17312.953in/75.0mm1D2.953in/75.0mm124063953.750in/95.2mm2229519083.750in/95.2mm1D2.953in/75.0mm124063953.375in/85.7mm17312.953in/75.0mm1D2.953in/75.0mm124063953.375in/85	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE BL	оск
16186993.375in/85.7mm1724068863.375in/85.9mm195322943.375in/85.7mm1716186993.375in/85.9mm1924068863.750in/95.2mm215410003.375in/85.7mm1717376923.375in/85.7mm1724068863.750in/95.2mm226993.313in/84.2mm1418515353.375in/85.7mm1729519083.375in/85.7mm176993.313in/84.2mm1418515353.375in/85.7mm1729519083.375in/85.7mm176993.313in/84.2mm1518515353.375in/95.2mm2129519083.375in/95.2mm2172W2.992in/76.0mm818515353.750in/95.2mm2129519083.750in/95.2mm217823.313in/84.2mm1418515353.750in/95.2mm2129519083.750in/95.2mm217823.313in/84.2mm1418515353.750in/95.2mm2229519083.750in/95.2mm227823.313in/84.2mm1418515353.750in/95.2mm2229519083.750in/95.2mm227823.313in/84.2mm1418515353.750in/95.2mm2229519083.750in/95.2mm227823.313in/84.2mm1524063953.375in/85.7mm17312.953in/75.0mm1D3.386in/86.0mm124063953.750in/95.2mm2134186453.313in/84.2mm14DC549AAA01433.580in/90.9mm162406395 <td>1618699</td> <td>3.313in/84.2mm</td> <td>14</td> <td>2406782</td> <td>3.375in/85.9mm</td> <td>19</td> <td>529238</td> <td>3.375in/85.7mm</td> <td>17</td>	1618699	3.313in/84.2mm	14	2406782	3.375in/85.9mm	19	529238	3.375in/85.7mm	17
16186993.375in/85.9mm1924068863.750in/95.2mm215410003.375in/85.7mm1717376923.375in/85.9mm1924068863.750in/95.2mm226993.313in/84.2mm1418515353.375in/85.7mm1729519083.375in/85.7mm176993.313in/84.2mm1418515353.375in/85.9mm1929519083.375in/85.7mm176993.313in/84.2mm1518515353.375in/85.9mm1929519083.375in/95.2mm2172W2.992in/76.0mm818515353.750in/95.2mm2129519083.750in/95.2mm2172W2.992in/76.0mm818515353.750in/95.2mm2129519083.750in/95.2mm217823.313in/84.2mm1418515353.750in/95.2mm2129519083.750in/95.2mm227823.313in/84.2mm1418515353.750in/95.2mm2229519083.750in/95.2mm227823.313in/84.2mm1524063953.375in/85.7mm17312.953in/75.0mm1D2.953in/75.0mm124063953.750in/95.2mm2134186453.313in/84.2mm14DC549AA01433.580in/90.9mm1624063953.750in/95.2mm2134186453.313in/84.2mm15DC549AAB09043.580in/90.9mm1624063953.750in/95.2mm2239010854.724in/120.0mm9F2.953in/75.0mm12406782 </td <td>1618699</td> <td>3.313in/84.2mm</td> <td>15</td> <td>2406886</td> <td>3.375in/85.7mm</td> <td>17</td> <td>529938</td> <td>3.375in/85.7mm</td> <td>17</td>	1618699	3.313in/84.2mm	15	2406886	3.375in/85.7mm	17	529938	3.375in/85.7mm	17
17376923.375in/85.7mm1724068863.750in/95.3mm215449563.375in/85.7mm1717376923.375in/85.9mm1924068863.750in/95.2mm226993.313in/84.2mm1418515353.375in/85.7mm1729519083.375in/85.7mm176993.313in/84.2mm1518515353.375in/85.9mm1929519083.375in/85.9mm1972G2.992in/76.0mm818515353.750in/95.2mm2129519083.750in/95.2mm2172W2.992in/76.0mm818515353.750in/95.2mm2129519083.750in/95.2mm217823.313in/84.2mm1418515353.750in/95.2mm2229519083.750in/95.2mm227823.313in/84.2mm1418515353.750in/95.2mm2229519083.750in/95.2mm227823.313in/84.2mm1524063953.375in/85.7mm17312.953in/75.0mm1D2.953in/75.0mm124063953.750in/95.2mm2134186453.313in/84.2mm14DC549AA01433.580in/90.9mm1624063953.750in/95.2mm2134186453.313in/84.2mm15DC549AAB09043.580in/90.9mm1624063953.750in/95.2mm2239010854.724in/120.0mm9F2.953in/75.0mm124067823.313in/84.2mm1439015664.724in/120.0mm9F3.386in/86.0mm12406782	1618699	3.375in/85.7mm	17	2406886	3.375in/85.9mm	19	532294	3.375in/85.7mm	17
1737692 3.375in/85.9mm 19 2406886 3.750in/95.2mm 22 699 3.313in/84.2mm 14 1851535 3.375in/85.7mm 17 2951908 3.375in/85.7mm 17 699 3.313in/84.2mm 14 1851535 3.375in/85.9mm 19 2951908 3.375in/85.9mm 19 72G 2.992in/76.0mm 8 1851535 3.750in/95.2mm 21 2951908 3.750in/95.2mm 21 72W 2.992in/76.0mm 8 1851535 3.750in/95.2mm 21 2951908 3.750in/95.2mm 21 72W 2.992in/76.0mm 8 1851535 3.750in/95.2mm 21 2951908 3.750in/95.2mm 21 782 3.313in/84.2mm 14 1851535 3.750in/95.2mm 22 2951908 3.750in/95.2mm 22 782 3.313in/84.2mm 14 1851535 3.750in/95.2mm 17 31 2.953in/75.0mm 1 D 2.953in/75.0mm 1 2406395 3.375in/85.9mm 19 31 3.386in/86.0mm 1 D 3.386in/86.0mm 1	1618699	3.375in/85.9mm	19	2406886	3.750in/95.2mm	21	541000	3.375in/85.7mm	17
18515353.375in/85.7mm1729519083.375in/85.7mm176993.313in/84.2mm1518515353.375in/85.9mm1929519083.375in/85.9mm1972G2.992in/76.0mm818515353.750in/95.2mm2129519083.750in/95.2mm2172W2.992in/76.0mm818515353.750in/95.3mm2129519083.750in/95.2mm217823.313in/84.2mm1418515353.750in/95.2mm2229519083.750in/95.2mm227823.313in/84.2mm1524063953.375in/85.7mm17312.953in/75.0mm1D2.953in/75.0mm124063953.375in/85.9mm19313.386in/86.0mm1D3.386in/86.0mm124063953.750in/95.2mm2134186453.313in/84.2mm14DC549AAA01433.580in/90.9mm1624063953.750in/95.3mm2134186453.313in/84.2mm15DC549AAB09043.580in/90.9mm1624063953.750in/95.2mm2239010854.724in/120.0mm9F2.953in/75.0mm124067823.313in/84.2mm1439015664.724in/120.0mm9F3.386in/86.0mm124067823.313in/84.2mm1540F3.937in/100.0mm3S2.953in/75.0mm1	1737692	3.375in/85.7mm	17	2406886	3.750in/95.3mm	21	544956	3.375in/85.7mm	17
1851535 3.375in/85.9mm 19 2951908 3.375in/85.9mm 19 72G 2.992in/76.0mm 8 1851535 3.750in/95.2mm 21 2951908 3.750in/95.2mm 21 72W 2.992in/76.0mm 8 1851535 3.750in/95.2mm 21 2951908 3.750in/95.2mm 21 782 3.313in/84.2mm 14 1851535 3.750in/95.2mm 22 2951908 3.750in/95.2mm 22 782 3.313in/84.2mm 15 2406395 3.375in/85.7mm 17 31 2.953in/75.0mm 1 D 2.953in/75.0mm 1 2406395 3.750in/95.2mm 21 3418645 3.313in/84.2mm 14 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.3mm 21 3418645 3.313in/84.2mm 15 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.2mm 22 3901085 4.724in/120.0mm 9 F 2.953in/75.0mm 1 2406782 3.313in/84.2mm 14 3901566 4.724in/120.0mm 9 F 3.386in/86.0mm <t< td=""><td>1737692</td><td>3.375in/85.9mm</td><td>19</td><td>2406886</td><td>3.750in/95.2mm</td><td>22</td><td>699</td><td>3.313in/84.2mm</td><td>14</td></t<>	1737692	3.375in/85.9mm	19	2406886	3.750in/95.2mm	22	699	3.313in/84.2mm	14
1851535 3.750in/95.2mm 21 2951908 3.750in/95.2mm 21 72W 2.992in/76.0mm 8 1851535 3.750in/95.3mm 21 2951908 3.750in/95.3mm 21 782 3.313in/84.2mm 14 1851535 3.750in/95.2mm 22 2951908 3.750in/95.2mm 22 782 3.313in/84.2mm 15 2406395 3.375in/85.7mm 17 31 2.953in/75.0mm 1 D 2.953in/75.0mm 1 2406395 3.375in/85.9mm 19 31 3.386in/86.0mm 1 D 3.386in/86.0mm 1 2406395 3.750in/95.2mm 21 3418645 3.313in/84.2mm 14 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.3mm 21 3418645 3.313in/84.2mm 15 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.2mm 22 3901085 4.724in/120.0mm 9 F 2.953in/75.0mm 1 2406782 3.313in/84.2mm 14 3901566 4.724in/120.0mm 9 F 3.386in/86.0mm 1	1851535	3.375in/85.7mm	17	2951908	3.375in/85.7mm	17	699	3.313in/84.2mm	15
1851535 3.750in/95.3mm 21 2951908 3.750in/95.3mm 21 782 3.313in/84.2mm 14 1851535 3.750in/95.2mm 22 2951908 3.750in/95.2mm 22 782 3.313in/84.2mm 15 2406395 3.375in/85.7mm 17 31 2.953in/75.0mm 1 D 2.953in/75.0mm 1 2406395 3.375in/85.9mm 19 31 3.386in/86.0mm 1 D 3.386in/86.0mm 1 2406395 3.750in/95.2mm 21 3418645 3.313in/84.2mm 14 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.3mm 21 3418645 3.313in/84.2mm 15 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.2mm 22 3901085 4.724in/120.0mm 9 F 2.953in/75.0mm 1 2406782 3.313in/84.2mm 14 3901566 4.724in/120.0mm 9 F 3.386in/86.0mm 1 2406782 3.313in/84.2mm 15 40F 3.937in/100.0mm 3 S 2.953in/75.0mm 1 <	1851535	3.375in/85.9mm	19	2951908	3.375in/85.9mm	19	72G	2.992in/76.0mm	8
1851535 3.750in/95.2mm 22 2951908 3.750in/95.2mm 22 782 3.313in/84.2mm 15 2406395 3.375in/85.7mm 17 31 2.953in/75.0mm 1 D 2.953in/75.0mm 1 2406395 3.375in/85.9mm 19 31 3.386in/86.0mm 1 D 3.386in/86.0mm 1 2406395 3.750in/95.2mm 21 3418645 3.313in/84.2mm 14 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.3mm 21 3418645 3.313in/84.2mm 15 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.2mm 22 3901085 4.724in/120.0mm 9 F 2.953in/75.0mm 1 2406782 3.313in/84.2mm 14 3901566 4.724in/120.0mm 9 F 3.386in/86.0mm 1 2406782 3.313in/84.2mm 15 40F 3.937in/100.0mm 3 S 2.953in/75.0mm 1	1851535	3.750in/95.2mm	21	2951908	3.750in/95.2mm	21	72W	2.992in/76.0mm	8
2406395 3.375in/85.7mm 17 31 2.953in/75.0mm 1 D 2.953in/75.0mm 1 2406395 3.375in/85.9mm 19 31 3.386in/86.0mm 1 D 3.386in/86.0mm 1 2406395 3.375in/95.2mm 21 3418645 3.313in/84.2mm 14 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.3mm 21 3418645 3.313in/84.2mm 15 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.3mm 21 3418645 3.313in/84.2mm 15 DC549AAB0904 3.580in/90.9mm 16 2406395 3.750in/95.2mm 22 3901085 4.724in/120.0mm 9 F 2.953in/75.0mm 1 2406782 3.313in/84.2mm 14 3901566 4.724in/120.0mm 9 F 3.386in/86.0mm 1 2406782 3.313in/84.2mm 15 40F 3.937in/100.0mm 3 S 2.953in/75.0mm 1	1851535	3.750in/95.3mm	21	2951908	3.750in/95.3mm	21	782	3.313in/84.2mm	14
2406395 3.375in/85.9mm 19 31 3.386in/86.0mm 1 D 3.386in/86.0mm 1 2406395 3.750in/95.2mm 21 3418645 3.313in/84.2mm 14 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.3mm 21 3418645 3.313in/84.2mm 15 DC549AAA0143 3.580in/90.9mm 16 2406395 3.750in/95.3mm 21 3418645 3.313in/84.2mm 15 DC549AAB0904 3.580in/90.9mm 16 2406395 3.750in/95.2mm 22 3901085 4.724in/120.0mm 9 F 2.953in/75.0mm 1 2406782 3.313in/84.2mm 14 3901566 4.724in/120.0mm 9 F 3.386in/86.0mm 1 2406782 3.313in/84.2mm 15 40F 3.937in/100.0mm 3 S 2.953in/75.0mm 1	1851535	3.750in/95.2mm	22	2951908	3.750in/95.2mm	22	782	3.313in/84.2mm	15
2406395 3.750in/95.2mm 21 3418645 3.313in/84.2mm 14 DC549AA0143 3.580in/90.9mm 16 2406395 3.750in/95.3mm 21 3418645 3.313in/84.2mm 15 DC549AA00143 3.580in/90.9mm 16 2406395 3.750in/95.3mm 21 3418645 3.313in/84.2mm 15 DC549AAB0904 3.580in/90.9mm 16 2406395 3.750in/95.2mm 22 3901085 4.724in/120.0mm 9 F 2.953in/75.0mm 1 2406782 3.313in/84.2mm 14 3901566 4.724in/120.0mm 9 F 3.386in/86.0mm 1 2406782 3.313in/84.2mm 15 40F 3.937in/100.0mm 3 S 2.953in/75.0mm 1	2406395	3.375in/85.7mm	17	31	2.953in/75.0mm	1	D	2.953in/75.0mm	1
2406395 3.750in/95.3mm 21 3418645 3.313in/84.2mm 15 DC549AAB0904 3.580in/90.9mm 16 2406395 3.750in/95.2mm 22 3901085 4.724in/120.0mm 9 F 2.953in/75.0mm 1 2406782 3.313in/84.2mm 14 3901566 4.724in/120.0mm 9 F 3.386in/86.0mm 1 2406782 3.313in/84.2mm 15 40F 3.937in/100.0mm 3 S 2.953in/75.0mm 1	2406395	3.375in/85.9mm	19	31	3.386in/86.0mm	1	D	3.386in/86.0mm	1
2406395 3.750in/95.2mm 22 3901085 4.724in/120.0mm 9 F 2.953in/75.0mm 1 2406782 3.313in/84.2mm 14 3901566 4.724in/120.0mm 9 F 3.386in/86.0mm 1 2406782 3.313in/84.2mm 15 40F 3.937in/100.0mm 3 S 2.953in/75.0mm 1	2406395	3.750in/95.2mm	21	3418645	3.313in/84.2mm	14	DC549AAA0143	3.580in/90.9mm	16
2406782 3.313in/84.2mm 14 3901566 4.724in/120.0mm 9 F 3.386in/86.0mm 1 2406782 3.313in/84.2mm 15 40F 3.937in/100.0mm 3 S 2.953in/75.0mm 1	2406395	3.750in/95.3mm	21	3418645	3.313in/84.2mm	15	DC549AAB0904	3.580in/90.9mm	16
2406782 3.313in/84.2mm 15 40F 3.937in/100.0mm 3 S 2.953in/75.0mm 1	2406395	3.750in/95.2mm	22	3901085	4.724in/120.0mm	9	F	2.953in/75.0mm	1
	2406782	3.313in/84.2mm	14	3901566	4.724in/120.0mm	9	F	3.386in/86.0mm	1
2406782 3.375in/85.7mm 17 529007 3.375in/85.7mm 17 S 3.386in/86.0mm 1	2406782	3.313in/84.2mm	15	40F	3.937in/100.0mm	3	-	2.953in/75.0mm	1
	2406782	3.375in/85.7mm	17	529007	3.375in/85.7mm	17	S	3.386in/86.0mm	1

CRANKSHAFT FORGING NUMBERS

ONANICONA	1 I Officiated	TOMBE	10					
FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE BLC	оск
003K	3.386in/86.0mm	1	1855127	3.375in/85.7mm	17	2658393	3.313in/84.2mm	15
003K	2.992in/76.0mm	8	1855127	3.375in/85.9mm	19	2843868	3.313in/84.2mm	14
003N	3.386in/86.0mm	1	1855127	3.750in/95.2mm	21	2843868	3.313in/84.2mm	15
003N	2.992in/76.0mm	8	1855127	3.750in/95.3mm	21	2NABC	3.386in/86.0mm	1
020201A1	3.386in/86.0mm	1	1855127	3.750in/95.2mm	22	2Y68-76	3.386in/86.0mm	1
020201A1	2.992in/76.0mm	8	1978698	3.375in/85.7mm	17	30R	3.386in/86.0mm	1
09N	3.386in/86.0mm	1	1978698	3.375in/85.9mm	19	31-87	3.386in/86.0mm	1
09N	2.992in/76.0mm	8	1978698	3.750in/95.2mm	21	31M	3.386in/86.0mm	1
1.9	3.386in/86.0mm	1	1978698	3.750in/95.3mm	21	3281N	3.386in/86.0mm	1
1.9	2.992in/76.0mm	8	1978698	3.750in/95.2mm	22	3294	3.375in/85.7mm	17
10-B	3.386in/86.0mm	1	19N	2.992in/76.0mm	8		3.375in/85.9mm	19
					- 1	3294		
10-B	2.992in/76.0mm	8	2128278	3.313in/84.2mm	14	3294	3.750in/95.2mm	21
103427	3.375in/85.7mm	17	2128278	3.313in/84.2mm	15	3294	3.750in/95.3mm	21
1174N	3.386in/86.0mm	1	2128869	3.313in/84.2mm	14	3294	3.750in/95.2mm	22
1174N	2.992in/76.0mm	8	2128869	3.313in/84.2mm	15	329880N	3.386in/86.0mm	1
11M	3.386in/86.0mm	1	2203155	3.375in/85.7mm	17	3418640	3.578in/90.9mm	18
11M	2.992in/76.0mm	8	2203155	3.375in/85.9mm	19	3418840-2	3.578in/90.9mm	18
1626123	3.313in/84.2mm	14	2203157	3.375in/85.7mm	17	3418995	3.578in/90.9mm	18
1626123	3.313in/84.2mm	15	2203157	3.375in/85.9mm	19	3462387	3.313in/84.2mm	14
1630270	3.313in/84.2mm	14	2205700	3.313in/84.2mm	14	3462387	3.313in/84.2mm	15
1630270	3.313in/84.2mm	15	2205700	3.313in/84.2mm	15	3462923	3.375in/85.7mm	17
1630276	3.313in/84.2mm	14	2205702	3.313in/84.2mm	14	3462923	3.375in/85.9mm	19
1630276	3.313in/84.2mm	15	2205702	3.313in/84.2mm	15	3482387	3.313in/84.2mm	14
1650270	3.313in/84.2mm	14	2206157	3.375in/85.7mm	17	3482387	3.313in/84.2mm	15
1650270	3.313in/84.2mm	15	2206157	3.375in/85.9mm	19	3698641	3.375in/85.7mm	17
1732557	3.313in/84.2mm	14	2206157	3.750in/95.2mm	21	3698641	3.375in/85.9mm	19
1732557	3.313in/84.2mm	15	2206157	3.750in/95.3mm	21	3698641	3.750in/95.2mm	21
1732559	3.313in/84.2mm	14	2206157	3.750in/95.2mm	22	3698641	3.750in/95.3mm	21
1732559	3.313in/84.2mm	15	2206158	3.375in/85.7mm	17	3698641	3.750in/95.2mm	22
1732610	3.313in/84.2mm	14	2206158	3.375in/85.9mm	19	3751841	3.313in/84.2mm	14
1732610	3.313in/84.2mm	15	2206158	3.750in/95.2mm	21	3751841	3.313in/84.2mm	15
1737641	3.375in/85.7mm	17	2206158	3.750in/95.3mm	21	3751877	3.375in/85.7mm	17
1737641	3.375in/85.9mm	19	2206158	3.750in/95.2mm	22	3751877	3.375in/85.9mm	19
1737642	3.375in/85.7mm	17	2206159	3.375in/85.7mm	17	3751888	3.375in/85.7mm	17
1737642	3.375in/85.9mm	19	2206159	3.375in/85.9mm	19	3751888	3.375in/85.9mm	19
1737642	3.750in/95.2mm	21	2206160	3.375in/85.7mm	17	3751888	3,750in/95,2mm	21
1737642	3.750in/95.3mm	21	2206160	3.375in/85.9mm	19	3751888	3.750in/95.3mm	21
1737642	3.750in/95.2mm	22	2206160	3.750in/95.2mm	21	3751888	3.750in/95.2mm	22
1821436	3.375in/85.7mm	17	2206160	3.750in/95.3mm	21	3751888-5	3.375in/85.7mm	17
1821436	3.375in/85.9mm	19	2206160	3.750in/95.2mm	22	3751888-5	3.375in/85.9mm	19
1821436	3.750in/95.2mm	21	2258393	3.313in/84.2mm	14	3751888-5	3.750in/95.2mm	21
1821436	3.750in/95.3mm	21	2258393	3.313in/84.2mm	15	3751888-5	3.750in/95.3mm	21
1821436	3.750in/95.2mm	22	2264182	3.313in/84.2mm	14	3751888-5	3.750in/95.2mm	22
1826123	3.313in/84.2mm	14	2264182	3.313in/84.2mm	15	3907804	4.724in/120.0mm	9
1826123	3.313in/84.2mm	15	2465747	3.313in/84.2mm	14	3YA	3.465in/88.0mm	3
1826129	3.313in/84.2mm	14	2465747	3.313in/84.2mm	15	3YA	3.937in/100.0mm	3
1826129	3.313in/84.2mm	15	2482923	3.375in/85.7mm	17	4027169	3.578in/90.9mm	
1830276	3.313in/84.2mm	14	2482923	3.375in/85.9mm		4027172	3.375in/85.7mm	18 17
1830276	3.313in/84.2mm	15	2532457	3.313in/84.2mm	19	4027172	3.375in/85.9mm	19
	3.375in/85.7mm	17	2532457	3.313in/84.2mm	14	4027172	3.375in/85.7mm	17
1851436					15			
1851436	3.375in/85.9mm	19	2558393	3.313in/84.2mm	14	4027175	3.375in/85.9mm	19
1851436	3.750in/95.2mm	21	2558393	3.313in/84.2mm	15	4027175	3.750in/95.2mm	21
1851436	3.750in/95.3mm	21	2656278	3.313in/84.2mm	14	4027175	3.750in/95.3mm	21
1851436	3.750in/95.2mm	22	2656278	3.313in/84.2mm	15	4027175	3.750in/95.2mm	22
1851527	3.375in/85.7mm	17	2658268	3.313in/84.2mm	14	407N	3.465in/88.0mm	3
1851527	3.375in/85.9mm	19	2658268	3.313in/84.2mm	15	407N	3.937in/100.0mm	3
1851527	3.750in/95.2mm	21	2658278	3.313in/84.2mm	14	40F	3.465in/88.0mm	3
1851527	3.750in/95.3mm	21	2658278	3.313in/84.2mm	15	4196N	3.465in/88.0mm	3
1851527	3.750in/95.2mm	22	2658393	3.313in/84.2mm	14	4196N	3.937in/100.0mm	3



CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE BLC	оск
45-T	3.465in/88.0mm	3	4XC1-U	3.386in/86.0mm	1	9773382	3.375in/85.7mm	17
45-T	3.937in/100.0mm	3	4XCIU	2.953in/75.0mm	1	9773383	3.375in/85.7mm	17
4813	3.375in/85.7mm	17	4XCIU	3.386in/86.0mm	1	9773524	3.375in/85.7mm	17
481379	3.375in/85.7mm	17	53021300AA	3.580in/90.9mm	16	9773573	3.375in/85.7mm	17
481380	3.375in/85.7mm	17	531369	3.375in/85.7mm	17	9782646	3.375in/85.7mm	17
493654	3.375in/85.7mm	17	541585	3.375in/85.7mm	17	9782770	3.375in/85.7mm	17
496452	3.375in/85.7mm	17	544191	3.375in/85.7mm	17	9783785	3.375in/85.7mm	17
4A	3.465in/88.0mm	3	63-GC	3.465in/88.0mm	3	9783786	3.375in/85.7mm	17
4A	3.937in/100.0mm	3	63-GC	3.937in/100.0mm	3	9793573	3.375in/85.7mm	17
4AC	3.465in/88.0mm	3	63GC	3.465in/88.0mm	3	9794054	3.375in/85.7mm	17
4AC	3.937in/100.0mm	3	63GC	3.937in/100.0mm	3	97954	3.375in/85.7mm	17
4AL	3.465in/88.0mm	3	63GU	3.465in/88.0mm	3	9795479	3.375in/85.7mm	17
4AL	3.937in/100.0mm	3	63GU	3.937in/100.0mm	3	97TM	2.992in/76.0mm	8
4G-3	3.386in/86.0mm	1	65-RU	3.465in/88.0mm	3	A-6303	2.992in/76.0mm	8
4G1	2.953in/75.0mm	1	65-RU	3.937in/100.0mm	3	A-6303-A	2.992in/76.0mm	8
4G1	3.386in/86.0mm	1	69-GU	3.465in/88.0mm	3	A1D	2.992in/76.0mm	8
4G3	2.953in/75.0mm	1	69-GU	3.937in/100.0mm	3	A301	2.992in/76.0mm	8
4G3	3.386in/86.0mm	1	6AM	3.465in/88.0mm	3	A6303	2.992in/76.0mm	8
4G61	2.953in/75.0mm	1	6AM	3.937in/100.0mm	3	AD	2.992in/76.0mm	8
4G61	3.386in/86.0mm	1	8698461	3.375in/85.7mm	17	AY	2.992in/76.0mm	8
4K	2.953in/75.0mm	1	8698461	3.375in/85.9mm	19	B301	2.992in/76.0mm	8
4K	3.386in/86.0mm	1	8698461	3.750in/95.2mm	21	GE	3.465in/88.0mm	3
4K05	2.953in/75.0mm	1	8698461	3.750in/95.3mm	21	GE	3.937in/100.0mm	з
4K05	3.386in/86.0mm	1	8698461	3.750in/95.2mm	22	T3A	2.992in/76.0mm	8
4XC1-U	2.953in/75.0mm	1	96TM-AA	2.992in/76.0mm	8			





	COUNTER DAT	A		SHO	P DAT	4	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHA DIAMETE		MAX WALL		MAX LENGTH
4 CYL							
Years: 1	D / 1595 CC (1.6L) DO 1989-1990 D / 1595 CC (1.6L) DO			3.240"/82.3mn 4G61 3.240"/82.3mn			1
98 CI	D / 1597 CC (1.6L) SO	HC 8V L4 Mitsubishi		3.028"/76.9mm			
98 CI	D / 1597 CC (1.6L) SO	HC 8V L4 Mitsubishi	4G32	3.028"/76.9mm	n x 3.38	86"/86.0mm	
	D / 1597 CC (1.6L) SO	HC 8V Turbo. L4 Mits	ubishi G				
107 C	1984-1990 ID (1.8L) SOHC 8V L4 1989-1994	Mitsubishi 4G37		3.028"/76.9mm 3.173"/80.6mm			
	TM-77 CB-1120HN Performance Narrowed Fo e No Dowel Hole In Cap Ha		1.7710/1.	7717 0.0006/0.002	7 0.0587	7 1.8897/1.8905	5 0.8550
.0010" More Oi	TM-77 CB-1120HXN Performance Bearing Wall I Clearance Narrowed For earance No Dowel Hole In	Increased	1.7710/1.	7717 0.0016/0.003	7 0.0582	2 1.8897/1.8905	5 0.8550
Connecting Rod Crankshaft Forg		201A1, 09N, 1.9, 10-B, 1174 4G61, 4K, 4K05, 4XC1-U, 4>		NABC, 2Y68-76, 30	R, 31-87,	, 31M, 3281N, 3	329880N,
	ID (2.0L) SOHC 8V L4	Mitsubishi "A" G63B		3.346"/85.0mm	n x 3.46	5"/88.0mm	2
	TM-77 CB-1120HN 3-1992 Performance Narrowed Fo e No Dowel Hole In Cap Ha		1.7710/1.	7717 0.0006/0.002	7 0.0587	7 1.8897/1.8905	5 0.8550
Rod Bearing (4) For Year(s): 1983	TM-77 CB-1120HXN	STD	1.7710/1.	7717 0.0016/0.003	7 0.0582	2 1.8897/1.8905	5 0.8550
NOTE: H-Series .0010" More Oi	Performance Bearing Wall I Clearance Narrowed For earance No Dowel Hole In	Increased					
Balance Shaft Bearing Set	AL-3 SH-1469S	STD					
LH; Rear	SH-1468		1.6129	0.0010/0.003			0.8268
RH; Front RH; Rear	SH-1467 SH-1469		1.6526	0.0010/0.003 0.0010/0.003			0.7480
For Year(s): 1985 NOTE: From 8/8 FOR VIN(S): D	5-1989			0.0010101000	. 0.0000		0.0200
3 122 C Years: 1	ID (2.0L) DOHC 16V L		0007	3.346"/85.0mm			
Years: 1	ID (2.0L) DOHC 16V T 1990-1998 ID (2.4L) SOHC 8V L4			3.346"/85.0mn 3.406"/86.5mm			
	1990-1993				. 0.001	, 100.01111	
	TM-77 CB-1643H 2-1998 Performance Larger Cham earance No Dowel Hole In 6		1.7710/1.	7717 0.0004/0.002	5 0.0589	9 1.8897/1.8905	5 0.8320



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	CO	UNTER DAT	Α		SHOP	DATA	1	
BEARING OR POSITION	BEARING MATERIAI	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
							4 CYL	(cont.)
(cont.) Years: 1 122 C	1989-1994 ID (2.0L) D		4 Mitsubishi 4G63 urbo. L4 Mitsubishi 4		46"/85.0mm 46"/85.0mm			3 (cont.)
144 C		SOHC 8V L4	Mitsubishi 4G64	3.40	6"/86.5mm x	3.937	"/100.0mm	
Rod Bearing (4) For Year(s): 1992		CB-1643HX	STD	1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.8905	0.8320
.0010" More Oi	I Clearance							
Rod Bearing (4) For Year(s): 1989 NOTE: H-Series Fillet Clearance (Thru 3/92)	-1992 Performance		STD,.026mm,.25mm r Increased Crank If	1.7710/1.7717	0.0006/0.0027	0.0587	1.8897/1.8905	0.8550
Rod Bearing (4) For Year(s): 1989 NOTE: H-Series .0010" More Oi	-1992 Performance I Clearance	CB-1120HXN e Bearing Wall Narrowed For Dowel Hole In C		1.7710/1.7717	0.0016/0.0037	0.0582	1.8897/1.8905	0.8550
Main Bearing Se 1-2-4-5 3 For Year(s): 1992		MS-2039H MB-3504H MB-3505H(F)	STD,.026mm,.25mm		0.0005/0.0025 0.0005/0.0025			
		e Grooved Upp	er Half And Plain					
Main Bearing Se 1-2-4-5 3		MS-2039HX MB-3504HX MB-3505HX(F)	STD		0.0015/0.0035			
For Year(s): 1992 NOTE: H Series I .0010" More Oi (From 4/92)	Performance	e Bearing Wall .	0005" Thinner For					
Balance Shaft Bearing Set	AL-3	SH-1469S	STD					
LH; Rear RH; Front RH; Rear		SH-1468 SH-1467 SH-1469		1.6129 1.6526 1.6129	0.0010/0.0031 0.0010/0.0031 0.0010/0.0031	0.0593	1.7726	0.8268 0.7480 0.8268
Connecting Rod Crankshaft Forg			196N, 45-T, 4A, 4AC, 4AL,	63-GC, 63GC, 6	3GU, 65-RU, 69	GU, 6A	M, GE	
	ID (2.4L) S		Mitsubishi 4G64	3.40	6"/86.5mm x	3.937	"/100.0mm	4
Rod Bearing (4) NOTE: H Series I Crank Fillet Cle	Performance	-	STD,.026mm,.25mm fer For Increased Cap Half	1.7710/1.7717	0.0004/0.0025	0.0589	1.8897/1.8905	0.8320
.0010" More Oi	Performance I Clearance	CB-1643HX Bearing Wall . Larger Chamfe arance No Dow		1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.8905	0.8320



	CO	UNTER DAT	A		SHOP	DATA	SHOP DATA					
BEARING OR POSITION	BEARING MATERIAI	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	MAX LENGTH				
4 CYL (cont.)												
(cont.) Years: 1	993-1996, 2	001-2005	Mitsubishi 4G64	3.406	6"/86.5mm x	3.937	"/100.0mm	4 (cont.)				
Main Bearing Set 1-2-3-4-5		MS-2261H MB-3504H	STD,.026mm,.25mm	2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.402	4 0.8050				
For Year(s): 2001 NOTE: H-Series F Lower Half Req Included Use w	Performance uires Thrus	t Washer Set, N										
Main Bearing Set 1-2-3-4-5 For Year(s): 2001 NOTE: H-Series F .0010" More Oil	-2005 Performance		STD .0005" Thinner For r Half And	2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.402	4 0.8050				
Plain Lower Ha Included Use w	If Requires	Thrust Washer										
Main Bearing Set 1-2-4-5 3 For Year(s): 1993		MS-2039H MB-3504H MB-3505H(F)	STD,.026mm,.25mm		0.0005/0.0025							
NOTE: H Series P Lower Half		e Grooved Uppe	er Half And Plain									
Main Bearing Set 1-2-4-5 3		MS-2039HX MB-3504HX MB-3505HX(F)	STD		0.0015/0.0035							
For Year(s): 1993 NOTE: H Series F .0010" More Oil	Performance		0005" Thinner For									
Thrust Washer Se		TW-677S MB-3854W	STD	2.4842/2.4941			3.1693/3.179	1 0.0830				
For Year(s): 2001 NOTE: Contains 2 Number MS-22	2 Pieces, Po		3 Use with Part									
Balance Shaft Bearing Set	AL-3	SH-1469S	STD									
LH; Rear RH; Front RH; Rear		SH-1468 SH-1467 SH-1469		1.6129 1.6526 1.6129	0.0010/0.0031 0.0010/0.0031 0.0010/0.0031	0.0593	1.7726	0.8268 0.7480 0.8268				
	D (2.4L) D 995-2010	DOHC 16V L4	4	3.44	5"/87.5mm x	3.976	"/101.0mm	5				
Rod Bearing (4) NOTE: H-Series F		CB-1813H e No Dowel Hol	STD,.026mm,.25mm le In Cap Half	1.9677/1.9687	0.0008/0.0030	0.0584	2.0863/2.086	9 0.7930				
Rod Bearing (4) NOTE: H-Series F .0010" More Oil Half	Performance		STD 0005" Thinner For In Cap	1.9677/1.9687	0.0018/0.0040	0.0579	2.0863/2.086	9 0.7930				
Main Bearing Set 1-2-4-5 3 NOTE: H-Series F Upper Half And Position Numbe Bearings	Performance Plain Lowe	r Half, Bearing			0.0005/0.0029 0.0005/0.0029							



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	CO	UNTER DAT	A		SHOP	DATA		
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	MAX LENGTH
								4 CYL
	D (2.4L) [003-2009	DOHC 16V Tu	ırbo. L4	3.44	5"/87.5mm x	3.976	"/101.0mm	6
Rod Bearing (4) NOTE: H-Series F		CB-1813H e No Dowel Hol	STD,.026mm,.25mm e In Cap Half	1.9677/1.9687	0.0008/0.0030	0.0584	2.0863/2.086	9 0.7930
	Performanc	CB-1813HX e Bearing Wall . No Dowel Hole	STD 0005" Thinner For In Cap	1.9677/1.9687	0.0018/0.0040	0.0579	2.0863/2.086	9 0.7930
Upper Half And	Performanc	MS-2279H MB-3594H MB-3907H(F) e Position Num er Half, Bearings with Full Groove			0.0005/0.0029 0.0005/0.0029			
Dearnige								6 CYL
	D (2.5L) \$	SOHC 24V V6	Mitsubishi EEB	3.29	90"/83.5mm	x 2.99	2"/76.0mm	7
Rod Bearing (6) NOTE: H-Series F		CB-1411H e No Dowel Hol	STD•,.026mm• e In Cap Half	1.9677/1.9685	0.0007/0.0027	0.0587	2.0866/2.086	8 0.6120
	Performanc	CB-1411HX e Bearing Wall . No Dowel Hole	STD• 0005" Thinner For In Cap	1.9670/1.9674	0.0017/0.0037	0.0582	2.0866/2.087	4 0.6120
Thrust Washer S	et	TW-458S MB-3108W(L) MB-3108W(U)	STD	2.5984/2.6083 2.5984/2.6083			3.0492/3.059 3.0492/3.059	
Years: 1	987-2000		Mitsubishi 6G72 Mitsubishi 6G72		37"/91.1mm 37"/91.1mm			
Years: 2	001-2005		6 Mitsubishi 6G72		37"/91.1mm			
Years: 1	991-1996		urbo. V6 Mitsubishi		37"/91.1mm			
Rod Bearing (6)		CB-1411H	STD•,.026mm•	1.9677/1.9685	0.0007/0.0027	0.0587	2.0866/2.086	8 0.6120
	TM-77 Performanc	CB-1411HX	STD• 0005" Thinner For	1.9670/1.9674	0.0017/0.0037	0.0582	2.0866/2.087	4 0.6120
Main Bearing Set 1-2-3-4 NOTE: H Series F	Performanc			2.3614/2.3622	0.0007/0.0032	0.0783	2.5197/2.520	4 0.7120
Lower Half Reg Included Use w		st Washer Set, N mber TW-458S	lot					
Main Bearing Set 1-2-3-4	t TM-77	MS-2226HX MB3791HX	STD•	2.3614/2.3622	0.0017/0.0042	0.0778	2.5197/2.520	4 0.0712
.0010" More Oil Plain Lower Ha	Clearance	e Bearing Wall J Grooved Upper Thrust Washer mber TW-458S						



	COUNTER	DATA		SHOP	DAT	4	
BEARING OR POSITION	BEARING PART MATERIAL NUMBE	AVAILABLE R UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		R MAX LENGTH
6 CYL (cont.)							
(cont.) Years: 1	1987-2000	2V V6 Mitsubishi 6G72		87"/91.1mm			(cont.)
Years: 2	2001-2005	VV6 Mitsubishi 6G72		87"/91.1mm			
Years: 1	1991-1996	4V V6 Mitsubishi 6G72 4V Turbo. V6 Mitsubish		87"/91.1mm			
Years: 1	1991-1996						
	et TW-458S MB-3108\ MB-3108\ MB-3108\ 4 Pieces, Position Nu 226H, MS-2226HX	N(L) N(U)	2.5984/2.608 2.5984/2.608	-		3.0492/3.059 3.0492/3.059	
	Forging 72G, 72W ing 003K, 003N	, 020201A1, 09N, 1.9, 10-B, 1 AY, B301, T3A	174N, 11M, 19N,	96TM-AA, 97TM	, A-630(3, A-6303-A, A	1D, A301,
Years: 1 359 C Years: 1 359 C Years: 2 359 C	1991-1999 ID (5.9L) 24V Turk 1998-2002 ID (5.9L) 24V Turk 2001-2002 ID (5.9L) 12V Turk	oo. L6 Cummins 6BT DI oo. L6 Cummins ISB ET oo. L6 Cummins ISB HC oo. L6 Cummins DIESE	C DIESEL 4.016 D ETH DIESEL 4.016	;"/102.0mm x	4.724 4.724	"/120.0mm "/120.0mm	n 1
Rod Bearing (6)	1988-1991 TM-112CB-1413I Performance No Dow necting Rod		2.7160/2.717	0.0015/0.0045	0.0775	5 2.8735/2.874	1.2250
.0010" More Oi	TM-112 CB-1413 Performance Bearing Il Clearance No Dowe I Connecting Rod	Wall .0005" Thinner For	2.7160/2.717	0.0025/0.0055	0.0770	2.8735/2.874	1.2250
Lower Half, Co	MB-3110 MB-3109	⊣ ⊣(F) d Upper Half And Plain earing, Upper		2 0.0017/0.0047 2 0.0017/0.0047			
	(To Be Re	placed By MS-2328H)					
.0010" More Oi	MB-3110 MB-3109 Performance Bearing I Clearance Grooved alf, Contains Half Flan ameter 4.586"	⊣X ⊣X(F) Wall .0005" Thinner For Upper Half And		2 0.0027/0.0057 2 0.0027/0.0057			
Lower Half, Co	MB-3110 MB-3109	⊣ ⊣(F) d Upper Half And Plain earing, Upper	3.2674/3.268	2 0.0017/0.0047 2 0.0017/0.0047			

	COUNTER DAT	4		SHOP	DATA	1	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
(cont.) Years:	CID (5.9L) 12V Turbo. L6 1991-1999 CID (5.9L) 24V Turbo. L6			"/102.0mm x	4.724		(cont.) 9 (cont.)
359 C Years: 359 C	1998-2002 CID (5.9L) 24V Turbo. L(2001-2002 CID (5.9L) 12V Turbo. L(ETH DIESEL 4.016	"/102.0mm x "/102.0mm x "/102.0mm x	4.724	"/120.0mm	
Main Bearing Se -2-3-4-5-7 NOTE: H-Series .0010" More O	MB-3110HX MB-3109HX(F) Performance Bearing Wall . iil Clearance Grooved Upper alf, Contains Half Flanged B	Half And		0.0027/0.0057 0.0027/0.0057			
Connecting Roo Crankshaft For	d Forging 3901085, 3901566 ging 3907804)					
Years: 359 C	CID (5.9L) 24V Turbo. L6 2003-2005 CID (5.9L) 24V Turbo. L6 2003-2010		4.016 B HO ETH D	"/102.0mm x			
Rod Bearing (6) IOTE: H-Series Fractured Cor	Performance No Dowel Hol	STD,.026mm,.25mm e In Cap Half,	2.7160/2.7170	0.0015/0.0045	0.0775	2.8735/2.874	5 1.2250
.0010" More O	TM-112 CB-1873HX Performance Bearing Wall . iil Clearance No Dowel Hole d Connecting Rod		2.7160/2.7170	0.0020/0.0050	0.0770	2.8735/2.874	5 1.2250
Rod Bearing (6) For Year(s): 2003 NOTE: H-Series Machined Cor	3 Performance No Dowel Hol	STD,.026mm,.25mm e In Cap Half,	2.7160/2.7170	0.0015/0.0045	0.0775	2.8735/2.874	5 1.2250
.0010" More O			2.7160/2.7170	0.0025/0.0055	0.0770	2.8735/2.874	5 1.2250
Main Bearing Se 1-2-3-4-5-7 6 For Year(s): 200	MB-3110H MB-3109H(F) 3-2008	STD,.026mm,.25mm		0.0017/0.0047 0.0017/0.0047			
Lower Half, Co	Performance Grooved Upper ontains Half Flanged Bearing Bearing Only, Max Flange Dia (To Be Replaced	g, Upper ameter					
Main Bearing Se -2-3-4-5-7 } For Year(s): 200	TM-112 MS-1717HX MB-3110HX MB-3109HX(F)	STD		0.0027/0.0057 0.0027/0.0057			
NOTE: H-Series 0010" More 0. Plain Lower H	Performance Bearing Wall . il Clearance Grooved Upper alf, Contains Half Flanged B iameter 4.586"	Half And					
		By MS-2328HX)	1				





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	COL	JNTER DAT	A	SHOP DATA				
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	MAX LENGTH
6 CYL (cont.)								
10 359 CI (cont.) Years: 20 359 CI	003-2005		6 Cummins ISBe/QS 6 Cummins ISBe/QS	4.016 B HO ETH D	'/102.0mm x			,,
Main Bearing Set 1-2-3-4-5-7 6		MS-2328H MB-3110H MB-3109H(F)	STD•,.026mm•,.25mm•	3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.465	1 1.1430
For Year(s): 2003- NOTE: H-Series P Lower Half, Cor Half Flanged Be 4.500"	erformance tains Half F	langed Bearing	, Upper					
Main Bearing Set 1-2-3-4-5-7 6 For Year(s): 2003-		MS-2328HX MB-3110HX MB-3109HX(F)	STD•		0.0027/0.0057 0.0027/0.0057			
NOTE: H-Series P .0010" More Oil Plain Lower Hal Max Flange Dia	erformance Clearance f, Contains meter 4.500	Grooved Upper Half Flanged B	earing,					
	D (6.7L) 2 007-2010	4V Turbo. Le	Cummins ETJ DIE	SEL 4.210'	'/107.0mm x	4.880	"/124.0mm	11
Rod Bearing (6) NOTE: H-Series P Fractured Conn	erformance	CB-1873H No Dowel Hol	STD,.026mm,.25mm e In Cap Half,	2.7160/2.7170	0.0015/0.0045	0.0775	2.8735/2.874	5 1.2250
Rod Bearing (6) NOTE: H-Series P .0010" More Oil Half, Fractured	erformance Clearance	No Dowel Hole	STD 0005" Thinner For In Cap	2.7160/2.7170	0.0020/0.0050	0.0770	2.8735/2.874	5 1.2250
Main Bearing Set 1-2-3-4-5-7 6		MS-1717H MB-3110H MB-3109H(F)	STD,.026mm,.25mm		0.0017/0.0047			
NOTE: H-Series P Lower Half, Cor Half Flanged Be 4.586"	tains Half F aring Only,	langed Bearing	g, Upper ameter					
Main Bearing Set 1-2-3-4-5-7 6	TM-112	MS-1717HX MB-3110HX MB-3109HX(F)	STD		0.0027/0.0057			
NOTE: H-Series P .0010" More Oil Plain Lower Hal Max Flange Dia	Clearance f, Contains meter 4.586	Grooved Upper Half Flanged B						
Main Bearing Set 1-2-3-4-5-7 6	TM-77	MS-2328H MB-3110H MB-3109H(F)	STD•,.026mm•,.25mm•		0.0017/0.0047			
NOTE: H-Series P Lower Half, Cor Half Flanged Be 4.500"	erformance tains Half F	Grooved Uppe langed Bearing	, Upper	0.2014/0.2002	0.0017/0.0047	0.0910	0.4007/0.400	1.4700

	COUNTER DAT	Α		SHOP	DATA	A	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BORE	MAX LENGTH
						6 CYL	. (cont.)
(cont.) Years: 2			SEL 4.210	'/107.0mm x	4.880	"/124.0mm	11 (cont.)
Main Bearing Se 1-2-3-4-5-7 6 NOTE: H-Series	t TM-77 MS-2328HX MB-3110HX MB-3109HX(F) Performance Bearing Wall	STD•		0.0027/0.0057 0.0027/0.0057			
.0010" More Oi	il Clearance Grooved Upper alf, Contains Half Flanged B	r Half And					
							8 CYL
Years: 1	ID (4.5L) 16V V8 1964-1969			25"/92.1mm			
	ID (5.6L) 16V V8 1968-1973		4.04	0"/102.6mm	x 3.31	3"/84.1mm	
Rod Bearing (8) NOTE: H-Series	TM-77 CB-481HN Performance Narrowed On nk Fillet Clearance No Dow		2.1240/2.1250	0.0003/0.0024	0.0623	3 2.2500/2.250	5 0.7980
Not Include Co	TM-77 CB-481HNK Performance with TriArmon pating Thickness, Narrowed ased Crank Fillet Clearance alf	I On One	2.1240/2.1250	0.0003/0.0024	0.0623	3 2.2500/2.250	5 0.7980
.0010" More Oi	TM-77 CB-481HXN Performance Bearing Wall il Clearance Narrowed On C nk Fillet Clearance No Dow	One Side For	2.1240/2.1250	0.0014/0.0035	0.0618	3 2.2500/2.250	5 0.7980
.0005" Thinner Maximum Wall Narrowed On (TM-77 CB-481HXNK Performance with TriArmor For .0010" More Oil Cleara Does Not Include Coating One Side For Increased Cra Dowel Hole In Cap Half	nce Thickness,	2.1240/2.1250	0.0014/0.0035	0.0618	3 2.2500/2.250	5 0.7980
	t TM-77 MS-540H MB-2035H MB-2036H(F) MB-2559H Performance Bearings For yed Main Bearings Position		2.4995/2.5005	0.0004/0.0025 0.0004/0.0025 0.0004/0.0025	0.0958	3 2.6925/2.693	0 1.1520
	oved Upper Half And Plain	,					
Main Bearing Se 1-2-4 3 5	t TM-77 MS-540HK MB-2035H MB-2036H(F) MB-2559H	STD	2.4995/2.5005	0.0004/0.0025 0.0004/0.0025 0.0004/0.0025	0.0958	2.6925/2.693	0 1.1520
NOTE: H-Series Position Numb Position Numb	Performance with TriArmon er 5 with Full Grooved Main er 1, 2, 3, 4 Has Grooved U er Half, Maximum Wall Doe	n Bearings pper Half					



	CO	UNTER DAT	A		SHOP	DATA	\	
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL (cont.)								
	ID (4.5L) 1 964-1969	16V V8		3.62	25"/92.1mm	x 3.31	3"/84.2mm	12 (cont.)
	ID (5.6L) 1 968-1973	16V V8		4.040)"/102.6mm	x 3.31	3"/84.1mm	
Main Bearing Se 1-2-4 3 5 NOTE: H-Series with Full Groov .0005" Thinner Position Numb	Performanc ed Main Be For .0010"	arings Bearing More Oil Cleara	ance	2.4995/2.5005	0.0014/0.0035 0.0014/0.0035 0.0014/0.0035	0.0953	2.6925/2.6930	1.1520
And Plain Lowe Main Bearing Se 1-2-4 S NOTE: H-Series Position Numb Bearing Wall .0	t TM-77 Performanc er 5 with Fu 005" Thinne	II Grooved Mai er For .0010" M	n Bearings ore Oil	2.4995/2.5005	0.0014/0.0035 0.0014/0.0035 0.0014/0.0035	0.0953	2.6925/2.6930	1.1520
Clearance Pos Upper Half And Not Include Co	Plain Lowe	er Half, Maximu						
Main Bearing Se 1-2-4 3 5 NOTE: Engines v V-Series Perfor Lower Half	vith 3.305" /		STD earing Flange O.D. Ilf And Plain	2.4995/2.5005	0.0006/0.0031 0.0006/0.0031 0.0006/0.0031	0.0958	2.6925/2.6930	1.1520
Cam Bearing Set	B-1	SH-875S SH-875 SH-326 SH-327 SH-328 SH-329	STD	1.9820/1.9830 1.9670/1.9680 1.9510/1.9520	0.0015/0.0055 0.0005/0.0045 0.0005/0.0045 0.0005/0.0045 0.0005/0.0045	0.0650 0.0650 0.0650	2.1135/2.1145 2.0985/2.0995 2.0825/2.0835	0.7700 0.7570 0.7700



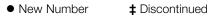
	co	UNTER DAT	ΓA		SHOP	DATA	1	
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
								8 CYL
Years:	1956-1957	6V V8 Plym	outh		50"/95.3mm			13
Years:					10"/99.3mm			
Years:					10"/96.8mm			
	1958-1964	6V V8		3.8	75"/98.4mm	x 3.31	0"/84.1mm	
326 C Years:	10 (5.3L) 1 1959	6V V8		3.95	0"/100.4mm	x 3.31	0"/84.1mm	
Main Bearing Se	et TM-77	MS-540H	STD,1					
1-2-4		MB-2035H			0.0004/0.0025			
3 5		MB-2036H(F) MB-2559H			0.0004/0.0025 0.0004/0.0025			
-	ved Main Be	e Bearings For arings Position	-	2.4000/2.0000	0.000470.0025	0.0000	2.0020/2.0000	1.0720
Main Bearing Se	t TM-77	MS-540HK	STD					
1-2-4		MB-2035H			0.0004/0.0025			
		MD 2026U/D		0 4005/0 5005	0.0004/0.0005	0.0059	2.6925/2.6930	1.1520
3 5 NOTE: H-Series					0.0004/0.0025			
5	per 5 with Fu per 1, 2, 3, 4 Per Half, Max	MB-2559H e with TriArmo II Grooved Mai Has Grooved L imum Wall Doo	in Bearings Jpper Half					
5 NOTE: H-Series Position Numb Position Numb And Plain Low Include Coatin Main Bearing Se	per 5 with Fu per 1, 2, 3, 4 per Half, Max ng Thickness	MB-2559H e with TriArmo II Grooved Mai Has Grooved L imum Wall Doo	in Bearings Jpper Half					
5 NOTE: H-Series Position Numb Position Numb And Plain Low Include Coatin Main Bearing Se 1-2-4	per 5 with Fu per 1, 2, 3, 4 per Half, Max ng Thickness	MB-2559H e with TriArmo II Grooved Mai Has Grooved U imum Wall Do MS-540HX MB-2035HX	In Bearings Jpper Half es Not	2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	0.8770
5 NOTE: H-Series Position Numb And Plain Low Include Coatin Main Bearing Se 1-2-4 3	per 5 with Fu per 1, 2, 3, 4 per Half, Max ng Thickness	MB-2559H e with TriArmo II Grooved Mai Has Grooved U imum Wall Do MS-540HX MB-2035HX MB-2036HX(F)	In Bearings Jpper Half es Not	2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005	0.0004/0.0025 0.0014/0.0035 0.0014/0.0035	0.0958 0.0953 0.0953	2.6925/2.6930 2.6925/2.6930 2.6925/2.6930	0.8770
5 NOTE: H-Series Position Numb And Plain Low Include Coatin Main Bearing Se 1-2-4 3 5 NOTE: H-Series with Full Groot .0005" Thinner Position Numb And Plain Low	Performanc Ver 1, 2, 3, 4 Ver Half, Max Ng Thickness et TM-77 Performanc Ved Main Be For .0010" I Der 1, 2, 3, 4 Ver Half	MB-2559H e with TriArmo II Grooved Mai Has Grooved U imum Wall Dou MS-540HX MB-2035HX MB-2036HX(F) MB-2559HX e Bearings For arings Bearing More Oil Clear Has Grooved U	in Bearings Jpper Half es Not STD r Position Number 5 J Wall ance Jpper Half	2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005	0.0004/0.0025	0.0958 0.0953 0.0953	2.6925/2.6930 2.6925/2.6930 2.6925/2.6930	0.8770
5 NOTE: H-Series Position Numb And Plain Low Include Coatin Main Bearing Se 1-2-4 3 NOTE: H-Series with Full Groot .0005" Thinner Position Numb And Plain Low Main Bearing Se	Performanc Ver 1, 2, 3, 4 Ver Half, Max Ng Thickness et TM-77 Performanc Ved Main Be For .0010" I Der 1, 2, 3, 4 Ver Half	MB-2559H e with TriArmo II Grooved Mai Has Grooved Mai Has Grooved Mai MS-540HX MB-2035HX MB-2036HX(F) MB-2559HX e Bearings For arings Bearing More Oil Clear Has Grooved M MS-540HXK	in Bearings Jpper Half es Not STD r Position Number 5 J Wall ance	2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005	0.0004/0.0025 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035	0.0958 0.0953 0.0953 0.0953	2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930	0.8770 1.1520 1.3270
5 NOTE: H-Series Position Numb And Plain Low Include Coatin Main Bearing Se 1-2-4 3 NOTE: H-Series with Full Groot .0005" Thinner Position Numb And Plain Low Main Bearing Se 1-2-4	Performanc Ver 1, 2, 3, 4 Ver Half, Max Ng Thickness et TM-77 Performanc Ved Main Be For .0010" I Der 1, 2, 3, 4 Ver Half	MB-2559H e with TriArmo II Grooved Mai Has Grooved Mai Has Grooved Mai MS-540HX MB-2035HX MB-2035HX e Bearings For arings Bearing More Oil Clears Has Grooved M MS-540HXK MB-2035HX	in Bearings Jpper Half es Not STD Position Number 5 Wall ance Jpper Half	2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005	0.0004/0.0025 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035	0.0958 0.0953 0.0953 0.0953	2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930	0.8770 1.1520 1.3270 0.8770
5 NOTE: H-Series Position Numb Position Numb And Plain Low Include Coatin Main Bearing Se 1-2-4 3 5 NOTE: H-Series with Full Groot .0005" Thinner Position Numb	Performanc Ver 1, 2, 3, 4 Ver Half, Max Mg Thickness Market TM-77 Performanc Ved Main Be For .0010" I Der 1, 2, 3, 4 Ver Half	MB-2559H e with TriArmo II Grooved Mai Has Grooved Mai Has Grooved Mai MS-540HX MB-2035HX MB-2036HX(F) MB-2559HX e Bearings For arings Bearing More Oil Clear Has Grooved M MS-540HXK	in Bearings Jpper Half es Not STD Position Number 5 Wall ance Jpper Half	2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005	0.0004/0.0025 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035	0.0958 0.0953 0.0953 0.0953 0.0953	2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930	0.8770 1.1520 1.3270 0.8770 1.3270
5 NOTE: H-Series Position Numb Position Numb And Plain Low Include Coatin Main Bearing Se 1-2-4 3 NOTE: H-Series with Full Groot .0005" Thinner Position Numb And Plain Low Main Bearing Se 1-2-4 3 5	Performanc ved Main Be For .0010" / Performanc ved Main Be For .0010" / Per 1, 2, 3, 4 ver Half et TM-77 Performanc ber 5 with Fu 0005" Thinne sition Numbe d Plain Lowe	MB-2559H e with TriArmo II Grooved Mai Has Grooved Mai Has Grooved Mai MB-2035HX MB-2035HX MB-2036HX(F) MB-2559HX e Bearings Bearing More Oil Clears Has Grooved M MB-2036HX(F) MB-2036HX(F) MB-2036HX(F) MB-2559HX e with TriArmo II Grooved Mai er For .0010" Mai er 1, 2, 3, 4 Has er Half, Maximu	in Bearings Jpper Half es Not STD r Position Number 5 y Wall ance Jpper Half STD sTD or Bearings For in Bearings lore Oil a Grooved	2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005	0.0004/0.0025 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035	0.0958 0.0953 0.0953 0.0953 0.0953	2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930	0.8770 1.1520 1.3270 0.8770 1.3270
5 NOTE: H-Series Position Numb And Plain Low Include Coatin Main Bearing Se 1-2-4 3 5 NOTE: H-Series with Full Groor .0005" Thinner Position Numb And Plain Low Main Bearing Se 1-2-4 3 5 NOTE: H-Series Position Numb Bearing Wall .0 Clearance Pos Upper Half And	Performanc Ver Jain 2, 3, 4 Ver Half, Max Ng Thickness et TM-77 Performanc Ved Main Be For .0010" I Der 1, 2, 3, 4 Ver Half et TM-77 Performanc Der 5 with Fu D005" Thinne Sition Number D005" Thinne Sition Number D015 Thick	MB-2559H e with TriArmo II Grooved Mai Has Grooved Mai Has Grooved Mai MB-2035HX MB-2035HX MB-2036HX(F) MB-2559HX e Bearings Bearing More Oil Clears Has Grooved M MB-2036HX(F) MB-2036HX(F) MB-2036HX(F) MB-2559HX e with TriArmo II Grooved Mai er For .0010" Mai er 1, 2, 3, 4 Has er Half, Maximu	in Bearings Jpper Half es Not STD r Position Number 5 y Wall ance Jpper Half STD sTD or Bearings For in Bearings lore Oil a Grooved	2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005	0.0004/0.0025 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035	0.0958 0.0953 0.0953 0.0953 0.0953	2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930	0.8770 1.1520 1.3270 0.8770 1.3270
5 NOTE: H-Series Position Numb And Plain Low Include Coatin Main Bearing Se 1-2-4 NOTE: H-Series with Full Groot .0005" Thinner Position Numb And Plain Low Main Bearing Se 1-2-4 S NOTE: H-Series Position Numb Bearing Wall & Clearance Pos Upper Half Am Not Include Co Cam Bearing Se 1	Performanc Ver Jain 2, 3, 4 Ver Half, Max Ng Thickness et TM-77 Performanc Ved Main Be For .0010" I Der 1, 2, 3, 4 Ver Half et TM-77 Performanc Der 5 with Fu D005" Thinne Sition Number D005" Thinne Sition Number D015 Thick	MB-2559H e with TriArmo II Grooved Mai Has Grooved Mai Has Grooved Mai MB-2035HX MB-2035HX MB-2036HX(F) MB-2559HX e Bearings Bearing More Oil Clears Has Grooved Mai MB-2035HX MB-2036HX(F) MB-2559HX e with TriArmo II Grooved Mai er For .0010" Mai er for .0010" Mai er for .0010" Mai er Half, Maximuness SH-875S SH-8755	in Bearings Jpper Half es Not STD Position Number 5 Wall ance Jpper Half STD STD or Bearings For in Bearings lore Oil & Grooved um Wall Does	2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005	0.0004/0.0025 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0015/0.0055	0.0958 0.0953 0.0953 0.0953 0.0953 0.0953 0.0953	2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930	0.8770 1.1520 1.1520 1.3270 0.8770 1.1520 1.3270
5 NOTE: H-Series Position Numb And Plain Low Include Coatin Main Bearing Se 1-2-4 3 5 NOTE: H-Series with Full Groot .0005" Thinner Position Numb And Plain Low Main Bearing Se 1-2-4 3 5 NOTE: H-Series Position Numb Bearing Wall .0 Clearance Pos Upper Half And Not Include Co Cam Bearing Se 1 2	Performanc Ver Jain 2, 3, 4 Ver Half, Max Ng Thickness et TM-77 Performanc Ved Main Be For .0010" I Der 1, 2, 3, 4 Ver Half et TM-77 Performanc Der 5 with Fu D005" Thinne Sition Number D005" Thinne Sition Number D015 Thick	MB-2559H e with TriArmo II Grooved Mai Has Grooved Mai Has Grooved Mai MB-2035HX MB-2035HX MB-2035HX e Bearings For arings Bearings More Oil Clears Has Grooved Mai MB-2035HX MB-2035HX MB-2036HX(F) MB-2559HX e with TriArmo II Grooved Mai er For .0010" Mai	in Bearings Jpper Half es Not STD Position Number 5 Wall ance Jpper Half STD STD or Bearings For in Bearings lore Oil & Grooved um Wall Does	2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005	0.0004/0.0025 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0015/0.0055 0.0005/0.0045	0.0958 0.0953 0.0953 0.0953 0.0953 0.0953 0.0953 0.0953	2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930	0.8770 1.1520 1.1520 1.3270 0.8770 1.1520 1.3270
5 NOTE: H-Series Position Numb And Plain Low Include Coatin Main Bearing Se 1-2-4 NOTE: H-Series with Full Groot .0005" Thinner Position Numb And Plain Low Main Bearing Se 1-2-4 S NOTE: H-Series Position Numb Bearing Wall & Clearance Pos Upper Half Am Not Include Co Cam Bearing Se 1	Performanc Ver Jain 2, 3, 4 Ver Half, Max Ng Thickness et TM-77 Performanc Ved Main Be For .0010" I Der 1, 2, 3, 4 Ver Half et TM-77 Performanc Der 5 with Fu D005" Thinne Sition Number D005" Thinne Sition Number D015 Thick	MB-2559H e with TriArmo II Grooved Mai Has Grooved Mai Has Grooved Mai MS-540HX MB-2035HX MB-2035HX e Bearings For arings Bearings More Oil Clears Has Grooved Mai MB-2035HX MB-2035HX MB-2036HX(F) MB-2559HX e with TriArmo II Grooved Mai er For .0010" Mai er for .0010" Mai er for .0010" Mai er for .0010" Mai er Half, Maximuness SH-875S SH-8755	in Bearings Jpper Half es Not STD Position Number 5 Wall ance Jpper Half STD STD or Bearings For in Bearings lore Oil & Grooved um Wall Does	2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 2.4995/2.5005 1.9980/1.9990 1.9820/1.9830 1.9670/1.9680	0.0004/0.0025 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0014/0.0035 0.0015/0.0055	0.0958 0.0953 0.0953 0.0953 0.0953 0.0953 0.0953 0.0953 0.0953	2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.6925/2.6930 2.1135/2.1145 2.1135/2.1145	0.8770 1.1520 1.1520 1.3270 0.8770 1.1520 1.3270 0.7700 0.7700 0.7700



	CO	UNTER DAT	A		SHOP	DATA	\	
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	R MAX LENGTH
8 CYL								
	D (5.2L) 1 992-2003	16V V8 Magn	um	3.9	10"/99.3mm	x 3.31	3"/84.2mm	14
Rod Bearing (8) NOTE: H-Series F Increased Cran Cap Half	Performanc			2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.250	5 0.7980
Rod Bearing (8) NOTE: H-Series F Not Include Coa Side For Increas Hole In Cap Hal	Performance ating Thick sed Crank	ness, Narrowed		2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.250	5 0.7980
Rod Bearing (8) NOTE: H-Series F .0010" More Oil Increased Cran Cap Half	Performance Clearance	Narrowed On (2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.250	5 0.7980
Rod Bearing (8) NOTE: H-Series F .0005" Thinner F Maximum Wall Narrowed On O Clearance No D	Performanc For .0010" Does Not ne Side Fo	More Oil Cleara nclude Coating r Increased Cra	nce Thickness,	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.250	5 0.7980
Main Bearing Set 1-2-4 3 5 NOTE: Engines w V-Series Perfor Lower Half	ith 3.305" /		STD earing Flange O.D. If And Plain	2.4995/2.5005	0.0006/0.0031 0.0006/0.0031 0.0006/0.0031	0.0958	2.6925/2.693	0 1.1520
Main Bearing Set 1-2-4 5 NOTE: Engines w V-Series Perfor Lower Half	ith 3.460" /	MB-2283V MB-2620V(F) MB-2559V 7 3.530" Main Be	STD earing Flange O.D. If And Plain	2.4995/2.5005	0.0006/0.0031 0.0006/0.0031 0.0006/0.0031	0.0958	2.6925/2.693	0 1.1520
Cam Bearing Set 1 2 3 4 5	B-1	SH-1112S SH-875 SH-1112 SH-1113 SH-1114 SH-329	STD	1.9820/1.9830 1.9670/1.9680 1.9510/1.9520	0.0015/0.0055 0.0015/0.0055 0.0015/0.0055 0.0015/0.0055 0.0005/0.0045	0.0645 0.0645 0.0645	2.1135/2.114 2.0985/2.099 2.0825/2.083	5 0.6300 5 0.6300 5 0.6300
Connecting Rod Crankshaft Forgi	ng 1 2	626123, 16302 128278, 21288	2, 3418645, 699, 782 70, 1630276, 1650270, 39, 2205700, 2205702, 3 8, 2658393, 2843868, 3462	2258393, 22641	82, 2465747,			
	D (5.2L) 1 957-1991	16V V8		3.9	10"/99.3mm	x 3.31	3"/84.2mm	15
Rod Bearing (8) NOTE: H-Series P Increased Cran Cap Half	TM-77 Performanc			2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.250	5 0.7980



	CO	UNTER DA	ТА		SHOP	DATA	1	
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BORE	MAX LENGTH
								(cont.)
15 318 C (cont.) Years: 1	ID (5.2L) 1 1957-1991	6V V8		3.9	10"/99.3mm	x 3.31	3"/84.2mm	15 (cont.)
Rod Bearing (8) NOTE: H-Series Not Include Co Side For Increa Hole In Cap Ha	Performanc ating Thick ased Crank	ness, Narrowe		2.1240/2.1250	0.0003/0.0024	0.0623	3 2.2500/2.250	5 0.7980
Rod Bearing (8) NOTE: H-Series .0010" More Oi Increased Crar Cap Half	Performance I Clearance	Narrowed On		2.1240/2.1250	0.0014/0.0035	0.0618	3 2.2500/2.250	5 0.7980
Rod Bearing (8) NOTE: H-Series .0005" Thinner Maximum Wall Narrowed On C Clearance No	Performanc For .0010" I Does Not In One Side For	More Oil Clear Include Coating Increased Cr	or Bearing Wall ance g Thickness,	2.1240/2.1250	0.0014/0.0035	0.0618	3 2.2500/2.250	5 0.7980
Main Bearing Se 1-2-4 3 5		MS-963V MB-2283V MB-2036V(F) MB-2559V	STD	2.4995/2.5005	0.0006/0.0031 0.0006/0.0031 0.0006/0.0031	0.0958	2.6925/2.693	1.1520
NOTE: Engines v V-Series Perfo Lower Half			Bearing Flange O.D. alf And Plain					
Main Bearing Se 1-2-4 3 5	t VP-2	MS-1344V MB-2283V MB-2620V(F) MB-2559V	STD	2.4995/2.5005	0.0006/0.0031 0.0006/0.0031 0.0006/0.0031	0.0958	2.6925/2.693	1.1520
NOTE: Engines v V-Series Perfo		3.530" Main B	learing Flange O.D. alf And Plain		0.0000.0000	010000	1001011000	
Main Bearing Se 1-2-4 3 5	t TM-77	MS-540H MB-2035H MB-2036H(F) MB-2559H	STD,1	2.4995/2.5005	0.0004/0.0025 0.0004/0.0025 0.0004/0.0025	0.0958	2.6925/2.693	1.1520
NOTE: H-Series with Full Groov 2, 3, 4 Has Gro Half	ed Main Be	arings Positio						
Main Bearing Se 1-2-4 3 5	t TM-77	MS-540HK MB-2035H MB-2036H(F) MB-2559H	STD	2.4995/2.5005	0.0004/0.0025 0.0004/0.0025 0.0004/0.0025	0.0958	2.6925/2.693	1.1520
NOTE: H-Series Position Numb Position Numb And Plain Low Include Coatin	er 5 with Fu er 1, 2, 3, 4 er Half, Max	ll Grooved Ma Has Grooved I imum Wall Do	in Bearings Upper Half					
Main Bearing Se 1-2-4 3 5		MS-540HX MB-2035HX MB-2036HX(F) MB-2559HX		2.4995/2.5005	0.0014/0.0035 0.0014/0.0035 0.0014/0.0035	0.0953	2.6925/2.693	1.1520
NOTE: H-Series with Full Groov .0005" Thinner Position Numb And Plain Lowe	/ed Main Be For .0010" / er 1, 2, 3, 4	arings Bearing More Oil Clear	ance					





	COU	NTER DATA			SHOP	DATA	1	
BEARING OR POSITION	BEARING MATERIAL		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. O HOUSING BORE	R MAX LENGTH
8 CYL (cont.)				•				
15 318 CI (cont.) Years: 19		V V8		3.9	10"/99.3mm	x 3.31	3"/84.2mm	15 (cont.)
Main Bearing Set		IS-540HXK	STD					
1-2-4		B-2035HX			5 0.0014/0.0035			
3		B-2036HX(F)			5 0.0014/0.0035			
5		B-2559HX		2.4995/2.5005	5 0.0014/0.0035	0.0953	2.6925/2.693	30 1.3270
NOTE: H-Series P Position Numbe Bearing Wall .00 Clearance Posit Upper Half And Not Include Coa	er 5 with Full (005" Thinner tion Number Plain Lower	Grooved Main For .0010" Moi 1, 2, 3, 4 Has G Half, Maximun	Bearings re Oil irooved					
	-		075					
Cam Bearing Set		H-1112S H-875	STD	1 0080/1 000/	0.0015/0.0055	0.0646	0 1005/0 10/	5 0 0000
2		H-875 H-1112			0.0015/0.0055			
3		H-1112			0.0015/0.0055			
1		H-1114			0.0015/0.0055			
5	-	H-329			5 0.0005/0.0045			
For Year(s): 1979-	1991							
Cam Bearing Set	B-1 S	H-875S	STD					
1	SI	H-875		1.9980/1.9990	0.0015/0.0055	0.0645	2.1295/2.130	0.9000
2	SI	H-326		1.9820/1.9830	0.0005/0.0045	0.0650	2.1135/2.114	5 0.7700
3	-	H-327			0.0005/0.0045			
4		H-328			0.0005/0.0045			
5 For Year(s): 1957-	-	H-329		1.5605/1.5615	5 0.0005/0.0045	0.0650	1.6920/1.693	0.9500
Connecting Rod Crankshaft Forgi	ng 1620 2120	6123, 1630270 8278, 2128869	3418645, 699, 782), 1630276, 1650270, 9, 2205700, 2205702, 2658393, 2843868, 3462	2258393, 2264	182, 2465747,			
16 345 CI		V V8 HEMI			17"/99.5mm	x 3.58	0"/90.9mm	16
	003-2012							
345 CI Years: 20		V V8 HEMI	Hybrid	3.9	17"/99.5mm	x 3.58	0"/90.9mm	
	D (6.1L) 16 005-2010	V V8 HEMI		4.05	5"/103.0mm	x 3.58	0"/90.9mm	
Rod Bearing (8)	TM-77 C	B-1808HN	STD,.026mm,.23mm‡ .25mm,.28mm	2.1257/2.1263	3 0.0009/0.0026	0.0625	2.2522/2.252	0.7410
NOTE: H-Series P Increased Cran Cap Half								
Rod Bearing (8)		B-1808HXN	STD	2.1257/2.1263	3 0.0019/0.0036	0.0620	2.2522/2.252	0.7410
NOTE: H-Series F .0010" More Oil Increased Cran Cap Half	Clearance Na	arrowed On O						
Main Bearing Set 1-2-3-4-5		IS-2220H IB-3780H	STD,.026mm,.23mm‡ .25mm,.28mm	2.5589/2.5592	2 0.0003/0.0015	0.0961	2.7517/2.752	2 0.8510
NOTE: H-Series P Lower Half Req	Performance (uires Thrust)	Grooved Uppe	r Half And Plain	are even are due		0.0001		0.0070



	COUN	TER DATA			SHOP	DATA	4	
BEARING OR POSITION	BEARING PA	ART UMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
				•			8 CYL	. (cont.)
(cont.) Years:	ID (5.7L) 16V 2003-2012 ID (5.7L) 16V		hybrid		17"/99.5mm 17"/99.5mm			(cont.)
Years: 2			iyona		5"/103.0mm			
Years: 2 Main Bearing Se	2005-2010 t TM-77 MS	-2220HX	STD					
.0010" More O Plain Lower Ha		oved Upper ust Washer S		2.5589/2.5592	0.0013/0.0025	0.0956	3 2.7517/2.752	2 0.8510
Thrust Washer S NOTE: Contains Number MS-22	MB		STD Use with Part	2.8600/2.8800			3.6760	0.1018
Cam Bearing Se 1 2 3 4 5 NOTE: For Year:	t B-1 SH SH SH SH SH SH	-1990S -1990 -1991 -1992 -1993 -1994	STD	2.2748/2.2756 2.2591/2.2598 2.2433/2.2441	0.0013/0.0042 0.0012/0.0042 0.0013/0.0042 0.0012/0.0042 0.0012/0.0054	0.0650 0.0650 0.0650	2.4068/2.407 2.3911/2.392 2.3753/2.376	8 0.5920 1 0.5920 3 0.5920
Connecting Roo Crankshaft Forg	Forging DC549	9AAA0143, D 300AA	C549AAB0904					
	ID (5.7L) 16V	V 8		4.06	3"/103.2mm	x 3.37	5"/85.7mm	17
Years:	1958 ID (5.9L) 16V 1958-1966, 1969 ID (6.6L) 16V	-1971			5"/104.8mm 2"/110.3mm			
	1971-1978							
Used In Engine		owel Hole In eled Connect	•	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.500	5 0.8620
Half, Maximun Thickness May	n Wall Does Not y Be Used In Eng od Narrowed On	th TriArmor Include Coat gines Withou	t Doweled	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.500	5 0.8620
.0010" More O May Be Used I	il Clearance Dov n Engines Witho I On One Side Fo	earing Wall .0 wel Hole In C out Doweled	Connecting	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.500	2 0.8620
Hole In Cap Ha Coating Thick Doweled Conr		e Oil Clearan all Does Not ed In Engines rowed On On	Bearing Wall ce Dowel Include s Without	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.500	5 0.8620



	COUNTER DAT	Α		SHOP	DAT	4	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		R MAX LENGTH
8 CYL (cont.)							
17 350 Cl (cont.) Years: 1	D (5.7L) 16V V8		4.06	3"/103.2mm	x 3.37	5"/85.7mm	17 (cont.)
	D (5.9L) 16V V8 958-1966, 1969-1971		4.12	5"/104.8mm	x 3.37	5"/85.7mm	
400 CI	D (6.6L) 16V V8		4.34	2"/110.3mm	x 3.37	5"/85.7mm	n in the second s
Main Bearing Set 1-2-4-5	MB-2065P	STD,10,20,40‡		0.0011/0.0036			
	MB-2456P(F) ith 3.430" / 3.500" Main Be	aring Flange O.D.	2.6245/2.6255	0.0011/0.0036	0.0956	2.8175/2.818	30 1.2240
	rooved Bearings						
Cam Bearing Set 1 2 3 4	B-2 SH-2152S SH-2152 SH-2153 SH-2154 SH-2155	STD	1.9820/1.9830 1.9670/1.9680	0.0015/0.0043 0.0015/0.0043 0.0015/0.0043 0.0015/0.0043	0.0645	5 2.1135/2.114 5 2.0985/2.099	45 0.7550 95 0.6740
5 NOTE: Performar	SH-2156		1.7480/1.7490	0.0015/0.0043	0.0645	5 1.8795/1.880	0.7550
Crankshaft Forgi	2206158, 2206159 4027175, 4813, 4	, 1737642, 1821436, 18 9, 2206160, 2482923, 3 81379, 481380, 493654 3, 9782646, 9782770, 97	294, 3462923, 369 , 496452, 531369,	8641, 3751877, 541585, 544191	375188 1, 86984	8, 3751888-5, 461, 9773382,	4027172
	D (5.9L) 16V V8		4.00	0"/101.6mm	x 3.57	8"/90.9mm	18
	TM-77 CB-481HN Performance Narrowed On k Fillet Clearance No Dow		2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.250	05 0.7980
Not Include Coa	TM-77 CB-481HNK Performance with TriArmon ating Thickness, Narrowed sed Crank Fillet Clearance If	On One	2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.250	0.7980
.0010" More Oil	TM-77 CB-481HXN Performance Bearing Wall Clearance Narrowed On C k Fillet Clearance No Dow	One Side For	2.1240/2.1250	0.0014/0.0035	0.0618	3 2.2500/2.250)5 0.7980
.0005" Thinner Maximum Wall Narrowed On O	TM-77 CB-481HXNK Performance with TriArmor For .0010" More Oil Cleara Does Not Include Coating ne Side For Increased Cra Dowel Hole In Cap Half	nce Thickness,	2.1240/2.1250	0.0014/0.0035	0.0618	3 2.2500/2.250	0.7980
Main Bearing Set 1-2-4 3 5	TM-77 MS-1266HG MB-2622H MB-2623H(F) MB-2624H	STD,1,10		0.0004/0.0025	0.0958	3.0025/3.003	0 1.1520



	COL	JNTER DATA	A Contraction of the second se		SHOP	DATA		
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	MAX LENGTH
							8 CYL	. (cont.)
18 360 CII (cont.) Years: 19	D (5.9L) 1	6V V8		4.000	0"/101.6mm	x 3.57	8"/90.9mm	18 (cont.)
Main Bearing Set 1-2-4 3 5 NOTE: H-Series P .0010" More Oil	erformance		STD 0005" Thinner For rooved	2.8095/2.8105	0.0014/0.0035 0.0014/0.0035 0.0014/0.0035	0.0953	3.0025/3.003	0 1.1520
Bearings								
Main Bearing Set 1-2-4 3 5 NOTE: Grooved U		MS-1051P MB-2590P MB-2591P(F) MB-2592P nd Plain Lower	STD,10,20 Half	2.8095/2.8105	0.0005/0.0032 0.0005/0.0032 0.0005/0.0032	0.0959	3.0025/3.003	0 1.1520
Cam Bearing Set 1 2 3 4 5 5 For Year(s): 1979-	B-1	SH-1112S SH-875 SH-1112 SH-1113 SH-1114 SH-329	STD	1.9820/1.9830 1.9670/1.9680 1.9510/1.9520	0.0015/0.0055 0.0015/0.0055 0.0015/0.0055 0.0015/0.0055 0.0005/0.0045	0.0645 0.0645 0.0645	2.1135/2.114 2.0985/2.099 2.0825/2.083	5 0.6300 5 0.6300 5 0.6300
Cam Bearing Set		SH-875S	STD					
5 For Year(s): 1971-		SH-875 SH-326 SH-327 SH-328 SH-329	510	1.9820/1.9830 1.9670/1.9680 1.9510/1.9520	0.0015/0.0055 0.0005/0.0045 0.0005/0.0045 0.0005/0.0045 0.0005/0.0045	0.0650 0.0650 0.0650	2.1135/2.114 2.0985/2.099 2.0825/2.083	5 0.7700 5 0.7570 5 0.7700
Crankshaft Forgi		18640 3418840	-2, 3418995, 4027169					
· ·	D (6.3L) 1	-	-2, 0410350, 4027105	4.25	0"/108.0mm	x 3.37	5"/85.9mm	19
Rod Bearing (8) NOTE: H-Series P Used In Engines Narrowed On Of Clearance	TM-77 erformance Without De	oweled Connect	ting Rod	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.500	5 0.8620
Rod Bearing (8) NOTE: H-Series P Half, Maximum Thickness May I Connecting Rod Crank Fillet Clea	erformance Wall Does N Be Used In I Narrowed	lot Include Coa Engines Withou	t Doweled	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.500	5 0.8620
Rod Bearing (8) NOTE: H-Series P .0010" More Oil May Be Used In Rod Narrowed O Fillet Clearance	erformance Clearance I Engines Wi On One Side	Dowel Hole In C ithout Doweled	Connecting	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.500	2 0.8620
Rod Bearing (8) NOTE: H-Series P .0005" Thinner F Hole In Cap Halt Coating Thickne Doweled Conne	erformance for .0010" N f, Maximum ess May Be	lore Oil Clearan Wall Does Not Used In Engine Narrowed On Or	Bearing Wall ice Dowel Include s Without	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.500	5 0.8620





	COL	JNTER DAT	Α		SHOP	DATA	<u> </u>	SHOP DATA				
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	NAX LENGTH				
8 CYL (cont.)												
19 383 Cl (cont.) Years: 19	D (6.3L) 1 959-1971	6V V8		4.250	0"/108.0mm	x 3.37	5"/85.9mm	19 (cont.)				
Main Bearing Set	TM-77	MS-876P	STD,10,20,40‡									
1-2-4-5		MB-2065P			0.0011/0.0036							
3		MB-2456P(F)		2.6245/2.6255	0.0011/0.0036	0.0956	2.8175/2.818	0 1.2240				
NOTE: Engines w Contains Full G			earing Flange O.D.									
Main Bearing Set		MS-972M	STD									
1-2-4-5		MB-2543M	510	2 7495/2 7505	0.0011/0.0032	0.0956	2 9425/2 943	0 0 9490				
3		MB-2544M(F)			0.0011/0.0032							
NOTE: Engines w			aring Flange O.D.									
M-Series Perfor	mance Con	tains Full Groo	oved									
Bearings												
Cam Bearing Set	B-2	SH-2152S	STD									
1		SH-2152			0.0015/0.0043							
2		SH-2153			0.0015/0.0043							
3		SH-2154			0.0015/0.0043							
4 5		SH-2155			0.0015/0.0043							
		SH-2156		1.7480/1.7490	0.0015/0.0043	0.0645	1.8795/1.880	5 0.7550				
NOTE: Performan	Forging 16	18699, 1737692 37641, 173764	2, 1851535, 2406395, 240 42, 1821436, 1851436, 9, 2206160, 2482923, 32	1851527, 18551	27, 1978698,							
NOTE: Performan Connecting Rod Crankshaft Forgi	Forging 16 ng 17 22 40	18699, 1737692 37641, 173764	42, 1821436, 1851436, 9, 2206160, 2482923, 32 1	1851527, 18551 94, 3462923, 3698	27, 1978698,	3751888	3, 3751888-5,	4027172,				
NOTE: Performan Connecting Rod Crankshaft Forgi 20 392 CI	Forging 16 ng 17 22 40	18699, 173769 37641, 173764 06158, 2206159 27175, 869846	42, 1821436, 1851436, 9, 2206160, 2482923, 32 1	1851527, 18551 94, 3462923, 3698	27, 1978698, 8641, 3751877,	3751888	3, 3751888-5,	4027172				
NOTE: Performan Connecting Rod Crankshaft Forgi 20 392 CI	Bearing Forging 16 ng 17 22 40 D (6.4L) 16 011-2012 12	18699, 173769 37641, 173764 06158, 2206159 27175, 869846	42, 1821436, 1851436, 9, 2206160, 2482923, 32 1 STD,.026mm,.23mm‡	1851527, 18551 94, 3462923, 3698 4.090	27, 1978698, 8641, 3751877,	3751888 x 3.72	3, 3751888-5, 0"/94.5mm	4027172 20				
NOTE: Performan Connecting Rod Crankshaft Forgi 20 392 CI Years: 20	Acce, Bearing Forging 16 ng 17 22 40 D (6.4L) 10 D11-2012 TM-77 Performance 2	18699, 173769 37641, 173764 06158, 2206159 27175, 869846 6V V8 HEMI CB-1808HN	<pre>12, 1821436, 1851436, 9, 2206160, 2482923, 32 1 STD,.026mm,.23mm .25mm,.28mm One Side For</pre>	1851527, 18551 94, 3462923, 3698 4.090	27, 1978698, 8641, 3751877, D"/103.9mm	3751888 x 3.72	3, 3751888-5, 0"/94.5mm	4027172, 20				
NOTE: Performan Connecting Rod Crankshaft Forgi 20 392 CI Years: 20 Rod Bearing (8) NOTE: H-Series P Increased Cran Cap Half Rod Bearing (8)	rece, Bearing Forging 16 ng 17 22 40 D (6.4L) 1 011-2012 TM-77 cerformance k Fillet Clea TM-77 Cerformance Clearance I	18699, 173769 37641, 173764 06158, 2206159 27175, 869846 6V V8 HEMI CB-1808HN Narrowed On CB-1808HXN Bearing Wall Narrowed On C	12, 1821436, 1851436, 9, 2206160, 2482923, 32 1 STD, 026mm, 23mm .25mm, 28mm One Side For el Hole In STD .0005" Thinner For One Side For	1851527, 18551 94, 3462923, 3698 4.090 2.1257/2.1263	27, 1978698, 8641, 3751877, D"/103.9mm	3751888 x 3.72 0.0625	3, 3751888-5, 0"/94.5mm 2.2522/2.252	4027172, 20 7 0.7410				
NOTE: Performan Connecting Rod Crankshaft Forgi 20 392 CI Years: 20 Rod Bearing (8) NOTE: H-Series F Increased Cran Cap Half Rod Bearing (8) NOTE: H-Series F .0010" More Oil Increased Cran Cap Half Main Bearing Set 1-2-3-4-5	rece, Bearing Forging 16 ng 17 22 40 D (6.4L) 1 011-2012 TM-77 0 Performance k Fillet Clea TM-77 0 Clearance I k Fillet Clea	18699, 173769 37641, 173764 06158, 2206159 27175, 869846 6V V8 HEMI CB-1808HN Marrowed On rance No Down CB-1808HXN b Bearing Wall Narrowed On C rance No Down MS-2296H MB-3940H	12, 1821436, 1851436, 9, 2206160, 2482923, 32 1 STD,.026mm,.23mm 25mm,.28mm One Side For el Hole In STD .0005" Thinner For One Side For el Hole In STD,.026mm	1851527, 18551 94, 3462923, 3698 2.1257/2.1263 2.1257/2.1263	27, 1978698, 3641, 3751877, D"/103.9mm 0.0009/0.0026	3751888 x 3.72 0.0625 0.0620	8, 3751888-5, 0"/94.5mm 2.2522/2.252 2.2522/2.252	4027172 20 7 0.7410 7 0.7410				
NOTE: Performan Connecting Rod Crankshaft Forgi 20 392 CI Years: 20 Rod Bearing (8) NOTE: H-Series F Increased Cran Cap Half Rod Bearing (8) NOTE: H-Series F .0010" More Oil Increased Cran Cap Half Main Bearing Set 1-2-3-4-5	Cee, Bearing Forging 16 ng 17 22 40 D (6.4L) 1 011-2012 TM-77 0 Performance K Fillet Clea TM-77 0 Performance Clearance I k Fillet Clea	18699, 173769 37641, 173764 06158, 2206159 27175, 869846 6V V8 HEMI CB-1808HN Marrowed On rance No Down CB-1808HXN 9 Bearing Wall Narrowed On C rance No Down MS-2296H MB-3940H 9 Grooved Upp 1 Washer Set, N	12, 1821436, 1851436, 9, 2206160, 2482923, 32 1 STD,.026mm,.23mm 25mm,.28mm One Side For el Hole In STD .0005" Thinner For One Side For el Hole In STD,.026mm er Half And Plain	1851527, 18551 94, 3462923, 3698 2.1257/2.1263 2.1257/2.1263	27, 1978698, 3641, 3751877, D"/103.9mm 0.0009/0.0026 0.0019/0.0036	3751888 x 3.72 0.0625 0.0620	8, 3751888-5, 0"/94.5mm 2.2522/2.252 2.2522/2.252	4027172 20 7 0.7410 7 0.7410				
NOTE: Performan Connecting Rod Crankshaft Forgi 20 392 CI Years: 20 Rod Bearing (8) NOTE: H-Series P Increased Cran Cap Half Rod Bearing (8) NOTE: H-Series P .0010" More Oil Increased Cran Cap Half Main Bearing Set 1-2-3-4-5 NOTE: H-Series P Lower Half Req	Cee, Bearing Forging 16 ng 17 22 40 D (6.4L) 1 011-2012 TM-77 0 Performance Clearance I k Fillet Clea TM-77 1 Performance Clearance I k Fillet Clea	18699, 173769 37641, 173764 06158, 2206159 27175, 869846 6V V8 HEMI CB-1808HN Marrowed On rance No Down CB-1808HXN 9 Bearing Wall Narrowed On C rance No Down MS-2296H MB-3940H 9 Grooved Upp 1 Washer Set, M nber TW-611S MS-2296HX	12, 1821436, 1851436, 9, 2206160, 2482923, 32 1 STD,.026mm,.23mm 25mm,.28mm One Side For el Hole In STD .0005" Thinner For One Side For el Hole In STD,.026mm er Half And Plain	1851527, 18551 94, 3462923, 3698 2.1257/2.1263 2.1257/2.1263	27, 1978698, 3641, 3751877, D"/103.9mm 0.0009/0.0026 0.0019/0.0036	3751888 x 3.72 0.0625 0.0620	8, 3751888-5, 0"/94.5mm 2.2522/2.252 2.2522/2.252	4027172 20 7 0.7410 7 0.7410				
NOTE: Performan Connecting Rod Crankshaft Forgi 20 392 CI Years: 20 Rod Bearing (8) NOTE: H-Series P Increased Cran Cap Half Rod Bearing (8) NOTE: H-Series P .0010" More Oil Increased Cran Cap Half Main Bearing Set 1-2-3-4-5 NOTE: H-Series P Lower Half Req Included Use w Main Bearing Set 1-2-3-4-5	Cee, Bearing Forging 16 ng 17 22 40 D (6.4L) 1 011-2012 TM-77 Cerformance k Fillet Clea TM-77 Clearance I k Fillet Clea	18699, 173769 37641, 173764 06158, 2206159 27175, 869846 6V V8 HEMI CB-1808HN Anrowed On rance No Down CB-1808HXN 9 Bearing Wall Narrowed On C rance No Down MS-2296H MB-3940H 9 Grooved Uppe 1 Washer Set, M her TW-611S MS-2296HX MB-3940HX 9 Bearing Wall Grooved Upper Finust Washer	12, 1821436, 1851436, 9, 2206160, 2482923, 32 1 STD,.026mm,.23mm .25mm,.28mm One Side For el Hole In STD .0005" Thinner For Die Side For el Hole In STD,.026mm er Half And Plain Not STD .0005" Thinner For r Half And	1851527, 18551 94, 3462923, 3698 2.1257/2.1263 2.1257/2.1263 2.5589/2.5592	27, 1978698, 3641, 3751877, D"/103.9mm 0.0009/0.0026 0.0019/0.0036	3751888 x 3.72 0.0625 0.0620 0.0961	8, 3751888-5, 0"/94.5mm 2.2522/2.252 2.2522/2.252 2.2522/2.252	4027172 20 7 0.7410 7 0.7410 2 0.8510				



	CO	UNTER DAT	Γ A		SHOP	DATA	4	
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
21 413 CI	D (6.7L) 1	6V V8		4.18	8"/106.4mm	x 3.75	0"/95.3mm	8 CYL 21
Years: 1	959-1965, 1 D (7.2L) 1	969-1971			0"/109.7mm			
	966-1979			1				
Rod Bearing (8) NOTE: H-Series F Used In Engine Narrowed On O Clearance	Performanc s Without D	oweled Conne	•	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.5008	i 0.8620
Rod Bearing (8) NOTE: H-Series F Half, Maximum Thickness May Connecting Rod Crank Fillet Cle	Performanc Wall Does Be Used In d Narrowed	Not Include Co Engines Witho	or Dowel Hole In Cap pating put Doweled	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.5005	0.8620
Rod Bearing (8) NOTE: H-Series F .0010" More Oil May Be Used In Rod Narrowed Fillet Clearance	Performance Clearance Engines W On One Sid	Dowel Hole In /ithout Dowele	.0005" Thinner For Cap Half d Connecting	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.5002	2 0.8620
Rod Bearing (8) NOTE: H-Series F .0005" Thinner I Hole In Cap Hal Coating Thickn Doweled Conne Increased Cran	Performanc For .0010" I If, Maximun ess May Be ecting Rod	More Oil Cleara n Wall Does No Used In Engir Narrowed On (or Bearing Wall ance Dowel ot Include nes Without	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.5005	0.8620
Main Bearing Set 1-2-4-5 3 NOTE: Engines w H-Series Perfor Bearings	ith 3.870" /		earing Flange O.D.		0.0009/0.0030 0.0004/0.0025			
Main Bearing Set 1-2-4-5 3	ith 3.555" /		STD earing Flange O.D. oved		0.0011/0.0032 0.0011/0.0032			
Main Bearing Set 1-2-4-5 3 NOTE: Engines w H-Series Perfor	ith 3.555" /		earing Flange O.D.		0.0010/0.0031 0.0010/0.0031			
3 Is Full Groove Grooved Upper Narrowed Strai	d, Position Half And P	Number 1, 2, 4 lain Lower Hal	4, 5 Has f, Contains					
Cam Bearing Set 1 2 3 4 5		SH-2152S SH-2152 SH-2153 SH-2154 SH-2155 SH-2156	STD	1.9820/1.9830 1.9670/1.9680 1.9510/1.9520	0.0015/0.0043 0.0015/0.0043 0.0015/0.0043 0.0015/0.0043 0.0015/0.0043	0.0645 0.0645 0.0645	2.1135/2.1145 2.0985/2.0995 2.0825/2.0835	0.7550 0.6740 0.7550
NOTE: Performar		-	5 2406886 2051009					
Connecting Rod Crankshaft Forgi	ng 1	737642, 182143	95, 2406886, 2951908 36, 1851436, 1851527, 1 38-5. 4027175. 8698461	855127, 1978698,	2206157, 2206	158, 22	206160, 3294, 3	3698641,

New Number
 ‡ Discontinued



	co	UNTER DATA	\		SHOP	DAT	4	
BEARING OR POSITION	BEARING MATERIA	à PART AL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OR HOUSING BORE	MAX LENGTH
8 CYL 22 426 C	ID (7 0L)	16V V8 HEMI		4.95	0"/108.0mm	× 3 75	0"/05 2mm	22
Years: 1 426 C	1964-1971	16V V8 Wedge	9		0"/108.0mm			
Used In Engine	Performances Without I	CB-527HND ce Dowel Hole In Doweled Connec or Increased Crar	-	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.500	5 0.8620
Half, Maximum Thickness May	Performand Wall Does Be Used Ir d Narrowed	CB-527HNDK ce with TriArmor Not Include Coa n Engines Withou d On One Side Fo	t Doweled	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.500	5 0.8620
.0010" More O May Be Used I	Performance il Clearance n Engines V On One Sic	CB-527HXND ce Bearing Wall . Dowel Hole In C Vithout Doweled de For Increased	Connecting	2.3740/2.3750	0.0016/0.0037	0.0617	7 2.5000/2.500;	2 0.8620
.0005" Thinner Hole In Cap Ha Coating Thickr	Performanc For .0010" alf, Maximum ness May Be recting Rod	CB-527HXNDK ce with TriArmor More Oil Clearan m Wall Does Not e Used In Engine Narrowed On Or arance	Bearing Wall ice Dowel Include s Without	2.3740/2.3750	0.0016/0.0037	0.0617	7 2.5000/2.500	5 0.8620
Performance	Dowel Hole	CB-1512M ra-Large Fillets, M In Cap Half May Connecting Rod	Be Used In	2.3740/2.3750	0.0015/0.0036	0.0620	2.5000/2.500	5 0.8460
Rod Bearing (8) NOTE: Cranksha Performance (CB-1512M(U) ra-Large Fillets, M pper Shell Only	STD M-Series	2.3740/2.3750	0.0015/0.0036	0.0620	2.5000/2.500	5 0.8460
Performance	Dowel Hole	CB-1512V ra-Large Fillets, V In Cap Half May Connecting Rod	Be Used In	2.3740/2.3750	0.0015/0.0036	0.0620	2.5000/2.500	5 0.8460
Rod Bearing (8) NOTE: Cranksha Performance (ft With Extr	CB-1512V(U) ra-Large Fillets, V per Shell Only	STD /-Series	2.3740/2.3750	0.0015/0.0036	0.0624	2.5000/2.500	5 0.8460
	with 3.555" /	MS-972M MB-2543M MB-2544M(F) / 3.675" Main Bea Intains Full Groov	STD aring Flange O.D. ved		0.0011/0.0032 0.0011/0.0032			
	with 3.555" /	h Tri-bore Desigr	STD,10 aring Flange O.D. a Grooved		0.0005/0.0026			



COUNTER DATA					SHOP DATA					
BEARING OR POSITION	BEARING MATERI/	G PART AL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	MAX LENGTH		
				•			8 CYL	(cont.)		
(cont.) Years: 1	ID (7.0L) 1964-1971 ID (7.0L)	4.250"/108.0mm x 3.750"/95.2mm 4.250"/108.0mm x 3.750"/95.2mm								
	1963-1965									
Main Bearing Se 1-2-3-4-5		MS-2067V MB-3564V	STD	2.9975/2.9980	0.0032/0.0049	0.0954	3.1911/3.191	5 0.9490		
Tri-bore Desig	nder Block n Grooved Thrust Was	, V-Series Perfo Upper Half And her Set, Not Inc	rmance with Plain Lower							
Main Bearing Se 1-2-4-5 3		MS-2233HG MB-3789HG MB-2457HG(F)			0.0010/0.0031					
H-Series Perfo 3 Is Full Groove Grooved Uppe	rmance Be ed, Position r Half And I	arings For Posi n Number 1, 2, 4 Plain Lower Hal For Extra Clear	, 5 Has f, Contains							
Thrust Washer S	iet	TW-120S MB-1739W(L) MB-1739W(U)	STD	3.3150/3.3250 3.3150/3.3250			3.8880/3.898 3.8880/3.898			
Main Bearing J	lournal Dia ces, Positio	r Block Manufa meter Cranksha on Number 3 Us								
Thrust Washer S	iet	TW-120SK MB-1739W(L) MB-1739W(U)	STD	3.3150/3.3250 3.3150/3.3250			3.8880/3.898 3.8880/3.898			
Main Bearing J Contains 4 Pie	lournal Dia ces with Tr		Use with	0.0100.00200			0.0000.0000	0.0020		
Thrust Washer S		TW-130S MB-2292W(L) MB-2292W(U)	STD	3.0450/3.0550 3.0450/3.0550			3.5520/3.562 3.5520/3.562			
Bored To Acce Diameter Cran	ept, 3.000" kshafts, Co	aring Journal, C Main Bearing Jo ontains 4 Pieces Number MS-206	, Position							
Cam Bearing Set 1 2 3 4 5 NOTE: Performa		SH-2152S SH-2152 SH-2153 SH-2154 SH-2155 SH-2156 og Set	STD	1.9820/1.9830 1.9670/1.9680 1.9510/1.9520	0.0015/0.0043 0.0015/0.0043 0.0015/0.0043 0.0015/0.0043 0.0015/0.0043	0.0645 0.0645 0.0645	5 2.1135/2.114 5 2.0985/2.099 5 2.0825/2.083	5 0.7550 5 0.6740 5 0.7550		
	I Forging jing	1851535, 240639 1737642, 182143	5, 2406886, 2951908 36, 1851436, 1851527, 18 8-5, 4027175, 8698461	55127, 1978698,	2206157, 2206	158, 22	206160, 3294,	3698641,		



COUNTER DATA				SHOP DATA					
BEARING OR POSITION	BEARING MATERIAI	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
10 CYL									
	ID (8.0L) 2 1992-2003	OV V10 Mag	num	4.000	0"/101.6mm	x 3.88	2"/98.6mm	23	
Rod Bearing (10) NOTE: H-Series Increased Cra Cap Half	Performance	CB-481HN e Narrowed On arance No Dowe		2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980	
Not Include Co	Performance ating Thickr ased Crank F	CB-481HNK e with TriArmor ness, Narrowed Fillet Clearance		2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980	
.0010" More O	Performance il Clearance	CB-481HXN e Bearing Wall . Narrowed On O Irance No Dowe		2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980	
Maximum Wal	Performance For .0010" M Does Not In One Side For	Nore Oil Clearar Include Coating	nce Thickness,	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980	
Main Bearing Se 1-2-4-5-6 3 For Year(s): 1992 NOTE: H-Series Lower Half, Alt FOR VIN(S): E	2-2002 Performance		STD,1,10 er Half And Plain				3.1925/3.1930 3.1925/3.1930		
.0010" More O	2-2002 Performance il Clearance	MS-2253HX MB-4002HX MB-4003HX(F) e Bearing Wall . Grooved Upper n Cylinder Bloci					3.1925/3.1930 3.1925/3.1930		
24 505 C	ID (8.3L) 2	0V V10		4.031	'/102.4mm x	3.960	"/100.6mm	24	
515 C	2003-2006 ID (8.4L) 2 2008-2010	0V V10		4.055	'/103.0mm x	3.960	"/100.6mm		
Rod Bearing (10) NOTE: H-Series) TM-77 Performance	CB-1808HN e Narrowed On trance No Dowe		2.1257/2.1263	0.0009/0.0026	0.0625	2.2522/2.2527	0.7410	
Cap Half Rod Bearing (10) NOTE: H-Series .0010" More O) TM-77 Performance	CB-1808HXN	STD 0005" Thinner For one Side For	2.1257/2.1263	0.0019/0.0036	0.0620	2.2522/2.2527	0.7410	
Main Bearing Se 1-2-4-5-6 3 NOTE: H-Series Lower Half, Ale	Performance		STD,1,10 er Half And Plain				3.1925/3.1930 3.1925/3.1930		



	COUNTER DATA			SHOP DATA				
BEARING OR POSITION	BEARING PART MATERIAL NUMBE	AVAILABLE R UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
						10 CYL	(cont.)	
24 505 CI	D (8.3L) 20V V10		4.031'	'/102.4mm x	3.960	"/100.6mm	24	
(cont.) Years: 20	003-2006						(cont.)	
515 CI	D (8.4L) 20V V10		4.055'	'/103.0mm x	3.960	"/100.6mm		
Years: 20	008-2010							
Main Bearing Set	TM-77 MS-2253H	X STD						
1-2-4-5-6	MB-4002H	IX	2.9995/3.0005	0.0014/0.0035	0.0953	3.1925/3.1930	0.8770	
3	MB-4003H	IX(F)	2.9995/3.0005	0.0014/0.0035	0.0953	3.1925/3.1930	0 1.1520	
.0010" More Oil	erformance Bearing Clearance Grooved L f, Aluminum Cylinder							

ENGINE	YEAR	BORE & STROKE	BLOCK
97.5 CID (1.6L) DOHC 16V L4 Mazda B6D	1991-1994	3.071"/78.0mm X 3.307"/84.0mm	1
97.5 CID (1.6L) DOHC 16V Turbo. L4 Mazda B6T	1991-1994	3.071"/78.0mm X 3.307"/84.0mm	1
112 CID (1.8L) DOHC 16V L4 Mazda BP BP-ZE	1991-1996	3.268"/83.0mm X 3.346"/85.0mm	1
121 CID (2.0L) DOHC 16V L4 Duratec	2004-2013	3.445"/87.5mm X 3.270"/83.0mm	2
122 CID (2.0L) DOHC 16V L4 Zetec	1995-2004	3.339"/84.8mm X 3.461"/87.9mm	3
140 CID (2.3L) DOHC 16V L4 Duratec	2001-2009	3.440"/87.4mm X 3.700"/94.0mm	4
140 CID (2.3L) DOHC 16V L4 Duratec Hybrid	2005-2008	3.440"/87.4mm X 3.700"/94.0mm	4
152 CID (2.5L) DOHC 16V L4 Duratec	2009-2010	3.500"/88.9mm X 3.940"/100.1mm	5
152 CID (2.5L) DOHC 16V L4 Duratec Hybrid	2009	3.500"/88.9mm X 3.940"/100.1mm	5
221 CID (3.6L) 16V V8	1962-1963	3.500"/88.9mm X 2.880"/73.0mm	6
255 CID (4.2L) 16V V8	1980-1982	3.680"/93.5mm X 3.000"/76.2mm	6
260 CID (4.3L) 16V V8	1962-1965	3.800"/96.5mm X 2.880"/73.0mm	6
281 CID (4.6L) SOHC 16V V8	2006-2011	3.551"/90.2mm X 3.542"/90.0mm	7
281 CID (4.6L) SOHC 24V V8	2005-2010	3.551"/90.2mm X 3.542"/90.0mm	8
281 CID (4.6L) SOHC 16V V8 Romeo	1991-2010	3.551"/90.2mm X 3.542"/90.0mm	9
281 CID (4.6L) SOHC 24V V8 Triton	2009-2010	3.551"/90.2mm X 3.542"/90.0mm	8
281 CID (4.6L) SOHC 16V V8 Triton (Romeo)	1997-2011	3.551"/90.2mm X 3.542"/90.0mm	9
281 CID (4.6L) SOHC 16V V8 Triton (Windsor)	1997-2008	3.551"/90.2mm X 3.542"/90.0mm	10
281 CID (4.6L) DOHC 32V V8 InTech	1993-2005	3.551"/90.2mm X 3.542"/90.0mm	8
281 CID (4.6L) DOHC 32V V8	1996-2001, 2003-2004	3.551"/90.2mm X 3.542"/90.0mm	8
281 CID (4.6L) DOHC 32V SC V8	2003-2004	3.551"/90.2mm X 3.542"/90.0mm	8
289 CID (4.7L) 16V V8 Hi-Perf.	1963-1969	4.000"/101.6mm X 2.880"/73.0mm	6
289 CID (4.7L) 16V V8	1963-1968	4.000"/101.6mm X 2.880"/73.0mm	6
302 CID (5.0L) 16V V8 Boss/Eliminator	1969-1971	4.000"/101.6mm X 3.000"/76.2mm	11
302 CID (5.0L) 16V V8 HO	1982, 1984-1995	4.000"/101.6mm X 3.000"/76.2mm	12
302 CID (5.0L) 16V V8	1968-2001	4.000"/101.6mm X 3.000"/76.2mm	12
302 CID (5.0L) DOHC 32V V8 Coyote	2011-2012	3.630"/92.2mm X 3.650"/92.7mm	13
302 CID (5.0L) DOHC 32V V8 Coyote 99F	2011-2013	3.630"/92.2mm X 3.650"/92.7mm	13
302 CID (5.0L) DOHC 32V V8 Coyote 99U	2012-2013	3.630"/92.2mm X 3.650"/92.7mm	14
330 CID (5.4L) SOHC 16V V8 Triton (Windsor)	1997-2011	3.551*/90.2mm X 4.161*/105.7mm	10
330 CID (5.4L) SOHC 16V SC V8 Triton (Windsor)	1999-2004	3.551"/90.2mm X 4.161"/105.7mm	10
330 CID (5.4L) SOHC 24V V8 Triton (Windsor)	2004-2012	3.551"/90.2mm X 4.161"/105.7mm	10
330 CID (5.4L) DOHC 32V V8 InTech	1999-2004	3.551"/90.2mm X 4.161"/105.7mm	10
330 CID (5.4L) DOHC 32V V8 Windsor	2000	3.551"/90.2mm X 4.161"/105.7mm	10
330 CID (5.4L) DOHC 32V SC V8 Windsor	2005-2012	3.551"/90.2mm X 4.161"/105.7mm	15





MAHLE

ENGINE	YEAR	BORE & STROKE	BLOCK
351 CID (5.8L) 16V V8 Cleveland	1969-1974	4.000"/101.6mm X 3.500"/88.8mm	16
351 CID (5.8L) 16V V8 Cleveland Boss	1971-1972	4.000"/101.6mm X 3.500"/88.8mm	16
351 CID (5.8L) 16V V8 Cleveland Cobra Jet	1971-1974	4.000"/101.6mm X 3.500"/88.8mm	16
351 CID (5.8L) 16V V8 Modified	1975-1982	4.000"/101.6mm X 3.500"/88.8mm	17
351 CID (5.8L) 16V V8 Windsor	1969-1998	4.000"/101.6mm X 3.500"/88.8mm	18
351 CID (5.8L) 16V V8 Windsor HO	1993-1995	4.000"/101.6mm X 3.500"/88.8mm	18
370 CID (6.1L) 16V V8	1980-1991	4.050"/102.9mm X 3.590"/91.2mm	19
400 CID (6.6L) 16V V8	1971-1982	4.000"/101.6mm X 4.000"/101.6mm	17
415 CID (6.8L) SOHC 20V V10 Triton	1997-2012	3.551"/90.2mm X 4.161"/105.7mm	20
415 CID (6.8L) SOHC 30V V10 Triton	2005-2012	3.551"/90.2mm X 4.161"/105.7mm	20
429 CID (7.0L) 16V V8 Boss	1969-1970	4.360"/110.7mm X 3.590"/91.2mm	19
429 CID (7.0L) 16V V8 Cobra Jet/Super CJ	1970-1971	4.360"/110.7mm X 3.590"/91.2mm	19
429 CID (7.0L) 16V V8 Police	1971-1972	4.360"/110.7mm X 3.590"/91.2mm	19
429 CID (7.0L) 16V V8 Thunder Jet	1980-1998	4.360"/110.7mm X 3.590"/91.2mm	19
429 CID (7.0L) 16V V8	1968-1973	4.360"/110.7mm X 3.590"/91.2mm	19
460 CID (7.5L) 16V V8 HO	1973-1978	4.360"/110.7mm X 3.850"/97.8mm	19
460 CID (7.5L) 16V V8	1968-1998	4.360"/110.7mm X 3.850"/97.8mm	19
460 CID (7.5L) 16V V8 Police	1973-1974	4.360"/110.7mm X 3.850"/97.8mm	19

CONNECTING ROD FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE BLC	ск
C20E	3.000in/76.2mm	12	C8DE	3.000in/76.2mm	12	D1AE-A	3.500in/88.8mm	17
C20E	3.000in/76.2mm	6	C8DE	3.000in/76.2mm	6	D1AE-A	4.000in/101.6mm	17
C30E-A	3.000in/76.2mm	12	C8VE	3.590in/91.2mm	19	D60E	3.500in/88.8mm	18
C30E-A	3.000in/76.2mm	6	C8VE	3.850in/97.8mm	19	D6OE	3.500in/88.8mm	18
C3AE-D	3.000in/76.2mm	12	C8VE-A	3.590in/91.2mm	19	D6VE	3.590in/91.2mm	19
C3AE-D	3.000in/76.2mm	6	C8VE-A	3.850in/97.8mm	19	D6VE	3.850in/97.8mm	19
C3AE-J	3.000in/76.2mm	12	C90E	3.500in/88.8mm	18	D9TE	3.590in/91.2mm	19
C3AE-J	3.000in/76.2mm	6	C9OE	3.500in/88.8mm	18	D9TE	3.850in/97.8mm	19
C80E-A	3.000in/76.2mm	12	DOOE-A	3.590in/91.2mm	19	RFF1AE6205-AD	3.542in/90.0mm	10
C80E-A	3.000in/76.2mm	6	D00E-A	3.850in/97.8mm	19	RFF1AE6205-AD	3.542in/90.0mm	9

CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE BLO	оск
1J	3.000in/76.2mm	12	2M	3.000in/76.2mm	12	2Y	3.590in/91.2mm	19
1J	3.000in/76.2mm	6	2M	3.000in/76.2mm	6	2Y	3.850in/97.8mm	19
1K	3.500in/88.8mm	17	2MA	3.000in/76.2mm	12	2Y68-76	3.590in/91.2mm	19
1K	4.000in/101.6mm	17	2MA	3.000in/76.2mm	6	2Y68-76	3.850in/97.8mm	19
1KA	3.500in/88.8mm	17	2MAB	3.000in/76.2mm	12	2YA	3.590in/91.2mm	19
1KA	4.000in/101.6mm	17	2MAB	3.000in/76.2mm	6	2YA	3.850in/97.8mm	19
1M	3.000in/76.2mm	12	2MAC	3.000in/76.2mm	12	2YAB	3.590in/91.2mm	19
1M	3.000in/76.2mm	6	2MAC	3.000in/76.2mm	6	2YAB	3.850in/97.8mm	19
1MA	3.000in/76.2mm	12	2MAD	3.000in/76.2mm	12	2YABC	3.590in/91.2mm	19
1MA	3.000in/76.2mm	6	2MAD	3.000in/76.2mm	6	2YABC	3.850in/97.8mm	19
1V	3.590in/91.2mm	19	2MAE	3.000in/76.2mm	12	30R	3.590in/91.2mm	19
1V	3.850in/97.8mm	19	2MAE	3.000in/76.2mm	6	30R	3.850in/97.8mm	19
1VA	3.590in/91.2mm	19	2N	3.000in/76.2mm	12	31-87	3.590in/91.2mm	19
1VA	3.850in/97.8mm	19	2N	3.000in/76.2mm	6	31-87	3.850in/97.8mm	19
1VAB	3.590in/91.2mm	19	2NA	3.000in/76.2mm	12	31M	3.590in/91.2mm	19
1VAB	3.850in/97.8mm	19	2NA	3.000in/76.2mm	6	31M	3.850in/97.8mm	19
1YAB	3.590in/91.2mm	19	2NAB	3.000in/76.2mm	12	3281N	3.590in/91.2mm	19
1YAB	3.850in/97.8mm	19	2NAB	3.000in/76.2mm	6	3281N	3.850in/97.8mm	19
2H-A	3.000in/76.2mm	12	2NABC	3.000in/76.2mm	12	329880N	3.590in/91.2mm	19
2H-A	3.000in/76.2mm	6	2NABC	3.590in/91.2mm	19	329880N	3.850in/97.8mm	19
2J	3.000in/76.2mm	12	2NABC	3.850in/97.8mm	19	3C	3.500in/88.8mm	18
2J	3.000in/76.2mm	6	2NABC	3.000in/76.2mm	6	ЗM	3.500in/88.8mm	18



CRANKSHAFT FORGING NUMBERS

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FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE BLC	оск
ЗMA	3.500in/88.8mm	18	COE-A	3.000in/76.2mm	12	D7AE	4.000in/101.6mm	17
3Y	3.590in/91.2mm	19	COE-A	3.000in/76.2mm	6	D7AE-A	3.500in/88.8mm	17
3Y	3.850in/97.8mm	19	C20E-A	3.000in/76.2mm	12	D7AE-A	4.000in/101.6mm	17
3YAB	3.590in/91.2mm	19	C20E-A	3.000in/76.2mm	6	D9TE-AA	3.590in/91.2mm	19
3YAB	3.850in/97.8mm	19	C20Z	3.000in/76.2mm	12	D9TE-AA	3.850in/97.8mm	19
4U	3.590in/91.2mm	19	C20Z	3.000in/76.2mm	6	D9TE-B	3.590in/91.2mm	19
4U	3.850in/97.8mm	19	C20Z-A	3.000in/76.2mm	12	D9TE-B	3.850in/97.8mm	19
4UA	3.590in/91.2mm	19	C20Z-A	3.000in/76.2mm	6	D9TE-BA	3.590in/91.2mm	19
4UA	3.850in/97.8mm	19	C2OZ	3.000in/76.2mm	12	D9TE-BA	3.850in/97.8mm	19
4UAB	3.590in/91.2mm	19	C2OZ	3.000in/76.2mm	6	D9TE-EA	3.590in/91.2mm	19
4UAB	3.850in/97.8mm	19	C2OZ-B	3.000in/76.2mm	12	D9TE-EA	3.850in/97.8mm	19
4UB	3.590in/91.2mm	19	C2OZ-B	3.000in/76.2mm	6	E1AE	3.000in/76.2mm	12
4UB	3.850in/97.8mm	19	C30E-B	3.000in/76.2mm	12	E1AE	3.000in/76.2mm	6
5M	3.500in/88.8mm	17	C30E-B	3.000in/76.2mm	6	E1AE-AA	3.000in/76.2mm	12
5M	4.000in/101.6mm	17	C30Z	3.000in/76.2mm	12	E1AE-AA	3.000in/76.2mm	6
5MA	3.500in/88.8mm	17	C30Z	3.000in/76.2mm	6	E4AE-BA	3.500in/88.8mm	18
5MA	4.000in/101.6mm	17	C3AE-F	3.000in/76.2mm	12	E7AE	3.000in/76.2mm	12
5MAB	3.500in/88.8mm	17	C3AE-F	3.000in/76.2mm	6	E7AE	3.000in/76.2mm	6
5MAB	4.000in/101.6mm	17	C3AF-N	3.000in/76.2mm	12	E7AE-AA	3.000in/76.2mm	12
5MABC	3.500in/88.8mm	17	C3AF-N	3.000in/76.2mm	6	E7AE-AA	3.000in/76.2mm	6
5MABC	4.000in/101.6mm	17	C3OZ	3.000in/76.2mm	12	F1AE-AD	3.542in/90.0mm	10
7M	3.500in/88.8mm	18	C3OZ	3.000in/76.2mm	6	F1AE-AD	3.542in/90.0mm	9
7MA	3.500in/88.8mm	18	C3OZ-B	3.000in/76.2mm	12	F1AE-AD-5D	3.542in/90.0mm	8
8M	3.500in/88.8mm	17	C3OZ-B	3.000in/76.2mm	6	F1AE-AD-7D	3.542in/90.0mm	8
8M	4.000in/101.6mm	17	C80E-B	3.000in/76.2mm	12	F1AE-AD-8D	3.542in/90.0mm	8
90-21-0	3.461in/87.9mm	3	C80E-B	3.000in/76.2mm	6	F1AE-AE	3.542in/90.0mm	10
90TM-AA	3.461in/87.9mm	3	C8SE-A	3.590in/91.2mm	19	F1AE-AE	3.542in/90.0mm	8
90TM-AB	3.461in/87.9mm	3	C8SE-A	3.850in/97.8mm	19	F1AE-AE	3.542in/90.0mm	9
9166N	3.461in/87.9mm	3	C8VE	3.590in/91.2mm	19	GS-M	3.000in/76.2mm	12
91A-6303-A	3.461in/87.9mm	3	C8VE	3.850in/97.8mm	19	GS-M	3.000in/76.2mm	6
91A-6303-B	3.461in/87.9mm	3	C8VE-A	3.590in/91.2mm	19	н	3.590in/91.2mm	19
91H-6303-B	3.461in/87.9mm	3	C8VE-A	3.850in/97.8mm	19	н	3.850in/97.8mm	19
91K	3.461in/87.9mm	3	C9AE-A	3.590in/91.2mm	19	RFF1AE6306-AD	3.542in/90.0mm	10
91TM-AA	3.461in/87.9mm	3	C9AE-A	3.850in/97.8mm	19	RFF1AE6306-AD	3.542in/90.0mm	9
B5A-6303-B	3.307in/84.0mm	1	C9AE-B	3.590in/91.2mm	19	SM	3.500in/88.8mm	17
B5Q-6303-A	3.307in/84.0mm	1	C9AE-B	3.850in/97.8mm	19	SM	4.000in/101.6mm	17
B5S-6303-A	3.307in/84.0mm	1	C9OE-A	3.500in/88.8mm	18	ZYA	3.590in/91.2mm	19
B616	3.307in/84.0mm	1	C9ZE-A	3.000in/76.2mm	12	ZYA	3.850in/97.8mm	19
B630	3.307in/84.0mm	1	C9ZE-A	3.000in/76.2mm	6			
B657	3.307in/84.0mm	1	D7AE	3.500in/88.8mm	17			

	COUNTER DATA			SHOP DATA				
BEARING OR POSITION	BEARING PA MATERIAL NU	ART UMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
								4 CYL
Years: 1 97.5 C Years: 1 112 C	1991-1994	HC 16V Tu	Mazda B6D Irbo. L4 Mazda B6T Mazda BP BP-ZE	3.0	71"/78.0mm 71"/78.0mm 68"/83.0mm	x 3.30	7"/84.0mm	
Rod Bearing (4) NOTE: H Series I	TM-77 CB-	1453H	STD,.026mm	1.7693/1.7699	0.0005/0.0023	0.0592	1.8898/1.8904	4 0.6750

COUNTER	DATA		SHOP	DATA	1	
BEARING OR BEARING PART POSITION MATERIAL NUMBE	AVAILABLE R UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
4 CYL (cont.)						
1 97.5 CID (1.6L) DOHC 1 (cont.) Years: 1991-1994	6V L4 Mazda B6D	3.07	71"/78.0mm	x 3.30	7"/84.0mm	1 (cont.)
	6V Turbo. L4 Mazda B6T	3.07	71"/78.0mm	x 3.30	7"/84.0mm	(cont.)
Years: 1991-1994						
112 CID (1.8L) DOHC 10 Years: 1991-1996	6V L4 Mazda BP BP-ZE	3.20	68"/83.0mm	x 3.34	6"/85.0mm	
Rod Bearing (4) TM-77 CB-1453		1.7693/1.7699	0.0015/0.0033	0.0587	1.8898/1.8904	0.6750
NOTE: H Series Performance Bearing .0010" More Oil Clearance						
Main Bearing Set TM-77 MS-1802 1-2-3-4-5 MB3961H		1.9661/1.9668	0.0005/0.0023	0.0792	2.1257/2.1262	0.6700
NOTE: H Series Performance Grooved Lower Half Requires Thrust Washer Included Use with Part Number TW-	Upper Half And Plain Set, Not					
Main Bearing Set TM-77 MS-1802 1-2-3-4-5 MB3961H	HX STD	1.9661/1.9668	0.0015/0.0033	0.0787	2.1257/2.1262	0.6700
NOTE: H Series Performance Bearing .0010" More Oil Clearance Grooved Plain Lower Half Requires Thrust Wa Included Use with Part Number TW-	Upper Half And asher Set, Not					
Thrust Washer Set TW-472S		0.0500			0.7405	0.4000
MB-3173\ NOTE: Contains 2 Pieces, Position Nu Number MS-1802H, MS-1802HX		2.2539			2.7165	0.1000
	8, B5Q-6303-A, B5S-6303-A, B61					
2 121 CID (2.0L) DOHC 16 Years: 2004-2013	6V L4 Duratec	3.44	45"/87.5mm	x 3.27	0"/83.0mm	2
Rod Bearing (4) TM-77 CB-1840H NOTE: H-Series Performance No Dow		1.8496/1.8503	0.0010/0.0020	0.0599	1.9694/1.9702	0.6653
Main Bearing Set TM-77 MS-22450 1-2-4-5 MB-38224 3 MB-38234 For Year(s): 2004-2010 NOTE: U.S. Sector 10	H H(F)		0.0004/0.0024 0.0006/0.0027			
NOTE: H-Series Performance Grooved Lower Half	d Upper Half And Plain					
3 122 CID (2.0L) DOHC 16 Years: 1995-2004	6V L4 Zetec	3.33	39"/84.8mm	x 3.46	1"/87.9mm	3
3 122 CID (2.0L) DOHC 10	H STD,.026mm,.25mm	1	39"/84.8mm			
3 122 CID (2.0L) DOHC 10 Years: 1995-2004 Rod Bearing (4) TM-77 CB-1774	H STD,.026mm,.25mm rel Hole In Cap Half HX STD Wall .0005" Thinner For	1.8461/1.8468		0.0585	1.9642/1.9650	0.8020
3 122 CID (2.0L) DOHC 16 Years: 1995-2004 Rod Bearing (4) TM-77 NOTE: H-Series Performance No Dow Rod Bearing (4) TM-77 CB-1774H NOTE: H-Series Performance No Dow Rod Bearing (4) TM-77 CB-1774H NOTE: H-Series Performance Bearing .0010" More Oil Clearance No Dowe Half Main Bearing Set TM-77 1-2-4-5 MB-3753H 3 MB-3754H	H STD,.026mm,.25mm rel Hole In Cap Half HX STD Wall .0005" Thinner For I Hole In Cap HX STD HX HX(F)	1.8461/1.8468 1.8461/1.8468 2.2827/2.2834	0.0008/0.0017	0.0585	1.9642/1.9650 1.9642/1.9650 2.4522/2.4528	0.8020
3 122 CID (2.0L) DOHC 16 Years: 1995-2004 Rod Bearing (4) TM-77 NOTE: H-Series Performance No Dow Rod Bearing (4) TM-77 CB-1774H NOTE: H-Series Performance No Dow Rod Bearing (4) TM-77 CB-1774H NOTE: H-Series Performance Bearing .0010" More Oil Clearance No Dowel Half Main Bearing Set TM-77 1-2-4-5 MB-3753H	H STD,.026mm,.25mm rel Hole In Cap Half HX STD Wall .0005" Thinner For I Hole In Cap HX STD HX HX(F) Wall .0005" Thinner For	1.8461/1.8468 1.8461/1.8468 2.2827/2.2834	0.0008/0.0017 0.0018/0.0027 0.0013/0.0026	0.0585	1.9642/1.9650 1.9642/1.9650 2.4522/2.4528	0.8020
3 122 CID (2.0L) DOHC 16 Years: 1995-2004 Rod Bearing (4) TM-77 CB-1774 NOTE: H-Series Performance No Dow Rod Bearing (4) TM-77 CB-1774 NOTE: H-Series Performance Bearing .0010" More Oil Clearance No Dowel Half Main Bearing Set TM-77 MS-2208 1-2-4-5 MB-3753 3 MB-3754 NOTE: H-Series Performance Bearing .0010" More Oil Clearance Grooved I Plain Lower Half Plain Lower Half	H STD,.026mm,.25mm rel Hole In Cap Half HX STD Wall .0005" Thinner For I Hole In Cap HX STD HX HX(F) Wall .0005" Thinner For	1.8461/1.8468 1.8461/1.8468 2.2827/2.2834	0.0008/0.0017 0.0018/0.0027 0.0013/0.0026	0.0585	1.9642/1.9650 1.9642/1.9650 2.4522/2.4528	0.8020



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	COU	NTER DAT	ГА		SHOP DATA				
							BRG O.D. OR		
BEARING OR POSITION	BEARING MATERIAL		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE			MAX LENGTH	
								4 CYL	
Years: 2	ID (2.3L) DO				40"/87.4mm			4	
	ID (2.3L) DO 2005-2008	DHC 16V L	4 Duratec Hybrid	3.4	40"/87.4mm	x 3.70	0"/94.0mm		
Rod Bearing (4) NOTE: H-Series	TM-77 C Performance		STD,.25mm ble In Cap Half	1.9677/1.9685	0.0010/0.0020	0.0598	2.0875/2.0883	3 0.6653	
Rod Bearing (4) NOTE: H-Series Not Include Co Cap Half	Performance		STD‡ or Maximum Wall Does el Hole In	1.9677/1.9685	0.0010/0.0020	0.0598	2.0875/2.088	3 0.6653	
Rod Bearing (4) NOTE: H-Series .0010" More O Half	Performance		STD I .0005" Thinner For e In Cap	1.9677/1.9685	0.0020/0.0030	0.0593	2.0875/2.0883	3 0.6653	
Main Bearing Se 1-2-4-5 3 NOTE: H-Series Lower Half	N	1S-2245H 1B-3822H 1B-3823H(F) Grooved Up	STD per Half And Plain		0.0004/0.0024 0.0006/0.0027				
Years: 2			.4 Duratec .4 Duratec Hybrid		0"/88.9mm x 0"/88.9mm x			5	
Main Bearing Se 1-2-4-5 3 NOTE: H-Series Lower Half	N	1B-3822H 1B-3823H(F)	STD per Half And Plain		0.0004/0.0024 0.0006/0.0027				
								8 CYL	
	ID (3.6L) 16 1962-1963	V V8		3.5	00"/88.9mm	x 2.88	0"/73.0mm	6	
255 C	ID (4.2L) 16	V V8		3.6	80"/93.5mm	x 3.00	0"/76.2mm		
260 C	ID (4.3L) 16	V V8		3.8	00"/96.5mm	x 2.88	0"/73.0mm		
289 C	ID (4.7L) 16	V V8 Hi-Pe	erf.	4.00	0"/101.6mm	x 2.88	0"/73.0mm		
289 C	ID (4.7L) 16	V V8		4.00	0"/101.6mm	x 2.88	0"/73.0mm		
Rod Bearing (8) NOTE: H-Series Increased Cra Cap Half	Performance			2.1228/2.1236	0.0006/0.0028	0.0575	2.2390/2.2398	3 0.6810	
Rod Bearing (8) NOTE: H-Series Used In Engine Narrowed On Clearance	Performance es Without Do	weled Conne		2.1228/2.1236	0.0006/0.0028	0.0575	2.2390/2.2398	3 0.6810	
Rod Bearing (8) NOTE: H-Series Not Include Co Side For Increa Hole In Cap Ha	Performance bating Thickne ased Crank Fil	ss, Narrowe			0.0006/0.0028	0.0575	2.2390/2.2398	3 0.6810	



	CO	UNTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
8 CYL (cont.) 6 221 CII	D (3.6L) 1			3.5	00"/88.9mm	x 2.88	0"/73 0mm	6	
(cont.) Years: 19				0.0		A 2.00		(cont.)	
Years: 19					80"/93.5mm				
260 CII Years: 19	D (4.3L) 1 62-1965	16V V8		3.8	00"/96.5mm	x 2.88	0"/73.0mm		
289 CII Years: 19		16V V8 Hi-Pe	erf.	4.00	0"/101.6mm	x 2.88	0"/73.0mm		
289 CII Years: 19	D (4.7L) 1 963-1968	16V V8		4.00	0"/101.6mm	x 2.88	0"/73.0mm		
Rod Bearing (8) NOTE: H-Series P .0010" More Oil Increased Crank Cap Half	erformanc Clearance	Narrowed On (2.1228/2.1236	0.0016/0.0038	0.0570) 2.2390/2.2398	0.6810	
Rod Bearing (8) NOTE: H-Series P .0005" Thinner F Maximum Wall I Narrowed On O Clearance No D	erformanc For .0010" I Does Not In ne Side Fo	More Oil Cleara nclude Coating r Increased Cra	nce Thickness,	2.1228/2.1236	0.0016/0.0038	0.0570	2.2390/2.2398	0.6810	
Main Bearing Set	TM-77	MS-590H	STD,1,10						
1-2-4-5 3		MB-2121H					2.4412/2.4420		
NOTE: H-Series P Lower Half	erformanc	MB-2122H(F) e Grooved Upp	er Half And Plain	2.2482/2.2490	0.0006/0.0028	0.0957	2.4412/2.4420	1.1330	
Main Bearing Set 1-2-4-5 3	TM-77	MS-590HK MB-2121H MB-2122H(F)	STD,10				2.4412/2.4420		
~	r Half, Max	e with TriArmo imum Wall Doe	r Grooved Upper Half Is Not	2.2402/2.2490	0.0000/0.0020	0.0957	2.4412/2.4420	1.1350	
Main Bearing Set 1-2-4-5		MS-590HX MB-2121HX	STD				2.4412/2.4420		
3 NOTE: H-Series P .0010" More Oil Plain Lower Halt	Clearance		.0005" Thinner For r Half And	2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330	
Main Bearing Set	TM-77	MS-590HXK MB-2121HX	STD				2.4412/2.4420		
3 NOTE: H-Series P .0005" Thinner F Grooved Upper Wall Does Not Ir	or .0010" I Half And P	More Oil Cleara Iain Lower Half	nce , Maximum	2.2462/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330	
Main Bearing Set 1-2-4-5	VP-2	MS-590V MB-2121V	STD‡	2.2482/2.2490	0.0004/0.0026	0.0960) 2.4412/2.4420	0.8900	
3 NOTE: V-Series P Lower Half	erformanc	MB-2122V(F) e Grooved Upp	er Half And Plain	2.2482/2.2490	0.0004/0.0026	0.0960	2.4412/2.4420	1.1330	
Main Bearing Set 1-2-4-5	VP-2	MB-2121VX	STD‡				2.4412/2.4420		
3 NOTE: V-Series P .0010" More Oil Plain Lower Halt	Clearance		.0005" Thinner For r Half And	2.2482/2.2490	0.0014/0.0036	0.0955	5 2.4412/2.4420	1.1330	



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	COL		SHOP	DATA				
BEARING OR	BEARING MATERIAI	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX	BRG O.D. OF HOUSING BORE	MAX LENGTH
			ONDENDIEED	Distileren	OLEANANOL	TIMEE		(cont.)
(cont.) Years: 1	D (3.6L) 1 962-1963 D (4.2L) 1				00"/88.9mm 80"/93.5mm		0"/73.0mm	6 (cont.)
Years: 1	980-1982 D (4.3L) 1				00"/96.5mm			
Years: 1	962-1965	6V V8 Hi-Per	4		0"/101.6mm			
Years: 1	963-1969 D (4.7L) 1				0"/101.6mm			
	963-1968					× 2.00		
Main Bearing		MB-2122HX	STD	2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.442	0 1.1330
			0005" Thinner For					
		Contains Flange	5					
		And Plain Lower						
Cam Bearing Set 1 2 3 4 5		SH-1321S SH-1321 SH-1322 SH-1323 SH-1324 SH-1325	STD	2.0655/2.0665 2.0505/2.0515 2.0355/2.0365	0.0011/0.0049 0.0011/0.0049 0.0011/0.0049 0.0011/0.0049 0.0011/0.0049	0.0602 0.0602 0.0602	2.1880/2.190 2.1730/2.175 2.1580/2.160	0 0.6650 0 0.6650 0 0.6650
NOTE: Performan	nce Bearing	Set						
	C2 E1			30Z, C3AE-F, C3		30Z-B, (C80E-B, C9ZE-	A, E1AE,
Rod Bearing (8)	TM-77	CB-1442H	STD,.026mm,.23mm .25mm,.28mm	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.239	6 0.8270
FOR VIN(S): V	enormanice	e No Dowel Hold	e în Cap năn					
Rod Bearing (8) NOTE: H-Series I	Performance	CB-1442HK e with TriArmor less, No Dowel	STD Maximum Wall Does Hole In	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.239	6 0.8270
	Performance	CB-1442HX Bearing Wall . No Dowel Hole	STD 0005" Thinner For In Cap	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.239	6 0.8270
Rod Bearing (8) NOTE: H-Series F .0005" Thinner Maximum Wall No Dowel Hole FOR VIN(S): V	Performance For .0010" N Does Not In	Nore Oil Clearan	ce	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.239	6 0.8270
Main Bearing Set	TM-77	MS-2007H	STD026mm25mm					
1-2-3-4 5 5		MB-3139H MB-3139W MB-3140H(F)			0.0005/0.0025			0.1151
NOTE: H-Series I Set with Lower Position Numbe Lower Half FOR VIN(S): V	Half Flange	d Thrust Bearin	•					





	COL	JNTER DAT	A		SHOP	DATA	1	
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	NAX LENGTH
8 CYL (cont.)				•				
7 281 Cl (cont.) Years: 2		OHC 16V V	8	3.5	51"/90.2mm	x 3.54	2"/90.0mm	7 (cont.)
Main Bearing Set	TM-77	MS-2007HK	STD,.25mm‡					
1-2-3-4 5		MB-3139H MB-3139W		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.851	3 0.7580 0.1151
5 NOTE: H-Series F Thrust Washer Bearing Positio Plain Lower Ha Coating Thickn FOR VIN(S): V	Performance Set with Lov n Number 5 If, Maximum	wer Half Flang Grooved Upp	er Half And	2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.851	3 0.8900
Main Bearing Set	TM-77	MS-2007HX	STD					
1-2-3-4		MB-3139HX		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.851	3 0.7580
5		MB-3139W						0.1151
5		MB-3140HX(F)		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.851	3 0.8900
.0010" More Oil Washer Set wit Position Numbe Lower Half FOR VIN(S): V	Clearance h Lower Hal	Contains 1 Pie f Flanged Thru	ust Bearing					
Main Bearing Set		MS-2007HXK	STD	0.6507/0.0577	0.0045/0.0005	0.0057	0.0504/0.054	0 7500
1-2-3-4 5		MB-3139HX MB-3139W		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.851	3 0.7580 0.1151
5		MB-3139W MB-3140HX(F)		2 6567/2 6577	0.0015/0.0035	0.0957	2 8504/2 851	
NOTE: H-Series F		()	r Bearing Wall	2.000172.0011	0.0010/0.0000	0.0307	2.0004/2.001	0.0300
.0005" Thinner Contains 1 Piec Flanged Thrust Upper Half And Not Include Cos FOR VIN(S): V	e Thrust Wa Bearing Pos Plain Lowe	asher Set with sition Number r Half, Maximu	Lower Half 5 Grooved					
	• •	OHC 24V V	8	3.5	51"/90.2mm	x 3.54	2"/90.0mm	8
281 CI		OHC 24V V	8 Triton	3.5	51"/90.2mm	x 3.54	2"/90.0mm	
281 CI	009-2010 D (4.6L) D 993-2005	онс 32V V	8 InTech	3.5	51"/90.2mm	x 3.54	2"/90.0mm	
281 CI		OHC 32V V	8	3.5	51"/90.2mm	x 3.54	2"/90.0mm	
281 CI		OHC 32V S	C V8	3.5	51"/90.2mm	x 3.54	2"/90.0mm	
Rod Bearing (8)	TM-77	CB-1442H	STD,.026mm,.23mm .25mm,.28mm	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.239	6 0.8270
NOTE: H-Series F FOR VIN(S): 8,H,I		e No Dowel Ho						
Rod Bearing (8) NOTE: H-Series F Not Include Cos Cap Half FOR VIN(S): 8,H,I	Performance ating Thickn		STD r Maximum Wall Does I Hole In	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.239	6 0.8270
Rod Bearing (8) NOTE: H-Series F .0010" More Oil Half	Performance	•	STD .0005" Thinner For e In Cap	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.239	6 0.8270



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BEARING MATERIAL NUMBER (4.6L) SOHC 24V N 5-2010 (4.6L) SOHC 24V N 9-2010 (4.6L) DOHC 32V N 3-2005 (4.6L) DOHC 32V N 6-2001, 2003-2004 (4.6L) DOHC 32V N 6-2004 TM-77 CB-1442HXK formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H MB-3841H	V8 Triton V8 InTech V8 SC V8 C STD or Bearing Wall rance g Thickness,	3.5 3.5 3.5 3.5	VERT OIL CLEARANCE 51"/90.2mm 51"/90.2mm 51"/90.2mm 51"/90.2mm 51"/90.2mm	x 3.54 x 3.54 x 3.54 x 3.54 x 3.54	8 CYL 2"/90.0mm 2"/90.0mm 2"/90.0mm 2"/90.0mm 2"/90.0mm	MAX LENGTH (cont.) 8 (cont.)
5-2010 (4.6L) SOHC 24V V 9-2010 (4.6L) DOHC 32V V 3-2005 (4.6L) DOHC 32V V 6-2001, 2003-2004 (4.6L) DOHC 32V V 6-2004 (4.6L) DOHC 32V V 3-2004 TM-77 CB-1442HXK formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	V8 Triton V8 InTech V8 SC V8 C STD or Bearing Wall rance g Thickness,	3.5 3.5 3.5 3.5	51"/90.2mm 51"/90.2mm 51"/90.2mm 51"/90.2mm	x 3.54 x 3.54 x 3.54 x 3.54 x 3.54	2"/90.0mm 2"/90.0mm 2"/90.0mm 2"/90.0mm 2"/90.0mm	8 (cont.)
5-2010 (4.6L) SOHC 24V V 9-2010 (4.6L) DOHC 32V V 3-2005 (4.6L) DOHC 32V V 6-2001, 2003-2004 (4.6L) DOHC 32V V 6-2004 (4.6L) DOHC 32V V 3-2004 TM-77 CB-1442HXK formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	V8 Triton V8 InTech V8 SC V8 C STD or Bearing Wall rance g Thickness,	3.5 3.5 3.5 3.5	51"/90.2mm 51"/90.2mm 51"/90.2mm 51"/90.2mm	x 3.54 x 3.54 x 3.54 x 3.54 x 3.54	2"/90.0mm 2"/90.0mm 2"/90.0mm 2"/90.0mm	(cont.)
(4.6L) SOHC 24V (9-2010 (4.6L) DOHC 32V (3-2005 (4.6L) DOHC 32V (6-2001, 2003-2004 (4.6L) DOHC 32V (3-2004 TM-77 CB-1442HXK formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	V8 InTech V8 SC V8 STD or Bearing Wall rance g Thickness,	3.5 3.5 3.5	51"/90.2mm 51"/90.2mm 51"/90.2mm	x 3.54 x 3.54 x 3.54	2"/90.0mm 2"/90.0mm 2"/90.0mm	
9-2010 (4.6L) DOHC 32V V 3-2005 (4.6L) DOHC 32V V 6-2001, 2003-2004 (4.6L) DOHC 32V S 3-2004 TM-77 CB-1442HXK formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	V8 InTech V8 SC V8 STD or Bearing Wall rance g Thickness,	3.5 3.5 3.5	51"/90.2mm 51"/90.2mm 51"/90.2mm	x 3.54 x 3.54 x 3.54	2"/90.0mm 2"/90.0mm 2"/90.0mm	
(4.6L) DOHC 32V (3-2005 (4.6L) DOHC 32V (6-2001, 2003-2004 (4.6L) DOHC 32V (3-2004 TM-77 CB-1442HXK formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	V8 SC V8 STD or Bearing Wall rance g Thickness,	3.5	51"/90.2mm 51"/90.2mm	x 3.54 x 3.54	2"/90.0mm 2"/90.0mm	
3-2005 (4.6L) DOHC 32V (6-2001, 2003-2004 (4.6L) DOHC 32V (3-2004 TM-77 CB-1442HXK formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	V8 SC V8 STD or Bearing Wall rance g Thickness,	3.5	51"/90.2mm 51"/90.2mm	x 3.54 x 3.54	2"/90.0mm 2"/90.0mm	
(4.6L) DOHC 32V (6-2001, 2003-2004 (4.6L) DOHC 32V (3-2004 TM-77 CB-1442HXK formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	SC V8 STD or Bearing Wall rance g Thickness,	3.5	51"/90.2mm	x 3.54	2"/90.0mm	
6-2001, 2003-2004 (4.6L) DOHC 32V 3 3-2004 TM-77 CB-1442HXK formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	SC V8 STD or Bearing Wall rance g Thickness,					
TM-77 CB-1442HXK formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	STD or Bearing Wall rance g Thickness,					
TM-77 CB-1442HXK formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	or Bearing Wall rance g Thickness,	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.239	6 0.8270
formance with TriArm r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	or Bearing Wall rance g Thickness,	2.0039/2.086/	0.0021/0.0033	0.0754	2.2300/2.239	0 0.8270
r .0010" More Oil Clear bes Not Include Coatin Cap Half /,Y TM-77 MS-2259H	rance g Thickness,					
Cap Half /,Y TM-77 MS-2259H	• · · · · ·					
TM-77 MS-2259H						
TM-77 MS-2259H		1				
	STD,.026mm,.25mm					
WD-364111		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.851	3 0.7580
MB-3139W MB-3842H(F)		0.0503/0.0533	0.0003/0.0028	0.0000	0.0504/0.054	0.1151
1 Piece Thrust Washer ed Thrust Bearing Posi	Set with tion Number					
TM-77 MS-2259HK	STD, 25mm	0.0507/0.057	0.0000/0.0000	0.0000	0.0504/0.054	0 7500
MB-3139W		2.0507/2.0577	0.0003/0.0028	0.0962	2.0304/2.031	0.1151
MB-3842H(F)		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.851	3 0.8910
gine Contains 1 Piece alf Flanged Thrust Bea 5 Grooved Upper Half	Thrust Washer ring And Plain					
TM-77 MS-2259HX	STD					
		2.6567/2.6577	0.0013/0.0038	0.0957	2.8504/2.851	3 0.7580 0.1151
)	2.6567/2.6577	0.0013/0.0038	0.0957	2.5804/2.581	
Vall .0005" Thinner For ce Contains 1 Piece Th alf Flanged Thrust Bea 5 Grooved Upper Half /	.0010" rust Washer ring					
	formance Aluminum C Piece Thrust Washer ad Thrust Bearing Posi Half And Plain Lower I (Y TM-77 MS-2259HK MB-3841H MB-3139W MB-3842H(F) formance with TriArm gine Contains 1 Piece of Grooved Upper Half hum Wall Does Not Ind (Y TM-77 MS-2259HX MB-3841HX MB-3139W MB-3841HX MB-3139W MB-3842HX(F) formance Aluminum C (all .0005" Thinner For the Contains 1 Piece Th aff Flanged Thrust Bea	formance Aluminum Cylinder Block, Romeo Piece Thrust Washer Set with ad Thrust Bearing Position Number Half And Plain Lower Half And Plain Lower Half (Y TM-77 MS-2259HK STD,.25mm MB-3841H MB-3139W MB-3842H(F) formance with TriArmor Aluminum Cylinder gine Contains 1 Piece Thrust Washer alf Flanged Thrust Bearing 5 Grooved Upper Half And Plain hum Wall Does Not Include Coating (Y TM-77 MS-2259HX STD MB-3842HX(F) formance Aluminum Cylinder Block, Romeo (all .0005" Thinner For .0010" the Contains 1 Piece Thrust Washer alf Flanged Thrust Bearing 5 Grooved Upper Half And Plain	formance Aluminum Cylinder Block, Romeo Piece Thrust Washer Set with ad Thrust Bearing Position Number Half And Plain Lower Half (Y TM-77 MS-2259HK STD,.25mm MB-3841H MB-3139W MB-3842H(F) formance with TriArmor Aluminum Cylinder gine Contains 1 Piece Thrust Washer If Flanged Thrust Bearing 5 Grooved Upper Half And Plain num Wall Does Not Include Coating (Y TM-77 MS-2259HX STD MB-3842HX(F) formance Aluminum Cylinder Block, Romeo /all .0005" Thinner For .0010" the Contains 1 Piece Thrust Washer alf Flanged Thrust Bearing 5 Grooved Upper Half And Plain	formance Aluminum Cylinder Block, Romeo Piece Thrust Washer Set with ad Thrust Bearing Position Number Half And Plain Lower Half (Y TM-77 MS-2259HK STD,.25mm MB-3841H MB-3139W MB-3842H(F) formance with TriArmor Aluminum Cylinder gine Contains 1 Piece Thrust Washer alf Flanged Thrust Bearing 5 Grooved Upper Half And Plain hum Wall Does Not Include Coating (Y TM-77 MS-2259HX STD MB-3841HX MB-3139W MB-3842HX(F) formance Aluminum Cylinder Block, Romeo Vall .0005" Thinner For .0010" we Contains 1 Piece Thrust Washer alf Flanged Thrust Bearing 5 Grooved Upper Half And Plain	formance Aluminum Cylinder Block, Romeo Piece Thrust Washer Set with dd Thrust Bearing Position Number Half And Plain Lower Half Y TM-77 MS-2259HK STD.25mm MB-3842H(F) formance with TriArmor Aluminum Cylinder gine Contains 1 Piece Thrust Washer Hf Flanged Thrust Bearing 5 Grooved Upper Half And Plain hum Wall Does Not Include Coating YY TM-77 MS-2259HX STD MB-3841HX MB-3139W MB-3842HX(F) formance Aluminum Cylinder Block, Romeo Vall .0005" Thinner For .0010" te Contains 1 Piece Thrust Washer Hf Flanged Thrust Bearing 5 Grooved Upper Half And Plain	formance Aluminum Cylinder Block, Romeo Piece Thrust Washer Set with dd Thrust Bearing Position Number Half And Plain Lower Half /Y TM-77 MS-2259HK STD,.25mm MB-3842H(F) formance with TriArmor Aluminum Cylinder gine Contains 1 Piece Thrust Washer MF-3139W MB-3842H(F) TM-77 MS-2259HX STD MB-3841HX MB-3139W MB-3841HX MB-3139W MB-3842HX(F) formance Aluminum Cylinder Block, Romeo /All .0005" Thinner For .0010" te Contains 1 Piece Thrust Washer aff Flanged Thrust Bearing 5 Grooved Upper Half And Plain MB-3842HX(F) formance Aluminum Cylinder Block, Romeo /all .0005" Thinner For .0010" te Contains 1 Piece Thrust Washer aff Flanged Thrust Bearing 5 Grooved Upper Half And Plain





	COUNTER DA	ТА	SHOP DATA				
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. O HOUSING BORE	R MAX LENGTH
8 CYL (cont.)							
	ID (4.6L) SOHC 24V	/8	3.5	51"/90.2mm	x 3.54	2"/90.0mn	n 8
	005-2010	10 T 11		5411/00 0			(cont.)
	ID (4.6L) SOHC 24V \ 2009-2010	78 Triton	3.5	551"/90.2mm	x 3.54	2"/90.0mn	n
	ID (4.6L) DOHC 32V	V8 InTech	35	51"/90.2mm	x 3.54	12"/90 0mm	n .
	993-2005		0.0	,01 /00.2mm	× 0.04	2 /00.01111	
281 C	D (4.6L) DOHC 32V	V 8	3.5	51"/90.2mm	x 3.54	2"/90.0mn	n
Years: 1	996-2001, 2003-2004						
	ID (4.6L) DOHC 32V \$	SC V8	3.5	551"/90.2mm	x 3.54	12"/90.0mn	n
Main Bearing Se		STD					
1-2-3-4	MB-3841HX		2.6567/2.657	7 0.0013/0.0038	0.0957	7 2.8504/2.85	
5	MB-3139W MB-3842HX(F		2 6567/2 657	7 0.0013/0.0038	0.0957	7 2 5804/2 58	0.1151
-	Performance with TriArm	/	2.000172.001	0.0010/0.0000	0.0501	2.0004/2.00	10 0.0510
Coating Thickn FOR VIN(S): 8,H, Crankshaft Forg 9 281 C	R,V,Y	AE-AD-7D, F1AE-AD-8D, F1		51"/90.2mm	× 3.54	12"/90 0mm	n 9
	991-2010	ro Romeo	3.5	51°/90.2mm	X 3.54	2~/90.0mn	1 9
281 C	ID (4.6L) SOHC 16V \ 997-2011	/8 Triton (Romeo)	3.5	51"/90.2mm	x 3.54	12"/90.0mn	n
Rod Bearing (8)	TM-77 CB-1442H	STD,.026mm,.23mm .25mm,.28mm	2.0859/2.086	7 0.0011/0.0023	0.0759	9 2.2388/2.23	96 0.8270
NOTE: H-Series FOR VIN(S): W,X	Performance No Dowel H	ole In Cap Half					
Rod Bearing (8)	TM-77 CB-1442HK	STD	2.0859/2.086	7 0.0011/0.0023	0.0759	9 2.2388/2.23	96 0.8270
	Performance with TriArm ating Thickness, No Dow						
Rod Bearing (8) NOTE: H-Series	TM-77 CB-1442HX Performance Bearing Wa I Clearance No Dowel Ho		2.0859/2.086	7 0.0021/0.0033	0.0754	4 2.2388/2.23	96 0.8270
.0005" Thinner		or Bearing Wall ance	2.0859/2.086	7 0.0021/0.0033	0.0754	4 2.2388/2.23	96 0.8270



	CO	SHOP DATA						
BEARING OR POSITION	BEARING MATERIAI	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OR HOUSING BORE	MAX LENGTH
							8 CYL	(cont.)
(cont.) Years: 1	991-2010	онс 16V V онс 16V V	'8 Romeo '8 Triton (Romeo)		51"/90.2mm 51"/90.2mm			(cont.)
	997-2011							
Main Bearing Set 1-2-3-4 5		MS-2007H MB-3139H MB-3139W	STD,.026mm,.25mm	2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.851	3 0.7580 0.1151
5		MB-3140H(F)		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.851	3 0.8900
For Year(s): 1993 NOTE: H-Series F Engine Contain Lower Half Flan 5 Grooved Upp FOR VIN(S): W,X	Performance s 1 Piece Th ged Thrust	hrust Washer Bearing Posit	ion Number					
Main Bearing Set 1-2-3-4 5		MS-2007HK MB-3139H MB-3139W	STD,.25mm‡	2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.851	3 0.7580 0.1151
5		MB-3140H(F)		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.851	
Position Numbe Lower Half, Ma Thickness FOR VIN(S): W,X								
Main Bearing Set 1-2-3-4		MS-2007HX MB-3139HX MB-3139W	STD	2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.851	
5		MB-3139W MB-3140HX(F)		2 6567/2 6577	0.0015/0.0035	0.0957	2 8504/2 851	0.1151
For Year(s): 1993 NOTE: H-Series F Engine, Bearing More Oil Cleara Set with Lower Position Numbe Lower Half FOR VIN(S): W,X	-2011 Performance Wall .0005 Ince Contain Half Flange	e Cast Iron Cy " Thinner For ns 1 Piece Thr d Thrust Bear	linder Block, Romeo .0010" ust Washer ing					
Main Bearing Set		MS-2007HXK MB-3139HX	STD	2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.851	
5		MB-3139W MB-3140HX(F)		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.851	0.1151
For Year(s): 1993	-2011 Performance Engine, Bea e Oil Clearai Set with Loo n Number 5 If, Maximun	e with TriArmo ring Wall .000 nce Contains wer Half Flang Grooved Upp	or Cast Iron Cylinder 5" Thinner 1 Piece Jed Thrust Mer Half And					



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COUNTER DATA			SHOP DATA					
BEARING OR POSITION	BEARING MATERIAI	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL (cont.)				•				
(cont.) Years: 1	991-2010	SOHC 16V V		3.5	51"/90.2mm	x 3.54	2"/90.0mm	9 (cont.)
Years: 1	997-2011		8 Triton (Romeo)	3.5	51"/90.2mm	x 3.54	2"/90.0mm	
Main Bearing Set 1-2-3-4 5		MS-2259H MB-3841H MB-3139W	STD,.026mm,.25mm	2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.7580 0.1151
5		MB-3842H(F)		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	3 0.8910
For Year(s): 1993			linder Block, Romeo					
Engine Contain Lower Half Flar 5 Grooved Upp FOR VIN(S): W	s 1 Piece Th ged Thrust	hrust Washer S Bearing Positi	Set with ion Number					
Main Bearing Set 1-2-3-4 5		MS-2259HK MB-3841H MB-3139W	STD,.25mm	2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.7580 0.1151
5		MB-3842H(F)		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	
Block, Romeo B Set with Lower Position Numbe Lower Half, Ma Thickness FOR VIN(S): W	Half Flange er 5 Groove	ed Thrust Beari d Upper Half A	ing Ind Plain					
Main Bearing Set 1-2-3-4 5		MS-2259HX MB-3841HX MB-3139W	STD	2.6567/2.6577	0.0013/0.0038	0.0957	2.8504/2.8513	3 0.7580 0.1151
5		MB-3842HX(F)		2.6567/2.6577	0.0013/0.0038	0.0957	2.5804/2.5813	
For Year(s): 1993 NOTE: H-Series F Engine, Bearing More Oil Cleara Set with Lower Position Numbe Lower Half FOR VIN(S): W	Performance Wall .0005 Ince Contai Half Flange	" Thinner For . ns 1 Piece Thr d Thrust Bear	ust Washer ing					
Main Bearing Set		MS-2259HXK MB-3841HX	STD	2.6567/2.6577	0.0013/0.0038	0.0957	2.8504/2.8513	
5		MB-3139W MB-3842HX(F)		2,6567/2 6577	0.0013/0.0038	0.0957	2.5804/2.5813	0.1151
For Year(s): 1993 NOTE: H-Series F Block, Romeo F For .0010" Mord Thrust Washer Bearing Positio Plain Lower Ha Coating Thickn FOR VIN(S): W	-2011 Performance Engine, Bea e Oil Cleara Set with Lo n Number 5 If, Maximun	e with TriArmo ring Wall .0005 nce Contains 1 wer Half Flang 5 Grooved Upp	l Piece ed Thrust er Half And		0.001010.0000	0.0001	2.000472.0010	



	CO	SHOP DATA						
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BORE	MAX LENGTH
			-					(cont.)
(cont.) Years: 1	1991-2010	SOHC 16V V8	Romeo Triton (Romeo)		51"/90.2mm 51"/90.2mm			9 (cont.)
	1997-2011		intoin (noineo)	0.0	51 750.2mm	× 0.04	2 / 30.011111	
Main Bearing Se 1 2-3-4-5 5	t TM-77	MS-2202H MB-3752H MB-3139H MB-3139W	STD,.026mm,.25mm		0.0003/0.0032 0.0005/0.0025			
Shell Bearings	Performanc And 3 Piece	e Windsor Engin Thrust Washer d Upper Half An						
Main Bearing Se 1 2-3-4-5 5	t TM-77	MS-2202HX MB-3752HX MB-3139HX MB-3139W	STD		0.0013/0.0042 0.0015/0.0035			
Contains Straig	For .0010" M ght Shell Be Set Position	More Oil Clearan arings And 3 Pie n Number 5 Groo	ce					
Connecting Rod Crankshaft Forg			, RFF1AE6306-AD					
		SOHC 16V V8	Triton (Windsor)	3.5	51"/90.2mm	x 3.54	2"/90.0mm	10
330 C	1997-2008 ID (5.4L) \$ 1997-2011	SOHC 16V V8	Triton (Windsor)	3.55	1"/90.2mm x	4.161	"/105.7mm	
330 C		SOHC 16V SC	V8 Triton (Windsor) 3.55	1"/90.2mm x	4.161	"/105.7mm	
330 C		SOHC 24V V8	Triton (Windsor)	3.55	1"/90.2mm x	4.161	"/105.7mm	
330 C		DOHC 32V V8	InTech	3.55	1"/90.2mm x	4.161	"/105.7mm	
	ID (5.4L) [DOHC 32V V8	Windsor	3.55	1"/90.2mm x	4.161	"/105.7mm	
Rod Bearing (8)	TM-77	CB-1442H	STD,.026mm,.23mm .25mm,.28mm	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.2396	6.8270
NOTE: H-Series FOR VIN(S): 5,L,			e In Cap Half					
	Performance il Clearance	No Dowel Hole	STD 0005" Thinner For In Cap	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	6.8270
Rod Bearing (8) NOTE: H-Series .0005" Thinner	TM-77 Performance For .0010" M Does Not Ir In Cap Half	CB-1442HXK e with TriArmor More Oil Clearan Include Coating T	ce	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270





	COL	JNTER DAT	Α	SHOP DATA					
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OR HOUSING BORE	MAX LENGTH	
8 CYL (cont.)									
(cont.) Years: 1	997-2008		3 Triton (Windsor)		51"/90.2mm			(cont.)	
Years: 1	997-2011		3 Triton (Windsor)		1"/90.2mm x				
Years: 1	999-2004		C V8 Triton (Windsor		1"/90.2mm x				
Years: 2	004-2012		B Triton (Windsor)		1"/90.2mm x				
	D (5.4L) D 999-2004	OHC 32V V	8 In lech	3.55	1"/90.2mm x	4.161	"/105.7mm		
330 CI Years: 2	• •	OHC 32V V	8 Windsor	3.55	1"/90.2mm x	4.161	"/105.7mm		
Rod Bearing (8)	TM-77	CB-1442HK	STD	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.239	6 0.8270	
For Year(s): 1997 NOTE: H-Series F Not Include Co Cap Half FOR VIN(S): 5,L,1	Performance ating Thickn	ess, No Dowel	r Maximum Wall Does Hole In						
Main Bearing Set		MS-2202H	STD,.026mm,.25mm						
1 2-3-4-5		MB-3752H MB-3139H MB-3139W			0.0003/0.0032				
NOTE: H-Series F Shell Bearings Position Numbe Lower Half FOR VIN(S): 5,L,V	Performance And 3 Piece er 5 Grooved	Windsor Engi Thrust Washe Upper Half A						0.1101	
Main Bearing Set		MS-2202HX	STD						
1 2-3-4-5	1	MB-3752HX MB-3139HX			0.0013/0.0042 0.0015/0.0035			3 0.7580	
NOTE: H-Series F .0005" Thinner Contains Straig Thrust Washer Half And Plain I FOR VIN(S): 5,L,N	Performance For .0010" M ht Shell Bea Set Position Lower Half	fore Oil Cleara prings And 3 Pi Number 5 Gro	nce ece					0.1151	
Connecting Rod Crankshaft Forg			E, RFF1AE6306-AD						
11 302 C	0	6V V8 Boss		4.00	0"/101.6mm	x 3.00	0"/76.2mm	11	
Main Bearing Set 1-2-4-5 3 NOTE: H-Series F Lower Half	TM-77	MS-590H MB-2121H MB-2122H(F) e Grooved Upp	STD,1,10 er Half And Plain		0.0006/0.0028				
Main Bearing Set 1-2-4-5 3 NOTE: H-Series F .0010" More Oil Plain Lower Ha	Performance		STD .0005" Thinner For r Half And		0.0016/0.0038				



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	COL	JNTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
							8 CYL	(cont.)	
(cont.) Years: 19	969-1971	6V V8 Boss/	Eliminator	4.000)"/101.6mm	x 3.00	0"/76.2mm	11 (cont.)	
Main Bearing Set 1-2-4-5 3 NOTE: V-Series P		MS-590V MB-2121V MB-2122V(F) Grooved Uppe	STD‡ er Half And Plain		0.0004/0.0026 0.0004/0.0026				
Lower Half Main Bearing Set		MS-590VX	STD‡			0.0055			
1-2-4-5 3		MB-2121VX MB-2122VX(F)			0.0014/0.0036 0.0014/0.0036				
NOTE: V-Series P .0010" More Oil Plain Lower Hat	Clearance		0005" Thinner For Half And						
Main Bearing NOTE: H-Series P .0010" More Oil Only, Grooved U	erformance Clearance	Contains Flang		2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330	
Cam Bearing Set 1 2 3 4 5		SH-1321S SH-1321 SH-1322 SH-1323 SH-1324 SH-1325	STD	2.0655/2.0665 2.0505/2.0515 2.0355/2.0365	0.0011/0.0049 0.0011/0.0049 0.0011/0.0049 0.0011/0.0049 0.0011/0.0049	0.0602 0.0602 0.0602	2.1880/2.1900 2.1730/2.1750 2.1580/2.1600	0.6650 0.6650 0.6650	
NOTE: Performan	ce Bearing	Set							
Cam Bearing Set 1 2 3 4 5 NOTE: Performan 2.204" Housing	ce, 302 SV0		STD Cylinder Block With als	2.0855/2.0865 2.0505/2.0515 2.0355/2.0365	0.0011/0.0053 0.0011/0.0049 0.0011/0.0049 0.0011/0.0048 0.0011/0.0049	0.0679 0.0752 0.0827	2.2030/2.2050 2.2030/2.2050 2.2030/2.2050	0.6650 0.6650 0.6650	
12 302 CI	D (5.0L) 1	6V V8 HO		4.000)"/101.6mm	x 3.00	0"/76.2mm	12	
	982, 1984-19 D (5.0L) 1 968-2001			4.000)"/101.6mm	x 3.00	0"/76.2mm		
Rod Bearing (8) NOTE: H-Series P Increased Crant Cap Half	erformance			2.1228/2.1236	0.0006/0.0028	0.0575	2.2390/2.2398	0.6810	
Rod Bearing (8) NOTE: H-Series P Used In Engines Narrowed On Or Clearance	erformance Without D	oweled Connec	•	2.1228/2.1236	0.0006/0.0028	0.0575	2.2390/2.2398	0.6810	
Rod Bearing (8) NOTE: H-Series P Not Include Coa Side For Increas Hole In Cap Halt	erformance iting Thickn sed Crank F	ess, Narrowed		2.1228/2.1236	0.0006/0.0028	0.0575	2.2390/2.2398	0.6810	
Rod Bearing (8) NOTE: H-Series P .0010" More Oil Increased Crant Cap Half	erformance Clearance	Narrowed On C		2.1228/2.1236	0.0016/0.0038	0.0570	2.2390/2.2398	0.6810	



	co	UNTER DAT	A	SHOP DATA					
BEARING OR POSITION		PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
8 CYL (cont.) 12 302 C		16V V8 HO		4.00	0"/101.6mm	~ 2 00	01/76 0mm	12	
(cont.) Years: 1				4.00	0"/101.6mm	x 3.00	0°/76.2mm	(cont.)	
302 C	ID (5.0L) 1 968-2001			4.00	0"/101.6mm	x 3.00	0"/76.2mm	(<i>y</i>	
Maximum Wall	Performanc For .0010" I Does Not I One Side Fo	More Oil Clearan nclude Coating r Increased Cra	nce Thickness,	2.1228/2.1236	0.0016/0.0038	0.0570	2.2390/2.2398	0.6810	
Main Bearing Set 1-2-4-5 3 NOTE: H-Series I Lower Half		MS-590H MB-2121H MB-2122H(F) ce Grooved Uppe	STD,1,10 er Half And Plain		0.0006/0.0028				
	Performanc er Half, Max	timum Wall Doe	STD, 10 Grooved Upper Half s Not		0.0006/0.0028				
Main Bearing Set 1-2-4-5 3 NOTE: H-Series I	t TM-77 Performanc	MS-590HX MB-2121HX MB-2122HX(F)	STD 0005" Thinner For Half And		0.0016/0.0038 0.0016/0.0038				
Main Bearing Set 1-2-4-5 3 NOTE: H-Series I .0005" Thinner Grooved Upper	t TM-77 Performanc For .0010" I r Half And P	MS-590HXK MB-2121HX MB-2122HX(F) ee with TriArmor More Oil Clearan Plain Lower Half, ating Thickness	nce		0.0016/0.0038 0.0016/0.0038				
Main Bearing Set 1-2-4-5 3 NOTE: V-Series F Lower Half	t VP-2	MS-590V MB-2121V MB-2122V(F)	STD‡ er Half And Plain		0.0004/0.0026				
	Performance	MS-590VX MB-2121VX MB-2122VX(F) e Bearing Wall . Grooved Upper	STD‡ 0005" Thinner For Half And		0.0014/0.0036				
Main Bearing NOTE: H-Series I .0010" More Oi	TM-77 Performance I Clearance	MB-2122HX e Bearing Wall . Contains Flang And Plain Lowe	U	2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330	
Cam Bearing Set 1 2 3 4 5 NOTE: Performa		SH-1321S SH-1321 SH-1322 SH-1323 SH-1324 SH-1325 Set	STD	2.0655/2.0665 2.0505/2.0515 2.0355/2.0365	0.0011/0.0049 0.0011/0.0049 0.0011/0.0049 0.0011/0.0049 0.0011/0.0049	0.0602 0.0602 0.0602	2.1880/2.1900 2.1730/2.1750 2.1580/2.1600	0.6650 0.6650 0.6650	



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	COUNTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		R MAX LENGTH	
						8 CY	(cont.)	
(cont.) Years: 1 302 C	ID (5.0L) 16V V8 HO 982, 1984-1995 ID (5.0L) 16V V8 968-2001			0"/101.6mm 0"/101.6mm			(cont.)	
Cam Bearing Set 1 2 3 4 5 NOTE: Performa			2.0855/2.0865 2.0505/2.0515 2.0355/2.0365	0.0011/0.0053 0.0011/0.0049 0.0011/0.0049 0.0011/0.0048 0.0011/0.0048	0.0679 0.0752 0.0827	2.2030/2.20 2.2030/2.20 2.2030/2.20	50 0.6650 50 0.6650 50 0.6650	
Connecting Rod Crankshaft Forg		-A, 2J, 2M, 2MA, 2MAB, 20Z, C2OZ-B, C30E-B, 0	2MAC, 2MAD, 21					
Years: 2 302 C	ID (5.0L) DOHC 32V V 2011-2012 ID (5.0L) DOHC 32V V	•		30"/92.2mm 30"/92.2mm				
Years: 2 Rod Bearing (8)	2011-2013 TM-77 CB-1442H	STD,.026mm,.23mm .25mm,.28mm	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.23	96 0.8270	
NOTE: H-Series	Performance No Dowel Ho	le In Cap Half						
	TM-77 CB-1442HX Performance Bearing Wall I Clearance No Dowel Hole		2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.23	96 0.8270	
.0005" Thinner	TM-77 CB-1442HXK Performance with TriArmo For .0010" More Oil Cleara Does Not Include Coating In Cap Half	ance	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.23	96 0.8270	
	TM-77 CB-1442HK -2012 Performance with TriArmo ating Thickness, No Dowe		2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.23	96 0.8270	
Main Bearing Se 1-2-3-4 5 5	t TM-77 MS-2292H MB-3931H MB-3932H(F) MB-3932W	STD,.25mm,.026mm		0.0003/0.0028 0.0003/0.0028				
Set with Lower	Performance Contains 1 P Half Flanged Thrust Beari er 5 Grooved Upper Half A	ng						
Main Bearing Se 1-2-3-4 5 5	MB-3931HX MB-3932HX(F) MB-3932W	STD		0.0013/0.0038 0.0013/0.0038				
.0010" More Oi Washer Set wit	Performance Bearing Wall I Clearance Contains 1 Pie Ih Lower Half Flanged Thru er 5 Grooved Upper Half A	ce Thrust ust Bearing						



	COL	UNTER DAT	A		SHOP DATA					
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OR HOUSING BORE	MAX LENGTH		
8 CYL										
	D (5.0L) D	OHC 32V V	8 Coyote 99U	3.63	30"/92.2mm	x 3.65	0"/92.7mm	14		
Rod Bearing (8)	TM-77	CB-1442H	STD,.026mm,.23mm .25mm,.28mm	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.239	6 0.8270		
NOTE: H-Series	Performance	e No Dowel Ho	le In Cap Half							
Rod Bearing (8) NOTE: H-Series I .0010" More Oil Half	Performance		STD .0005" Thinner For In Cap	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.239	6 0.8270		
Rod Bearing (8) NOTE: H-Series I .0005" Thinner Maximum Wall No Dowel Hole	Performance For .0010" N Does Not In	Nore Oil Cleara	nce	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.239	6 0.8270		
Set with Lower Position Number	Performance Half Flange	d Thrust Bearing	-		0.0003/0.0028 0.0003/0.0028					
Lower Half Main Bearing Set 1-2-3-4 5 5		MS-2292HX MB-3931HX MB-3932HX(F) MB-3932W	STD		0.0013/0.0038 0.0013/0.0038					
NOTE: H-Series I .0010" More Oil Washer Set wit Position Numb Lower Half	l Clearance h Lower Hal	Contains 1 Pie If Flanged Thru	st Bearing							
	D (5.4L) D	OHC 32V S	C V8 Windsor	3.55	1"/90.2mm x	4.161	"/105.7mm	15		
Rod Bearing (8) NOTE: H-Series I FOR VIN(S): S		CB-1442H e No Dowel Ho	STD,.026mm,.23mm .25mm,.28mm le In Cap Half	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.239	6 0.8270		
Rod Bearing (8)	Performance		STD r Maximum Wall Does I Hole In	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.239	6 0.8270		
Rod Bearing (8)	Performance		STD .0005" Thinner For In Cap	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.239	3 0.8270		
Rod Bearing (8) NOTE: H-Series I .0005" Thinner Maximum Wall No Dowel Hole FOR VIN(S): S	Performance For .0010" N Does Not In	Nore Oil Cleara	nce	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.239	6 0.8270		



	COL	JNTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BORE L	MAX ENGTH	
							8 CYL (
(cont.) Years: 20		OHC 32V S	C V8 Windsor	3.551	I"/90.2mm x	4.161	"/105.7mm	15 (cont.)	
Main Bearing Set		MS-2295H	STD026mm	1				(cont.)	
1 2-3-4-5 5		MB-3939H MB-3139H MB-3139W			0.0003/0.0032 0.0005/0.0025				
For Year(s): 2007-2 NOTE: H Series Pe Grooved Upper I FOR VIN(S): S	erformance								
Main Bearing Set	TM-77	MS-2295HX	STD						
1 2-3-4-5 5	i	MB-3939HX MB-3139HX MB-3139W			0.0013/0.0042 0.0015/0.0035				
For Year(s): 2007-3 NOTE: H Series Pe .0010" More Oil 0 Block, Grooved FOR VIN(S): S	erformance Clearance (Cast Iron Cylin	der						
Main Bearing Set 1-2-3-4-5 5		MS-2293H MB-3139H MB-3139W	STD,.026mm,.25mm	2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.7580 0.1151	
For Year(s): 2005-: NOTE: H Series Pe Upper Half And I FOR VIN(S): S	erformance		inder Block, Grooved						
Main Bearing Set 1-2-3-4-5 5	1	MS-2293HX MB-3139HX MB-3139W	STD	2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.7580 0.1151	
For Year(s): 2005-3 NOTE: H Series Pe .0010" More Oil 0 Grooved Upper I FOR VIN(S): S	erformance Clearance	Aluminum Cylir	nder Block,						
) (5.8L) 1	6V V8 Cleve	land	4.000)"/101.6mm	x 3.50	0"/88.8mm	16	
Years: 19 351 CIE Years: 19) (5.8L) 1	6V V8 Cleve	land Boss	4.000)"/101.6mm	x 3.50	0"/88.8mm		
) (5.8L) 1	6V V8 Cleve	land Cobra Jet	4.000)"/101.6mm	x 3.50	0"/88.8mm		
Rod Bearing (8) NOTE: H-Series Pe Increased Crank Cap Half	erformance			2.3103/2.3111	0.0001/0.0023	0.0624	2.4361/2.4369	0.6760	
Main Bearing Set 1-2-4-5 3		MS-1010H MB-2560H MB-2561H(F)	STD,1‡,10		0.0003/0.0025				
NOTE: H-Series Pe Lower Half	erformance	Grooved Upp	er Half And Plain						
Main Bearing Set 1-2-4-5	1	MS-1010HK MB-2560H	STD		0.0003/0.0025				
3 NOTE: H-Series Po And Plain Lower Include Coating	erformance Half, Maxi		Grooved Upper Half s Not	2.7484/2.7492	0.0003/0.0025	0.0962	2.9417/2.9425	1.1180	



	co	UNTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING MATERIA	i PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
8 CYL (cont.)	B (5 01)					0.50	a" /00 0	10	
(cont.) Years: 1	969-1974	16V V8 Cleve			0"/101.6mm			16 (cont.)	
	D (5.8L) 1 971-1972	16V V8 Cleve	land Boss	4.000	0"/101.6mm	x 3.50	0"/88.8mm		
351 CI		16V V8 Cleve	land Cobra Jet	4.000	0"/101.6mm	x 3.50	0"/88.8mm		
Main Bearing Set 1-2-4-5 3 NOTE: H-Series F	Performanc		STD .0005" Thinner For		0.0013/0.0035 0.0013/0.0035				
.0010" More Oil Plain Lower Ha		Grooved Uppe	r Half And						
Main Bearing Set 1-2-4-5 3 NOTE: H-Series F .0005" Thinner Grooved Upper Wall Does Not I	Performanc For .0010" Half And P	More Oil Cleara Plain Lower Half	nce , Maximum		0.0013/0.0035 0.0013/0.0035				
Cam Bearing Set		SH-710S	STD						
1 2 3 4 5		SH-710 SH-511 SH-512 SH-513 SH-514		2.0655/2.0665 2.0505/2.0515 2.0355/2.0365	0.0005/0.0045 0.0010/0.0050 0.0010/0.0050 0.0010/0.0050 0.0010/0.0050	0.0608 0.0608 0.0608	2.1890/2.1900 2.1740/2.1750 2.1590/2.1600	0.6700 0.6700 0.6700	
-	D (5.8L) 1	16V V8 Modif	fied)"/101.6mm				
400 CI	975-1982 D (6.6L) 1 971-1982	16V V8		4.000	'/101.6mm x	4.000	"/101.6mm		
Rod Bearing (8) NOTE: H-Series F Increased Cran Cap Half	TM-77 Performanc			2.3103/2.3111	0.0001/0.0023	0.0624	2.4361/2.4369	0.6760	
Main Bearing Set 1-2-4-5 3		MS-1432H MB-2754H MB-2558H(F)	STD,10		0.0005/0.0029				
For Year(s): 1977 NOTE: H-Series F Lower Half		e Grooved Upp	er Half And Plain						
Main Bearing Set 1-2-4-5 3 For Year(s): 1977 NOTE: H-Series F	-1982	MS-1432HK MB-2754H MB-2558H(F) ce with TriArmore	STD,10		0.0005/0.0029 0.0005/0.0029				
And Plain Lowe Include Coating FOR VIN(S): G,H,	er Half, Max Thickness	imum Wall Doe							
Main Bearing Set 1-2-4-5 3		MS-1432HX MB-2754HX MB-2558HX(F)	STD		0.0015/0.0039				
	Performance Clearance	e Bearing Wall Grooved Uppe	.0005" Thinner For r Half And						



	COL	JNTER DATA	4	SHOP DATA					
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BORE	MAX LENGTH	
							8 CYL	(cont.)	
(cont.) Years: 1	975-1982	6V V8 Modif	ed		0"/101.6mm			17 (cont.)	
	D (6.6L) 1	6V V8		4.000	'/101.6mm x	4.000	"/101.6mm		
Main Bearing Set	971-1982 TM-77	MS-1432HXK	STD	1					
1-2-4-5 3		MB-2754HX MB-2558HX(F)	0.0		0.0015/0.0039 0.0015/0.0039				
For Year(s): 1977- NOTE: H-Series F .0005" Thinner I Grooved Upper Wall Does Not I FOR VIN(S): G,H,	Performance For .0010" N Half And Pl nclude Coa	lore Oil Clearar ain Lower Half,	ice						
Main Bearing Set		MS-981H	STD,10						
1-2-4-5		MB-2557H			0.0005/0.0029				
3 For Year(s): 1971- NOTE: H-Series F	1976	MB-2558H(F)	Grooved Bearings	2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	1.1330	
Cam Bearing Set		SH-710S	STD						
1		SH-710			0.0005/0.0045				
2		SH-511			0.0010/0.0050				
3		SH-512			0.0010/0.0050				
4		SH-513			0.0010/0.0050				
5		SH-514		2.0205/2.0215	0.0010/0.0050	0.0608	2.1440/2.1450	0.6700	
Connecting Rod Crankshaft Forgi	~ ~		5MAB, 5MABC, 8M, D7A	E, D7AE-A, SM					
	D (5.8L) 1 969-1998	6V V8 Winds	or	4.000	0"/101.6mm	x 3.50	0"/88.8mm	18	
351 CI		6V V8 Winds	or HO	4.000	0"/101.6mm	x 3.50	0"/88.8mm		
Rod Bearing (8) NOTE: H-Series F Increased Cran Cap Half	Performance			2.3103/2.3111	0.0002/0.0024	0.0576	2.4265/2.4273	0.6760	
Rod Bearing (8) NOTE: H-Series F Not Include Coa Side For Increa Hole In Cap Hal	Performance ating Thickn sed Crank F	ess, Narrowed		2.3103/2.3111	0.0002/0.0024	0.0576	2.4265/2.4273	0.6760	
Rod Bearing (8) NOTE: H-Series F .0010" More Oil Increased Cran Cap Half	Performance Clearance	Narrowed On O		2.3103/2.3111	0.0012/0.0034	0.0571	2.4265/2.4273	0.6760	
Rod Bearing (8) NOTE: H-Series F .0005" Thinner I Maximum Wall Narrowed On O Clearance No D	Performance For .0010" N Does Not In ne Side For	Nore Oil Clearar clude Coating Increased Crar	nce Fhickness,	2.3103/2.3111	0.0012/0.0034	0.0571	2.4265/2.4273	3 0.6760	
Main Bearing Set 1-2-4-5 3 NOTE: H-Series F		MS-1432H MB-2754H MB-2558H(F) Grooved Uppe	STD,10 Fr Half And Plain		0.0005/0.0029 0.0005/0.0029				





	со	UNTER DATA	1		SHOP	DATA	\	
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	MAX LENGTH
8 CYL (cont.)								
		16V V8 Winds	or	4.000)"/101.6mm	x 3.50	0"/88.8mm	
351 CI	969-1998 D (5.8L) 1 993-1995	16V V8 Winds	or HO	4.000)"/101.6mm	x 3.50	0"/88.8mm	(cont.)
Main Bearing Set		MS-1432HK	STD,10	1				
1-2-4-5		MB-2754H			0.0005/0.0029			
3	Dorformono	MB-2558H(F)	Grooved Upper Half	2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.193	0 1.1330
	er Half, Max	timum Wall Does						
Main Bearing Set	t TM-77	MS-1432HX	STD					
1-2-4-5		MB-2754HX			0.0015/0.0039			
	Clearance	MB-2558HX(F) e Bearing Wall .0 Grooved Upper	005" Thinner For Half And	2.9994/3.0002	0.0015/0.0039	0.0955	3.1922/3.193	0 1.1330
Main Bearing Set	t TM-77	MS-1432HXK	STD					
1-2-4-5		MB-2754HX			0.0015/0.0039			
3 NOTE: H-Series F	Porformano	MB-2558HX(F)	Bearing Wall	2.9994/3.0002	0.0015/0.0039	0.0955	3.1922/3.193	0 1.1330
	Half And P	More Oil Clearan Plain Lower Half, ating Thickness						
Requires Main	land Cranks Bearing Spa	MS-2256H MB-3830H shaft In A Windso acer Set, Not Inc poved Upper Half	P	2.7484/2.7492	0.0001/0.0015	0.0962	2.9417/2.942	5 0.8450
	with Part N	Number MS-2254						
Main Bearing Set 1-2-3-4-5		MS-2256HX MB-3830HX	STD	2.7484/2.7492	0.0011/0.0025	0.0957	2.9417/2.942	5 0.8450
Requires Main H-Series Perfor For .0010" More	Bearing Spa rmance Bea e Oil Cleara er Half Use	acer Set, Not Inc aring Wall .0005" Ince Grooved Up with Part Numbe	Thinner per Half					
Main Bearing Set	t TM-77	MS-981H	STD,10					
1-2-4-5 3		MB-2557H MB-2558H(F)			0.0005/0.0029			
*	Performanc		arooved Bearings	2.9994/3.0002	0.0003/0.0029	0.0900	0.1922/0.193	0 1.1330
Main Bearing Spacer Set		MS-2254-SEMI						
1-2-4-5		MB-3831C					3.1922/3.193	
Special Perform	A Windsor nance Main	MB-3833C(F) and SVO Sportsm Cylinder Block, F Bearing Set Not pacer Set Only U	Requires Included,			0.1375	3.1922/3.193	0 1.1330
Part Number M								

	COL	JNTER DAT	Γ A		SHOP	DATA	1	
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX
							8 CYL	(cont.)
(cont.) Years:	1969-1998	6V V8 Wind			0"/101.6mm		0"/88.8mm	18 (cont.)
	ID (5.8L) 1 1993-1995	6V V8 Wind	lsor HO	4.00	0"/101.6mm	x 3.50	0"/88.8mm	
Main Bearing		MS-2255-SEM	STD					
Spacer Set						0 1005	0 1000/0 100/	0.040
1-2-4-5 3		MB-3831C MB-3832C(F)					3.1922/3.193	
NOTE: Use With Windsor Cylind Performance M Contains Semi Part Number M	Factory 351 der Block, Re Main Bearing -Finished Sp	Cleveland Cra equires Specia Set Not Inclue acer Set Only	ıl ded,			0.1070	0.10220.100	
Cam Bearing Se	t B-2	SH-1321S	STD					
l		SH-1321		2.0805/2.0815	0.0011/0.0049	0.0602	2.2030/2.2050	0.665
2		SH-1322		2.0655/2.0665	0.0011/0.0049	0.0602	2.1880/2.1900	0.665
3		SH-1323			0.0011/0.0049			
4		SH-1324		2.0355/2.0365	0.0011/0.0049	0.0602	2.1580/2.1600	0.665
5		SH-1325		2.0205/2.0215	0.0011/0.0049	0.0602	2.1430/2.1450	0.665
NOTE: Performa	nce Bearing	Set						
Cam Bearing Se		SH-2147S	STD					
		SH-2147			0.0011/0.0053			
2		SH-2148			0.0011/0.0049			
3		SH-2149			0.0011/0.0049			
1		SH-2150			0.0011/0.0048			
0 NOTE: Performa		SH-2151	e Cylinder Block With	2.0205/2.0215	0.0011/0.0049	0.0902	2.2030/2.2030	0.000
2.204" Housing								
Connecting Roc	Forging C9	0E. C9OE. D60	DE. DEOE					
Crankshaft Forg			I, 7MA, C9OE-A, E4AE-BA					
	ID (6.1L) 1 1980-1991	6V V8		4.05	0"/102.9mm	x 3.59	0"/91.2mm	19
429 C	ID (7.0L) 1	6V V8 Boss	;	4.36	0"/110.7mm	x 3.59	0"/91.2mm	
429 C	1969-1970 ID (7.0L) 1 1970-1971	6V V8 Cobr	a Jet/Super CJ	4.36	0"/110.7mm	x 3.59	0"/91.2mm	
429 C		6V V8 Polic	e	4.36	0"/110.7mm	x 3.59	0"/91.2mm	
429 C		6V V8 Thun	der Jet	4.36	0"/110.7mm	x 3.59	0"/91.2mm	
429 C	ID (7.0L) 1 1968-1973	6V V8		4.36	0"/110.7mm	x 3.59	0"/91.2mm	
460 C	ID (7.5L) 1 1973-1978	6V V8 HO		4.36	0"/110.7mm	x 3.85	0"/97.8mm	
460 C	ID (7.5L) 1 1968-1998	6V V8		4.36	0"/110.7mm	x 3.85	0"/97.8mm	
	ID (7.5L) 1 1973-1974	6V V8 Polic	e	4.36	0"/110.7mm	x 3.85	0"/97.8mm	
Rod Bearing (8) NOTE: H-Series Increased Cra Cap Half	Performance			2.4992/2.5000	0.0001/0.0023	0.0760	2.6522/2.6530	0.8110



	C	OUNTER DAT	A	SHOP DATA					
POSITION		G PART AL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. O HOUSING BORE	R MAX LENGTH	
8 CYL (cont.) 19 370 CIE) (6.1L)	16V V8		4.05	0"/102.9mm	x 3.59	0"/91.2mm	n 19	
(cont.) Years: 194 429 CID	80-1991) (7.0L)	16V V8 Boss			0"/110.7mm			(cont.)	
Years: 19 429 CID Years: 19) (7.0L)	16V V8 Cobra	a Jet/Super CJ	4.36	0"/110.7mm	x 3.59	0"/91.2mm	n	
	(7.0L)	16V V8 Police	e	4.36	0"/110.7mm	x 3.59	0"/91.2mm	n	
Years: 19	80-1998	16V V8 Thun	der Jet		0"/110.7mm				
429 CIE Years: 19	• •	16V V8		4.36	0"/110.7mm	x 3.59	0"/91.2mm	n	
) (7.5L)	16V V8 HO		4.36	0"/110.7mm	x 3.85	0"/97.8mm	n	
460 CIE Years: 19		16V V8		4.36	0"/110.7mm	x 3.85	0"/97.8mm	n	
460 CID) (7.5L)	16V V8 Polic	е	4.36	0"/110.7mm	x 3.85	0"/97.8mm	n	
Years: 19 Main Bearing Set		7 MS-1039H	STD.10	1					
1-2-4-5 3		MB-2564H MB-2565H	0.0,.0		2 0.0004/0.0028 2 0.0004/0.0028				
NOTE: H Series Pe	erforman	ce							
Main Bearing Set 1-2-4-5 3		7 MS-1039HX MB2564HX MB2565HX	STD		2 0.0014/0.0038 2 0.0014/0.0038				
NOTE: H Series Pe .0010" More Oil (.0005" Thinner For						
Main Bearing Set 1-2-4-5 3		MB-2564V MB-2565V(F)	STD,10		2 0.0004/0.0028 2 0.0004/0.0028				
NOTE: V-Series Pe Upper Half And F			Design Grooved						
Cam Bearing Set 1-2-3-4-5	B-1	SH-1111S SH-1111	STD	2.1238/2.1248	3 0.0011/0.0043	0.0618	3 2.2495/2.25	05 0.5850	
Cam Bearing Set 1-2-3-4-5 NOTE: Oversize Al	-	SH-1766S SH-1766 d Blocks with He	STD Dusing Bore Size	2.1238/2.1248	3 0.0011/0.0050	0.0694	2.2645/2.26	55 0.6300	
2.2645" / 2.2655" Connecting Rod F Crankshaft Forgin	orging g	1V, 1VA, 1VAB, 1	00E-A, D6VE, D9TE YAB, 2NABC, 2Y, 2Y68-70 4UAB, 4UB, C8SE-A, C8	-,,, -			.,,	, ,	
10 CYL									
Years: 19	97-2012	SOHC 20V V			1"/90.2mm x				
Years: 20		SOHC 30V V	TO TRION	3.55	1"/90.2mm x	4.161	7105.7mm	'	
Rod Bearing (10) NOTE: H-Series Pe		7 CB-1442H	STD,.026mm,.23mm .25mm,.28mm	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.23	96 0.8270	
Rod Bearing (10)	TM-7	7 CB-1442HX ice Bearing Wall	STD .0005" Thinner For	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.23	96 0.8270	



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	co	UNTER DAT	A	SHOP DATA						
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH		
							10 CYL	(cont.)		
20 415 CI (cont.) Years: 19		SOHC 20V V	10 Triton	3.55	1"/90.2mm x	4.161	"/105.7mm	20 (cont.)		
415 CII Years: 20		SOHC 30V V	10 Triton	3.55	1"/90.2mm x	4.161	"/105.7mm			
Rod Bearing (10) NOTE: H-Series P .0005" Thinner F Maximum Wall I No Dowel Hole	erformanc or .0010" I Does Not In	More Oil Cleara	nce	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270		
Rod Bearing (10) NOTE: H-Series P Not Include Coa Cap Half	erformanc		STD r Maximum Wall Does I Hole In	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.2396	0.8270		
Main Bearing Set 1 2-3-4-5-6 6 NOTE: H-Series P And 3 Piece Thr	erformanc		STD,.026mm,.25mm		0.0003/0.0032 0.0005/0.0025					
Main Bearing Set 1 2-3-4-5-6 6	TM-77 erformanc Clearance	MS-2203HX MB-3752HX MB-3139HX MB-3139W e Bearing Wall Contains Strai	STD .0005" Thinner For ght Shell		0.0013/0.0042 0.0015/0.0035					

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ENGINE	YEAR	BORE & STROKE	BLOCK
110 CID (1.8L) DOHC 16V L4 Toyota LNK	2003-2006	3.230"/82.0mm X 3.350"/85.0mm	1
122 CID (2.0L) DOHC 16V SC L4 Ecotec	2005-2007	3.386"/86.0mm X 3.385"/86.0mm	2
122 CID (2.0L) DOHC 16V Turbo. L4 Ecotec	2007-2011	3.386"/86.0mm X 3.385"/86.0mm	2
134 CID (2.2L) DOHC 16V L4 Ecotec	2002-2011	3.386"/86.0mm X 3.720*/94.6mm	2
145 CID (2.4L) DOHC 16V L4 Ecotec	2006-2011	3.464"/88.0mm X 3.850"/98.0mm	2
145 CID (2.4L) DOHC 16V L4 Ecotec Hybrid	2008-2010	3.464"/88.0mm X 3.850*/98.0mm	2
181 CID (3.0L) 12V V6 Buick	1982-1988	3.800"/96.5mm X 2.660*/67.6mm	3
196 CID (3.2L) 12V V6 Buick	1978-1979	3.500"/88.9mm X 3.400"/84.0mm	3
200 CID (3.3L) 12V V6 Chevrolet	1978-1979	3.500"/88.9mm X 3.484"/88.4mm	4
229 CID (3.8L) 12V V6 Chevrolet	1980-1984	3.736"/95.0mm X 3.484"/88.4mm	4
231 CID (3.8L) 12V V6 Buick	1978-1988	3.800"/96.5mm X 3.400"/86.4mm	3
231 CID (3.8L) 12V Turbo. V6 Buick	1978-1987, 1989	3.800"/96.5mm X 3.400"/86.4mm	3
252 CID (4.1L) 12V V6 Buick	1980-1984	3.965"/100.8mm X 3.400"/86.4mm	3
260 CID (4.3L) 16V V8 Oldsmobile DIESEL	1979	3.500"/88.9mm X 3.390"/86.1mm	5
262 CID (4.3L) 16V V8 Chevrolet	1975-1976	3.670"/93.2mm X 3.100"/78.7mm	6
265 CID (4.3L) 16V V8 Chevrolet	1955-1957	3.750"/95.3mm X 3.000"/76.2mm	7
267 CID (4.4L) 16V V8 Chevrolet	1979-1982	3.500"/88.9mm X 3.484"/88.4mm	6
283 CID (4.6L) 16V V8 Chevrolet	1957-1967	3.875"/98.4mm X 3.000*/76.2mm	9
294 CID (4.8L) 16V V8 Vortec	1999-2011	3.780"/96.0mm X 3.268*/83.0mm	10
302 CID (4.9L) 16V V8 Chevrolet	1967-1969	4.000"/101.6mm X 3.000"/76.2mm	8

New Number
 ‡ Discontinued

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GENERAL MOTORS CORP.

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ENGINE	YEAR	BORE & STROKE	BLOC
305 CID (5.0L) 16V V8 Chevrolet	1976-1996	3.736"/95.0mm X 3.484"/88.4mm	6
305 CID (5.0L) 16V V8 Vortec	1996-2002	3.736"/95.0mm X 3.484"/88.4mm	6
307 CID (5.0L) 16V V8 Chevrolet	1968-1973	3.875"/98.4mm X 3.250"/82.6mm	6
325 CID (5.3L) 16V V8	2005-2009	3.780"/96.0mm X 3.622"/92.0mm	11
325 CID (5.3L) 16V V8 Vortec	1999-2011	3.780"/96.0mm X 3.622"/92.0mm	10
325 CID (5.3L) 16V V8 Vortec Hybrid	2004-2007	3.780"/96.0mm X 3.622"/92.0mm	11
326 CID (5.3L) 16V V8 Pontiac	1963-1967	3.719"/94.5mm X 3.750"/95.3mm	12
327 CID (5.3L) 16V V8 Chevrolet	1962-1969	4.000"/101.6mm X 3.250"/82.5mm	8
346 CID (5.7L) 16V V8 Chevrolet	1997-2005	3.898"/99.0mm X 3.622"/92.0mm	10
348 CID (5.7L) 16V V8 Chevrolet	1958-1965	4.125"/104.8mm X 3.250"/82.6mm	13
350 CID (5.7L) 16V V8 Oldsmobile DIESEL	1978-1985	4.057"/103.0mm X 3.385"/86.0mm	5
350 CID (5.7L) 16V V8 Pontiac	1968-1979	3.875"/98.4mm X 3.750"/95.3mm	12
350 CID (5.7L) 16V V8 Chevrolet	1967-1997	4.000"/101.6mm X 3.484"/88.5mm	6
350 CID (5.7L) 16V V8 Vortec	1995-2003	4.000"/101.6mm X 3.484"/88.5mm	6
864 CID (6.0L) 16V V8 Vortec	1999-2011	4.000"/101.6mm X 3.622"/92.0mm	10
864 CID (6.0L) 16V V8 Vortec Hybrid	2008-2011	4.000"/101.6mm X 3.622"/92.0mm	11
366 CID (6.0L) 16V V8 Chevrolet	1980-1998	3.938"/100.0mm X 3.766"/95.5mm	14
366 CID (6.0L) 16V V8	1966-1967	3.938"/100.0mm X 3.766"/95.5mm	15
368 CID (6.0L) 16V V8 Cadillac	1980-1984	3.800"/96.5mm X 4.060"/103.1mm	16
371 CID (6.1L) 16V V8 Oldsmobile	1959-1960	4.000"/101.6mm X 3.690"/93.7mm	16
376 CID (6.2L) 16V V8	2008-2011	4.065"/103.3mm X 3.622*/92.0mm	11
876 CID (6.2L) 16V SC V8	2009-2011	4.065"/103.3mm X 3.622"/92.0mm	17
376 CID (6.2L) 16V V8 Vortec	2007-2011	4.065"/103.3mm X 3.622*/92.0mm	11
889 CID (6.4L) 16V V8 Pontiac	1959-1966	4.063"/103.2mm X 3.750"/95.3mm	18
394 CID (6.5L) 16V V8	1959-1964	4.130"/104.8mm X 3.690"/93.7mm	16
396 CID (6.5L) 16V V8 Chevrolet	1965-1970	4.094*/104.0mm X 3.766*/95.5mm	15
100 CID (6.6L) 16V V8 Chevrolet	1970-1980	4.125"/104.8mm X 3.750"/95.3mm	19
		4.1257104.0mm X 3.750795.3mm 3.875*/98.4mm X 4.250*/108.0mm	20
100 CID (6.6L) 16V V8 Oldsmobile	1968-1969		
100 CID (6.6L) 16V V8 Oldsmobile	1965-1967	4.000"/101.6mm X 4.000"/101.6mm	
100 CID (6.6L) 16V V8 Pontiac	1967-1979	4.120"/104.7mm X 3.750"/95.3mm	12
102 CID (6.6L) 16V V8 Chevrolet	1970-1972	4.125"/104.8mm X 3.766"/95.7mm	21
103 CID (6.6L) 32V Turbo. V8 Duramax DIESEL	2001-2011	4.055"/103.0mm X 3.898"/99.0mm	22
409 CID (6.7L) 16V V8 Chevrolet	1961-1965	4.313"/109.5mm X 3.500"/88.9mm	13
21 CID (6.9L) 16V V8 Pontiac	1961-1966	4.094"/104.0mm X 4.000"/101.6mm	
25 CID (7.0L) 16V V8 Cadillac	1977-1979	4.083"/103.7mm X 4.060"/103.1mm	
25 CID (7.0L) 16V V8 Oldsmobile	1966-1967	4.125"/104.8mm X 3.980"/101.0mm	
25 CID (7.0L) 16V V8	1965-1967	4.125"/104.8mm X 3.980"/101.0mm	
27 CID (7.0L) 16V V8 Chevrolet	1966-1969, 1980-1998	4.250"/108.0mm X 3.766"/95.7mm	15
27 CID (7.0L) 16V V8	2006-2011	4.125"/104.8mm X 4.000"/101.6mm	
28 CID (7.0L) 16V V8 Pontiac	1967-1969	4.120"/104.6mm X 4.000"/101.6mm	1 23
54 CID (7.4L) 16V V8	1974	4.250"/108.0mm X 4.000"/101.6mm	1 21
54 CID (7.4L) 16V V8 Chevrolet	1970-1997	4.250"/108.0mm X 4.000"/101.6mm	14
54 CID (7.4L) 16V V8 Vortec	1996-2000	4.250"/108.0mm X 4.000"/101.6mm	n 14
55 CID (7.5L) 16V V8 HO	1971-1972	4.150"/105.4mm X 4.210"/107.0mm	1 23
155 CID (7.5L) 16V V8 Oldsmobile	1968-1976	4.125"/104.8mm X 4.250"/108.0mm	n 20
155 CID (7.5L) 16V V8 Pontiac	1970-1976	4.150"/105.4mm X 4.210"/107.0mm	1 23
55 CID (7.5L) 16V V8 Pontiac Super Duty	1972-1974	4.150"/105.4mm X 4.210"/107.0mm	1 23
72 CID (7.7L) 16V V8 Cadillac	1968-1974	4.300"/109.2mm X 4.060"/103.1mm	16
196 CID (8.1L) 16V V8 Vortec	2001-2007	4.250"/108.0mm X 4.370"/111.0mm	
500 CID (8.2L) 16V V8 Cadillac	1970-1976	4.300"/109.2mm X 4.300"/109.2mm	
265 CID (4.3L) 16V V8 Chevrolet	1994-1996	3.750"/95.3mm X 3.000"/76.2mm	8



GENERAL MOTORS

CONNECTING ROD FORGING NUMBERS

CONNECTIN	NG ROD FORG	ING NU	MBERS					
FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE BLO	оск
0997	3.385in/86.0mm	5	3703527	3.100in/78.7mm	6	3923282	3.250in/82.6mm	6
0997	3.390in/86.1mm	5	3703527	3.250in/82.6mm	6	3923282	3.484in/88.4mm	6
121	3.622in/92.0mm	10	3703527	3.484in/88.4mm	6	3923282	3.484in/88.5mm	6
121	3.268in/83.0mm	9	3703527	3.484in/88.5mm	6	3923282	3.000in/76.2mm	7
121	3.622in/92.0mm	9	3703527	3.000in/76.2mm	7	3933174	3.766in/95.5mm	13
1357201	2.660in/67.6mm	3	3703527	3.250in/82.5mm	7	3933174	4.000in/101.6mm	13
1357201	3.400in/84.0mm	3	3784000	3.100in/78.7mm	6	3933174	3.766in/95.7mm	14
1357201	3.400in/86.4mm	3	3784000	3.250in/82.6mm	6	3933174	3.750in/95.3mm	19
1357333	2.660in/67.6mm	3	3784000	3.484in/88.4mm	6	3946841	3.100in/78.7mm	6
1357333	3.400in/84.0mm	3	3784000	3.484in/88.5mm	6	3946841	3.250in/82.6mm	6
1357333	3.400in/86.4mm	3	3784000	3.000in/76.2mm	7	3946841	3.484in/88.4mm	6
1377248	2.660in/67.6mm	3	3784000	3.250in/82.5mm	7	3946841	3.484in/88.5mm	6
1377248	3.400in/84.0mm	3	380282	3.385in/86.0mm	5	3946841	3.000in/76.2mm	7
1377248	3.400in/86.4mm	3	380282	3.390in/86.1mm	5	3951629	3.750in/95.3mm	19
143	3.622in/92.0mm	10	380283	3.385in/86.0mm	5	397858	3.980in/101.0mm	20
143	3.268in/83.0mm	9	380283	3.390in/86.1mm	5	397858	4.250in/108.0mm	20
143	3.622in/92.0mm	9	380383	3.385in/86.0mm	5	398410	3.385in/86.0mm	5
201	2.660in/67.6mm	3	380383	3.390in/86.1mm	5	398410	3.390in/86.1mm	5
201	3.400in/84.0mm	3	3815281	3.100in/78.7mm	6	401406	3.980in/101.0mm	20
201	3.400in/86.4mm	3	3815281	3.250in/82.6mm	6	401406	4.250in/108.0mm	20
220	2.660in/67.6mm	3	3815281	3.484in/88.4mm	6	401456	3.980in/101.0mm	20
220	3.400in/84.0mm	3	3815281	3.484in/88.5mm	6	401456	4.250in/108.0mm	20
220	3.400in/86.4mm	3	3815281	3.000in/76.2mm	7	408	2.660in/67.6mm	3
222	4.060in/103.1mm	-	3815281	3.250in/82.5mm	7	408	3.400in/86.4mm	3
222	4.300in/109.2mm		384759	3.980in/101.0mm		410997	3.385in/86.0mm	5
230276	3.385in/86.0mm	5	384759	4.250in/108.0mm		410997	3.390in/86.1mm	5
230276	3.390in/86.1mm	5	3856239	3.766in/95.5mm	13	410999	3.980in/101.0mm	20
25509405	2.660in/67.6mm	3	3856239	4.000in/101.6mm		410999	4.250in/108.0mm	20
25509405	3.400in/84.0mm	3	3856239	3.766in/95.7mm	14	461	2.660in/67.6mm	3
25509405	3.400in/86.4mm	3	3856239	3.750in/95.3mm	19	461	3.400in/86.4mm	3
278410A	3.898in/99.0mm	22	3856240	3.766in/95.5mm	13	529007	3.750in/95.3mm	11
3185281	3.100in/78.7mm	6	3856240	4.000in/101.6mm		529238	3.750in/95.3mm	11
3185281	3.250in/82.6mm	6	3856240	3.766in/95.7mm	14	529938	3.750in/95.3mm	11
3185281	3.484in/88.4mm	6	3856240	3.750in/95.3mm	19	532294	3.750in/95.3mm	11
3185281	3.484in/88.5mm	6	3892671	3.100in/78.7mm	6	541000	3.750in/95.3mm	11
3185281	3.000in/76.2mm	7	3892671	3.250in/82.6mm	6	544956	3.750in/95.3mm	11
3185281	3.250in/82.5mm	7	3892671	3.484in/88.4mm	6	673	2.660in/67.6mm	3
3633111	4.060in/103.1mm		3892671	3.484in/88.5mm	6	673	3.400in/84.0mm	3
3633111	4.300in/109.2mm		3892671	3.000in/76.2mm	7	673	3.400in/86.4mm	3
3703526	3.100in/78.7mm	6	3916396	3.100in/78.7mm	6	763	2.660in/67.6mm	3
3703526	3.250in/82.6mm	6	3916396	3.250in/82.6mm	6	763	3.400in/84.0mm	3
3703526	3.484in/88.4mm	6	3916396	3.484in/88.4mm	6	763	3.400in/86.4mm	3
3703526	3.484in/88.5mm	6	3916396	3.484in/88.5mm	6	779	2.660in/67.6mm	3
3703526	3.000in/76.2mm	7	3916396	3.000in/76.2mm	7	779	3.400in/84.0mm	3
3703526	3.250in/82.5mm	7	3923282	3.100in/78.7mm	6	779	3.400in/86.4mm	3
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CRANKSHA	FT FORGING	NUMBE	RS					
FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE BLO	оск
103427	3.750in/95.3mm	11	1178	3.484in/88.5mm	6	1235419	3.390in/86.1mm	5
1130	3.100in/78.7mm	6	1178	3.000in/76.2mm	7	1254083	2.660in/67.6mm	3
1130	3.250in/82.6mm	6	1178	3.250in/82.5mm	7	1254083	3.400in/84.0mm	3
1130	3.484in/88.4mm	6	1182	3.100in/78.7mm	6	1254083	3.400in/86.4mm	3
1130	3.484in/88.5mm	6	1182	3.250in/82.6mm	6	12552216	3.622in/92.0mm	10
1130	3.000in/76.2mm	7	1182	3.484in/88.4mm	6	12552216	3.268in/83.0mm	9
1130	3.250in/82.5mm	7	1182	3.484in/88.5mm	6	12552216	3.622in/92.0mm	9
1178	3.100in/78.7mm	6	1182	3.000in/76.2mm	7	12553482	3.622in/92.0mm	10
1178	3.250in/82.6mm	6	1182	3.250in/82.5mm	7	12553482	3.268in/83.0mm	9
1178	3.484in/88.4mm	6	1235419	3.385in/86.0mm	5	12553482	3.622in/92.0mm	9
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CRANKSHAFT FORGING NUMBERS

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FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE BLC	CK
1255645	2.660in/67.6mm	3	230278	3.400in/84.0mm	3	2NABC	3.000in/76.2mm	7
1255645	3.400in/84.0mm	3	230278	3.400in/86.4mm	3	2Y68-76	3.100in/78.7mm	6
1255645	3.400in/86.4mm	3	230331	3.980in/101.0mm	20	2Y68-76	3.250in/82.6mm	6
1255646	2.660in/67.6mm	3	230331	4.250in/108.0mm	20	2Y68-76	3.484in/88.4mm	6
1255646	3.400in/84.0mm	3	230376	3.385in/86.0mm	5	2Y68-76	3.484in/88.5mm	6
1255646	3.400in/86.4mm	3	230376	3.390in/86.1mm	5	2Y68-76	3.000in/76.2mm	7
1255674	2.660in/67.6mm	3	230376	3.100in/78.7mm	6	306275	3.100in/78.7mm	6
1255674	3.400in/84.0mm	3	230376	3.250in/82.6mm	6	306275	3.250in/82.6mm	6
1255674	3.400in/86.4mm	3	230376	3.484in/88.4mm	6	306275	3.484in/88.4mm	6
1255846	2.660in/67.6mm	3	230376	3.484in/88.5mm	6	306275	3.484in/88.5mm	6
	3.400in/84.0mm			3.000in/76.2mm				
1255846		3	230376		7	306275	3.000in/76.2mm	7
1255846	3.400in/86.4mm	3	230377	3.980in/101.0mm	20	306276	3.100in/78.7mm	6
1255862	2.660in/67.6mm	3	230377	4.250in/108.0mm	20	306276	3.250in/82.6mm	6
1255862	3.400in/84.0mm	3	230378	3.980in/101.0mm	20	306276	3.484in/88.4mm	6
1255862	3.400in/86.4mm	3	230378	4.250in/108.0mm	20	306276	3.484in/88.5mm	6
1257125	2.660in/67.6mm	3	230378	2.660in/67.6mm	3	306276	3.000in/76.2mm	7
1257125	3.400in/84.0mm	3	230378	3.400in/84.0mm	3	30R	3.100in/78.7mm	6
1257125	3.400in/86.4mm	3	230378	3.400in/86.4mm	3	30R	3.250in/82.6mm	6
1260877	2.660in/67.6mm	3	230905	3.385in/86.0mm	5	30R	3.484in/88.4mm	6
1260877	3.400in/84.0mm	3	230905	3.390in/86.1mm	5	30R	3.484in/88.5mm	6
1260877	3.400in/86.4mm	3	230907	3.980in/101.0mm	20	30R	3.000in/76.2mm	7
1261438	2.660in/67.6mm	3	230907	4.250in/108.0mm	20	31-87	3.100in/78.7mm	6
1261438	3.400in/84.0mm	3	230908	3.980in/101.0mm	20	31-87	3.250in/82.6mm	6
1261438	3.400in/86.4mm	3	230908	4.250in/108.0mm	20	31-87	3.484in/88.4mm	6
1261787	2.660in/67.6mm	3	25505554	2.660in/67.6mm	3	31-87	3.484in/88.5mm	6
1261787	3.400in/84.0mm	3	25505554	3.400in/84.0mm	3	31-87	3.000in/76.2mm	7
1261787	3.400in/86.4mm	3	25505554	3.400in/86.4mm	3	310514	3.100in/78.7mm	6
135411	3.484in/88.4mm	4	25506397	2.660in/67.6mm	3	310514	3.250in/82.6mm	6
1354N	3.484in/88.4mm	4	25506397	3.400in/84.0mm	3	310514	3.484in/88.4mm	6
1357898	2.660in/67.6mm	3	25506397	3.400in/86.4mm	3	310514	3.484in/88.5mm	6
1357898	3.400in/84.0mm	3	25506818	2.660in/67.6mm	3	310514	3.000in/76.2mm	7
								6
1357898	3.400in/86.4mm	3	25506818	3.400in/84.0mm	3	31M	3.100in/78.7mm	
1375802	3.385in/86.0mm	5	25506818	3.400in/86.4mm	3	31M	3.250in/82.6mm	6
1375802	3.390in/86.1mm	5	25509404	2.660in/67.6mm	3	31M	3.484in/88.4mm	6
1378351	2.660in/67.6mm	3	25509404	3.400in/84.0mm	3	31M	3.484in/88.5mm	6
1378351	3.400in/84.0mm	3	25509404	3.400in/86.4mm	3	31M	3.000in/76.2mm	7
1378351	3.400in/86.4mm	3	25514290	2.660in/67.6mm	3	3279	3.100in/78.7mm	6
1378354	2.660in/67.6mm	3	25514290	3.400in/84.0mm	3	3279	3.250in/82.6mm	6
1378354	3.400in/84.0mm	3	25514290	3.400in/86.4mm	3	3279	3.484in/88.4mm	6
1378354	3.400in/86.4mm	3	25520329	2.660in/67.6mm	3	3279	3.484in/88.5mm	6
1398346	3.385in/86.0mm	5	25520329	3.400in/84.0mm	3	3279	3.000in/76.2mm	7
1398346	3.390in/86.1mm	5	25520329	3.400in/86.4mm	3	3279	3.250in/82.5mm	7
143	3.484in/88.4mm	4	2680	3.100in/78.7mm	6	3281N	3.100in/78.7mm	6
1467292	4.060in/103.1mm	15	2680	3.250in/82.6mm	6	3281N	3.250in/82.6mm	6
1467292	4.300in/109.2mm	15	2680	3.484in/88.4mm	6	3281N	3.484in/88.4mm	6
147	3.484in/88.4mm	4	2680	3.484in/88.5mm	6	3281N	3.484in/88.5mm	6
1486424	4.060in/103.1mm	15	2680	3.000in/76.2mm	7	3281N	3.000in/76.2mm	7
1486424	4.300in/109.2mm	15	2680	3.250in/82.5mm	7	329880N	3.100in/78.7mm	6
1495094	4.060in/103.1mm	15	2690	3.100in/78.7mm	6	329880N	3.250in/82.6mm	6
1495094	4.300in/109.2mm		2690	3.250in/82.6mm	6	329880N	3.484in/88.4mm	6
1495095	4.060in/103.1mm		2690	3.484in/88.4mm	6	329880N	3.484in/88.5mm	6
1495095	4.300in/109.2mm		2690	3.484in/88.5mm	6	329880N	3.000in/76.2mm	7
1496793	4.060in/103.1mm		2690	3.000in/76.2mm	7	3521	4.000in/101.6mm	13
1496793	4.300in/109.2mm		275	2.660in/67.6mm	3	3521	3.750in/95.3mm	19
1609142R	4.060in/103.1mm		275	3.400in/86.4mm	3	353039	4.000in/101.6mm	13
1609142R							3.750in/95.3mm	
	4.300in/109.2mm		2NABC	3.100in/78.7mm	6	353039		19
230277	2.660in/67.6mm	3	2NABC	3.250in/82.6mm	6	354431	3.100in/78.7mm	6
230277	3.400in/84.0mm	3	2NABC	3.484in/88.4mm	6	354431	3.250in/82.6mm	6
230277	3.400in/86.4mm	3	2NABC	3.484in/88.5mm	6	354431	3.484in/88.4mm	6



CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO		DCK
354431	3.484in/88.5mm	6	3887114	3.766in/95.5mm	13	3930809	3.100in/78.7mm	6
354431	3.000in/76.2mm	7	3887114	4.000in/101.6mm	13	3930809	3.250in/82.6mm	6
359730	4.000in/101.6mm	13	3887114	3.766in/95.7mm	14	3930809	3.484in/88.4mm	6
359730	3.750in/95.3mm	19	3887114	3.750in/95.3mm	19	3930809	3.484in/88.5mm	6
3732444	3.100in/78.7mm	6	388766	3.385in/86.0mm	5	3930809	3.000in/76.2mm	7
3732444	3.250in/82.6mm	6	388766	3.390in/86.1mm	5	3930809	3.250in/82.5mm	7
3732444	3.484in/88.4mm	6	390275	3.385in/86.0mm	5	3932444	3.100in/78.7mm	6
3732444	3.484in/88.5mm	6	390275	3.390in/86.1mm	5	3932444	3.250in/82.6mm	6
3732444	3.000in/76.2mm	7	390370	3.980in/101.0mm	20	3932444	3.484in/88.4mm	6
3782680	3.250in/82.5mm	7	390370	4.250in/108.0mm	20	3932444	3.484in/88.5mm	6
3782690	3.250in/82.5mm	7	3904815	3.766in/95.5mm	13	3932444	3.000in/76.2mm	7
378354	2.660in/67.6mm	3	3904815	4.000in/101.6mm	13	393654	3.385in/86.0mm	5
378354	3.400in/84.0mm	3	3904815	3.766in/95.7mm	14	393654	3.390in/86.1mm	5
378354	3.400in/86.4mm	3	3904815	3.750in/95.3mm	19	3941172	3.100in/78.7mm	6
3804816	3.766in/95.5mm	13	3904816	3.766in/95.5mm	13	3941172	3.250in/82.6mm	6
3804816	4.000in/101.6mm	13	3904816	4.000in/101.6mm	13	3941172	3.484in/88.4mm	6
3804816	3.766in/95.7mm	14	3904816	3.766in/95.7mm	14	3941172	3.484in/88.5mm	6
3804816	3.750in/95.3mm	19	3904816	3.750in/95.3mm	19	3941172	3.000in/76.2mm	7
381269	3.385in/86.0mm	5	3911000	3.100in/78.7mm	6	3941172	3.250in/82.5mm	7
381269	3.390in/86.1mm	5	3911000	3.250in/82.6mm	6	3941174	3.100in/78.7mm	6
3815822	3.250in/82.5mm	7	3911000	3.484in/88.4mm	6	3941174	3.250in/82.6mm	6
381919	3.385in/86.0mm	5	3911000	3.484in/88.5mm	6	3941174	3.484in/88.4mm	6
381919	3.390in/86.1mm	5	3911000	3.000in/76.2mm	7	3941174	3.484in/88.5mm	6
3832442	3.100in/78.7mm	6	3911000	3.250in/82.5mm	7	3941174	3.000in/76.2mm	7
3832442	3.250in/82.6mm	6	3911001	3.100in/78.7mm	6	3941174	3.250in/82.5mm	7
3832442	3.484in/88.4mm	6	3911001	3.250in/82.6mm	6	3941180	3.766in/95.5mm	13
3832442	3.484in/88.5mm	6	3911001	3.484in/88.4mm	6	3941180	4.000in/101.6mm	13
3832442	3.000in/76.2mm	7	3911001	3.484in/88.5mm	6	3941180	3.766in/95.7mm	14
3836144	3.766in/95.5mm	13	3911001	3.000in/76.2mm	7	3941180	3.750in/95.3mm	19
3836144	4.000in/101.6mm	13	3911001	3.250in/82.5mm	7	3941184	3.100in/78.7mm	6
3836144	3.766in/95.7mm	14	3911011	3.100in/78.7mm	6	3941184	3.250in/82.6mm	6
3836144	3.750in/95.3mm	19	3911011	3.250in/82.6mm	6	3941184	3.484in/88.4mm	6
384722	3.980in/101.0mm	20	3911011	3.484in/88.4mm	6	3941184	3.484in/88.5mm	6
384722	4.250in/108.0mm	20	3911011	3.484in/88.5mm	6	3941184	3.000in/76.2mm	7
3863144	3.766in/95.5mm	13	3911011	3.000in/76.2mm	7	3942411	3.766in/95.5mm	13
3863144	4.000in/101.6mm	13	3911011	3.250in/82.5mm	7	3942411	4.000in/101.6mm	13
3863144	3.766in/95.7mm	14	391101A	3.100in/78.7mm	6	3942411	3.766in/95.7mm	14
3863144	3.750in/95.3mm	19	391101A	3.250in/82.6mm	6	3942411	3.750in/95.3mm	19
3874874	3.766in/95.5mm	13	391101A	3.484in/88.4mm	6	3951528	3.750in/95.3mm	19
3874874	4.000in/101.6mm	13	391101A	3.484in/88.5mm	6	3951529D	3.750in/95.3mm	19
3874874	3.766in/95.7mm	14	391101A	3.000in/76.2mm	7	395654	3.385in/86.0mm	5
3874874	3.750in/95.3mm	19	391101A	3.250in/82.5mm	7	395654	3.390in/86.1mm	5
3882841	3.750in/95.3mm	19	3912335	3.100in/78.7mm	6	3962523	4.000in/101.6mm	13
3882842	3.766in/95.5mm	13	3912335	3.250in/82.6mm	6	3962523	3.750in/95.3mm	19
3882842	4.000in/101.6mm	13	3912335	3.484in/88.4mm	6	3963523	4.000in/101.6mm	13
3882842	3.766in/95.7mm	14	3912335	3.484in/88.5mm	6	3963523	3.750in/95.3mm	19
3882842	3.750in/95.3mm	19	3912335	3.000in/76.2mm	7	3963524	4.000in/101.6mm	13
3882847	3.766in/95.5mm	13	3914681	3.100in/78.7mm	6	3963524	3.750in/95.3mm	19
3882847	4.000in/101.6mm	13	3914681	3.250in/82.6mm	6	3967463	4.000in/101.6mm	13
3882847	3.766in/95.7mm	14	3914681	3.484in/88.4mm	6	3967463	3.750in/95.3mm	19
3882847	3.750in/95.3mm	19	3914681	3.484in/88.5mm	6	397303	3.980in/101.0mm	20
3882848	3.766in/95.5mm	13	3914681	3.000in/76.2mm	7	397303	4.250in/108.0mm	20
3882848	4.000in/101.6mm	13	3914681	3.250in/82.5mm	7	397363	3.980in/101.0mm	20
3882848	3.766in/95.7mm	14	3914682	3.100in/78.7mm	6	397363	4.250in/108.0mm	20
3882848	3.750in/95.3mm	19	3914682	3.250in/82.6mm	6	3975945	4.000in/101.6mm	13
3882849	3.766in/95.5mm	13	3914682	3.484in/88.4mm	6	3975945	3.750in/95.3mm	19
3882849	4.000in/101.6mm	13	3914682	3.484in/88.5mm	6	398261	3.385in/86.0mm	5
3882849	3.766in/95.7mm	14	3914682	3.000in/76.2mm	7	398261	3.390in/86.1mm	5
3882849	3.750in/95.3mm	19	3914682	3.250in/82.5mm	7	398621	3.385in/86.0mm	5

New Number

‡ Discontinued



CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE BLC	оск
398621	3.390in/86.1mm	5	481379	3.750in/95.3mm	11	9115	3.766in/95.5mm	13
400934	3.980in/101.0mm	20	481380	3.750in/95.3mm	11	9115	4.000in/101.6mm	13
400934	4.250in/108.0mm	20	493654	3.750in/95.3mm	11	9115	3.766in/95.7mm	14
403707	3.980in/101.0mm	20	496452	3.750in/95.3mm	11	9115	3.750in/95.3mm	19
403707	4.250in/108.0mm	20	496453	4.210in/107.0mm	23	9770488	4.210in/107.0mm	23
404	2.660in/67.6mm	3	531369	3.750in/95.3mm	11	9773382	3.750in/95.3mm	11
404	3.400in/86.4mm	3	541585	3.750in/95.3mm	11	9773383	3.750in/95.3mm	11
405954	3.980in/101.0mm	20	542990	4.210in/107.0mm	23	9773384	4.210in/107.0mm	23
405954	4.250in/108.0mm	20	544191	3.750in/95.3mm	11	9773524	3.750in/95.3mm	11
418882	3.385in/86.0mm	5	556607	3.385in/86.0mm	5	9773573	3.750in/95.3mm	11
418882	3.390in/86.1mm	5	556607	3.390in/86.1mm	5	9782646	3.750in/95.3mm	11
4568749	3.100in/78.7mm	6	5782680	3.250in/82.5mm	7	9782769	4.210in/107.0mm	23
4568749	3.250in/82.6mm	6	584722	3.980in/101.0mm	20	9782770	3.750in/95.3mm	11
4568749	3.484in/88.4mm	6	584722	4.250in/108.0mm	20	9783785	3.750in/95.3mm	11
4568749	3.484in/88.5mm	6	6223	3.766in/95.5mm	13	9783786	3.750in/95.3mm	11
4568749	3.000in/76.2mm	7	6223	4.000in/101.6mm	13	9783787	4.210in/107.0mm	23
4577	3.100in/78.7mm	6	6223	3.766in/95.7mm	14	9793573	3.750in/95.3mm	11
4577	3.250in/82.6mm	6	6223	3.750in/95.3mm	19	9794054	3.750in/95.3mm	11
4577	3.484in/88.4mm	6	7115	3.766in/95.5mm	13	97954	3.750in/95.3mm	11
4577	3.484in/88.5mm	6	7115	4.000in/101.6mm	13	9795479	3.750in/95.3mm	11
4577	3.000in/76.2mm	7	7115	3.766in/95.7mm	14	9799103	4.210in/107.0mm	23
4577	3.250in/82.5mm	7	7115	3.750in/95.3mm	19	N353039	4.000in/101.6mm	13
4672	3.100in/78.7mm	6	726N	3.484in/88.4mm	4	N353039	3.750in/95.3mm	19
4672	3.250in/82.6mm	6	732	2.660in/67.6mm	3	N853039	4.000in/101.6mm	13
4672	3.484in/88.4mm	6	732	3.400in/86.4mm	3	N853039	3.750in/95.3mm	19
4672	3.484in/88.5mm	6	7416	4.000in/101.6mm	13	N853638	4.000in/101.6mm	13
4672	3.000in/76.2mm	7	7416	3.750in/95.3mm	19	N853638	3.750in/95.3mm	19
4672	3.250in/82.5mm	7	8767	2.660in/67.6mm	3			
4813	3.750in/95.3mm	11	8767	3.400in/86.4mm	3			

	COU	INTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING MATERIAL		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
4 CYL				-					
	D (1.8L) D 003-2006	OHC 16V L	4 Toyota LNK	3.2	30"/82.0mm	x 3.35	0"/85.0mm	1	
Rod Bearing (4) NOTE: H Series P		CB-1920H	STD•,.026mm•	1.7713/1.771	7 0.0005/0.0024	0.0588	1.8898/1.8907	7 0.6250	
Rod Bearing (4) NOTE: H Series P .0010" More Oil	erformance		STD• .0005" Thinner For	1.7713/1.771	7 0.0015/0.0034	0.0583	1.8898/1.8907	7 0.6250	
	D (2.0L) D	OHC 16V S	C L4 Ecotec	3.3	86"/86.0mm	x 3.38	5"/86.0mm	2	
	D (2.0L) D	OHC 16V T	urbo. L4 Ecotec	3.3	86"/86.0mm	x 3.38	5"/86.0mm		
	D (2.2L) D	OHC 16V L	4 Ecotec	3.3	86"/86.0mm	x 3.72	0"/94.6mm		
	D (2.4L) D	OHC 16V L	4 Ecotec	3.4	64"/88.0mm	x 3.85	0"/98.0mm		
	D (2.4L) D 008-2010	OHC 16V L	4 Ecotec Hybrid	3.4	64"/88.0mm	x 3.85	0"/98.0mm		



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	co	UNTER DAT	4		SHOP	DATA	<u>م</u>	
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE		BRG O.D. OF HOUSING BORE	MAX LENGTH
							4 CYL	. (cont.)
2 122 CII (cont.) Years: 20		DOHC 16V SC	CL4 Ecotec	3.3	86"/86.0mm	x 3.38	5"/86.0mm	2 (cont.)
Years: 20	07-2011		irbo. L4 Ecotec		86"/86.0mm			
Years: 20	02-2011	DOHC 16V L4			86"/86.0mm			
Years: 20	06-2011	DOHC 16V L4			64"/88.0mm			
Years: 20	008-2010		Ecotec Hybrid		64"/88.0mm			
Rod Bearing (4) NOTE: H-Series P		CB-1827H e No Dowel Hol	STD e In Cap Half	1.9291/1.9297	0.0004/0.0022	0.0609	2.0519/2.052	
2 404 01				0.00	00"/96.5mm	v 0.60	01/67 6	6 CYL 3
Years: 19	82-1988	12V V6 Buick						
Years: 19	78-1979	12V V6 Buick			00"/88.9mm			
Years: 19	78-1988	12V V6 Buick			00"/96.5mm			
	D (3.8L) 1 978-1987, 1	12V Turbo. V6	6 Buick	3.8	00"/96.5mm	x 3.40	0"/86.4mm	
252 CII Years: 19		12V V6 Buick		3.96	5"/100.8mm	x 3.40	0"/86.4mm	
Rod Bearing (6) NOTE: H-Series P		CB-1398H e No Dowel Hol	STD,1,10 e In Cap Half	2.2480/2.2485	0.0015/0.0033	0.0619	2.3738/2.374	5 0.7420
Rod Bearing (6) NOTE: H-Series P .0010" More Oil Half	erformanc		STD 0005" Thinner For In Cap	2.2480/2.2485	0.0025/0.0043	0.0614	2.3738/2.374	5 0.7420
Rod Bearing (6) NOTE: V-Series Po		CB-1398V e No Dowel Hole	STD e In Cap Half	2.2480/2.2485	0.0015/0.0033	0.0619	2.3738/2.374	5 0.7380
Cam Bearing (4)	B-1	SH-1360	STD‡	1.7850/1.7860	0.0011/0.0053	0.0642	2 1.9155/1.917	5 0.7550
Connecting Rod F Crankshaft Forgin	ng 13 13	254083, 125564 357898, 137835	5, 1377248, 201, 220, 2550 5, 1255646, 1255674, 1, 1378354, 230277, 23 29, 275, 378354, 404, 732	1255846, 12558 30278, 230378,	362, 1257125,			
		12V V6 Chevr	olet	3.5	00"/88.9mm	x 3.48	4"/88.4mm	4
Years: 19 229 CII Years: 19	D (3.8L) 1	12V V6 Chevr	olet	3.7	36"/95.0mm	x 3.48	4"/88.4mm	
Rod Bearing (6) NOTE: H-Series P	TM-77	CB-1227H e No Dowel Hole	STD,1 e In Cap Half	2.0990/2.1000	0.0003/0.0033	0.0622	2.2247/2.225	7 0.7130
Rod Bearing (6) NOTE: H-Series P .0010" More Oil Half	erformanc	•	STD 0005" Thinner For In Cap	2.0990/2.1000	0.0013/0.0043	0.0617	2.2247/2.225	7 0.7130
Main Bearing Set 1-2-3 4 NOTE: Grooved U		MS-1454P MB-2508P MB-2509P(F) And Plain Lower	STD,1,10,20,30,40		0.0006/0.0036			



	CO	UNTER DAT	TA A		SHOP DATA						
BEARING OR POSITION	BEARING	à PART AL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		R MAX LENGTH			
6 CYL (cont.))										
	ID (3.3L) 1978-1979	12V V6 Chev	rolet	3.5	00"/88.9mm	x 3.48	4"/88.4mm	n 4 (cont.)			
	ID (3.8L)	12V V6 Chev	rolet	3.7	36"/95.0mm	x 3.48	4"/88.4mm	n			
Cam Bearing Se	t B-1	SH-1350S	STD								
		SH-290 SH-288			2 0.0010/0.0050 2 0.0010/0.0050						
2-4		SH-288 SH287			2 0.0010/0.0050						
Crankshaft Forg	ning 1	35411, 1354N,	142 147 726N	1.0002/1.0001	. 0.0010/0.0000	0.0011	1.0000/2.00	10 0.700			
B CYL	ang i	55411, 155414,	143, 147, 7201								
			mobile DIESEL	3.5	00"/88.9mm	× 3 30	0"/86 1mm	n 5			
Years:		TOV VO Olus	IIIODIle DIESEL	5.5	00 /00.91111	× 3.39	0 /00.11111				
		16V V8 Olds	mobile DIESEL	4.05	7"/103.0mm	x 3.38	5"/86.0mm	n			
	1978-1985										
Main Bearing Se	t TM-77	MS-804H	STD,1,10,20								
		MB-2362H			3 0.0008/0.0038						
-4		MB-2163H			3 0.0008/0.0038						
		MB-2363H(F) MB-2364H			3 0.0008/0.0038 3 0.0016/0.0049						
-	Performanc		Position Number 2,	2.0000.0.0000	0.0010/0.0010	0.0002	0.1000.0.10	00 1.020			
-, .,		Aain Bearings P									
	Grooved U	pper Half And F	Plain Lower								
Half											
Main Bearing Se	et TM-77	MS-804HX MB-2362HX	STD	2 0002/2 0002	3 0.0018/0.0048	0.0021	2 1000/2 100	00 0 000			
2-4		MB-2362HX MB-2163HX		2.9993/3.0003	0.0018/0.0048	0.0931	3.1880/3.18				
				2.9993/3.0003	3 0.0018/0.0048	0.0931	3.1880/3.189	90 0.979			
3		MB-2363HX(F)			3 0.0018/0.0048 3 0.0018/0.0048						
5		MB-2363HX(F) MB-2364HX		2.9993/3.0003		0.0931	3.1880/3.189	90 1.195			
5 NOTE: H-Series		MB-2363HX(F) MB-2364HX ce Bearing Wall	.0005" Thinner For	2.9993/3.0003	3 0.0018/0.0048	0.0931	3.1880/3.189	90 1.195			
.0010" More O	il Clearance	MB-2363HX(F) MB-2364HX ce Bearing Wall e Bearings For I	Position	2.9993/3.0003	3 0.0018/0.0048	0.0931	3.1880/3.189	90 1.195			
NOTE: H-Series .0010" More O Number 2, 3, 4	il Clearance , 5 with Full	MB-2363HX(F) MB-2364HX ce Bearing Wall	Position Bearings	2.9993/3.0003	3 0.0018/0.0048	0.0931	3.1880/3.189	90 1.195			
NOTE: H-Series .0010" More O Number 2, 3, 4	il Clearance , 5 with Full	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main	Position Bearings	2.9993/3.0003	3 0.0018/0.0048	0.0931	3.1880/3.18	90 1.1950			
5 NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roc	il Clearance , 5 with Full per 1 Has Gr GForging 0	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H	Position Bearings Ialf And Plain 30282, 380283, 380383, 3	2.9993/3.0003 2.9993/3.0003 398410, 410997	3 0.0018/0.0048 3 0.0026/0.0059	0.0931	3.1880/3.189 3.1880/3.189	90 1.1950 90 1.6290			
NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half	il Clearance 5, 5 with Full per 1 Has Gr d Forging 0 ging 1	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 997, 230276, 38 235419, 137580	Position Bearings lalf And Plain 30282, 380283, 380383, 3 32, 1398346, 230376, 23	2.9993/3.0003 2.9993/3.0003 398410, 410997	3 0.0018/0.0048 3 0.0026/0.0059	0.0931	3.1880/3.189 3.1880/3.189	90 1.1950 90 1.6290			
0 NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roc Crankshaft Forg	il Clearance 5, 5 with Full ber 1 Has Gr GForging 0 ging 1 3	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 9997, 230276, 38 235419, 137580 98621, 418882,	Position Bearings lalf And Plain 30282, 380283, 380383, 3 302, 1398346, 230376, 23 556607	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381	 0.0018/0.0048 0.0026/0.0059 919, 388766, 39 	0.0931 0.0927 0275, 39	3.1880/3.189 3.1880/3.189 93654, 395654	90 1.195(90 1.629) 4, 398261			
NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roo Crankshaft Forg	Il Clearance 5, 5 with Full ber 1 Has Gr GForging 0 ging 1 3 ID (4.3L)	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 9997, 230276, 38 235419, 137580	Position Bearings lalf And Plain 30282, 380283, 380383, 3 302, 1398346, 230376, 23 556607	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381	3 0.0018/0.0048 3 0.0026/0.0059	0.0931 0.0927 0275, 39	3.1880/3.189 3.1880/3.189 93654, 395654	90 1.195(90 1.629) 4, 398261			
NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roc Crankshaft Forg 6 262 C Years:	il Clearance 5, 5 with Full ber 1 Has Gr Groging 0 ging 1 3 CID (4.3L) 1975-1976	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 1997, 230276, 38 235419, 137580 198621, 418882, 16V V8 Chev	Position Bearings lalf And Plain 20282, 380283, 380383, 3 22, 1398346, 230376, 23 556607 Yrolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6	 0.0018/0.0048 0.0026/0.0059 919, 388766, 39 70"/93.2mm 	0.0931 0.0927 0275, 39 x 3.10	3.1880/3.189 3.1880/3.189 33654, 395654 0"/78.7mm	90 1.195(90 1.629(4, 398261 n 6			
NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roc Crankshaft Forg 6 262 C Years: 267 C	il Clearance 5, 5 with Full per 1 Has Gr Ging 1 3 iID (4.3L) 1975-1976 iID (4.4L)	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 9997, 230276, 38 235419, 137580 98621, 418882,	Position Bearings lalf And Plain 20282, 380283, 380383, 3 22, 1398346, 230376, 23 556607 Yrolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6	 0.0018/0.0048 0.0026/0.0059 919, 388766, 39 	0.0931 0.0927 0275, 39 x 3.10	3.1880/3.189 3.1880/3.189 33654, 395654 0"/78.7mm	90 1.195 90 1.629 4, 398261 n 6			
NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roc Crankshaft Forg 6 262 C Years: 267 C Years:	il Clearance 5, 5 with Full ber 1 Has Gr d Forging 0 ging 1 3 iID (4.3L) 1975-1976 iID (4.4L) 1979-1982	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 1997, 230276, 38 235419, 137580 198621, 418882, 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 30282, 380283, 380383, 3 32, 1398346, 230376, 23 556607 rrolet rrolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5	 3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 00"/88.9mm 	0.0931 0.0927 0275, 38 x 3.10 x 3.48	3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm	90 1.195 90 1.629 4, 398261 n 6 n			
6 NOTE: H-Series .0010" More O Number 2, 3, 4 Position Number Lower Half Connecting Root Crankshaft Forg 6 262 C Years: 267 C Years: 305 C	il Clearance 5, 5 with Full ber 1 Has Gr d Forging 0 ging 1 3 iID (4.3L) 1975-1976 iID (4.4L) 1979-1982	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 1997, 230276, 38 235419, 137580 198621, 418882, 16V V8 Chev	Position Bearings lalf And Plain 30282, 380283, 380383, 3 32, 1398346, 230376, 23 556607 rrolet rrolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5	 0.0018/0.0048 0.0026/0.0059 919, 388766, 39 70"/93.2mm 	0.0931 0.0927 0275, 38 x 3.10 x 3.48	3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm	90 1.195 90 1.629 4, 398261 n 6 n			
AOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roc Crankshaft Forg 6 262 C Years: 267 C Years: 305 C Years:	il Clearance 5, 5 with Full ber 1 Has Gr d Forging 0 ging 1 3 iID (4.3L) 1975-1976 iID (4.4L) 1979-1982 iID (5.0L) 1976-1996	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 997, 230276, 38 235419, 137580 98621, 418882, 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 20282, 380283, 380383, 3 22, 1398346, 230376, 23 556607 rrolet rrolet rrolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5 3.7	 3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 00"/88.9mm 	0.0931 0.0927 0275, 36 x 3.10 x 3.48 x 3.48	3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm 4"/88.4mm	90 1.195 90 1.629 4, 398261 n 6 n			
NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roc Crankshaft Forg 3 262 C Years: 267 C Years: 305 C Years: 305 C	il Clearance 5, 5 with Full ber 1 Has Gr d Forging 0 ging 1 3 iID (4.3L) 1975-1976 iID (4.4L) 1979-1982 iID (5.0L) 1976-1996	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 1997, 230276, 38 235419, 137580 198621, 418882, 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 20282, 380283, 380383, 3 22, 1398346, 230376, 23 556607 rrolet rrolet rrolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5 3.7	3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 00"/88.9mm 36"/95.0mm	0.0931 0.0927 0275, 36 x 3.10 x 3.48 x 3.48	3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm 4"/88.4mm	90 1.195 90 1.629 4, 398261 n 6 n			
5 NOTE: H-Series .0010" More O Number 2, 3, 4 Position Number Lower Half Connecting Roc Crankshaft Forg 6 262 C Years: 267 C Years: 305 C Years:	il Clearance 5, 5 with Full ber 1 Has Gr Groging 1 3 iID (4.3L) 1975-1976 iID (4.4L) 1979-1982 iID (5.0L) 1976-1996 iID (5.0L) 1996-2002	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 997, 230276, 38 235419, 137580 98621, 418882, 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 30282, 380283, 380383, 3 32, 1398346, 230376, 23 556607 7rolet 7rolet 7rolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5 3.7 3.7 3.7	3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 00"/88.9mm 36"/95.0mm	0.0931 0.0927 0275, 34 x 3.10 x 3.48 x 3.48 x 3.48	3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm 4"/88.4mm 4"/88.4mm	90 1.195(90 1.629) 4, 398261 n 6 n			
5 NOTE: H-Series .0010" More O Number 2, 3, 4 Position Number Lower Half Connecting Root Crankshaft Forgo 6 262 C Years: 305 C Years: 305 C Years: 307 C Years: 307 C Years:	il Clearance 5, 5 with Full ber 1 Has Gr d Forging 0 ging 1 3 iID (4.3L) 1975-1976 iID (4.4L) 1979-1982 iID (5.0L) 1976-1996 iID (5.0L) 1996-2002 iID (5.0L) 1968-1973	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 1997, 230276, 38 235419, 137580 198621, 418882, 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 30282, 380283, 380383, 3 32, 1398346, 230376, 23 556607 7rolet 7rolet 7rolet 9c 7rolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5 3.7 3.7 3.7 3.8	3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 36"/95.0mm 36"/95.0mm 36"/95.0mm	0.0931 0.0927 0275, 39 x 3.10 x 3.48 x 3.48 x 3.48 x 3.48 x 3.25	3.1880/3.186 3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm 4"/88.4mm 4"/88.4mm 4"/88.4mm	90 1.195(90 1.629(4, 398261 n 6 n n			
5 NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roc Crankshaft Forg 6 262 C Years: 305 C Years: 305 C Years: 307 C Years: 350 C	il Clearance 5, 5 with Full ber 1 Has Gr Groging 1 3 ilD (4.3L) 1975-1976 ilD (4.4L) 1976-1996 ilD (5.0L) 1996-2002 ilD (5.0L) 1968-1973 ilD (5.7L)	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 1997, 230276, 38 235419, 137580 98621, 418882, 16V V8 Chev 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 30282, 380283, 380383, 3 32, 1398346, 230376, 23 556607 7rolet 7rolet 7rolet 9c 7rolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5 3.7 3.7 3.7 3.8	3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 00"/88.9mm 36"/95.0mm 36"/95.0mm	0.0931 0.0927 0275, 39 x 3.10 x 3.48 x 3.48 x 3.48 x 3.48 x 3.25	3.1880/3.186 3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm 4"/88.4mm 4"/88.4mm 4"/88.4mm	90 1.1950 90 1.6290 4, 398261 n 6 n n			
5 NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roc Crankshaft Forg 6 262 C Years: 305 C Years: 305 C Years: 307 C Years: 307 C Years: 350 C Years:	il Clearance 5, 5 with Full ber 1 Has Gr 4 Forging 0 1975-1976 1975-1976 1979-1982 1976-1996 1976-1996 1976-2002 1968-1973 1968-1973 1967-1997	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 1997, 230276, 38 235419, 137580 98621, 418882, 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 30282, 380283, 380383, 3 302, 1398346, 230376, 23 556607 rrolet rrolet rrolet ec rrolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5 3.7 3.7 3.7 3.7 3.8 4.00	3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 36"/95.0mm 36"/95.0mm 75"/98.4mm 0"/101.6mm	0.0931 0.0927 0275, 39 x 3.10 x 3.48 x 3.48 x 3.48 x 3.25 x 3.48	3.1880/3.186 3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm 4"/88.4mm 4"/88.4mm 0"/82.6mm 4"/88.5mm	90 1.195(90 1.629(4, 398261 n 6 n n n			
5 NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roc Crankshaft Forg 6 262 C Years: 305 C Years: 307 C Years: 307 C Years: 350 C	il Clearance 5, 5 with Full ber 1 Has Gr d Forging 0 ging 1 3 iID (4.3L) 1975-1976 iID (4.4L) 1979-1982 iID (5.0L) 1976-1996 iID (5.0L) 1996-2002 iID (5.0L) 1968-1973 iID (5.7L) 1967-1997 iID (5.7L)	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 1997, 230276, 38 235419, 137580 198621, 418882, 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 30282, 380283, 380383, 3 302, 1398346, 230376, 23 556607 rrolet rrolet rrolet ec rrolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5 3.7 3.7 3.7 3.7 3.8 4.00	3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 00"/88.9mm 36"/95.0mm 36"/95.0mm 75"/98.4mm	0.0931 0.0927 0275, 39 x 3.10 x 3.48 x 3.48 x 3.48 x 3.25 x 3.48	3.1880/3.186 3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm 4"/88.4mm 4"/88.4mm 0"/82.6mm 4"/88.5mm	90 1.195(90 1.629(4, 398261 n 6 n n n			
6 262 C 7 267 C 7 205 C 7 200	il Clearance 5, 5 with Full ber 1 Has Gr d Forging 0 ging 1 3 iID (4.3L) 1975-1976 iID (4.4L) 1979-1982 iID (5.0L) 1976-1996 iID (5.0L) 1968-1973 iID (5.7L) 1967-1997 iID (5.7L) 1995-2003	MB-2363HX(F) MB-2364HX Ce Bearings Wall Bearings For I Grooved Main rooved Upper H 997, 230276, 38 235419, 137580 98621, 418882, 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 20282, 380283, 380383, 3 22, 1398346, 230376, 23 556607 rrolet rrolet rrolet rrolet ec rrolet	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5 3.7 3.7 3.7 3.8 4.00 4.00	3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 36"/95.0mm 36"/95.0mm 75"/98.4mm 0"/101.6mm 0"/101.6mm	0.0931 0.0927 0275, 36 x 3.10 x 3.48 x 3.48 x 3.48 x 3.25 x 3.48 x 3.48 x 3.48 x 3.48	3.1880/3.186 3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm 4"/88.4mm 4"/88.4mm 0"/82.6mm 4"/88.5mm 4"/88.5mm	90 1.195(90 1.629(4, 398261 n 6 n n n n			
5 NOTE: H-Series .0010" More O Number 2, 3, 4 Position Number Lower Half Connecting Roc Crankshaft Forg 6 262 C Years: 205 C Years: 305 C Years: 307 C Years: 307 C Years: 307 C Years: 350 C Years:	il Clearance 5, 5 with Full ber 1 Has Gr d Forging 0 ging 1 3 iID (4.3L) 1975-1976 iID (4.4L) 1979-1982 iID (5.0L) 1976-1996 iID (5.0L) 1968-1973 iID (5.7L) 1967-1997 iID (5.7L) 1995-2003	MB-2363HX(F) MB-2364HX Ce Bearing Wall Bearings For I Grooved Main rooved Upper H 1997, 230276, 38 235419, 137580 98621, 418882, 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 00282, 380283, 380383, 3 22, 1398346, 230376, 23 556607 rrolet rrolet rrolet rrolet ec rrolet stD,1,9,10,11,19	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5 3.7 3.7 3.7 3.8 4.00 4.00	3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 36"/95.0mm 36"/95.0mm 75"/98.4mm 0"/101.6mm	0.0931 0.0927 0275, 36 x 3.10 x 3.48 x 3.48 x 3.48 x 3.25 x 3.48 x 3.48 x 3.48 x 3.48	3.1880/3.186 3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm 4"/88.4mm 4"/88.4mm 0"/82.6mm 4"/88.5mm 4"/88.5mm	90 1.195(90 1.629(4, 398261 n 6 n n n n			
5 NOTE: H-Series .0010" More O Number 2, 3, 4 Position Number Lower Half Connecting Roc Crankshaft Forg 6 262 C Years: 305 C Years: 307 C Years: 350 C Years: 35	il Clearance 5, 5 with Full ber 1 Has Gr d Forging 0 ging 1 3 iID (4.3L) 1975-1976 iID (4.4L) 1979-1982 iID (5.0L) 1976-1996 iID (5.0L) 1968-1973 iID (5.7L) 1967-1997 iID (5.7L) 1995-2003 TM-77	MB-2363HX(F) MB-2364HX Ce Bearings Wall Bearings For I Grooved Main rooved Upper H 1997, 230276, 38 235419, 137580 98621, 418882, 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 00282, 380283, 380383, 3 22, 1398346, 230376, 23 556607 rrolet rrolet rrolet rrolet sc stD,1,9,10,11,19 20,21,30	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5 3.7 3.7 3.7 3.8 4.00 4.00	3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 36"/95.0mm 36"/95.0mm 75"/98.4mm 0"/101.6mm 0"/101.6mm	0.0931 0.0927 0275, 36 x 3.10 x 3.48 x 3.48 x 3.48 x 3.25 x 3.48 x 3.48 x 3.48 x 3.48	3.1880/3.186 3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm 4"/88.4mm 4"/88.4mm 0"/82.6mm 4"/88.5mm 4"/88.5mm	90 1.1950 90 1.6290 4, 398261 n 6 n n n n			
5 NOTE: H-Series .0010" More O Number 2, 3, 4 Position Numb Lower Half Connecting Roc Crankshaft Forg 6 2 262 C Years: 267 C Years: 305 C Years: 307 C Years: 350 C Years: 350 C Years: 350 C Years: 350 C Years: 350 C	il Clearance 5, 5 with Full ber 1 Has Gr d Forging 0 ging 1 3 iID (4.3L) 1975-1976 iID (4.4L) 1979-1982 iID (5.0L) 1976-1996 iID (5.0L) 1968-1973 iID (5.7L) 1967-1997 iID (5.7L) 1995-2003 TM-77 Performance	MB-2363HX(F) MB-2364HX Ce Bearings Wall Bearings For I Grooved Main rooved Upper H 1997, 230276, 38 235419, 137580 98621, 418882, 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev 16V V8 Chev	Position Bearings lalf And Plain 00282, 380283, 380383, 3 22, 1398346, 230376, 23 556607 rrolet rrolet rrolet rrolet sc stD,1,9,10,11,19 20,21,30 n One Side For	2.9993/3.0003 2.9993/3.0003 398410, 410997 0905, 381269, 381 3.6 3.5 3.7 3.7 3.7 3.8 4.00 4.00	3 0.0018/0.0048 3 0.0026/0.0059 919, 388766, 39 70"/93.2mm 36"/95.0mm 36"/95.0mm 75"/98.4mm 0"/101.6mm 0"/101.6mm	0.0931 0.0927 0275, 36 x 3.10 x 3.48 x 3.48 x 3.48 x 3.25 x 3.48 x 3.48 x 3.48 x 3.48	3.1880/3.186 3.1880/3.186 3.1880/3.186 33654, 395654 0"/78.7mm 4"/88.4mm 4"/88.4mm 4"/88.4mm 0"/82.6mm 4"/88.5mm 4"/88.5mm	90 1.195 90 1.629 4, 398261 n 6 n n n n			



GENERAL MOTORS

	COUNTER DAT	A		SHOP	DATA	4	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE		BRG O.D. OF HOUSING BORE	MAX LENGTH
						8 CYL	(cont.)
	ID (4.3L) 16V V8 Chev	rolet	3.6	70"/93.2mm	x 3.10		<u>.</u> ,
	ID (4.4L) 16V V8 Chev	rolet	3.5	00"/88.9mm	x 3.48	4"/88.4mm	
	ID (5.0L) 16V V8 Chev 1976-1996	rolet	3.7	36"/95.0mm	x 3.48	4"/88.4mm	
	ID (5.0L) 16V V8 Vorte 1996-2002	c	3.7	36"/95.0mm	x 3.48	4"/88.4mm	
	ID (5.0L) 16V V8 Chev 1968-1973	rolet	3.8	75"/98.4mm	x 3.25	0"/82.6mm	
	ID (5.7L) 16V V8 Chev 1967-1997	rolet	4.00	0"/101.6mm	x 3.48	4"/88.5mm	
	ID (5.7L) 16V V8 Vorte 1995-2003	C	4.00	0"/101.6mm	x 3.48	4"/88.5mm	
Used In Engine	TM-77 CB-663HND Performance Dowel Hole I es Without Doweled Conne One Side For Increased Cra	cting Rod	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
Half, Maximum Thickness May	TM-77 CB-663HNDK Performance with TriArmo Wall Does Not Include Co Be Used In Engines Witho Narrowed On One Side I earance	ating out Doweled	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
Not Include Co	TM-77 CB-663HNK Performance with TriArmo pating Thickness, Narrower ased Crank Fillet Clearance alf	d On One	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
.0010" More O	TM-77 CB-663HXN Performance Bearing Wall Il Clearance Narrowed On C nk Fillet Clearance No Dow	One Side For	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920
.0010" More O May Be Used I	TM-77 CB-663HXND Performance Bearing Wall Il Clearance Dowel Hole In n Engines Without Dowele On One Side For Increase e	Cap Half d Connecting	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920
.0005" Thinner Hole In Cap Ha Coating Thickr Doweled Conn	TM-77 CB-663HXNDI Performance with TriArmo For .0010" More Oil Cleara alf, Maximum Wall Does No ness May Be Used In Engin tecting Rod Narrowed On C nk Fillet Clearance	r Bearing Wall Ince Dowel It Include Ies Without	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920
.0005" Thinner Maximum Wall Narrowed On (TM-77 CB-663HXNK Performance with TriArmo For .0010" More Oil Cleara Does Not Include Coating One Side For Increased Cra Dowel Hole In Cap Half	ince Thickness,	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920



	со	\		SHOP	DATA	4		
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE			MAX LENGTH
8 CYL (cont.) 6 262 CII	0 <i>(A</i> 31) 1	16V V8 Chevro	alat	3.6	70"/93.2mm	v 3 10	0"/78 7mm	6
(cont.) Years: 19		lov vo chevit	her	5.0	10 / 90.211111	x 3.10	0 //0./11111	(cont.)
267 CII Years: 19		16V V8 Chevro	blet	3.5	00"/88.9mm	x 3.48	4"/88.4mm	
305 CII Years: 19	D (5.0L) 1 976-1996	3.73	36"/95.0mm	x 3.48	4"/88.4mm			
305 CII Years: 19		16V V8 Vortec		3.7	36"/95.0mm	x 3.48	4"/88.4mm	
307 CII Years: 19		16V V8 Chevro	olet	3.8	75"/98.4mm	x 3.25	0"/82.6mm	
350 CII Years: 19		16V V8 Chevro	olet	4.00	0"/101.6mm	x 3.48	4"/88.5mm	
	D (5.7L) 1	16V V8 Vortec		4.00	0"/101.6mm	x 3.48	4"/88.5mm	
Rod Bearing (8) NOTE: V-Series Pe	VP-2 erformanc	CB-663VN e Narrowed On C arance No Dowel		2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.2252	0.7920
Rod Bearing (8) NOTE: V-Series Pe .0010" More Oil	Clearance	CB-663VXN e Bearing Wall .0 Narrowed On Or arance No Dowel	ne Side For	2.0990/2.1000	0.0018/0.0038	0.0616	2.2247/2.2252	0.7920
Main Bearing Set 1-2-3-4 5 NOTE: H-Series Po Lower Half		MS-909H MB-2508H MB-2509H(F) e Grooved Upper	STD,1,9,10,11,19 20,21,30 r Half And Plain		0.0006/0.0036 0.0011/0.0041			
Main Bearing Set 1-2-3-4 5 NOTE: H-Series P		MS-909HG MB-2508HG MB-2509HG(F) e Contains Full G	STD		0.0006/0.0036 0.0011/0.0041			
Main Bearing Set 1-2-3-4 5 NOTE: H-Series P	TM-77	MS-909HK MB-2508H MB-2509H(F)	STD,1,10 Grooved Upper Half		0.0006/0.0036 0.0011/0.0041			
Include Coating								
Main Bearing Set 1-2-3-4 5	TM-77	MS-909HX MB-2508HX MB-2509HX(F)	STD		0.0016/0.0046			
NOTE: H-Series P .0010" More Oil Plain Lower Halt	Clearance	e Bearing Wall .0 Grooved Upper						
Main Bearing Set 1-2-3-4 5 NOTE: H-Series P		MS-909HXK MB-2508HX MB-2509HX(F) e with TriArmor	STD Bearing Wall		0.0016/0.0046 0.0021/0.0051			
.0005" Thinner F	or .0010" Half And P	More Oil Clearan Plain Lower Half, I	ce					
Main Bearing Set 1-2-3-4 5 NOTE: V-Series Pe Lower Half	VP-2	MS-909V MB-2508V MB-2509V(F)	STD,10 r Half And Plain		0.0005/0.0028 0.0005/0.0028			



	COL	JNTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BORE	MAX LENGTH	
							8 CYL	(cont.)	
(cont.) Years: 1	975-1976	6V V8 Chev		3.6	70"/93.2mm	x 3.10	0"/78.7mm	6 (cont.)	
	ID (4.4L) 1 979-1982	6V V8 Chev	rolet	3.5	00"/88.9mm	x 3.48	4"/88.4mm		
	ID (5.0L) 1 976-1996	6V V8 Chev	rolet	3.7	36"/95.0mm	x 3.48	4"/88.4mm		
	ID (5.0L) 1 996-2002	6V V8 Vorte	c	3.7	36"/95.0mm	x 3.48	4"/88.4mm		
	ID (5.0L) 1 968-1973	6V V8 Chev	rolet	3.8	75"/98.4mm	x 3.25	0"/82.6mm		
	ID (5.7L) 1 967-1997	6V V8 Chev	rolet	4.00	0"/101.6mm	x 3.48	4"/88.5mm		
350 CI	ID (5.7L) 1	6V V8 Vorte	C	4.00	0"/101.6mm	x 3.48	4"/88.5mm		
	995-2003		070 4 10						
Main Bearing Se t 1-2-3-4 5 5	1	MS-1110H MB-2650H MB-1769H(F) MB-2651C	STD,1,10		0.0005/0.0031 0.0010/0.0036	0.0954		5 1.7180	
NOTE: Engine Us Contains A Spa Position Numb Lower Half	icer To Be U	sed With Bear	-						
Main Bearing Set		MS-1110HK	STD,1‡,10‡						
1-2-3-4 5	1	MB-2650H MB-1769H(F) MB-2651C			0.0005/0.0031	0.0954		3 1.7180	
NOTE: Engine Us with TriArmor (Bearing In Posi And Plain Lowe	sing 283 Crar Contains A S ition Number	nkshaft, H-Ser pacer To Be L				0.0700	2.0400/2.0410	1.0200	
Main Bearing Set	t TM-77 I	MS-1110HX	STD						
1-2-3-4 5		MB-2650HX MB-1769HX(F)			0.0015/0.0041				
5 NOTE: Engine Us Bearing Wall .0 Clearance Con Bearing In Posi And Plain Lowe	sing 283 Crar 005" Thinner tains A Spac ition Number	For .0010" M er To Be Used	d With			0.0753	3 2.6406/2.6416	3 1.5200	
Main Bearing Set		MS-1110HXK	STD						
1-2-3-4 5		MB-2650HX MB-1769HX(F)			0.0015/0.0041				
5 NOTE: Engine Us with TriArmor E .0010" More Oil Used With Beal Upper Half And	sing 283 Crar Bearing Wall I Clearance (ring In Positi	.0005" Thinne Contains A Sp on Number 5	acer To Be			0.0753	3 2.6406/2.6416	3 1.5200	
Main Bearing NOTE: Engine Us Bearing Wall .0 Clearance Con Upper Half And	sing 283 Crar 005" Thinner tains Flange	For .0010" M d Bearing Only		2.2978/2.2988	0.0020/0.0046	0.0949	9 2.4906/2.4916	3 1.7180	
Main Bearing NOTE: H-Series I Grooved Upper	Performance		STD nged Bearing Only, f	2.4478/2.4488	0.0011/0.0041	0.0955	5 2.6406/2.6416	1.7180	



	cc	DUNTER DA	ТА	1	SHOP	DATA	<u>۱</u>	
BEARING OR POSITION	MATERI	G PART AL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL (cont.)								
	• •	16V V8 Che	vrolet	3.6	70"/93.2mm	x 3.10	0"/78.7mm	
267 C		16V V8 Che	vrolet	3.5	00"/88.9mm	x 3.48	4"/88.4mm	(cont.)
	Years: 1979-1982 305 CID (5.0L) 16V V8 Chevrolet			3.7	36"/95.0mm	x 3.48	4"/88.4mm	
	Years: 1976-1996				00" (05 0			
Years: 1	996-2002	16V V8 Vort			36"/95.0mm			
		16V V8 Che	vrolet	3.8	75"/98.4mm	x 3.25	0"/82.6mm	
350 C		16V V8 Che	vrolet	4.00	0"/101.6mm	x 3.48	4"/88.5mm	
350 C		16V V8 Vort	ec	4.00	0"/101.6mm	x 3.48	4"/88.5mm	
Main Bearing		MB-2509HX	STD	2.4478/2.4488	0.0021/0.0051	0.0950	2.6406/2.641	5 1.7180
			I .0005" Thinner For					
.0010" More Oi Only, Grooved			• •					
Cam Bearing Set	t B-2	SH-1349S	STD					
1		SH-1349			0.0010/0.0048			
2-5 3-4		SH-1350 SH-1351			0.0010/0.0048			
NOTE: Performa	nce Bearin			1.0002/1.0002	0.0010/0.0040	0.0044	1.0000/2.001	0.1400
Cam Bearing Set	B-2	SH-1772S SH-1351	STD	1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.001	0.7450
2-3-4-5		SH-2185	Decision Cont	1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.001	0.8650
NOTE: Aluminum Cam Bearing Set	•	SH-1796S	stD					
1-2-3-4-5	D-2	SH-1351	510	1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.001	0.7450
NOTE: Oversize / 1.9990" / 2.001			lousing Bore Size Set					
Connecting Rod Crankshaft Forg	ing	1130, 1178, 118 3281N, 329880N	26, 3703527, 3784000, 3815 2, 230376, 2680, 2690, 2NA 4, 354431, 3732444, 38324 09, 3932444, 3941172, 3941	BC, 2Y68-76, 30 42, 3911000, 39	6275, 306276, 3 11001, 3911011	30R, 31- 1, 39110	87, 310514, 31	
	ID (4.3L) 955-1957	16V V8 Che	vrolet	3.7	50"/95.3mm	x 3.00	0"/76.2mm	7
Rod Bearing (8) NOTE: H-Series I Increased Crar Cap Half	TM-77 Performan			1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.125/	2 0.7920
Rod Bearing (8) NOTE: H-Series Used In Engine Narrowed On C Clearance	Performan s Without	Doweled Conn		1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.125	2 0.7920
Rod Bearing (8) NOTE: H-Series I Half, Maximum Thickness May Connecting Ro Crank Fillet Cle	Performan Wall Does Be Used I d Narrowe	Not Include Control Include Co	or Dowel Hole In Cap oating out Doweled	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.125	2 0.7920



	CO	UNTER DAT	ГА	SHOP DATA						
				BRG O.D. OR						
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE			MAX LENGTH		
								. (cont.)		
7 265 C (cont.) Years: 1	• •	16V V8 Chev	vrolet	3.75	50"/95.3mm	x 3.00	0"/76.2mm	7 (cont.)		
Rod Bearing (8)		CB-745HNK	STD,1,10	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.125	2 0.7920		
NOTE: H-Series Not Include Co Side For Increa Hole In Cap Ha	ating Thick ased Crank	ness, Narrowe								
Rod Bearing (8) NOTE: H-Series .0010" More Oi Increased Crar Cap Half	Performanc I Clearance	Narrowed On		1.9990/2.0000	0.0014/0.0035	0.0616	2.1247/2.125	2 0.7920		
Rod Bearing (8) NOTE: H-Series .0005" Thinner Maximum Wall Narrowed On C Clearance No I	Performanc For .0010" I Does Not In One Side For	More Oil Clear nclude Coating r Increased Cr	or Bearing Wall ance 9 Thickness,	1.9990/2.0000	0.0014/0.0035	0.0616	2.1247/2.125	2 0.7920		
Rod Bearing (8) NOTE: V-Series I Increased Crar Cap Half	Performance			1.9990/2.0000	0.0010/0.0031	0.0620	2.1247/2.125	2 0.7920		
Rod Bearing (8) NOTE: V-Series I .0010" More Oi Increased Crar Cap Half	Performance I Clearance	e Bearing Wall Narrowed On		1.9990/2.0000	0.0020/0.0041	0.0615	2.1247/2.125	2 0.7920		
Main Bearing Se 1-2-3-4 5 NOTE: H-Series Lower Half		MS-429H MB-1808H MB-1769H(F) e Grooved Up	STD,1,10 per Half And Plain		0.0004/0.0030 0.0010/0.0036					
	Performanc		STD,10 or Grooved Upper Half		0.0004/0.0030 0.0010/0.0036					
And Plain Lowe Include Coating			es Not							
Main Bearing Se 1-2-3-4 5	t TM-77	MS-429HX MB-1808HX MB-1769HX(F)			0.0014/0.0040					
NOTE: H-Series .0010" More Oi Plain Lower Ha	I Clearance		l .0005" Thinner For er Half And							
Main Bearing Se 1-2-3-4 5		MS-429HXK MB-1808HX MB-1769HX(F)			0.0014/0.0040					
NOTE: H-Series .0005" Thinner Grooved Uppe Wall Does Not	For .0010" I r Half And P	More Oil Clear Iain Lower Ha	ance If, Maximum							
Main Bearing Se 1-2-3-4 5	t VP-2	MS-429V MB-1808V MB-1769V(F)	STD		0.0003/0.0031 0.0010/0.0036					



	COUN	ITER DATA		SHOP DATA					
BEARING OR POSITION	BEARING P MATERIAL N		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
8 CYL (cont.)									
(cont.) Years: 19				3.75	50"/95.3mm	x 3.00	0"/76.2mr	m 7 (cont.)	
Main Bearing Set 1-2-3-4 5 NOTE: V-Series P .0010" More Oil Plain Lower Hal	ME ME Performance Be Clearance Gro				0.0013/0.0041 0.0020/0.0046				
Main Bearing NOTE: Engine Us Bearing Wall .00 Clearance Cont Upper Half And	005" Thinner F ains Flanged E	shaft, H-Series or .0010" More Bearing Only,	e Oil	2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.49	016 1.7180	
Cam Bearing Set 1 2 3-4 5	SH SH SH	I-287S I-290 I-288 I-287 I-289	STD	1.8682/1.8692 1.8682/1.8692	0.0010/0.0050 0.0010/0.0050 0.0010/0.0050 0.0010/0.0050	0.0694 0.0644	2.0090/2.01	10 0.7500 10 0.7500	
Connecting Rod Crankshaft Forgi	ng 1130 3281	, 1178, 1182, 2 N, 329880N, 3	3703527, 3784000, 3815 30376, 2680, 2690, 2NA 54431, 3732444, 383244 3932444, 3941172, 3941	BC, 2Y68-76, 30 42, 3911000, 39	6275, 306276, 3 11001, 3911011	OR, 31- , 39110	87, 310514, 3		
Years: 19 327 Cl Years: 19 265 Cl	D (4.9L) 16V 967-1969 D (5.3L) 16V 962-1969 D (4.3L) 16V 994-1996	/ V8 Chevro	let	4.000	0"/101.6mm 0"/101.6mm 50"/95.3mm	x 3.25	0"/82.5mr	n	
Rod Bearing (8) For Year(s): 1968 NOTE: H-Series F Increased Cran Cap Half	TM-77 CB 1996 Performance N	arrowed On O		2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.22	252 0.7920	
Rod Bearing (8) For Year(s): 1968- NOTE: H-Series F Used In Engine: Narrowed On O Clearance	Performance D s Without Dow	owel Hole In (reled Connect	ing Rod	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.22	252 0.7920	
Rod Bearing (8) For Year(s): 1968-	-1996 Performance w Wall Does Not Be Used In En d Narrowed Or	Include Coat	Doweled	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.22	52 0.7920	
Rod Bearing (8) For Year(s): 1968 NOTE: H-Series F Not Include Coa Side For Increa Hole In Cap Hal	Performance w ating Thicknes sed Crank Fille	rith TriArmor M s, Narrowed C		2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.22	252 0.7920	



	COUNTER DA	ГА	SHOP DATA					
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
(cont.) Years: 327 C	ID (5.3L) 16V V8 Chev			0"/101.6mm 0"/101.6mm		0"/76.2mm	(cont.)	
265 C	1962-1969 CID (4.3L) 16V V8 Chev 1994-1996	vrolet	3.7	′50"/95.3mm	x 3.00	0"/76.2mm		
Rod Bearing (8) For Year(s): 196 NOTE: H-Series .0010" More O	TM-77 CB-663HXN	One Side For	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920	
.0010" More O May Be Used	Performance Bearing Wal il Clearance Dowel Hole In In Engines Without Dowele I On One Side For Increase	I .0005" Thinner For Cap Half ed Connecting	2.0990/2.100	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920	
.0005" Thinner Hole In Cap Ha Coating Thick Doweled Conr		or Bearing Wall ance Dowel ot Include nes Without	2.0990/2.100	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920	
.0005" Thinner Maximum Wal Narrowed On		or Bearing Wall ance g Thickness,	2.0990/2.100	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920	
	VP-2 CB-663VN 8-1996 Performance Narrowed Or nk Fillet Clearance No Dov		2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.225	2 0.7920	
Rod Bearing (8) For Year(s): 196 NOTE: V-Series .0010" More O	VP-2 CB-663VXN 8-1996 Performance Bearing Wall il Clearance Narrowed On nk Fillet Clearance No Dov	One Side For	2.0990/2.1000	0.0018/0.0038	0.0616	2.2247/2.225	2 0.7920	
			1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.125	2 0.7920	
Used In Engin	TM-77 CB-745HND 2-1967 Performance Dowel Hole es Without Doweled Conne One Side For Increased Cr	ecting Rod	1.9990/2.000	0.0004/0.0025	0.0621	2.1247/2.125	2 0.7920	



	CO	UNTER DAT	4		SHOP	DATA	4	
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		R MAX LENGTH
8 CYL (cont.)								
(cont.) Years: 19	67-1969	16V V8 Chevr		4.000	0"/101.6mm	x 3.00	0"/76.2mm	8 (cont.)
327 CII Years: 19		16V V8 Chevr	olet	4.000	0"/101.6mm	x 3.25	0"/82.5mm	
	D (4.3L) 1	16V V8 Chevr	olet	3.75	50"/95.3mm	x 3.00	0"/76.2mm	
Rod Bearing (8) For Year(s): 1962-		CB-745HNDK	STD,10	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.125	2 0.7920
NOTE: H-Series P Half, Maximum Thickness May I Connecting Rod Crank Fillet Clea	Wall Does Be Used In Narrowed	Not Include Coa Engines Withou	ut Doweled					
Rod Bearing (8) For Year(s): 1962- NOTE: H-Series P Not Include Coa Side For Increas Hole In Cap Half	1967 erformanc ting Thick ed Crank	ness, Narrowed		1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.125	2 0.7920
Rod Bearing (8) For Year(s): 1962- NOTE: H-Series P .0010" More Oil Increased Crank Cap Half	1967 erformanc Clearance	Narrowed On O		1.9990/2.0000	0.0014/0.0035	0.0616	6 2.1247/2.125	2 0.7920
Rod Bearing (8) For Year(s): 1962- NOTE: H-Series P .0005" Thinner F Maximum Wall I Narrowed On Or Clearance No D	1967 erformanc for .0010" I Does Not In ne Side Fo	More Oil Clearar nclude Coating r Increased Cra	nce Thickness,	1.9990/2.0000	0.0014/0.0035	0.0616	3 2.1247/2.125	2 0.7920
Rod Bearing (8) For Year(s): 1962- NOTE: V-Series Pe Increased Crank Cap Half	erformanc	e Narrowed On		1.9990/2.0000	0.0010/0.0031	0.0620	2.1247/2.125	2 0.7920
Rod Bearing (8) For Year(s): 1962- NOTE: V-Series Pe .0010" More Oil Increased Crank Cap Half	1967 erformanc Clearance	Narrowed On O		1.9990/2.0000	0.0020/0.0041	0.0615	2.1247/2.125	2 0.7920
Main Bearing Set 1-2-3-4 5 For Year(s): 1968- NOTE: H-Series P	1996	MS-909H MB-2508H MB-2509H(F)	STD,1,9,10,11,19 20,21,30		0.0006/0.0036 0.0011/0.0041			
Lower Half	e. ronnano	e anoored oppe						
Main Bearing Set 1-2-3-4 5 For Year(s): 1968- NOTE: H-Series P	1996	MS-909HG MB-2508HG MB-2509HG(F) e Contains Full	STD Grooved Bearings		0.0006/0.0036 0.0011/0.0041			



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	CO	UNTER DAT	A	SHOP DATA					
BEARING OR	BEARING	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX	BRG O.D. OF HOUSING	MAX LENGTH	
Position			UNDENSIZES	DIAMETER	OLEANANOL	WALL		(cont.)	
(cont.) Years: 1	967-1969	6V V8 Chev 6V V8 Chev			0"/101.6mm 0"/101.6mm		0"/76.2mm	8 (cont.)	
Years: 1	962-1969	6V V8 Chev			50"/95.3mm				
	994-1996			0.74	<i>, , , , , , , , , , , , , , , , , , , </i>	A 0.00	0 //0.2.11111		
Main Bearing Se		MS-909HK MB-2508H	STD,1,10		0.0006/0.0036				
5		MB-2509H(F)		2.4478/2.4488	0.0011/0.0041	0.0955	2.6406/2.641	6 1.7180	
For Year(s): 1968 NOTE: H-Series And Plain Lowe Include Coating	Performance er Half, Max	imum Wall Doe	r Grooved Upper Half s Not						
Main Bearing Se		MS-909HX	STD						
1-2-3-4 5		MB-2508HX MB-2509HX(F)			0.0016/0.0046 0.0021/0.0051				
For Year(s): 1968 NOTE: H-Series .0010" More Oi Plain Lower Ha	Performance I Clearance		.0005" Thinner For r Half And						
Main Bearing Se		MS-909HXK	STD						
1-2-3-4 5		MB-2508HX MB-2509HX(F)			0.0016/0.0046 0.0021/0.0051				
For Year(s): 1968 NOTE: H-Series .0005" Thinner Grooved Uppe Wall Does Not	Performanc For .0010" M r Half And P	Aore Oil Cleara Iain Lower Half	nce , Maximum						
Main Bearing Se		MS-909V	STD,10	0 4404/0 4400	0.0005/0.0000	0.0055	0.0400/0.044	0 0070	
1-2-3-4		MB-2508V MB-2509V(F)			0.0005/0.0028				
For Year(s): 1968 NOTE: V-Series I Lower Half	-1996		er Half And Plain	2.117.072.1100	0.000070.0020	0.0000	2.040072.041	0 1.1100	
Main Bearing Se	t TM-77	MS-1110H	STD,1,10						
1-2-3-4 5		MB-2650H			0.0005/0.0031				
5		MB-1769H(F) MB-2651C		2.29/8/2.2988	0.0010/0.0036		2.4906/2.491		
For Year(s): 1968 NOTE: Engine Us Contains A Spa Position Numb Lower Half	-1996 sing 283 Cra acer To Be L	nkshaft, H-Ser Jsed With Bear	•						
Main Bearing Se	t TM-77	MS-1110HK	STD,1‡,10‡						
1-2-3-4 5		MB-2650H MB-1769H(F)			0.0005/0.0031 0.0010/0.0036				
5		MB-2651C				0.0753	2.6406/2.641	6 1.5200	
For Year(s): 1968 NOTE: Engine Us with TriArmor (Bearing In Pos And Plain Lowe	sing 283 Cra Contains A § ition Numbe	Spacer To Be U							



	co	UNTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		R MAX LENGTH	
8 CYL (cont.)								_	
(cont.) Years: 1	967-1969	16V V8 Chevr			0"/101.6mm			(cont.)	
	ID (5.3L) 1 962-1969	16V V8 Chevr	olet	4.000	0"/101.6mm	x 3.25	0"/82.5mm		
265 CI		16V V8 Chevr	olet	3.75	50"/95.3mm	x 3.00	0"/76.2mm		
Main Bearing Set		MS-1110HX	STD						
1-2-3-4		MB-2650HX			0.0015/0.0041				
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046				
5 For Year(s): 1968	-1006	MB-2651C				0.0753	3 2.6406/2.641	6 1.5200	
NOTE: Engine Us Bearing Wall .0 Clearance Con	ing 283 Cra 005" Thinne tains A Spa tion Numbe	ankshaft, H-Seri er For .0010" Mo cer To Be Used er 5 Grooved Up	re Oil With						
Main Bearing Set	t TM-77	MS-1110HXK	STD						
1-2-3-4		MB-2650HX		2.2983/2.2993	0.0015/0.0041	0.1700	2.6406/2.641	6 0.8070	
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.491	6 1.7180	
5 For Year(s): 1968		MB-2651C				0.0753	3 2.6406/2.641	6 1.5200	
	ring In Posi Plain Lowe	Contains A Spa tion Number 5 G er Half MS-429H MB-1808H MB-1769H(F)			0.0004/0.0030				
For Year(s): 1962 NOTE: H-Series F Lower Half			er Half And Plain	2.2370/2.2300	0.0010/0.0000	0.0304	2.4300/2.431	0 1.7100	
Main Bearing Set	t TM-77	MS-429HK	STD,10						
1-2-3-4		MB-1808H		2.2983/2.2993	0.0004/0.0030	0.0954	2.4906/2.491	6 0.8070	
5		MB-1769H(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.491	6 1.7180	
	Performancer Half, Max	imum Wall Does	Grooved Upper Half s Not						
Main Bearing Set	TM-77	MS-429HX	STD						
1-2-3-4		MB-1808HX			0.0014/0.0040				
5	1067	MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.491	6 1.7180	
	Performance Clearance	e Bearing Wall . Grooved Upper	0005" Thinner For Half And						
Main Bearing Set	t TM-77	MS-429HXK	STD						
1-2-3-4		MB-1808HX			0.0014/0.0040				
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.491	6 1.7180	
	Performanc For .0010" I Half And P	More Oil Clearar Iain Lower Half,	nce						



	COL	UNTER DAT	A		SHOP DATA					
BEARING OR POSITION	BEARING MATERIAI	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE		BRG O.D. OF HOUSING BORE			
							8 CYL	(cont.)		
(cont.) Years: 1	967-1969	6V V8 Chev 6V V8 Chev)"/101.6mm)"/101.6mm		0"/76.2mm	8 (cont.)		
Years: 1	962-1969	6V V8 Chev			50"/95.3mm					
	994-1996			0.11		. 0.00	• / • • • • •			
Main Bearing Set 1-2-3-4		MS-429V MB-1808V	STD		0.0003/0.0031					
5 Far Vaariah 1060		MB-1769V(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.491	5 1.7180		
For Year(s): 1962 NOTE: V-Series F Lower Half		Grooved Upp	er Half And Plain							
Main Bearing Set		MS-429VX	STD							
1-2-3-4 5		MB-1808VX MB-1769VX(F)			0.0013/0.0041 0.0020/0.0046					
For Year(s): 1962 NOTE: V-Series F .0010" More Oil Plain Lower Ha	-1967 Performance I Clearance	Bearing Wall	.0005" Thinner For er Half And							
Bearing Wall .0 Clearance Com Upper Half And H-Series Perform .0010" More Oil Only, Grooved	005" Thinne tains Flange I Plain Lowe nance Bearin I Clearance	r For .0010" M ed Bearing Onl r Half ng Wall .0005" Contains Flan	y, Grooved Thinner For ged Bearing							
Main Bearing For Year(s): 1968	TM-77 -1996 Performance	MB-2509H-1 e Contains Fla	STD nged Bearing Only,	2.4478/2.4488	0.0011/0.0041	0.0955	2.6406/2.641	6 1.7180		
Main Bearing For Year(s): 1968 NOTE: H-Series I .0010" More Oil Only, Grooved	-1996 Performance I Clearance	Contains Flan		2.4478/2.4488	0.0021/0.0051	0.0950	2.6406/2.641	6 1.7180		
Cam Bearing Set	B-2	SH-1349S	STD							
1		SH-1349			0.0010/0.0048					
2-5 3-4		SH-1350 SH-1351			0.0010/0.0048					
³⁻⁴ For Year(s): 1964		GH-1001		1.0002/1.0092	0.0010/0.0048	0.0044	1.9990/2.001	0.7400		
NOTE: Performa		Set								
Cam Bearing Set	B-2	SH-1772S	STD							
1		SH-1351		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.001	0 0.7450		
2-3-4-5		SH-2185		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.001	0 0.8650		
For Year(s): 1968		a alu Daví	anas Bassing Cat							
			ance Bearing Set							
Cam Bearing Set		SH-1796S	STD	1 0600/4 0000	0.0010/0.0040	0.0044	1 0000/0 001	0 0 7450		
1-2-3-4-5 For Year(s): 1964		SH-1351		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.001	0 0.7450		
NOTE: Oversize	Align Bored	Blocks with H ance Bearing S	ousing Bore Size							



	COUNTER DAT	A		SHOP	DATA	<u>۱</u>	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL (cont.)							
(cont.) Years: 1	ID (4.9L) 16V V8 Chevi 1967-1969 ID (5.3L) 16V V8 Chevi			0"/101.6mm 0"/101.6mm			(cont.)
Years: 1	1962-1969 ID (4.3L) 16V V8 Chevi			50"/95.3mm			
	1994-1996						
Cam Bearing Set 1 2 3-4 5	t B-1 SH-287S SH-290 SH-288 SH287 SH-289	STD	1.8682/1.8692 1.8682/1.8692	0.0010/0.0050 0.0010/0.0050 0.0010/0.0050 0.0010/0.0050	0.0694 0.0644	2.0090/2.011	0 0.7500 0 0.7500
For Year(s): 1962			1.0002	0.0010.00000	0.000	210000/21011	0.0000
Connecting Rod Crankshaft Forg		3, 3703527, 3784000, 3815 2, 2680, 3279, 3782680, 2, 3930809, 3941172, 394	3782690, 3815		391100	01, 3911011,	391101A,
	ID (4.6L) 16V V8 Cheve 1957-1967	rolet	3.8	75"/98.4mm	x 3.00	0"/76.2mm	9
	TM-77 CB-745HN Performance Narrowed On nk Fillet Clearance No Down		1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.125	2 0.7920
Used In Engine	TM-77 CB-745HND Performance Dowel Hole In es Without Doweled Connec One Side For Increased Cra	ting Rod	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.125	2 0.7920
Half, Maximum Thickness May	TM-77 CB-745HNDK Performance with TriArmor Wall Does Not Include Coa Be Used In Engines Without Narrowed On One Side F earance	ating ut Doweled	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.125	2 0.7920
Not Include Co	TM-77 CB-745HNK Performance with TriArmor pating Thickness, Narrowed ased Crank Fillet Clearance	On One	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.125	2 0.7920
.0010" More Oi	TM-77 CB-745HXN Performance Bearing Wall I Clearance Narrowed On C nk Fillet Clearance No Dowe	One Side For	1.9990/2.0000	0.0014/0.0035	0.0616	2.1247/2.125	2 0.7920
.0005" Thinner Maximum Wall Narrowed On (TM-77 CB-745HXNK Performance with TriArmor For .0010" More Oil Cleara Does Not Include Coating One Side For Increased Cra Dowel Hole In Cap Half	nce Thickness,	1.9990/2.0000	0.0014/0.0035	0.0616	6 2.1247/2.125	2 0.7920
	VP-2 CB-745VN Performance Narrowed On hk Fillet Clearance No Down		1.9990/2.0000	0.0010/0.0031	0.0620	2.1247/2.125	2 0.7920



	CO	UNTER DAT	Γ A	SHOP DATA					
BEARING OR	BEARING		AVAILABLE	STD SHAFT	VERT OIL			MAX	
POSITION	MATERIA	L NUMBER	UNDERSIZES	DIAMETER	CLEARANCE	WALL		LENGTH	
								(cont.)	
(cont.) Years: 19	957-1967	6V V8 Chev			75"/98.4mm			9 (cont.)	
Rod Bearing (8) NOTE: V-Series P .0010" More Oil Increased Crant Cap Half	erformance Clearance	Narrowed On		1.9990/2.0000	0.0020/0.0041	0.0615	2.1247/2.1252	2 0.7920	
Main Bearing Set 1-2-3-4 5		MS-429H MB-1808H MB-1769H(F)	STD,1,10		0.0004/0.0030				
NOTE: H-Series P Lower Half			per Half And Plain	2.2070/2.2000	0.0010/0.0000	0.0004	2.4000/2.4010	/ 11/100	
Main Bearing Set 1-2-3-4 5 NOTE: H-Series P		MS-429HK MB-1808H MB-1769H(F) e with TriArmo	STD,10		0.0004/0.0030 0.0010/0.0036				
And Plain Lower Include Coating	r Half, Maxi	imum Wall Do							
Main Bearing Set 1-2-3-4 5		MS-429HX MB-1808HX MB-1769HX(F)	STD		0.0014/0.0040				
NOTE: H-Series P .0010" More Oil Plain Lower Hal	Clearance		.0005" Thinner For er Half And						
Main Bearing Set 1-2-3-4 5		MS-429HXK MB-1808HX MB-1769HX(F)	STD		0.0014/0.0040				
NOTE: H-Series P .0005" Thinner F Grooved Upper Wall Does Not Ir	or .0010" N Half And P	Aore Oil Cleara Iain Lower Hal	ance f, Maximum						
Main Bearing Set 1-2-3-4 5		MS-429V MB-1808V MB-1769V(F)	STD		0.0003/0.0031				
NOTE: V-Series P Lower Half			er Half And Plain						
Main Bearing Set 1-2-3-4 5		MS-429VX MB-1808VX MB-1769VX(F)	STD		0.0013/0.0041				
NOTE: V-Series P .0010" More Oil Plain Lower Hal	Clearance		.0005" Thinner For er Half And						
Main Bearing NOTE: H-Series P .0010" More Oil Only, Grooved U	erformance Clearance	Contains Flan		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	3 1.7180	
Cam Bearing Set 1 2-5 3-4		SH-1349S SH-1349 SH-1350 SH-1351	STD	1.8682/1.8692	0.0010/0.0048 0.0010/0.0048 0.0010/0.0048	0.0694	2.0090/2.0110	0.7450	
For Year(s): 1964- NOTE: Performan		Set							
Cam Bearing Set 1-2-3-4-5 For Year(s): 1964-		SH-1796S SH-1351	STD	1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450	
NOTE: Oversize A 1.9990" / 2.0010	lign Bored								



	COUNTER DAT	A		SHOP	DATA	\	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL (cont.)						0.11/70.0	
9 283 C (cont.) Years: 1	ID (4.6L) 16V V8 Cheve 1957-1967	rolet	3.8	75"/98.4mm	x 3.00	0"/76.2mm	9 (cont.)
Cam Bearing Set 1 2 3-4 5 For Year(s): 1957	t B-1 SH-287S SH-290 SH-288 SH287 SH-289	STD	1.8682/1.8692 1.8682/1.8692	0.0010/0.0050 0.0010/0.0050 0.0010/0.0050 0.0010/0.0050	0.0694 0.0644	2.0090/2.011 1.9990/2.001	0 0.7500 0 0.7500 0 0.7500
	ID (4.8L) 16V V8 Vorte	c	3.78	30"/96.0mm	x 3.26	8"/83.0mm	10
325 C	1999-2011 ID (5.3L) 16V V8 Vorte 1999-2011	c	3.78	30"/96.0mm	x 3.62	2"/92.0mm	
346 C Years: 1	ID (5.7L) 16V V8 Cheve 997-2005			98"/99.0mm			
	ID (6.0L) 16V V8 Vorte 1999-2011	c	4.000	0"/101.6mm	x 3.62	2"/92.0mm	
Rod Bearing (8) NOTE: H-Series	TM-77 CB-663HN Performance Narrowed On		2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
Increased Crar Cap Half	nk Fillet Clearance No Dow	el Hole In					
Used In Engine	TM-77 CB-663HND Performance Dowel Hole In as Without Doweled Connec One Side For Increased Cra	cting Rod	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
Half, Maximum Thickness May	TM-77 CB-663HNDK Performance with TriArmor Wall Does Not Include Cos Be Used In Engines Witho d Narrowed On One Side F earance	ating ut Doweled	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
Not Include Co	TM-77 CB-663HNK Performance with TriArmon ating Thickness, Narrowed ased Crank Fillet Clearance Iff	I On One	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
.0010" More Oi	TM-77 CB-663HXN Performance Bearing Wall I Clearance Narrowed On C Ink Fillet Clearance No Dowe	One Side For	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920
.0010" More Oi May Be Used I	TM-77 CB-663HXND Performance Bearing Wall I Clearance Dowel Hole In n Engines Without Doweled On One Side For Increased e	Cap Half I Connecting	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920
.0005" Thinner Hole In Cap Ha Coating Thickr Doweled Conn	TM-77 CB-663HXNDK Performance with TriArmor For .0010" More Oil Cleara lif, Maximum Wall Does Nor ness May Be Used In Engine ecting Rod Narrowed On O nk Fillet Clearance	r Bearing Wall nce Dowel t Include es Without	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920



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	COUNTER DAT	A		SHOP	DATA		
BEARING OR	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE		BRG O.D. OF HOUSING BORE	MAX LENGTH
							(cont.)
	ID (4.8L) 16V V8 Vorte	oc	3.7	80"/96.0mm	x 3.26		
	ID (5.3L) 16V V8 Vorte 1999-2011	C	3.7	80"/96.0mm	x 3.62	2"/92.0mm	
Years:	ID (5.7L) 16V V8 Chev 1997-2005			98"/99.0mm			
Years:	1999-2011			0"/101.6mm			
.0005" Thinner Maximum Wal Narrowed On (TM-77 CB-663HXNK Performance with TriArmo For .0010" More Oil Cleara I Does Not Include Coating One Side For Increased Cra Dowel Hole In Cap Half	nce Thickness,	2.0990/2.1000	0.0019/0.0040	0.0614	2.224772.225	2 0.7920
	VP-2 CB-663VN Performance Narrowed Or nk Fillet Clearance No Dow		2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.225	2 0.7920
.0010" More O	VP-2 CB-663VXN Performance Bearing Wall il Clearance Narrowed On nk Fillet Clearance No Dow	One Side For	2.0990/2.1000	0.0018/0.0038	0.0616	2.2247/2.225	2 0.7920
Main Bearing Se 1-2-4-5 3 NOTE: H-Series Lower Half	et TM-77 MS-2199H MB-3591H MB-3592H(F) Performance Grooved Upp	STD,1,10 Der Half And Plain		0.0005/0.0026			
Main Bearing Se 1-2-4-5 3 NOTE: H-Series	MB-3591H MB-3592H(F) Performance with TriArmo er Half, Maximum Wall Doo			0.0005/0.0026			
Main Bearing Se 1-2-4-5 3 NOTE: H-Series	t TM-77 MS-2199HX MB-3591HX MB-3592HX(F) Performance Bearing Wall il Clearance Grooved Uppe			0.0015/0.0036			
Main Bearing Se 1-2-4-5 3 NOTE: H-Series .0005" Thinner Grooved Uppe		ance f, Maximum		0.0015/0.0036			
Main Bearing NOTE: H-Series .0010" More O	TM-77 MB-3592HX Performance Bearing Wall il Clearance Contains Flang Upper Half And Plain Low	STD .0005" Thinner For ged Bearing	2.5588/2.5593	0.0015/0.0036	0.0952	2.7509/2.751	4 1.0280
	TM-77 MB-3592H-1 Performance Contains Fla r Half And Plain Lower Hal	• • • •	2.5588/2.5593	0.0005/0.0026	0.0957	2.7509/2.751	4 1.0280



	COL	UNTER DAT	4		SHOP	DATA	1	
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		R MAX LENGTH
8 CYL (cont.)								
(cont.) Years: 1	999-2011	6V V8 Vorte			80"/96.0mm			(cont.)
Years: 1	999-2011	6V V8 Vorted			80"/96.0mm 98"/99.0mm			
Years: 1	997-2005	6V V8 Chevr 6V V8 Vorted			0"/101.6mm			
	999-2011		•	4.00	0 / 101.011111	A 0.02	2 / 52.01111	
Cam Bearing Set	B-2	SH-2157S	STD					
1-5 2-4		SH-2157 SH-2158			0.0022/0.0074			
3		SH-2158 SH-2159			0.0010/0.0062			
For Year(s): 2003		0.1 2100		2110007211070		0.0100	210010121000	0.1000
NOTE: For 2003:	2nd Design	,	ber 1 And 5					
Housing Bore i		.3492"						
Performance, Be	•							
Cam Bearing Set		SH-2160S	STD	0 1650/0 167/	0.0011/0.0000	0.0700	0 0070/0 000	5 0 6950
1-5 2-4		SH-2160 SH-2161			0.0011/0.0063 0.0011/0.0063			
3		SH-2162			0.0011/0.0063			
For Year(s): 1997								
NOTE: For 2003:	1st Design,	Position Numb	er 1 And 5					
Housing Bore i		.3295"						
Performance, Be	aring Set							
Connecting Rod Crankshaft Forg		1, 143 552216, 125534	182					
Years: 2	D (5.3L) 1 005-2009			3.7	80"/96.0mm	x 3.62	2"/92.0mm	11
Years: 2	004-2007	6V V8 Vorteo			80"/96.0mm			
Years: 2	008-2011	6V V8 Vorteo	c Hybrid		0"/101.6mm			
Years: 2	D (6.2L) 1 008-2011				5"/103.3mm			
	D (6.2L) 1 007-2011	6V V8 Vorteo	C	4.06	5"/103.3mm	x 3.62	2"/92.0mm	
Rod Bearing (8)		CB-663HN	STD,1,9,10,11,19 20,21,30	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
NOTE: H-Series I Increased Cran Cap Half								
Rod Bearing (8) NOTE: H-Series I Used In Engine Narrowed On C Clearance	Performance s Without D	oweled Connec	•	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
Rod Bearing (8) NOTE: H-Series I Half, Maximum Thickness May Connecting Ro Crank Fillet Cle	Performance Wall Does N Be Used In d Narrowed	Not Include Coa Engines Withou	ut Doweled	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920



	COL	JNTER DAT	A		SHOP	DATA	۹	
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE		BORE	MAX LENGTH
11 325 C	D (5.3L) 1	ev ve		3.7	80"/96.0mm	× 3 62	8 CYL	(cont.)
(cont.) Years: 2	005-2009							(cont.)
	D (5.3L) 1 004-2007	6V V8 Vorte	c Hybrid	3.78	80"/96.0mm	x 3.62	2"/92.0mm	
364 CI		6V V8 Vorte	c Hybrid	4.00	0"/101.6mm	x 3.62	2"/92.0mm	
	ID (6.2L) 1	6V V8		4.06	5"/103.3mm	x 3.62	2"/92.0mm	
	008-2011		-	4.00	Ell /102 2mama		011/00 0	
	007-2011	6V V8 Vorte	C	4.06	5"/103.3mm	x 3.62	2"/92.0mm	
Rod Bearing (8) NOTE: H-Series I Not Include Co Side For Increa Hole In Cap Ha	Performance ating Thickn sed Crank F	ess, Narrowed		2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
Rod Bearing (8) NOTE: H-Series I .0010" More Oil Increased Cran Cap Half	Performance Clearance	Narrowed On C		2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) NOTE: H-Series I .0010" More Oil May Be Used In Rod Narrowed Fillet Clearance	Performance I Clearance I In Engines Wi On One Side	Dowel Hole In (thout Doweled	Connecting	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) NOTE: H-Series I .0005" Thinner Hole In Cap Ha Coating Thickn Doweled Conne Increased Cran	Performance For .0010" M If, Maximum less May Be ecting Rod N	lore Oil Cleara Wall Does Not Used In Engine larrowed On O	Bearing Wall nce Dowel Include es Without	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) NOTE: H-Series I .0005" Thinner Maximum Wall Narrowed On C Clearance No I	Performance For .0010" M Does Not In One Side For	lore Oil Clearan clude Coating Increased Cra	nce Thickness,	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) NOTE: V-Series F Increased Cran Cap Half	Performance			2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.2252	0.7920
Rod Bearing (8) NOTE: V-Series F .0010" More Oil Increased Cran Cap Half	Performance Clearance	Narrowed On C		2.0990/2.1000	0.0018/0.0038	0.0616	3 2.2247/2.2252	0.7920
Main Bearing Set 1-2-4-5 3 NOTE: H-Series I Lower Half	1	MS-2199H MB-3591H MB-3592H(F) Grooved Uppe	STD,1,10 er Half And Plain		0.0005/0.0026 0.0005/0.0026			

	со	UNTER DAT	A		SHOP	DATA	4	
BEARING OR POSITION		PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		R MAX LENGTH
8 CYL (cont.)							0.11 /0.0.0	
	D (5.3L) 1	16V V8		3.7	80"/96.0mm	x 3.62	2"/92.0mm	11 (cont.)
325 CI		6V V8 Vorte	c Hybrid	3.7	80"/96.0mm	x 3.62	2"/92.0mm	
	D (6.0L) 1	6V V8 Vorte	c Hybrid	4.00	0"/101.6mm	x 3.62	2"/92.0mm	
	D (6.2L) 1 008-2011	16V V8		4.06	5"/103.3mm	x 3.62	2"/92.0mm	
376 CI		16V V8 Vorte	c	4.06	5"/103.3mm	x 3.62	2"/92.0mm	
Main Bearing Set		MS-2199HK	STD,10	1				
1-2-4-5 3		MB-3591H MB-3592H(F)			3 0.0005/0.0026 3 0.0005/0.0026			
NOTE: H-Series F And Plain Lowe Include Coating	er Half, Max	imum Wall Doe	r Grooved Upper Half s Not					
Main Bearing Set 1-2-4-5 3	t TM-77	MS-2199HX MB-3591HX MB-3592HX(F)	STD		3 0.0015/0.0036 3 0.0015/0.0036			
Ŷ	Clearance	e Bearing Wall	.0005" Thinner For r Half And	2.000072.0030	0.0010/0.0000	0.0302	2.1008/2.101	4 1.0200
Main Bearing Set 1-2-4-5 3		MS-2199HXK MB-3591HX MB-3592HX(F)	STD		3 0.0015/0.0036 3 0.0015/0.0036			
NOTE: H-Series F .0005" Thinner Grooved Upper Wall Does Not	For .0010" I Half And P	More Oil Cleara Iain Lower Half	nce , Maximum					
Main Bearing NOTE: H-Series F .0010" More Oil Only, Grooved	Performance	Contains Flang		2.5588/2.5593	3 0.0015/0.0036	0.0952	2.7509/2.751	4 1.0280
Main Bearing NOTE: H-Series F Grooved Upper	Performanc		nged Bearing Only,	2.5588/2.5593	3 0.0005/0.0026	0.0957	2.7509/2.751	4 1.0280
Cam Bearing Set	B-2	SH-2157S	STD					
1-5 2-4		SH-2157 SH-2158			0.0022/0.0074			
3		SH-2159			0.0010/0.0062			
NOTE: Performar	, ,	~						
Connecting Rod Crankshaft Forg	ing 12	2552216, 12553						
Years: 1	963-1967	I6V V8 Ponti		3.7	19"/94.5mm	x 3.75	0"/95.3mm	12
Years: 1	968-1979	16V V8 Ponti			75"/98.4mm			
	D (6.6L) 1 967-1979	16V V8 Ponti	ac	4.12	0"/104.7mm	x 3.75	0"/95.3mm	
Rod Bearing (8) NOTE: H-Series F Increased Cran Cap Half	Performanc			2.2487/2.2497	0.0012/0.0033	0.0619	2.3745/2.375	0 0.8460



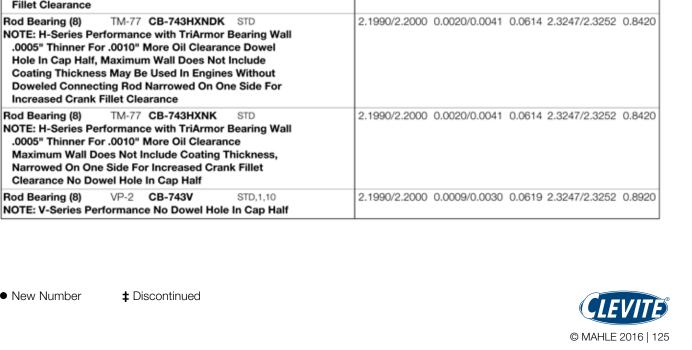
	CO	UNTER DAT	ГА		SHOP	DAT	4	
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		R MAX LENGTH
				•			8 CYL	(cont.)
(cont.) Years: 1	963-1967	6V V8 Pont			19"/94.5mm			(cont.)
Years: 1	968-1979	6V V8 Pont			75"/98.4mm 0"/104.7mm			
	1967-1979		lac	4.12	5 / 104./11111	x 5.75	0 /95.50	
Rod Bearing (8) NOTE: H-Series .0010" More Oi Increased Crar Cap Half	Performance I Clearance	Narrowed On		2.2487/2.2497	0.0021/0.0042	0.0614	1 2.3745/2.375	50 0.8460
Main Bearing Se	t TM-77	MS-496P	STD,10,20,30		0.0007/0.0000			
1-2-3 4		MB-1917P MB-1918P(F)			0.0007/0.0038			
5		MB-1891P			0.0007/0.0038			
NOTE: Contains Cam Bearing Se		d Bearings SH-292S	STD					
1-2-3-4-5	G B-1	SH-2925 SH-292	SID	1.8992/1.8997	0.0010/0.0060	0.0643	3 2.0297/2.031	7 0.6900
Years: 1 409 C	ID (5.7L) 1 1958-1965	I6V V8 Chev		4.12	5"/104.8mm 3"/109.5mm	x 3.25	0"/82.6mm	
Rod Bearing (8) NOTE: H-Series Increased Crar Cap Half	Performanc			2.1990/2.2000	0.0010/0.0031	0.0619	9 2.3247/2.325	2 0.8420
Rod Bearing (8) NOTE: H-Series Used In Engine Narrowed On (Clearance	Performances Without D	oweled Conne		2.1990/2.2000	0.0010/0.0031	0.0619	9 2.3247/2.325	62 0.8420
Rod Bearing (8) NOTE: H-Series Half, Maximum Thickness May Connecting Ro Crank Fillet Cle	Performanc Wall Does Be Used In d Narrowed	Not Include Co Engines With	or Dowel Hole In Cap pating out Doweled	2.1990/2.2000	0.0010/0.0031	0.0619	9 2.3247/2.325	52 0.8420
Rod Bearing (8) NOTE: H-Series Not Include Co Side For Increa Hole In Cap Ha	Performance ating Thicks ased Crank I	ness, Narrowe		2.1990/2.2000	0.0010/0.0031	0.0619	9 2.3247/2.325	52 0.8420
Rod Bearing (8) NOTE: H-Series .0010" More Oi Increased Crar Cap Half	Performance I Clearance	Narrowed On		2.1990/2.2000	0.0020/0.0041	0.0614	1 2.3247/2.325	52 0.8420



	co	UNTER DAT	A		SHOP	DATA	\	
BEARING OR POSITION	BEARING MATERIA	i PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL (cont.) 13 348 CI	D (5.7L)	16V V8 Chev	rolet	4.12	5"/104.8mm	x 3.25	0"/82.6mm	13
(cont.) Years: 1	958-1965	16V V8 Chev			3"/109.5mm			(cont.)
	961-1965	IOV VO CIIEV	Tolet	4.51	5 / 109.511111	× 3.50	0 700.911111	
Rod Bearing (8) NOTE: H-Series F .0010" More Oil May Be Used In Rod Narrowed Fillet Clearance	Performance Clearance Engines V On One Sid	Dowel Hole In Vithout Dowele	d Connecting	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	2 0.8420
Rod Bearing (8) NOTE: H-Series F .0005" Thinner Hole In Cap Ha Coating Thickn Doweled Conne Increased Cran	Performand For .0010" If, Maximur ess May Be ecting Rod	More Oil Cleara n Wall Does No e Used In Engin Narrowed On (r Bearing Wall ance Dowel ot Include ses Without	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	2 0.8420
Rod Bearing (8) NOTE: H-Series F .0005" Thinner Maximum Wall Narrowed On O Clearance No D	Performand For .0010" Does Not I One Side Fo	More Oil Cleara nclude Coating r Increased Cra	ance Thickness,	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	2 0.8420
Rod Bearing (8) NOTE: V-Series P		CB-743V e No Dowel Ho	STD,1,10 le In Cap Half	2.1990/2.2000	0.0009/0.0030	0.0619	2.3247/2.3252	2 0.8920
Rod Bearing (8) NOTE: V-Series F Used In Engine Narrowed On O Clearance	s Without [Doweled Conne		2.1990/2.2000	0.0009/0.0034	0.0620	2.3247/2.3252	2 0.8420
Rod Bearing (8) NOTE: V-Series F .0010" More Oil May Be Used Ir Rod Narrowed Fillet Clearance	Performance Clearance Engines V On One Sid	Dowel Hole In Vithout Dowele	d Connecting	2.1990/2.2000	0.0019/0.0044	0.0615	2.3247/2.3252	2 0.8420
Rod Bearing (8) NOTE: V-Series F .0010" More Oil Half	Performanc		STD .0005" Thinner For a In Cap	2.1990/2.2000	0.0019/0.0040	0.0614	2.3247/2.3252	2 0.8920
Rod Bearing (8) NOTE: M-Series I Used In Engine			STD In Cap Half May Be acting Rod	2.1990/2.2000	0.0010/0.0031	0.0622	2.3247/2.3252	2 0.8920
Main Bearing Set 1-2-3-4 5 NOTE: H Series P		MS-2323H MB-3993H MB-1841H	STD•		0.0006/0.0032 0.0020/0.0046			
Main Bearing Set 1-2-3-4 5 NOTE: H Series F	t TM-77	MS-2323HX MB-3993HX MB-1841HX	STD•		0.0016/0.0042 0.0030/0.0056			
Cam Bearing Set		SH-398S	STD					
1 2 3-4 5	-	SH-398 SH-399 SH-400 SH-401		1.8682/1.8692 1.8682/1.8692	0.0010/0.0052 0.0010/0.0052 0.0005/0.0050 0.0010/0.0052	0.0694 0.0647	2.0090/2.0110) 0.8650) 0.8700



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	COL	JNTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING MATERIAL		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE			MAX LENGTH	
								8 CYL	
Years: 1	980-1998	6V V8 Chev			8"/100.0mm			14	
	D (7.4L) 10 970-1997	6V V8 Chev	rolet	4.250	'/108.0mm x	4.000	~/101.6mm		
454 CI		6V V8 Vorte	c	4.250	'/108.0mm x	4.000	"/101.6mm		
Rod Bearing (8)		CB-743HN	STD,1,9,10,11,19 20,21,30	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	2 0.8420	
NOTE: H-Series F Increased Cran Cap Half									
Rod Bearing (8) NOTE: H-Series F Used In Engine Narrowed On O Clearance	Performance s Without Do	weled Conne		2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	2 0.8420	
Rod Bearing (8) NOTE: H-Series F Half, Maximum Thickness May Connecting Rod Crank Fillet Cle	Performance Wall Does N Be Used In I d Narrowed	lot Include Co Engines Witho	ut Doweled	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	2 0.8420	
Rod Bearing (8) NOTE: H-Series F Not Include Cos Side For Increa Hole In Cap Hal	Performance ating Thickn sed Crank F	ess, Narrowed		2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	2 0.8420	
Rod Bearing (8) NOTE: H-Series F .0010" More Oil Increased Cran Cap Half	Performance Clearance N	Narrowed On (2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	2 0.8420	
Rod Bearing (8) NOTE: H-Series F .0010" More Oil May Be Used In Rod Narrowed Fillet Clearance	Performance Clearance I Engines Wi On One Side	Dowel Hole In thout Dowele	Connecting	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	2 0.8420	
Rod Bearing (8) NOTE: H-Series F .0005" Thinner Hole In Cap Hal Coating Thickn	Performance For .0010" M If, Maximum ess May Be	ore Oil Cleara Wall Does No	r Bearing Wall nce Dowel t Include es Without	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	2 0.8420	



Increased Crank Fillet Clearance

Clearance No Dowel Hole In Cap Half

VP-2 CB-743V

Rod Bearing (8)

Rod Bearing (8)



	co	UNTER DAT	Α		SHOP	DATA	-	
BEARING OR POSITION		PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL (cont.) 14 366 C		16V V8 Chev	rolet	3.02	8"/100.0mm	x 3 76	6"/95 5mm	14
(cont.) Years: 1	980-1998			0.00	5 / 100.011111	× 0.70	0 / 35.51111	(cont.)
Years: 1	970-1997	16V V8 Chev 16V V8 Vorte			'/108.0mm x '/108.0mm x			
Years: 1	996-2000		•					
Used In Engine	s Without D	CB-743VND e Dowel Hole Ir Doweled Conne r Increased Cra	0	2.1990/2.2000	0.0009/0.0034	0.0620	2.3247/2.3252	2 0.8420
.0010" More Oi May Be Used In	Performanc I Clearance n Engines V On One Sid	CB-743VNDX e Bearing Wall Dowel Hole In Vithout Doweled te For Increased	Connecting	2.1990/2.2000	0.0019/0.0044	0.0615	2.3247/2.3252	2 0.8420
	Performanc	CB-743VX e Bearing Wall No Dowel Hole	STD 0005" Thinner For In Cap	2.1990/2.2000	0.0019/0.0040	0.0614	2.3247/2.3252	2 0.8920
		CB-829M ce Dowel Hole I Doweled Conne	STD n Cap Half May Be cting Rod	2.1990/2.2000	0.0010/0.0031	0.0622	2.3247/2.3252	2 0.8920
Main Bearing Set 1-2-3-4 5 NOTE: H-Series I		MS-829H MB-2403H MB-2404H(F)	STD,1,9,10,11,19 20,21,30 er Half And Plain		0.0007/0.0032 0.0012/0.0038			
Lower Half	renormanc	e arooved opp						
Main Bearing Set 1-2-3-4 5	t TM-77	MS-829HG MB-2403HG MB-2404HG(F)	STD		0.0007/0.0032			
			Grooved Bearings					
	Performanc	MS-829HK MB-2403H MB-2404H(F) with TriArmon timum Wall Doe	STD,1,10 r Grooved Upper Half		0.0007/0.0032 0.0012/0.0038			
Include Coating			SNOT					
Main Bearing Set 1-2-3-4 5	t TM-77	MS-829HX MB-2403HX MB-2404HX(F)	STD		0.0017/0.0042			
	I Clearance	e Bearing Wall Grooved Uppe	.0005" Thinner For r Half And					
Main Bearing Set 1-2-3-4 5		MS-829HXK MB-2403HX MB-2404HX(F)	STD		0.0017/0.0042			
	For .0010" r Half And P	More Oil Cleara Plain Lower Half	nce , Maximum					
Main Bearing Set 1-2-3-4 5 NOTE: V-Series F Lower Half	t VP-2	MB-2403V MB-2404V(F)	STD,1,10		0.0007/0.0035 0.0011/0.0039			

	cc	OUNTER DATA	A		SHOP	DATA	\	
		G PART AL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
(cont.) Years: 198	0-1998	16V V8 Chevr			3"/100.0mm		6"/95.5mm	14 (cont.)
Years: 197	0-1997	16V V8 Chevr			'/108.0mm x			
Years: 199	6-2000	16V V8 Vorted		4.250	'/108.0mm x	4.000	"/101.6mm	
Main Bearing Set 1-2-3-4 5 NOTE: V-Series Per	VP-2	MS-829VX MB-2403VX MB-2404VX(F) ce Bearing Wall .0	STD 0005" Thinner For		0.0017/0.0045 0.0021/0.0049			
.0010" More Oil C Plain Lower Half	learanc	e Grooved Upper	Half And					
Main Bearing Set 1-2-3-4 5 NOTE: M-Series Per Lower Half	B-2	MS-1732M MB-3111M MB-2404P(F) ace Grooved Uppe	STD er Half And Plain		0.0007/0.0037 0.0009/0.0039			
Main Bearing NOTE: H-Series Per Grooved Upper Ha	forman		STD ged Bearing Only,	2.7478/2.7488	0.0012/0.0038	0.0934	2.9370/2.9380	1.8110
Main Bearing NOTE: H-Series Per .0010" More Oil C Only, Grooved Up	forman learanc	e Contains Flange	ed Bearing	2.7478/2.7488	0.0022/0.0048	0.0929	2.9370/2.9380	1.8110
Cam Bearing Set 1-2-3-4-5 NOTE: Align Bored Bore	B-1 Engine	SH-617S SH-617 With 2.1195" / 2.1	STD 205" Housing	1.9485/1.9495	0.0006/0.0046	0.0847	2.1195/2.1205	0.9900
Cam Bearing Set 1 2-5 3-4	B-2	SH-2144S SH-2144 SH-2145 SH-2146	STD	1.9487/1.9497	0.0011/0.0047 0.0011/0.0047 0.0011/0.0047	0.0891	2.1290/2.1310	0.9850
NOTE: Performance Connecting Rod Fo	-	÷	2022174					
Crankshaft Forging		3521, 353039, 35 3887114, 3904815	, 5955174 9730, 3804816, 3836144 5, 3904816, 3941180, 394 N353039, N853039, N853	2411, 3962523,				
15 366 CID Years: 196		16V V8		3.938	3"/100.0mm	x 3.76	6"/95.5mm	15
	(6.5L)	16V V8 Chevr	olet	4.094	4"/104.0mm	x 3.76	6"/95.5mm	
427 CID	(7.0L)	16V V8 Chevr 1980-1998	olet	4.250	0"/108.0mm	x 3.76	6"/95.7mm	
Rod Bearing (8)		CB-743HN	STD,1,9,10,11,19 20,21,30	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Per Increased Crank F Cap Half			One Side For					
Rod Bearing (8) NOTE: H-Series Per Used In Engines V Narrowed On One Clearance	rforman Without	Doweled Connec	ting Rod	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420

	COUNTER DAT	A		SHOP	DATA	4	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL (cont.)							
15 366 C (cont.) Years: 1	ID (6.0L) 16V V8		3.93	8"/100.0mm	x 3.76	6"/95.5mm	15 (cont.)
	ID (6.5L) 16V V8 Chevr	olet	4.094	4"/104.0mm	x 3.76	6"/95.5mm	
	965-1970		4.05	011/400 0		01 /05 7	
	ID (7.0L) 16V V8 Chevr 966-1969, 1980-1998	olet	4.25	0"/108.0mm	x 3.76	6"/95./mm	
Half, Maximum Thickness May	TM-77 CB-743HNDK Performance with TriArmor Wall Does Not Include Coa Be Used In Engines Without Narrowed On One Side Fearance	ating ut Doweled	2.1990/2.2000	0.0010/0.0031	0.0619) 2.3247/2.325	2 0.8420
Not Include Co	TM-77 CB-743HNK Performance with TriArmor pating Thickness, Narrowed ased Crank Fillet Clearance off	On One	2.1990/2.2000	0.0010/0.0031	0.0619	9 2.3247/2.325/	2 0.8420
.0010" More Oi	TM-77 CB-743HXN Performance Bearing Wall . I Clearance Narrowed On C hk Fillet Clearance No Dowe	One Side For	2.1990/2.2000	0.0020/0.0041	0.0614	4 2.3247/2.325	2 0.8420
.0010" More Oi May Be Used I	TM-77 CB-743HXND Performance Bearing Wall . I Clearance Dowel Hole In 0 n Engines Without Doweled On One Side For Increased	Cap Half I Connecting	2.1990/2.2000	0.0020/0.0041	0.0614	1 2.3247/2.325	2 0.8420
.0005" Thinner Hole In Cap Ha Coating Thickr Doweled Conn	TM-77 CB-743HXNDK Performance with TriArmor For .0010" More Oil Cleara lif, Maximum Wall Does Not ness May Be Used In Engine ecting Rod Narrowed On O hk Fillet Clearance	Bearing Wall nce Dowel I Include es Without	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.325	2 0.8420
.0005" Thinner Maximum Wall Narrowed On C	TM-77 CB-743HXNK Performance with TriArmor For .0010" More Oil Cleara Does Not Include Coating One Side For Increased Cra Dowel Hole In Cap Half	nce Thickness,	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.325	2 0.8420
Rod Bearing (8) NOTE: V-Series	VP-2 CB-743V Performance No Dowel Hole	STD,1,10 e In Cap Half	2.1990/2.2000	0.0009/0.0030	0.0619	2.3247/2.325	2 0.8920
Used In Engine	VP-2 CB-743VND Performance Dowel Hole In es Without Doweled Connec One Side For Increased Cra	ting Rod	2.1990/2.2000	0.0009/0.0034	0.0620) 2.3247/2.325	2 0.8420
.0010" More Oi May Be Used I	VP-2 CB-743VNDX Performance Bearing Wall . I Clearance Dowel Hole In 0 n Engines Without Doweled On One Side For Increased e	Cap Half I Connecting	2.1990/2.2000	0.0019/0.0044	0.0615	5 2.3247/2.325	2 0.8420



	CO	UNTER DAT	A		SHOP	DATA		
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE		BRG O.D. OF HOUSING BORE	MAX LENGTH
	ID (6.0L) [•] 966-1967	16V V8		3.93	3"/100.0mm	x 3.76		(cont.) 15 (cont.)
396 C		16V V8 Chev	rolet	4.094	4"/104.0mm	x 3.76	6"/95.5mm	· · ·
	ID (7.0L) 1 966-1969, 1	16V V8 Chev 980-1998	rolet	4.25	0"/108.0mm	x 3.76	6"/95.7mm	
	Performanc	CB-743VX e Bearing Wall No Dowel Hole	STD .0005" Thinner For In Cap	2.1990/2.2000	0.0019/0.0040	0.0614	2.3247/2.325	2 0.8920
Rod Bearing (8) NOTE: M-Series Used In Engine			STD n Cap Half May Be cting Rod	2.1990/2.2000	0.0010/0.0031	0.0622	2.3247/2.325	2 0.8920
Main Bearing Se 1-2-3-4 5	t TM-77	MS-829H MB-2403H MB-2404H(F)	STD,1,9,10,11,19 20,21,30		0.0007/0.0032			
NOTE: H-Series Lower Half	Performanc	e Grooved Upp	er Half And Plain					
Main Bearing Se 1-2-3-4 5		MS-829HG MB-2403HG MB-2404HG(F)	STD		0.0007/0.0032 0.0012/0.0038			
			Grooved Bearings					
And Plain Lowe	Performanc er Half, Max	imum Wall Doe	STD,1,10 r Grooved Upper Half s Not		0.0007/0.0032 0.0012/0.0038			
Include Coating Main Bearing Se 1-2-3-4	•	MS-829HX MB-2403HX MB-2404HX(F)	STD		0.0017/0.0042			
	I Clearance		.0005" Thinner For r Half And	2.1410/2.1400	0.002270.0040	0.0501	2.3370/2.330	0 1.0110
Main Bearing Se 1-2-3-4 5		MS-829HXK MB-2403HX MB-2404HX(F)	STD		0.0017/0.0042			
	For .0010" r Half And P	More Oil Cleara Plain Lower Half	nce , Maximum					
Main Bearing Se 1-2-3-4 5 NOTE: V-Series I		MS-829V MB-2403V MB-2404V(F)	STD,1,10 er Half And Plain		0.0007/0.0035 0.0011/0.0039			
Lower Half	Shormane	e alcorea opp						
Main Bearing Se 1-2-3-4 5		MS-829VX MB-2403VX MB-2404VX(F)	STD		0.0017/0.0045			
	I Clearance	e Bearing Wall Grooved Uppe	.0005" Thinner For r Half And					
Main Bearing Se 1-2-3-4 5 NOTE: M-Series Lower Half		MS-1732M MB-3111M MB-2404P(F) ce Grooved Upp	STD Der Half And Plain		0.0007/0.0037 0.0009/0.0039			



	co	UNTER DA	ТА		SHOP	DATA	۸	
BEARING OR POSITION	BEARING MATERIA	PART	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL (cont.)								
	ID (6.0L) 1 1966-1967	16V V8		3.93	8"/100.0mm	x 3.76	6"/95.5mm	15 (cont.)
	ID (6.5L) 1 1965-1970	16V V8 Che	vrolet	4.09	4"/104.0mm	x 3.76	6"/95.5mm	
Years:	1966-1969, 1		vrolet	4.25	0"/108.0mm	x 3.76	6"/95.7mm	
Main Bearing NOTE: H-Series Grooved Uppe	Performanc		STD anged Bearing Only, If	2.7478/2.7488	3 0.0012/0.0038	0.0934	2.9370/2.9380) 1.811(
Main Bearing NOTE: H-Series .0010" More O Only, Grooved	Performanc il Clearance	Contains Flar		2.7478/2.7488	3 0.0022/0.0048	0.0929	2.9370/2.9380) 1.8110
Cam Bearing Se 1-2-3-4-5		SH-617S SH-617	STD	1.9485/1.9495	0.0006/0.0046	0.0847	2.1195/2.1205	5 0.9900
For Year(s): 1967 NOTE: Align Bor Bore		Vith 2.1195" / 2	2.1205" Housing					
Cam Bearing Se 1 2-5 3-4 For Year(s): 1967	7-1998	SH-2144S SH-2144 SH-2145 SH-2146	STD	1.9487/1.9497	0.0011/0.0047 0.0011/0.0047 0.0011/0.0047	0.0891	2.1290/2.1310	0.9850
NOTE: Performa	-	-	070					
Cam Bearing Se 1 2 3-4 5		SH-615S SH-615 SH-616 SH-617 SH-618	STD	1.9485/1.9495 1.9485/1.9495	0.0006/0.0046 0.0006/0.0046 0.0006/0.0046 0.0006/0.0046	0.0897 0.0847	2.1295/2.1305	5 0.9900 5 0.9900
For Year(s): 1965 Connecting Roo Crankshaft Forg	Forging 3 ging 3	804816, 3836	40, 3933174 144, 3863144, 3874874, 80, 3942411, 6223, 7115, 9		847, 3882848,	388284	9, 3887114, 3	3904815
16 368 C		16V V8 Cad			0"/96.5mm x	4.060	"/103.1mm	16
371 C	1980-1984 ID (6.1L) 1 1959-1960	16V V8 Olds	mobile	4.00	0"/101.6mm	x 3.69	0"/93.7mm	
394 C	ID (6.5L) 1 1959-1964	16V V8		4.13	0"/104.8mm	x 3.69	0"/93.7mm	
425 C		16V V8 Cad	illac	4.083	"/103.7mm x	4.060	"/103.1mm	
	ID (7.7L)	16V V8 Cad	illac	4.300	"/109.2mm x	4.060	"/103.1mm	
	ID (8.2L) 1 1970-1976	16V V8 Cad	illac	4.300	"/109.2mm x	4.300	"/109.2mm	
Rod Bearing (8) NOTE: H-Series Increased Cra Cap Half	Performanc			2.4988/2.4998	3 0.0007/0.0028	0.0620	2.6245/2.6250	0.7810
Rod Bearing (8) NOTE: H-Series .0010" More O Increased Cra Cap Half	Performance il Clearance	Narrowed On	+	2.4988/2.4998	3 0.0017/0.0042	0.0615	2.6245/2.6250	0.7810
Cap Half Connecting Roc Crankshaft Forg			24, 1495094, 1495095, 149	96793, 1609142R				



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	COUNTER DAT	A		SHOP	DATA	4	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
	ID (6.2L) 16V SC V8		4.06	5"/103.3mm	x 3.62	2"/92.0mm	8 CYL 17
	CID (7.0L) 16V V8		4.125	'/104.8mm x	4.000	"/101.6mm	
Rod Bearing (8)	TM-77 CB-663HN	STD,1,9,10,11,19 20,21,30	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
	Performance Narrowed Or nk Fillet Clearance No Dow						
Used In Engine	TM-77 CB-663HND Performance Dowel Hole I es Without Doweled Conne One Side For Increased Cra	ecting Rod	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
Half, Maximun Thickness May	Performance with TriArmo n Wall Does Not Include Co y Be Used In Engines Witho od Narrowed On One Side I	or Dowel Hole In Cap pating put Doweled	2.0990/2.1000	0.0009/0.0030	0.0619) 2.2247/2.225	2 0.7920
Not Include Co	Performance with TriArmo pating Thickness, Narrowe ased Crank Fillet Clearance	d On One	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.225	2 0.7920
.0010" More O	TM-77 CB-663HXN Performance Bearing Wall il Clearance Narrowed On nk Fillet Clearance No Dow	One Side For	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920
.0010" More O May Be Used I	TM-77 CB-663HXND Performance Bearing Wall il Clearance Dowel Hole In In Engines Without Dowele I On One Side For Increase se	Cap Half d Connecting	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920
.0005" Thinner Hole In Cap Ha Coating Thick Doweled Conr	TM-77 CB-663HXND Performance with TriArmo For .0010" More Oil Cleara alf, Maximum Wall Does No ness May Be Used In Engin necting Rod Narrowed On O nk Fillet Clearance	or Bearing Wall ance Dowel ot Include nes Without	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920
.0005" Thinner Maximum Wal Narrowed On	TM-77 CB-663HXNK Performance with TriArmo For .0010" More Oil Cleara I Does Not Include Coating One Side For Increased Cra Dowel Hole In Cap Half	ance Thickness,	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.225	2 0.7920
	VP-2 CB-663VN Performance Narrowed Or nk Fillet Clearance No Dow		2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.225	2 0.7920



	co	UNTER DAT	A		SHOP	DATA	۸	
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL (cont.)								
(cont.) Years: 2	009-2011	16V SC V8			5"/103.3mm			17 (cont.)
	ID (7.0L) 1 006-2011	164 48		4.125	'/104.8mm x	4.000	"/101.6mm	
Rod Bearing (8)	VP-2 Performance	Narrowed On		2.0990/2.1000	0.0018/0.0038	0.0616	2.2247/2.2252	2 0.7920
Main Bearing Set 1-2-4-5 3 NOTE: H-Series I Lower Half		MS-2294H MB-3938H MB-3592H(F) e Grooved Upp	STD,1		0.0005/0.0026 0.0005/0.0026			
Main Bearing Set 1-2-4-5 3	Performanc I Clearance	•	STD .0005" Thinner For r Half And		0.0015/0.0036 0.0015/0.0036			
Main Bearing NOTE: H-Series I .0010" More Oi Only, Grooved	Performanc I Clearance	Contains Flan		2.5588/2.5593	0.0015/0.0036	0.0952	2.7509/2.7514	1.0280
Main Bearing NOTE: H-Series I Grooved Upper	Performanc		nged Bearing Only, f	2.5588/2.5593	0.0005/0.0026	0.0957	2.7509/2.7514	1.0280
Cam Bearing Set 1-5 2-4 3 NOTE: Performa		SH-2157S SH-2157 SH-2158 SH-2159 g Set	STD	2.1650/2.1670	0.0022/0.0074 0.0010/0.0062 0.0010/0.0062	0.0799	2.3276/2.3295	0.7800
		16V V8 Ponti	ac	4.06	3"/103.2mm	x 3.75	0"/95.3mm	18
Rod Bearing (8) NOTE: H-Series I Increased Cran Cap Half	Performanc			2.2487/2.2497	0.0012/0.0033	0.0619	2.3745/2.3750	0.8460
Rod Bearing (8) NOTE: H-Series I .0010" More Oi Increased Cran Cap Half	Performanc I Clearance	Narrowed On		2.2487/2.2497	0.0021/0.0042	0.0614	2.3745/2.3750	0.8460
Main Bearing Set 1-2-3 4 5 NOTE: Contains		MS-496P MB-1917P MB-1918P(F) MB-1891P d Bearings	STD,10,20,30	2.9990/3.0000	0.0007/0.0038 0.0007/0.0038 0.0007/0.0038	0.0938	3.1880/3.1890	1.1350
Cam Bearing Set 1-2-3-4-5	B-1	SH-292S SH-292	STD	1.8992/1.8997	0.0010/0.0060	0.0643	2.0297/2.0317	0.6900
Cam Bearing Set 1 2-3-4-5	B-1	SH-291S SH-291 SH-292	STD	1.8992/1.8997	0.0010/0.0060	0.0643	2.0297/2.0317	1.0700



Π	Rŀ	ILE

	COL	JNTER DAT	A	SHOP DATA						
BEARING OR POSITION	BEARING MATERIAL		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OR HOUSING BORE	MAX LENGTH		
								8 CYL		
	D (6.6L) 10 970-1980	6V V8 Chev	rolet	4.12	5"/104.8mm	x 3.75	0"/95.3mm	19		
Rod Bearing (8)	TM-77	CB-663HN	STD,1,9,10,11,19	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	2 0.7920		
NOTE: H-Series I Increased Cran Cap Half										
Rod Bearing (8) NOTE: H-Series I Used In Engine Narrowed On C Clearance	Performance s Without Do	weled Conne		2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	2 0.7920		
Rod Bearing (8) NOTE: H-Series F Half, Maximum Thickness May Connecting Ro Crank Fillet Cle	Performance Wall Does N Be Used In I d Narrowed	lot Include Co Engines Witho	out Doweled	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	2 0.7920		
Rod Bearing (8) NOTE: H-Series I Not Include Co Side For Increa Hole In Cap Ha	Performance ating Thickn sed Crank F	ess, Narrowe		2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	2 0.7920		
Rod Bearing (8) NOTE: H-Series I .0010" More Oil Increased Cran Cap Half	Performance Clearance	Narrowed On		2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	2 0.7920		
Rod Bearing (8) NOTE: H-Series F .0010" More Oil May Be Used Ir Rod Narrowed Fillet Clearance	Performance Clearance I Engines Wi On One Side	Dowel Hole In thout Dowele	d Connecting	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	2 0.7920		
Rod Bearing (8) NOTE: H-Series I .0005" Thinner Hole In Cap Ha Coating Thickn Doweled Conne Increased Cran	Performance For .0010" M If, Maximum ess May Be ecting Rod N	ore Oil Cleara Wall Does No Used In Engin larrowed On C	r Bearing Wall ance Dowel ot Include es Without	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	2 0.7920		
Rod Bearing (8) NOTE: H-Series I .0005" Thinner Maximum Wall Narrowed On C Clearance No D	Performance For .0010" M Does Not Inc Ine Side For	ore Oil Cleara clude Coating Increased Cra	nce Thickness,	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	2 0.7920		
Rod Bearing (8) NOTE: V-Series F Increased Cran Cap Half	Performance			2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.2252	2 0.7920		
Rod Bearing (8) NOTE: V-Series F .0010" More Oil Increased Cran Cap Half	Performance Clearance	Narrowed On		2.0990/2.1000	0.0018/0.0038	0.0616	2.2247/2.2252	2 0.7920		



New Number



	COL	JNTER DAT	4		SHOP	DATA	۱	
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL (cont.)								
19 400 CII (cont.) Years: 19		6V V8 Chevr	olet	4.12	5"/104.8mm	x 3.75	0"/95.3mm	19 (cont.)
Main Bearing Set 1-2-3-4 5	TM-77	MS-1038H MB-2562H MB-2563H(F)	STD,1,9,10,11,19‡ 20,21		0.0007/0.0031 0.0012/0.0036			3 0.8070
NOTE: Engine Usi Grooved Upper			es Performance					
Main Bearing Set 1-2-3-4 5		MS-1038HG MB-2562HG MB-2563HG(F)	STD		0.0007/0.0031			
NOTE: Engine Usi Contains Full Gr			es Performance					
Main Bearing Set 1-2-3-4 5 NOTE: Engine Usi with TriArmor G	ng 400 Cra rooved Upp	er Half And Pla	in Lower		0.0007/0.0031 0.0012/0.0036			
Half, Maximum Thickness	Wall Does N	lot Include Coa	iting					
Main Bearing Set 1-2-3-4 5		MS-1038HX MB-2562HX MB-2563HX(F)	STD		0.0017/0.0041			
NOTE: Engine Usi Bearing Wall .00 Clearance Groo	05" Thinne	r For .0010" Mo	re Oil					
Main Bearing Set 1-2-3-4 5 NOTE: Engine Usi	ng 400 Cra				0.0017/0.0041 0.0022/0.0046			
with TriArmor B .0010" More Oil Plain Lower Hal Coating Thickne	Clearance f, Maximum	Grooved Upper	Half And					
Main Bearing Set 1-2-3-4 5 5		MS-1564P MB-2604P MB-2548P(F) MB-2878C	STD		0.0030/0.0045 0.0011/0.0039	0.0953		5 1.7180
NOTE: Engine Usi Bearings For Po Main Bearings E 3, 4 Has Groove Contains A Spac Position Numbe	sition Num Bearings Fo d Upper Ha cer To Be U	ber 5 with Full (r Position Num If And Plain Lo	Grooved ber 1, 2, wer Half					
Cam Bearing Set		SH-1349S SH-1349	STD	1 8682/1 8692	0.0010/0.0048	0 0744	2 0190/2 0210	0 7450
2-5 3-4		SH-1350 SH-1351		1.8682/1.8692	0.0010/0.0048	0.0694	2.0090/2.0110	0.7450
NOTE: Performan		Set SH-1772S	STD					
Cam Bearing Set 1 2-3-4-5		SH-1351 SH-2185			0.0010/0.0048 0.0010/0.0048			
NOTE: Aluminum	-		-					
Cam Bearing Set 1-2-3-4-5 NOTE: Oversize A 1.9990" / 2.0010	lign Bored			1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450

	cc	DUNTER DAT	A		SHOP	DATA	A	
BEARING OR POSITION		G PART AL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE		BRG O.D. OF HOUSING BORE	MAX LENGTH
							8 CYL	. (cont.)
19 400 Cl (cont.) Years: 1		16V V8 Chev	rolet	4.12	5"/104.8mm	x 3.75		<u>. ,</u>
		3856239, 385624	0, 3933174, 3951629					(00111.)
Crankshaft Forg	3	3882849, 38871	59730, 3804816, 3836 14, 3904815, 3904816 3, 3975945, 6223, 7115,	3941180, 39424	11, 3951528, 3	3951529	D, 3962523,	
	D (6.6L) 968-1969	16V V8 Olds	mobile	3.87	5"/98.4mm x	4.250)"/108.0mm	20
	D (6.6L) 965-1967	16V V8 Olds	mobile	4.000	"/101.6mm x	4.000)"/101.6mm	
	D (7.0L) 966-1967	16V V8 Olds	mobile	4.125	"/104.8mm x	3.980)"/101.0mm	
	D (7.0L) 965-1967	16V V8		4.125	"/104.8mm x	3.980)"/101.0mm	
	D (7.5L) 968-1976	16V V8 Olds	mobile	4.125	"/104.8mm x	4.250)"/108.0mm	
Rod Bearing (8) NOTE: H-Series I Increased Cran Cap Half	Performan	CB-542HN ce Narrowed Or earance No Dov		2.4988/2.4998	0.0007/0.0028	0.0620) 2.6245/2.625	0 0.7810
.0010" More Oi	Performan Clearance	CB-542HXN ce Bearing Wall e Narrowed On earance No Dov		2.40002.4000	3 0.0017/0.0042	0.0010	2.024072.020	
Main Bearing Set	t TM-77	MS-804H	STD,1,10,20	0.0000/0.0000	0.0000/0.0000	0.0000		
1 2-4		MB-2362H MB-2163H			0.0008/0.0038 0.0008/0.0038			
3		MB-2363H(F)			0.0008/0.0038			
5		MB-2364H			0.0016/0.0049			
		•	Position Number 2,					
, ,		Main Bearings F Ipper Half And F						
Main Bearing Set	t TM-77	MS-804HX	STD					
1 2-4		MB-2362HX MB-2163HX			0.0018/0.0048 0.0018/0.0048			
3		MB-2363HX(F)			0.0018/0.0048			
5		MB-2364HX		2.9993/3.0003	0.0026/0.0059	0.0927	3.1880/3.189	0 1.6290
.0010" More Oi Number 2, 3, 4,	Clearance 5 with Ful	ce Bearing Wall e Bearings For I I Grooved Main rooved Upper H	Bearings					
Cam Bearing Set	B-1	SH-1354S	STD					
1		SH-1354			0.0015/0.0050			
2		SH-1355			0.0015/0.0050			
3 4		SH1356 SH-1357			0.0015/0.0050 0.0015/0.0050			
5		SH-1358			0.0015/0.0050			
Connecting Rod Crankshaft Forg	ing 2		401406, 401456, 41099 230378, 230907, 2309		70, 397303, 397	363, 40	0934, 403707	, 405954,



	COL	JNTER DAT	A		SHOP	DATA	\	
BEARING OR POSITION	BEARING MATERIAL		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
8 CYL								
	ID (6.6L) 1 1970-1972	6V V8 Chev	rolet	4.12	5"/104.8mm	x 3.76	6"/95.7mm	21
	ID (7.4L) 1	6V V8		4.250	'/108.0mm x	4.000	"/101.6mm	
Rod Bearing (8)		CB-743HN	STD,1,9,10,11,19 20,21,30	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	2 0.8420
NOTE: H-Series Increased Cra Cap Half								
Rod Bearing (8) NOTE: H-Series Used In Engine Narrowed On Clearance	Performance es Without Do	weled Conne		2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.325	2 0.8420
Rod Bearing (8) NOTE: H-Series Half, Maximun Thickness May Connecting Ro Crank Fillet Cl	Performance n Wall Does N y Be Used In I od Narrowed	lot Include Co Engines Witho	ut Doweled	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.325	2 0.8420
Rod Bearing (8) NOTE: H-Series Not Include Co Side For Increa Hole In Cap Ha	Performance bating Thickn ased Crank F	ess, Narrowed		2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.325	2 0.8420
Rod Bearing (8) NOTE: H-Series .0010" More O Increased Cran Cap Half	Performance il Clearance N	Narrowed On C		2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.325	2 0.8420
Rod Bearing (8) NOTE: H-Series .0010" More O May Be Used I Rod Narrowed Fillet Clearanc	Performance il Clearance I n Engines Wi I On One Side	Dowel Hole In thout Doweled	Connecting	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.325	2 0.8420
Rod Bearing (8) NOTE: H-Series .0005" Thinner Hole In Cap Ha Coating Thicks Doweled Conn Increased Cra	Performance For .0010" M alf, Maximum ness May Be necting Rod N	lore Oil Cleara Wall Does No Used In Engin larrowed On O	r Bearing Wall nce Dowel t Include es Without	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.325	2 0.8420
Rod Bearing (8) NOTE: H-Series .0005" Thinner Maximum Wal Narrowed On Clearance No	Performance For .0010" M I Does Not In One Side For	lore Oil Cleara clude Coating Increased Cra	nce Thickness,	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.325	2 0.8420
Rod Bearing (8) NOTE: V-Series	Performance		STD,1,10 e In Cap Half		0.0009/0.0030			
Rod Bearing (8) NOTE: V-Series Used In Engine Narrowed On Clearance	Performance es Without Do	weled Conne		2.1990/2.2000	0.0009/0.0034	0.0620	2.3247/2.325	2 0.8420



	co	UNTER DATA	4		SHOP	DATA		
BEARING OR	BEARING		AVAILABLE	STD SHAFT	VERT OIL	мах		MAX
POSITION	MATERIA	L NUMBER	UNDERSIZES	DIAMETER	CLEARANCE	WALL		LENGTH
			• •					(cont.)
21 402 CI (cont.) Years: 19		16V V8 Chevro	olet	4.12	5"/104.8mm	x 3.76	6"/95.7mm	21 (cont.)
454 CI Years: 19	D (7.4L) 1 974	I6V V8		4.250'	'/108.0mm x	4.000	"/101.6mm	
.0010" More Oil May Be Used In	Clearance Engines W On One Sid		Connecting	2.1990/2.2000	0.0019/0.0044	0.0615	2.3247/2.325	2 0.8420
	erformanc	CB-743VX e Bearing Wall .(No Dowel Hole	STD 0005" Thinner For In Cap	2.1990/2.2000	0.0019/0.0040	0.0614	2.3247/2.325	2 0.8920
Rod Bearing (8) NOTE: M-Series F Used In Engines			STD Cap Half May Be ting Rod	2.1990/2.2000	0.0010/0.0031	0.0622	2.3247/2.325	2 0.8920
Main Bearing Set 1-2-3-4 5		MS-829H MB-2403H MB-2404H(F)	STD,1,9,10,11,19 20,21,30		0.0007/0.0032			
NOTE: H-Series P Lower Half	erformanc	e Grooved Uppe	r Half And Plain					
Main Bearing Set 1-2-3-4 5 NOTE: H. Series B		MS-829HG MB-2403HG MB-2404HG(F)	STD Grooved Bearings		0.0007/0.0032 0.0012/0.0038			
Main Bearing Set		MS-829HK	STD,1,10					
1-2-3-4 5		MB-2403H MB-2404H(F)			0.0007/0.0032 0.0012/0.0038			
NOTE: H-Series P And Plain Lowe Include Coating	r Half, Max	imum Wall Does	Grooved Upper Half Not					
Main Bearing Set 1-2-3-4 5	TM-77	MS-829HX MB-2403HX MB-2404HX(F)	STD		0.0017/0.0042			
	Clearance	e Bearing Wall . Grooved Upper	0005" Thinner For Half And					
Main Bearing Set 1-2-3-4 5	TM-77	MS-829HXK MB-2403HX MB-2404HX(F)	STD		0.0017/0.0042			
	or .0010" I Half And P	More Oil Clearan Iain Lower Half,	ice					
Main Bearing Set 1-2-3-4 5	VP-2	MS-829V MB-2403V MB-2404V(F)	STD,1,10		0.0007/0.0035			
NOTE: V-Series P Lower Half	erformanc		r Half And Plain					
Main Bearing Set	VP-2	MB-2403VX	STD		0.0017/0.0045			
	Clearance	MB-2404VX(F) e Bearing Wall .(Grooved Upper	0005" Thinner For Half And	2.7478/2.7488	0.0021/0.0049	0.0932	2.9370/2.938	J 1.8110



	0	UNTER DAT	Α	SHOP DATA					
BEARING OR POSITION	BEARING	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
8 CYL (cont.)				•					
(cont.) Years: 1	970-1972	16V V8 Chev	rolet		5"/104.8mm			21 (cont.)	
454 C Years: 1	D (7.4L) *	16V V8		4.250	'/108.0mm x	4.000	"/101.6mm		
Main Bearing Se 1-2-3-4 5	B-2	MS-1732M MB-3111M MB-2404P(F) ce Grooved Upp	STD er Half And Plain		0.0007/0.0037 0.0009/0.0039				
Main Bearing	Performanc		STD aged Bearing Only,	2.7478/2.7488	0.0012/0.0038	0.0934	2.9370/2.9380	1.8110	
.0010" More Oi	Performance	MB-2404HX e Bearing Wall Contains Flang And Plain Lowe	•	2.7478/2.7488	0.0022/0.0048	0.0929	2.9370/2.9380	1.8110	
Cam Bearing Set 1-2-3-4-5 NOTE: Align Bore Bore		SH-617S SH-617 Vith 2.1195" / 2.	STD 1205" Housing	1.9485/1.9495	0.0006/0.0046	0.0847	2.1195/2.1205	0.9900	
	D (6.6L) :	32V Turbo. V	8 Duramax DIESEL	4.05	5"/103.0mm	x 3.89	8"/99.0mm	22	
	Performance rings can be	CB-1805H e No Dowel Ho e used but the C a Nitride Heat 1	Crankshaft	2.4764/2.4772	0.0010/0.0034	0.0794	2.6372/2.6378	0.9340	
.0010" More Oi Half Undersize	Performance Clearance Bearings c	CB-1805HX e Bearing Wall No Dowel Hole an be used but rdened with a N	the	2.4764/2.4772	0.0020/0.0044	0.0789	2.6372/2.6378	0.9340	
Lower Half Und Crankshaft Mu	Performano lersize Bea st Be Reha	MS-2218H MB-3776H e Grooved Upp rings Can Be Us rdened With A N lumber TW-610	litride Heat	3.1459/3.1466	0.0009/0.0033	0.0994	3.3464/3.3472	0.8200	
Main Bearing Se 1-2-3-4-5 NOTE: H-Series .0010" More Oi Plain Lower Ha	TM-77 Performance I Clearance If Undersiz shaft Must I	MS-2218HX MB-3776HX	STD .0005" Thinner For r Half And Be Used	3.1459/3.1466	0.0019/0.0043	0.0989	3.3465/3.3472	0.8200	
Thrust Washer S		TW-610S MB-3776W	STD	3.5039/3.5137			4.2027/4.2125	0.1181	
NOTE: Contains Part Number N	,		1 And 5 Use with						
Cam Bearing Set	B-1	SH-1999S SH-1999	STD	2.3988/2.4000				1.1250	



	CO	UNTER DATA	λ	SHOP DATA					
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE		BORE L	AAX ENGTH	
23 421 CI	D (6.9L) 1	16V V8 Pontia	c	4,094	'/104.0mm x	4.000		8 CYL 23	
Years: 1	961-1966							20	
	D (7.0L) 1 967-1969	16V V8 Pontia	C	4.120	'/104.6mm x	4.000	"/101.6mm		
455 CI		16V V8 HO		4.150	'/105.4mm x	4.210	"/107.0mm		
455 CI		16V V8 Pontia	c	4.150	'/105.4mm x	4.210	"/107.0mm		
	D (7.5L) 1 972-1974	16V V8 Pontia	c Super Duty	4.150	'/105.4mm x	4.210	"/107.0mm		
Rod Bearing (8) NOTE: H-Series F Increased Cran Cap Half	Performanc	CB-758HN e Narrowed On (arance No Dowe		2.2487/2.2497	0.0012/0.0033	0.0619	2.3745/2.3750	0.8460	
.0010" More Oil	Performance	CB-758HXN e Bearing Wall .(Narrowed On O arance No Dowe		2.2487/2.2497	0.0021/0.0042	0.0614	2.3745/2.3750	0.8460	
Main Bearing Set	TM-77	MS-667H	STD,1,10	0.0400/0.0500	0.0005 10.0005				
1-2-3		MB-2215H MB-2216H(F)			0.0005/0.0035				
5		MB-2217H			0.0005/0.0035				
5 with Full Groo	Performanc	e Bearings For F Bearings Positior Half And Plain L							
Main Bearing Set	TM-77	MS-667HX	STD						
1-2-3		MB-2215HX			0.0015/0.0045				
4		MB-2216HX(F) MB-2217HX			0.0015/0.0045 0.0015/0.0045				
.0010" More Oil Number 4, 5 wit	Performance Clearance th Full Groc er 1, 2, 3 Ha		igs						
Cam Bearing Set 1-2-3-4-5	B-1	SH-292S SH-292	STD	1.8992/1.8997	0.0010/0.0060	0.0643	2.0297/2.0317	0.6900	
For Year(s): 1963									
Crankshaft Forgi	•		770488, 9773384, 978276					~ ~	
	D (8.1L) 1 001-2007	16V V8 Vorteo	,	4.250	'/108.0mm x	4.370	"/111.0mm	24	
Rod Bearing (8)	TM-77	CB-743HN	STD,1,9,10,11,19 20,21,30	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420	
NOTE: H-Series F Increased Cran Cap Half		e Narrowed On arance No Dowe	One Side For						
Used In Engine	Performances Without E	CB-743HND e Dowel Hole In Doweled Connec r Increased Crar	-	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420	

SLEVITE

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‡ Discontinued

• New Number

	COUNTER DATA SHOP DATA								
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	NAX LENGTH	
8 CYL (cont.)	D /9 11 \ 1	6V V8 Vorte	2	4 250	'/108.0mm x	4 270	"/111 0mm	24	
(cont.) Years: 2		ov vo vorte	C	4.250	7100.0mm x	4.370	7111.0mm	(cont.)	
Rod Bearing (8) NOTE: H-Series F Half, Maximum Thickness May Connecting Ro Crank Fillet Cle	Performance Wall Does N Be Used In d Narrowed	lot Include Coa Engines Witho	ut Doweled	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.325	2 0.8420	
Rod Bearing (8) NOTE: H-Series I Not Include Co Side For Increa Hole In Cap Ha	Performance ating Thickn sed Crank F	ess, Narrowed			0.0010/0.0031				
Rod Bearing (8) NOTE: H-Series F .0010" More Oil Increased Cran Cap Half	Performance Clearance	Narrowed On C		2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.325	2 0.8420	
Rod Bearing (8) NOTE: H-Series F .0010" More Oil May Be Used Ir Rod Narrowed Fillet Clearance	Performance Clearance I Engines Wi On One Side	Dowel Hole In (ithout Doweled	Connecting	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.325	2 0.8420	
Rod Bearing (8) NOTE: H-Series F .0005" Thinner Hole In Cap Ha Coating Thickn Doweled Conne Increased Cran	Performance For .0010" M If, Maximum ess May Be ecting Rod M	lore Oil Cleara Wall Does Not Used In Engine larrowed On O	[·] Bearing Wall nce Dowel t Include es Without	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.325	2 0.8420	
Rod Bearing (8) NOTE: H-Series F .0005" Thinner Maximum Wall Narrowed On C Clearance No D	Performance For .0010" M Does Not In Ine Side For	lore Oil Cleara clude Coating Increased Cra	nce Thickness,	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.325	2 0.8420	
Rod Bearing (8) NOTE: V-Series F	=	CB-743V No Dowel Hol	STD,1,10 e In Cap Half	2.1990/2.2000	0.0009/0.0030	0.0619	2.3247/2.325	2 0.8920	
Rod Bearing (8) NOTE: V-Series F Used In Engine Narrowed On C Clearance	Performance s Without Do	oweled Connec	0	2.1990/2.2000	0.0009/0.0034	0.0620	2.3247/2.325	2 0.8420	
Rod Bearing (8) NOTE: V-Series F .0010" More Oil May Be Used Ir Rod Narrowed Fillet Clearance	Performance Clearance I Engines Wi On One Side	Dowel Hole In (ithout Doweled	Connecting	2.1990/2.2000	0.0019/0.0044	0.0615	2.3247/2.325	2 0.8420	
Rod Bearing (8) NOTE: V-Series F .0010" More Oil Half	Performance	•	STD 0005" Thinner For In Cap	2.1990/2.2000	0.0019/0.0040	0.0614	2.3247/2.325	2 0.8920	
Rod Bearing (8) NOTE: M-Series Used In Engine	Performance		STD n Cap Half May Be cting Rod	2.1990/2.2000	0.0010/0.0031	0.0622	2.3247/2.325	2 0.8920	



	CO	UNTER DA	ГА		SHOP DATA						
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH			
							8 CYL	(cont.)			
24 496 Cl (cont.) Years: 20		16V V8 Vort	ec	4.250"	/108.0mm x	4.370	"/111.0mm	24 (cont.)			
Main Bearing Set 1-2-3-4 5 NOTE: H-Series F Lower Half		MS-2327H MB-3774H MB-3775H(F) e Grooved Up	STD•,10• per Half And Plain		0.0008/0.0031 0.0007/0.0030						
Cam Bearing Set 1-2-3-4-5 NOTE: Align Bore Bore		SH-617S SH-617 Vith 2.1195" / 2	STD 2.1205" Housing	1.9485/1.9495	0.0006/0.0046	0.0847	2.1195/2.1205	0.9900			
Cam Bearing Set 1 2-5 3-4 NOTE: Performan		SH-2144S SH-2144 SH-2145 SH-2146 g Set	STD	1.9487/1.9497	0.0011/0.0047 0.0011/0.0047 0.0011/0.0047	0.0891	2.1290/2.1310	0.9850			

HONDA

ENGINE	YEAR	BORE & STROKE	BLOCK
1590 CC (1.6L) SOHC 8V L4 D16B5 CNG	1998-2000	2.953"/75.0mm X 3.543"/90.0mm	1
1590 CC (1.6L) SOHC 16V L4 D16A6	1988-1991	2.953"/75.0mm X 3.543*/90.0mm	2
1590 CC (1.6L) SOHC 16V L4 D16Y7	1996-2000	2.953"/75.0mm X 3.543"/90.0mm	2
1590 CC (1.6L) SOHC 16V L4 VTEC D16Y5	1996-2000	2.953"/75.0mm X 3.543*/90.0mm	2
1590 CC (1.6L) SOHC 16V L4 VTEC D16Y8	1996-2000	2.953"/75.0mm X 3.543"/90.0mm	2
1590 CC (1.6L) SOHC 16V L4 VTEC D16Z6	1992-1995	2.953*/75.0mm X 3.543*/90.0mm	2
1595 CC (1.6L) DOHC 16V L4 VTEC B16A2	1996-1997, 1999-2000	3.189"/81.0mm X 3.047"/77.4mm	3
1595 CC (1.6L) DOHC 16V L4 VTEC B16A3	1994-1995	3.189"/81.0mm X 3.047*/77.4mm	3
1829 CC (1.8L) SOHC 12V L4 A18A1	1987	3.150"/80.0mm X 3.583*/91.0mm	4
1829 CC (1.8L) SOHC 8V L4 ES1	1983	3.150"/80.0mm X 3.583"/91.0mm	4
1829 CC (1.8L) SOHC 12V L4 ES2	1984-1985	3.150"/80.0mm X 3.583*/91.0mm	4
1829 CC (1.8L) SOHC 12V L4 ES3	1985	3.150"/80.0mm X 3.583*/91.0mm	4
1829 CC (1.8L) SOHC 8V L4 ET2	1984-1986	3.150"/80.0mm X 3.583*/91.0mm	4
1955 CC (2.0L) SOHC 12V L4 A20A1	1987-1989	3.258"/82.8mm X 3.583*/91.0mm	4
1955 CC (2.0L) SOHC 12V L4 A20A3	1987-1989	3.258"/82.8mm X 3.583"/91.0mm	4
1955 CC (2.0L) SOHC 12V L4 BS	1986	3.258"/82.8mm X 3.583*/91.0mm	4
1955 CC (2.0L) SOHC 12V L4 BT	1986	3.258"/82.8mm X 3.583"/91.0mm	4
1955 CC (2.0L) SOHC 12V L4 BTI	1985-1987	3.258"/82.8mm X 3.583*/91.0mm	4
1958 CC (2.0L) SOHC 12V L4 B20A3	1988-1990	3.189"/81.0mm X 3.740"/95.0mm	5
1958 CC (2.0L) DOHC 16V L4 B20A5	1988-1991	3.189"/81.0mm X 3.740"/95.0mm	6
1972 CC (2.0L) DOHC 16V L4 B20B4	1997-1998	3.307"/84.0mm X 3.504"/89.0mm	7
1972 CC (2.0L) DOHC 16V L4 B20Z2	1999-2001	3.307"/84.0mm X 3.504"/89.0mm	7
1997 CC (2.0L) DOHC 16V L4 VTEC F20C1	2000-2003	3.420"/87.0mm X 3.310"/84.0mm	8
1998 CC (2.0L) DOHC 16V L4 VTEC K20A3	2002-2005	3.390"/86.1mm X 3.386"/86.0mm	9
1998 CC (2.0L) DOHC 16V L4 VTEC K20Z3	2006-2011	3.390"/86.1mm X 3.386"/86.0mm	10
2056 CC (2.1L) DOHC 16V L4 B21A1	1990-1991	3.268"/83.0mm X 3.740"/95.0mm	6
2156 CC (2.2L) SOHC 16V L4 F22A1	1990-1996	3.346"/85.0mm X 3.740"/95.0mm	11
2156 CC (2.2L) SOHC 16V L4 F22A4	1990-1991	3.346"/85.0mm X 3.740"/95.0mm	11
2156 CC (2.2L) SOHC 16V L4 F22A6	1991-1993	3.346"/85.0mm X 3.740"/95.0mm	11
2156 CC (2.2L) SOHC 16V L4 F22B2	1994-1997	3.346"/85.0mm X 3.740"/95.0mm	11

New Number
 ‡ Discontinued



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ENGINE	YEAR	BORE & STROKE	BLOCK
2156 CC (2.2L) SOHC 16V L4 F22B6	1995-1997	3.346"/85.0mm X 3.740"/95.0mm	11
2156 CC (2.2L) SOHC 16V L4 VTEC F22B1	1994-1997	3.346"/85.0mm X 3.740"/95.0mm	11
2157 CC (2.2L) DOHC 16V L4 VTEC F22C1	2004-2009	3.425"/87.0mm X 3.571"/90.7mm	12
2157 CC (2.2L) DOHC 16V L4 VTEC H22A1	1993-1996	3.425"/87.0mm X 3.571"/90.7mm	11
2157 CC (2.2L) DOHC 16V L4 VTEC H22A4	1997-2001	3.425"/87.0mm X 3.571"/90.7mm	6
2259 CC (2.3L) DOHC 16V L4 H23A1	1992-1996	3.425"/87.0mm X 3.740"/95.0mm	11
2354 CC (2.4L) DOHC 16V L4 i-VTEC K24Z1	2007-2009	3.420"/87.0mm X 3.890"/99.0mm	13
2354 CC (2.4L) DOHC 16V L4 i-VTEC K24Z2	2008-2011	3.420"/87.0mm X 3.890"/99.0mm	13
2354 CC (2.4L) DOHC 16V L4 i-VTEC K24Z3	2008-2011	3.420"/87.0mm X 3.890"/99.0mm	13
2354 CC (2.4L) DOHC 16V L4 i-VTEC K24Z6	2010-2011	3.420"/87.0mm X 3.890"/99.0mm	13
2354 CC (2.4L) DOHC 16V L4 VTEC K24A1	2002-2006	3.420"/87.0mm X 3.890"/99.0mm	13
2354 CC (2.4L) DOHC 16V L4 VTEC K24A4	2003-2006	3.420"/87.0mm X 3.890"/99.0mm	13
2354 CC (2.4L) DOHC 16V L4 VTEC K24A8	2006-2011	3.420"/87.0mm X 3.890"/99.0mm	13

	COU	INTER DA	ГА		SHOP	DATA	۸	
BEARING OR POSITION	BEARING MATERIAL		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	NAX LENGTH
4 CYL								
	C (1.6L) S	OHC 8V L	4 D16B5 CNG	2.9	53"/75.0mm	x 3.54	3"/90.0mm	1
Rod Bearing (4) NOTE: H Series P Fillet Clearance	erformance		STD,.026mm,.25mm or Increased Crank alf	1.7707/1.7717	0.0008/0.0015	0.0592	1.8898/1.890	7 0.6780
Rod Bearing (4) NOTE: H Series P .0010" More Oil Crank Fillet Cle	erformance Clearance	Narrowed For	1.0005" Thinner For Increased	1.7707/1.7717	0.0018/0.0025	0.0587	1.8898/1.890	7 0.6780
		OHC 16V	L4 D16A6	2.9	53"/75.0mm	x 3.54	3"/90.0mm	2
	988-1991							
	C (1.6L) S 996-2000	OHC 16V	L4 D16Y7	2.9	53"/75.0mm	x 3.54	3"/90.0mm	
1590 0	C (1.6L) S	OHC 16V	L4 VTEC D16Y5	2.9	53"/75.0mm	x 3.54	3"/90.0mm	
1590 0	996-2000 C (1.6L) S 996-2000	OHC 16V	L4 VTEC D16Y8	2.9	53"/75.0mm	x 3.54	3"/90.0mm	
	C (1.6L) S	OHC 16V	L4 VTEC D16Z6	2.9	53"/75.0mm	x 3.54	3"/90.0mm	
Rod Bearing (4) NOTE: H Series P Fillet Clearance	erformance		STD,.026mm,.25mm or Increased Crank alf	1.7707/1.7717	0.0008/0.0015	0.0592	1.8898/1.890	7 0.6780
Rod Bearing (4) NOTE: H Series P .0010" More Oil Crank Fillet Cle	erformance Clearance	Narrowed For	1.0005" Thinner For Increased	1.7707/1.7717	0.0018/0.0025	0.0587	1.8898/1.890	7 0.6780



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	COL	JNTER DATA			SHOP	DATA	l l	
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BORE	MAX LENGTH
								(cont.)
(cont.) Years: 1	988-1991	SOHC 16V L4			53"/75.0mm			(cont.)
Years: 1	996-2000	SOHC 16V L4			53"/75.0mm			
Years: 1	996-2000		VTEC D16Y5		53"/75.0mm			
Years: 1	996-2000		VTEC D16Y8		53"/75.0mm			
Years: 1	992-1995		VTEC D16Z6	2.9	53"/75.0mm	x 3.54	3"/90.0mm	
Main Bearing Se 1-2-3-4-5 NOTE: H Series I	1	MS-1804H MB-3760H Contains Full G	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.323	7 0.7870
	t Washer Se	t, Not Included						
Main Bearing Se 1-2-3-4-5		MS-1804HX MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.323	7 0.7870
.0010" More Oi	l Clearance (ires Thrust V	Contains Full Gr Vasher Set, Not						
Thrust Washer S NOTE: Contains	1	TW-473S MB-3176W sition Number 4	STD Use with Part	2.4114/2.4213	3		3.2185/3.228	3 0.0980
Number MS-18	,							
	CC (1.6L) E 996-1997, 19		VTEC B16A2	3.1	89"/81.0mm	x 3.04	7"/77.4mm	3
1595 0			VTEC B16A3	3.1	89"/81.0mm	x 3.04	7"/77.4mm	
Rod Bearing (4) NOTE: H-Series	Performance	CB-1777H No Dowel Hole To Be Replaced B		1.7707/1.7717	0.0014/0.0043	0.0590	1.8898/1.890	7 0.7677
	Performance I Clearance I	CB-1777HX Bearing Wall .0 No Dowel Hole In To Be Replaced I		1.7707/1.7717	7 0.0024/0.0053	0.0585	1.8898/1.890	7 0.7677
Main Bearing Se 1-2-3-4-5	t TM-77	MS-2095H MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.323	7 0.7870
NOTE: H Series I Lower Half Red Included Use w	quires Thrust	Washer Set, No						
.0010" More Oi	Performance	MS-2095HX MB-3760HX Bearing Wall .0 Grooved Upper I Ihrust Washer S		2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.323	7 0.7870
Included Use w								
Thrust Washer S NOTE: Contains			STD ; Use with Part	2.4114/2.4213	3		3.2185/3.228	3 0.0980



	COUNTER DAT	Α	SHOP DATA						
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		NAX LENGTH		
4 CYL									
Years:				50"/80.0mm					
Years:				50"/80.0mm					
Years:	CC (1.8L) SOHC 12V L			50"/80.0mm					
Years:	CC (1.8L) SOHC 12V L 1985 CC (1.8L) SOHC 8V L4			50"/80.0mm 50"/80.0mm					
Years:	1984-1986 CC (2.0L) SOHC 12V L			58"/82.8mm					
Years:	1987-1989 CC (2.0L) SOHC 12V L			58"/82.8mm					
1955	1987-1989 CC (2.0L) SOHC 12V L	4 BS	3.2	58"/82.8mm	x 3.58	3"/91.0mm			
Years: 1955 Years:	CC (2.0L) SOHC 12V L	4 BT	3.2	58"/82.8mm	x 3.58	3"/91.0mm			
1955	CC (2.0L) SOHC 12V L 1985-1987	4 BTI	3.2	58"/82.8mm	x 3.58	3"/91.0mm			
Rod Bearing (4)	TM-77 CB-1353H Performance No Dowel Ho	STD,.026mm,.25mm le In Cap Half with	1.7707/1.7717	7 0.0005/0.0034	0.0590	1.8898/1.890	7 0.7680		
.0010" More C	TM-77 CB-1353HX Performance Bearing Wall bil Clearance No Dowel Hole lole in Bearing		1.7707/1.7717	7 0.0015/0.0044	0.0586	1.8898/1.890	7 0.7680		
	CC (2.0L) SOHC 12V L 1988-1990	4 B20A3	3.1	89"/81.0mm	x 3.74	0"/95.0mm	5		
Rod Bearing (4) NOTE: H-Series Oil Hole in Bea	Performance No Dowel Ho	STD,.026mm,.25mm le In Cap Half with	1.7707/1.7717	7 0.0005/0.0034	0.0590	1.8898/1.890	7 0.7680		
.0010" More C	TM-77 CB-1353HX Performance Bearing Wall bil Clearance No Dowel Hole lole in Bearing		1.7707/1.7717	7 0.0015/0.0044	0.0586	i 1.8898/1.890	7 0.7680		
	MB-3760H Performance Contains Full Ist Washer Set, Not Included		2.1644/2.1654	\$ 0.0002/0.0027	0.0781	2.3228/2.323	7 0.7870		
.0010" More C Bearings Req	et TM-77 MS-1804HX MB-3760HX Performance Bearing Wall bil Clearance Contains Full C uires Thrust Washer Set, No Number TW-473S	arooved	2.1644/2.1654	\$ 0.0012/0.0037	0.0776	2.3228/2.323	7 0.7870		
	Set TW-473S MB-3176W s 2 Pieces, Position Number 804H, MS-1804HX	STD 4 Use with Part	2.4114/2.4213	3		3.2185/3.228	3 0.0980		



	COUNTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
							4 CYL	
Years:	CC (2.0L) DOHC 16V L 1988-1991 CC (2.1L) DOHC 16V L			89"/81.0mm 68"/83.0mm				
Years: 2157	1990-1991 CC (2.2L) DOHC 16V L			25"/87.0mm				
Rod Bearing (4)	1997-2001 TM-77 CB-1780H Performance No Dowel Ho ring	STD, 25mm le In Cap Half with	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.008	7 0.7650	
	TM-77 CB-1780HK Performance with TriArmo pating Thickness, No Dowe		1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.008	7 0.7650	
	TM-77 CB-1780HX Performance Bearing Wall Il Clearance No Dowel Hole		1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.008	7 0.7650	
.0005" Thinner	Performance with TriArmo For .0010" More Oil Cleara Does Not Include Coating	ince	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.008	7 0.7650	
	MB-3760H Performance Contains Full	•	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.323	7 0.7870	
Part Number T	st Washer Set, Not Include W-473S	d Use with						
.0010" More O Bearings Requ	t TM-77 MS-1804HX MB-3760HX Performance Bearing Wall il Clearance Contains Full (irres Thrust Washer Set, No Number TW-473S	Grooved	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.323	7 0.7870	
Thrust Washer S		STD 4 Use with Part	2.4114/2.4213			3.2185/3.2283	3 0.0980	
	304H, MS-1804HX CC (2.0L) DOHC 16V L	4 82084	3.3	07"/84.0mm	× 3 50	4"/80 0mm	7	
	1997-1998	.4 82084	5.50	07 704.01111	x 3.50	4 /09.000	'	
	CC (2.0L) DOHC 16V L 1999-2001	4 B20Z2	3.3	07"/84.0mm	x 3.50	4"/89.0mm		
	TM-77 CB-1461HN Performance Narrowed For e No Dowel Hole In Cap Ha		1.7707/1.7717	0.0008/0.0015	0.0592	1.8898/1.8907	7 0.6780	
.0010" More O	TM-77 CB-1461HXN Performance Bearing Wall Il Clearance Narrowed For earance No Dowel Hole In	Increased	1.7707/1.7717	0.0018/0.0025	0.0587	1.8898/1.8907	7 0.6780	
Lower Half Re	t TM-77 MS-2095H MB-3760H Performance Grooved Upp quires Thrust Washer Set, I vith Part Number TW-473S		2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.323	7 0.7870	



	co	UNTER DAT	Α	SHOP DATA				
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OR HOUSING BORE	MAX LENGTH
4 CYL (cont.)								
(cont.) Years: 1	997-1998	DOHC 16V L			07"/84.0mm			(cont.)
	SC (2.0L)	DOHC 16V L	4 B20Z2	3.3	07"/84.0mm	x 3.50	4"/89.0mm	
Main Bearing Se 1-2-3-4-5	t TM-77 Performance I Clearance	Grooved Uppe		2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.323	7 0.7870
Included Use w								
Thrust Washer S	et	TW-473S MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	3 0.0980
NOTE: Contains Number MS-20		osition Number	4; Use with Part	2.4114/2.4210			0.2100/0.220	0.0300
	• •	DOHC 16V L	4 VTEC F20C1	3.4	20"/87.0mm	x 3.31	0"/84.0mm	8
Rod Bearing	Performanc	CB-1780H e No Dowel Ho	STD, 25mm le In Cap Half with	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.008	7 0.7650
Rod Bearing	TM-77 Performanc		STD r Maximum Wall Does I Hole In	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	7 0.7650
Rod Bearing NOTE: H-Series .0010" More Oi Half	Performanc		STD .0005" Thinner For In Cap	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.008	7 0.7650
Rod Bearing NOTE: H-Series .0005" Thinner Maximum Wall No Dowel Hole	Performanc For .0010" I Does Not In	More Oil Cleara nclude Coating	nce	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	7 0.7650
Main Bearing Se 1-5 NOTE: H Series F Requires Thrus Part Number T	Performance at Washer S		STD•,.026mm• Grooved Bearings d Use with	2.1644/2.1654	0.0004/0.0028	0.0982	2.3622/2.363	0.7870
Main Bearing Set 1-5 NOTE: H Series F	t TM-77 Performance Clearance (ires Thrust	Contains Full G Washer Set, No		2.1644/2.1654	0.0014/0.0038	0.0977	2.3622/2.3630	0.7870
Thrust Washer S	et	TW-473S MB-3176W	STD	2.4114/2.4213			0.0105/0.000	0.0000
NOTE: Contains Number MS230		osition Number	4 Use with Part	2.4114/2.4213			3.2185/3.228	0.0980
9 1998 0			4 VTEC K20A3	3.3	90"/86.1mm	x 3.38	6"/86.0mm	9
Main Bearing Se 1-2-3-4-5	t TM-77	MS-2095H MB-3760H e Grooved Upp	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.323	7 0.7870
Lower Half Red Included Use w	quires Thrus	st Washer Set, I						



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	COUNTER DATA				SHOP DATA					
BEARING OR POSITION	BEARING MATERIAL	PART	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX		MAX LENGTH		
				I			4 CYL	(cont.)		
(cont.) Years: 2	2002-2005		VTEC K20A3	3.39	90"/86.1mm	x 3.38	6"/86.0mm	9 (cont.)		
.0010" More Oi	Performance I Clearance (Ilf Requires 1	Grooved Upper Thrust Washer S		2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870		
Thrust Washer S NOTE: Contains		TW-473S MB-3176W psition Number 4	STD	2.4114/2.4213			3.2185/3.2283	0.0980		
Number MS-20										
	CC (2.0L) [2006-2011	DOHC 16V L4	VTEC K20Z3	3.39	90"/86.1mm	x 3.38	6"/86.0mm	10		
Rod Bearing NOTE: H Series I		CB-1861H	STD•	1.8888/1.8898	0.0005/0.0029	0.0588	2.0079/2.0087	0.6100		
Rod Bearing NOTE: H Series I .0010" More Oi	Performance	CB-1861HX Bearing Wall .0	STD• 005" Thinner For	1.8888/1.8898	0.0015/0.0039	0.0583	2.0079/2.0087	0.6100		
Main Bearing Se 1-2-3-4-5 NOTE: H Series I Lower Half Red Included Use w	Performance quires Thrust	Washer Set, No		2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870		
.0010" More Oi	Performance I Clearance (Ilf Requires 1	Grooved Upper Thrust Washer S		2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870		
Thrust Washer S NOTE: Contains	2 Pieces; Po		STD I; Use with Part	2.4114/2.4213			3.2185/3.2283	0.0980		
	CC (2.2L) S	SOHC 16V L4	F22A1	3.34	46"/85.0mm	x 3.74	0"/95.0mm	11		
2156		50HC 16V L4	F22A4	3.34	46"/85.0mm	x 3.74	0"/95.0mm			
2156 0		60HC 16V L4	F22A6	3.34	46"/85.0mm	x 3.74	0"/95.0mm			
2156	1991-1993 CC (2.2L) \$ 1994-1997	60HC 16V L4	F22B2	3.34	46"/85.0mm	x 3.74	0"/95.0mm			
2156 0		SOHC 16V L4	F22B6	3.34	46"/85.0mm	x 3.74	0"/95.0mm			
2156 0		50HC 16V L4	VTEC F22B1	3.34	46"/85.0mm	x 3.74	0"/95.0mm			
2157 0		DOHC 16V L4	VTEC H22A1	3.42	25"/87.0mm	x 3.57	1"/90.7mm			
2259 0		OOHC 16V L4	H23A1	3.42	25"/87.0mm	x 3.74	0"/95.0mm			
Rod Bearing (4)	TM-77 Performance	CB-1780H No Dowel Hole	STD,.25mm In Cap Half with	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650		



COUNTER DATA			SHOP	DATA		
POSITION MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OF HOUSING BORE	R MAX LENGTH
4 CYL (cont.) 11 2156 CC (2.2L) SOHC 16V L4 I (cont.) Years: 1990-1996	F22A1	3.3	46"/85.0mm	x 3.74	0"/95.0mm	11 (cont.)
2156 CC (2.2L) SOHC 16V L4 I Years: 1990-1991	F22A4	3.3	46"/85.0mm	x 3.74	0"/95.0mm	· · · · · · · · · · · · · · · · · · ·
2156 CC (2.2L) SOHC 16V L4 I Years: 1991-1993		3.3	46"/85.0mm	x 3.74	0"/95.0mm	
2156 CC (2.2L) SOHC 16V L4 I Years: 1994-1997			46"/85.0mm			
2156 CC (2.2L) SOHC 16V L4 I Years: 1995-1997 2156 CC (2.2L) SOHC 16V L4 V			46"/85.0mm 46"/85.0mm			
Years: 1994-1997 2157 CC (2.2L) DOHC 16V L4			25"/87.0mm			
Years: 1993-1996 2259 CC (2.3L) DOHC 16V L4	H23A1	3.4	25"/87.0mm	x 3.74	0"/95.0mm	
Years: 1992-1996 Rod Bearing (4) TM-77 CB-1780HK NOTE: H-Series Performance with TriArmor M Not Include Coating Thickness, No Dowel He Cap Half		1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.008	0.7650
Rod Bearing (4) TM-77 CB-1780HX NOTE: H-Series Performance Bearing Wall .00 .0010" More Oil Clearance No Dowel Hole In Half		1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.008	0.7650
Rod Bearing (4) TM-77 CB-1780HXK NOTE: H-Series Performance with TriArmor Bo .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Th No Dowel Hole In Cap Half	0	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.008	0.7650
12 2157 CC (2.2L) DOHC 16V L4 Years: 2004-2009	VTEC F22C1	3.4	25"/87.0mm	x 3.57	1"/90.7mm	12
Rod Bearing (4) TM-77 CB-1780H NOTE: H-Series Performance No Dowel Hole I Oil Hole in Bearing	STD,.25mm n Cap Half with	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.008	0.7650
Rod Bearing (4) TM-77 CB-1780HK NOTE: H-Series Performance with TriArmor M Not Include Coating Thickness, No Dowel Ho Cap Half		1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.008	0.7650
Rod Bearing (4) TM-77 CB-1780HX NOTE: H-Series Performance Bearing Wall .00 .0010" More Oil Clearance No Dowel Hole In Half		1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.008	0.7650
Rod Bearing (4) TM-77 CB-1780HXK NOTE: H-Series Performance with TriArmor Be .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Th No Dowel Hole In Cap Half	e	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.008	7 0.7650
Main Bearing Set TM-77 MS-2309H 1-5 MB-3962H NOTE: H Series Performance Contains Full Gra Requires Thrust Washer Set, Not Included U Part Number TW-473S	÷	2.1644/2.1654	0.0004/0.0028	0.0982	2.3622/2.363	0 0.7870



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	COL	JNTER DAT	A	SHOP DATA					
BEARING OR POSITION	BEARING MATERIAI	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
							4 CYL	(cont.)	
12 2157 (cont.) Years:		DOHC 16V L	4 VTEC F22C1	3.4	25"/87.0mm	x 3.57	'1"/90.7mm	12 (cont.)	
	Performance		STD• 005" Thinner For	2.1644/2.1654	0.0014/0.0038	0.0977	2.3622/2.363	0 0.7870	
	uires Thrust V	ontains Full Gr Vasher Set, Not 473S							
Thrust Washer S		TW-473S	STD						
NOTE: Contains Number MS23	2 Pieces, Po		4 Use with Part	2.4114/2.4213			3.2185/3.228	3 0.0980	
13 2354			4 i-VTEC K24Z1	3.4	20"/87.0mm	x 3.89	0"/99.0mm	13	
2354		DOHC 16V L	4 i-VTEC K24Z2	3.4	20"/87.0mm	x 3.89	0"/99.0mm		
	CC (2.4L) I 2008-2011	DOHC 16V L	4 i-VTEC K24Z3	3.4	20"/87.0mm	x 3.89	0"/99.0mm		
	CC (2.4L) I 2010-2011	DOHC 16V L	4 i-VTEC K24Z6	3.4	20"/87.0mm	x 3.89	0"/99.0mm		
Years:	2002-2006		4 VTEC K24A1	3.4	20"/87.0mm	x 3.89	0"/99.0mm		
	CC (2.4L) I 2003-2006	DOHC 16V L	4 VTEC K24A4	3.4	20"/87.0mm	x 3.89	0"/99.0mm		
2354		DOHC 16V L	4 VTEC K24A8	3.4	20"/87.0mm	x 3.89	0"/99.0mm		
Rod Bearing (4) NOTE: H Series	TM-77 Performance	CB-1861H	STD•	1.8888/1.8898	0.0005/0.0029	0.0588	3 2.0079/2.008	7 0.6100	
Rod Bearing (4) NOTE: H Series .0010" More O	Performance	CB-1861HX Bearing Wall .	STD• 0005" Thinner For	1.8888/1.8898	0.0015/0.0039	0.0583	3 2.0079/2.008	7 0.6100	
Main Bearing Se 1-2-3-4-5		MS-2095H MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.323	7 0.7870	
	quires Thrus	t Washer Set, N	er Half And Plain lot						
Main Bearing Se 1-2-3-4-5		MS-2095HX MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	3 2.3228/2.323	7 0.7870	
.0010" More O	il Clearance alf Requires	Grooved Upper Thrust Washer							
Thrust Washer S		TW-473S MB-3176W	STD	2.4114/2.4213			3.2185/3.228	3 0.0980	
NOTE: Contains Number MS-2			4; Use with Part						



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ENGINE	YEAR	BORE & STROKE	BLOCK

1998 CC (2.0L) DOHC 16V L4 Nissan SR20DE

1991-1996, 1999-2002 3.390"/86.1mm X 3.386"/86.0mm 1

COUNTER DATA SHOP DATA								
BEARING OR POSITION	BEARING MATERIAL		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
4 CYL								
	C (2.0L) D		Nissan SR20DE	3.39	90"/86.1mm	x 3.38	6"/86.0mm	1
Rod Bearing (4) NOTE: H Series P		CB-1629H	STD•	1.8880/1.8890	0.0006/0.0026	0.0592	2.0079/2.0084	0.6750
Rod Bearing (4) NOTE: H Series P .0010" More Oil	erformance	CB-1629HX Bearing Wall .0	STD• 005" Thinner For	1.8880/1.8890	0.0016/0.0036	0.0587	2.0079/2.0084	0.6750
Main Bearing Set 1-2-3-4-5 NOTE: H Series P Lower Half Requ Included Use wi	ا erformance uires Thrust	MB3478H Grooved Upper Washer Set, No.		2.1636/2.1646	0.0004/0.0030	0.0778	2.3206/2.3216	0.0755
Main Bearing Set 1-5 NOTE: H Series P .0010" More Oil Plain Lower Hal Included Use wi	erformance Clearance (f Requires T	Grooved Upper Thrust Washer S	Half And	2.1636/2.1646	0.0014/0.0040	0.0773	2.3206/2.3216	0.0755
Thrust Washer Se NOTE: Contains 2 Number MS-201	Pieces; Po		STD 2; Use with Part	2.4314			3.2878	0.0770

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ENGINE	YEAR	BORE & STROKE	BLOCK
1489 CC (1.5L) DOHC 16V L4 Z5-DE	1995-1998	2.965"/75.3mm X 3.268"/83.0mm	1
1597 CC (1.6L) SOHC 16V L4 B6	1992-1993	3.071"/78.0mm X 3.307"/84.0mm	2
1597 CC (1.6L) SOHC 8V L4 B6B	1986-1994	3.071"/78.0mm X 3.307"/84.0mm	2
1597 CC (1.6L) DOHC 16V L4 B6-ZE	1990-1996	3.071"/78.0mm X 3.307"/84.0mm	2
1597 CC (1.6L) DOHC 16V Turbo. L4 B6E	1988-1989	3.071"/78.0mm X 3.307"/84.0mm	2
1839 CC (1.8L) SOHC 8V L4 BPE	1990-1994	3.268"/83.0mm X 3.346"/85.0mm	2
1839 CC (1.8L) DOHC 16V L4 BP-4W	1999-2000	3.268"/83.0mm X 3.346"/85.0mm	2
1839 CC (1.8L) DOHC 16V L4 BP-Z3	2001-2005	3.268"/83.0mm X 3.346"/85.0mm	2
1839 CC (1.8L) DOHC 16V L4 BP-ZE	1994-1997	3.268"/83.0mm X 3.346"/85.0mm	2
1839 CC (1.8L) DOHC 16V L4 BPD	1990-1998	3.268"/83.0mm X 3.346"/85.0mm	2
122 CID (2.0L) DOHC 16V L4 Ford Zetec	2001-2004	3.339"/84.8mm X 3.461"/87.9mm	3
1998 CC (2.0L) DOHC 16V L4 LFD	2004-2011	3.440"/87.5mm X 3.270"/83.1mm	4
140 CID (2.3L) DOHC 16V L4 Ford Duratec	2001-2009	3.440"/87.4mm X 3.700"/94.0mm	5
140 CID (2.3L) DOHC 16V Turbo. L4 Ford MZR L3T	2006-2012	3.440"/87.4mm X 3.700"/94.0mm	6



New Number
 ‡ Discontinued

ENGINE	YEAR	BORE & STROKE	BLOCK
140 CID (2.3L) DOHC 16V L4 Ford MZR L3V	2003-2010	3.440"/87.4mm X 3.700"/94.0mm	5
140 CID (2.3L) DOHC 16V L4 Ford MZR L3X	2007-2009	3.440"/87.4mm X 3.700"/94.0mm	5
140 CID (2.3L) DOHC 16V L4 Ford Duratec Hybrid	2008	3.440"/87.4mm X 3.700"/94.0mm	5
152 CID (2.5L) DOHC 16V L4 Ford Duratec	2009-2011	3.500"/88.9mm X 3.940"/100.1mm	7
152 CID (2.5L) DOHC 16V L4 Ford Duratec Hybrid	2009	3.500"/88.9mm X 3.940"/100.1mm	7

CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
B3C7 B4A-6303-B B4A-B	3.268in/83.0mm 3.268in/83.0mm 3.268in/83.0mm	1	B5A-6303-B B630 B657	3.268in/83.0mm 3.307in/84.0mm 3.307in/84.0mm	_	B6S DOHC	3.307in/84.0m 3.307in/84.0m	

	COL	JNTER DAT	ГА	SHOP DATA					
BEARING OR POSITION	BEARING MATERIAL		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH	
								4 CYL	
	C (1.5L) E	DOHC 16V	L4 Z5-DE	2.9	65"/75.3mm	x 3.26	8"/83.0mm	1	
Main Bearing Set 1-2-3-4-5 NOTE: H Series P Lower Half Req Included Use wi	erformance uires Thrust	MB3961H Grooved Upp Washer Set,		1.9661/1.9668	0.0005/0.0023	0.0792	2.1257/2.126	2 0.6700	
Main Bearing Set 1-2-3-4-5 NOTE: H Series P .0010" More Oil Plain Lower Hal Included Use w	erformance Clearance (f Requires 1	MB3961HX Bearing Wall Grooved Uppe Thrust Washe	r Set, Not	1.9661/1.9668	0.0015/0.0033	0.0787	2.1257/2.126	2 0.6700	
Thrust Washer Se NOTE: Contains 2 Number MS-180	Pieces, Po		STD r 4 Use with Part	2.2539			2.7165	0.1000	
Crankshaft Forgi	ng B3	C7, B4A-6303	-B, B4A-B, B5A-6303-B	•					



	COUNTER DATA	λ		SHOP	DATA	1	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OR HOUSING BORE	MAX LENGTH
4 CYL 2 1597	CC (1.6L) SOHC 16V L4	DC	2.0	71"/78.0mm	~ 2 20	71/04 0000	2
	1992-1993	bo	3.0	/1~//0.0mm	x 3.30	/ /04.0000	_
	CC (1.6L) SOHC 8V L4	B6B	3.0	71"/78.0mm	x 3.30	7"/84.0mm	
	CC (1.6L) DOHC 16V L4 1990-1996	4 B6-ZE	3.0	71"/78.0mm	x 3.30	7"/84.0mm	
Years:	CC (1.6L) DOHC 16V Tu 1988-1989		3.0	71"/78.0mm	x 3.30	7"/84.0mm	
	CC (1.8L) SOHC 8V L4	BPE	3.2	68"/83.0mm	x 3.34	6"/85.0mm	
1839	CC (1.8L) DOHC 16V L4	BP-4W	3.2	68"/83.0mm	x 3.34	6"/85.0mm	
1839	CC (1.8L) DOHC 16V L4	BP-Z3	3.2	68"/83.0mm	x 3.34	6"/85.0mm	
1839	CC (1.8L) DOHC 16V L4	BP-ZE	3.2	68"/83.0mm	x 3.34	6"/85.0mm	
	CC (1.8L) DOHC 16V L4	BPD	3.2	68"/83.0mm	x 3.34	6"/85.0mm	
Rod Bearing (4) NOTE: H Series		STD,.026mm	1.7693/1.7699	0.0005/0.0023	0.0592	1.8898/1.8904	0.6750
Rod Bearing (4) NOTE: H Series .0010" More O	Performance Bearing Wall .0	STD 0005" Thinner For	1.7693/1.7699	0.0015/0.0033	0.0587	1.8898/1.8904	4 0.6750
1-2-3-4-5	t TM-77 MS-1802H MB3961H	STD,.026mm•	1.9661/1.9668	0.0005/0.0023	0.0792	2.1257/2.1262	2 0.6700
Lower Half Re	Performance Grooved Uppe quires Thrust Washer Set, N with Part Number TW-472S						
Main Bearing Se 1-2-3-4-5	et TM-77 MS-1802HX MB3961HX	STD	1.9661/1.9668	0.0015/0.0033	0.0787	2.1257/2.1262	2 0.6700
.0010" More O Plain Lower Ha	Performance Bearing Wall .0 il Clearance Grooved Upper alf Requires Thrust Washer S with Part Number TW-472S	Half And					
	Set TW-472S MB-3173W 2 Pieces, Position Number 4 802H, MS-1802HX	STD I Use with Part	2.2539			2.7165	0.1000
Crankshaft Forg	,	DOHC					
3 122 C	ID (2.0L) DOHC 16V L4		3.3	39"/84.8mm	x 3.46	1"/87.9mm	3
Rod Bearing (4)		STD,.026mm,.25mm In Cap Half	1.8461/1.8468	0.0008/0.0017	0.0585	1.9642/1.9650	0.8020
Rod Bearing (4) NOTE: H-Series		STD 0005" Thinner For	1.8461/1.8468	0.0018/0.0027	0.0580	1.9642/1.9650	0.8020
Main Bearing Se 1-2-4-5 3	t TM-77 MS-2208HX MB-3753HX MB-3754HX(F)	STD		0.0013/0.0026			
NOTE: H-Series	Performance Bearing Wall . I Clearance Grooved Upper						



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	CO	UNTER DATA			SHOP	DATA	1	
BEARING OR POSITION	BEARING MATERIAI	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE			MAX LENGTH
								4 CYL
	CC (2.0L) 004-2011	DOHC 16V L4	LFD	3.44	40"/87.5mm	x 3.27	0"/83.1mm	4
Rod Bearing NOTE: H-Series		CB-1840H e No Dowel Hole	STD In Cap Half	1.8496/1.8503	0.0010/0.0020	0.0599	1.9694/1.9702	2 0.6653
Main Bearing Se 1-2-4-5 3 NOTE: H-Series Lower Half		MS-2245H MB-3822H MB-3823H(F) e Grooved Upper	STD r Half And Plain		0.0004/0.0024 0.0006/0.0027			
		OHC 16V L4	Ford Duratec	3.44	40"/87.4mm	x 3.70	0"/94.0mm	5
140 C		OHC 16V L4	Ford MZR L3V	3.44	40"/87.4mm	x 3.70	0"/94.0mm	
140 C	• •	OHC 16V L4	Ford MZR L3X	3.44	40"/87.4mm	x 3.70	0"/94.0mm	
		OHC 16V L4	Ford Duratec Hybr	id 3.44	40"/87.4mm	x 3.70	0"/94.0mm	
Rod Bearing (4) NOTE: H-Series		CB-1838H e No Dowel Hole	STD,.25mm In Cap Half	1.9677/1.9685	0.0010/0.0020	0.0598	2.0875/2.0883	3 0.6653
Rod Bearing (4) NOTE: H-Series	TM-77 Performance	CB-1838HK	STD‡ Maximum Wall Does	1.9677/1.9685	0.0010/0.0020	0.0598	2.0875/2.0883	3 0.6653
	Performance	CB-1838HX e Bearing Wall .0 No Dowel Hole I	STD 005" Thinner For n Cap	1.9677/1.9685	0.0020/0.0030	0.0593	2.0875/2.0883	3 0.6653
Main Bearing Se 1-2-4-5 3 NOTE: H-Series Lower Half		MS-2245H MB-3822H MB-3823H(F) e Grooved Upper	STD r Half And Plain		0.0004/0.0024 0.0006/0.0027			
	ID (2.3L) D	OHC 16V Tu	rbo. L4 Ford MZR L	.3T 3.44	40"/87.4mm	x 3.70	0"/94.0mm	6
Years: 2	006-2012							
Rod Bearing NOTE: H Series I		CB-1925H	STD,.026mm	2.0465/2.0472	0.0004/0.0022	0.0588	2.1662/2.1667	0.6650
Rod Bearing NOTE: H-Series .0010" More Oi	Performance	CB-1925HX e Bearing Wall .0	STD 005" Thinner For	2.0465/2.0472	0.0014/0.0032	0.0583	2.1667/2.1667	0.6650
Main Bearing Se 1-2-4-5 3 NOTE: H-Series Lower Half		MS-2245H MB-3822H MB-3823H(F) e Grooved Upper	STD r Half And Plain		0.0004/0.0024 0.0006/0.0027			
7 152 C Years: 2	009-2011 ID (2.5L) D		Ford Duratec Ford Duratec Hybr)"/88.9mm x)"/88.9mm x			7
Main Bearing Se 1-2-4-5 3 NOTE: H-Series Lower Half	t TM-77	MS-2245H MB-3822H MB-3823H(F) e Grooved Upper	STD r Half And Plain		0.0004/0.0024 0.0006/0.0027			



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ENGINE	YEAR	BORE & STROKE	BLOCK
1595 CC (1.6L) DOHC 16V L4 4G61	1991-1992	3.240"/82.3mm X 2.953"/75.0mm	1
1595 CC (1.6L) DOHC 16V Turbo. L4 4G61	1989-1990	3.240"/82.3mm X 2.953"/75.0mm	1
1597 CC (1.6L) SOHC 8V Turbo. L4 G32B	1985-1988	3.028"/76.9mm X 3.386"/86.0mm	1
1755 CC (1.8L) SOHC 8V L4 4G37	1989-1994	3.173"/80.6mm X 3.386"/86.0mm	1
1794 CC (1.8L) SOHC 8V L4 G62B	1983	3.173"/80.6mm X 3.460"/88.0mm	1
1794 CC (1.8L) SOHC 8V Turbo. L4 G62B	1984-1988	3.173"/80.6mm X 3.460"/88.0mm	1
1997 CC (2.0L) SOHC 8V L4 4G63	1989-1992	3.346"/85.0mm X 3.465"/88.0mm	2
1997 CC (2.0L) SOHC 16V L4 4G63	1993	3.346"/85.0mm X 3.465"/88.0mm	3
1997 CC (2.0L) SOHC 8V L4 G63B	1983-1989	3.346"/85.0mm X 3.465"/88.0mm	4
1997 CC (2.0L) DOHC 16V L4 4G63	1989-1994	3.346"/85.0mm X 3.465"/88.0mm	2
1997 CC (2.0L) DOHC 16V Turbo. L4 4G63T	1990-1999, 2003-2006	3.346"/85.0mm X 3.465"/88.0mm	5
1998 CC (2.0L) DOHC 16V Turbo. L4 MIVEC 4B11	2008-2011	3.400"/86.0mm X 3.400"/86.0mm	6
2351 CC (2.4L) SOHC 8V L4 4G64	1989-1996	3.406"/86.5mm X 3.937"/100.0mm	3
2351 CC (2.4L) SOHC 16V L4 4G64	1993-2005	3.406"/86.5mm X 3.937"/100.0mm	7
2351 CC (2.4L) SOHC 8V L4 G64B	1985-1988	3.406"/86.5mm X 3.937"/100.0mm	4
2351 CC (2.4L) DOHC 16V L4 4G64	1994	3.406"/86.5mm X 3.937"/100.0mm	3
2378 CC (2.4L) SOHC 16V L4 4G69	2004	3.420"/87.0mm X 3.940"/100.0mm	8
2497 CC (2.5L) SOHC 24V V6 6G73	1995	3.290"/83.5mm X 2.992"/76.0mm	9
2972 CC (3.0L) SOHC 12V V6 6G72	1988-1999	3.587"/91.1mm X 2.992"/76.0mm	10
2972 CC (3.0L) SOHC 24V V6 6G72	1995-2005	3.587"/91.1mm X 2.992"/76.0mm	10
2972 CC (3.0L) DOHC 24V V6 6G72	1991-1999	3.587"/91.1mm X 2.992"/76.0mm	10
2972 CC (3.0L) DOHC 24V Turbo. V6 6G72T	1991-1999	3.587"/91.1mm X 2.992"/76.0mm	10

CONNECTING ROD FORGING NUMBERS

	STROKE 2.992in/76.0mm			STROKE 2.992in/76.0mm	10 BLOCK			
CRANKSHA	FT FORGING	NUMBER	s					
FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
19N	2.992in/76.0mm	10	G37	3.386in/86.0mm	1	T3A	2.992in/76.0	mm 10

	COUNTER DA	ГА		SHOP	DAT/	4	
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. O HOUSING BORE	R MAX LENGTH
4 CYL							
	CC (1.6L) DOHC 16V	L4 4G61	3.2	240"/82.3mm	x 2.95	53"/75.0mm	n 1
	CC (1.6L) DOHC 16V	Turbo. L4 4G61	3.2	240"/82.3mm	x 2.95	53"/75.0mm	1
	CC (1.6L) SOHC 8V T 1985-1988	urbo. L4 G32B	3.0)28"/76.9mm	x 3.38	86"/86.0mm	n
	CC (1.8L) SOHC 8V L	4 4G37	3.1	73"/80.6mm	x 3.38	86"/86.0mm	n
	CC (1.8L) SOHC 8V L	4 G62B	3.1	73"/80.6mm	x 3.46	60"/88.0mm	n
	CC (1.8L) SOHC 8V T	urbo. L4 G62B	3.1	73"/80.6mm	x 3.46	60"/88.0mm	n



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	COUNTE	R DATA			SHOP	DATA	1	
BEARING OR POSITION	BEARING PART MATERIAL NUM		AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE		BRG O.D. OF HOUSING BORE	MAX LENGTH
								(cont.)
(cont.) Years:	CC (1.6L) DOHO				40"/82.3mm			(cont.)
Years:	CC (1.6L) DOHO				40"/82.3mm			
Years:	CC (1.6L) SOHC				28"/76.9mm			
Years:	CC (1.8L) SOHC				73"/80.6mm			
Years:					73"/80.6mm			
	CC (1.8L) SOHC 1984-1988	8V Turb	o. L4 G62B	3.1	73"/80.6mm	x 3.46	0"/88.0mm	
Rod Bearing (4) NOTE: H-Series		owed For In	STD,.026mm,.25mm hcreased Crank	1.7710/1.7717	0.0006/0.0027	0.0587	1.8897/1.890	5 0.8550
.0010" More C	TM-77 CB-112 Performance Beari Dil Clearance Narrow learance No Dowel	ing Wall .00 ved For Inc	reased	1.7710/1.7717	0.0016/0.0037	0.0582	1.8897/1.890	5 0.8550
Crankshaft For				1				
Years:	CC (2.0L) SOHC				46"/85.0mm			
	CC (2.0L) DOHC 1989-1994	5 16V L4	4663	3.3	46"/85.0mm	x 3.46	5"/88.0mm	
Rod Bearing (4) For Year(s): 199 NOTE: H Series	TM-77 CB-16	er Chamfer		1.7710/1.7717	0.0004/0.0025	0.0589	1.8897/1.890	5 0.8320
Rod Bearing (4)	TM-77 CB-16		STD	1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.890	5 0.8320
.0010" More C	2-1994 Performance Bearin Dil Clearance Larger ank Fillet Clearance	Chamfer F	or					
		wed For Ir	STD,.026mm,.25mm	1.7710/1.7717	7 0.0006/0.0027	0.0587	1.8897/1.890	5 0.8550
.0010" More C		ing Wall .00 ved For Inc	reased	1.7710/1.7717	7 0.0016/0.0037	0.0582	1.8897/1.890	5 0.8550
Main Bearing S 1-2-4-5 3 For Year(s): 199	MB-35 MB-35	04H	STD,.026mm,.25mm		0.0005/0.0025			
	Performance Groov	ved Upper	Half And Plain					





	CO	UNTER DAT	A		SHOP	DATA		
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
4 CYL (cont.)								
	OC (2.0L)	SOHC 8V L4	4G63	3.34	46"/85.0mm	x 3.46	5"/88.0mm	2 (cont.)
Years: 1	989-1994	DOHC 16V L	4 4G63	3.34	46"/85.0mm	x 3.46	5"/88.0mm	
Main Bearing Se 1-2-4-5 3	t TM-77	MS-2039HX MB-3504HX MB-3505HX(F)	STD		0.0015/0.0035			
For Year(s): 1992 NOTE: H Series I .0010" More Oi (From 4/92)	Performanc		0005" Thinner For					
Balance Shaft Bearing Set	AL-3	SH-1469S	STD					
LH; Rear RH; Front RH; Rear		SH-1468 SH-1467 SH-1469		1.6129 1.6526 1.6129	0.0010/0.0031 0.0010/0.0031 0.0010/0.0031	0.0593	1.7726	0.8268 0.7480 0.8268
,		SOHC 16V L4	1 4062		46"/85.0mm			0.8288
Years: 1	993	SOHC 8V L4			6"/86.5mm x			5
		DOHC 16V L	4 4G64	3.406	6"/86.5mm x	3.937	"/100.0mm	
Rod Bearing (4) For Year(s): 1992 NOTE: H Series I	TM-77 -1996 Performanc	CB-1643H e Larger Chamfe Dowel Hole In C		1.7710/1.7717	0.0004/0.0025	0.0589	1.8897/1.8905	i 0.8320
Rod Bearing (4) For Year(s): 1992 NOTE: H Series I .0010" More Oi	TM-77 2-1996 Performanc I Clearance	CB-1643HX	STD 0005" Thinner For r For	1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.8905	0.8320
Main Bearing Se 1-2-4-5 3	t TM-77	MS-2039H MB-3504H MB-3505H(F)	STD,.026mm,.25mm		0.0005/0.0025			
For Year(s): 1992 NOTE: H Series I Lower Half (From 4/92)		e Grooved Uppe	er Half And Plain					
Main Bearing Se 1-2-4-5 3		MS-2039HX MB-3504HX MB-3505HX(F)	STD		0.0015/0.0035			
For Year(s): 1992 NOTE: H Series I .0010" More Oi (From 4/92)	Performanc	•	0005" Thinner For					
	AL-3	SH-1469S	STD					
Balance Shaft Bearing Set								



	CO	UNTER DAT	A		SHOP	DATA	1	
BEARING OR POSITION	BEARING MATERIA	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE		BRG O.D. OF HOUSING BORE	MAX LENGTH
Years:	1983-1989	SOHC 8V L4			46"/85.0mm			4 CYL 4
	CC (2.4L) 1985-1988	SOHC 8V L4	4 G64B	3.40	6"/86.5mm x	3.937	"/100.0mm	
Rod Bearing (4) NOTE: H-Series Fillet Clearanc	Performance		STD,.026mm,.25mm or Increased Crank alf	1.7710/1.7717	0.0006/0.0027	0.0587	1.8897/1.890	5 0.8550
Rod Bearing (4) NOTE: H-Series .0010" More O Crank Fillet Cl	Performance il Clearance	Narrowed For		1.7710/1.7717	0.0016/0.0037	0.0582	1.8897/1.890	5 0.8550
	CC (2.0L)		Furbo. L4 4G63T	3.3	46"/85.0mm	x 3.46	5"/88.0mm	5
Rod Bearing (4) For Year(s): 199 NOTE: H Series Crank Fillet Cl	2-2006 Performance		STD,.026mm,.25mm fer For Increased Cap Half	1.7710/1.7717	0.0004/0.0025	0.0589	1.8897/1.890	5 0.8320
.0010" More O Increased Cra Cap Half	2-2006 Performance il Clearance	Larger Chamf		1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.890	5 0.8320
Rod Bearing (4) For Year(s): 199 NOTE: H-Series Fillet Clearanc (Thru 3/92)	0-1992 Performance		STD, 026mm, 25mm or Increased Crank alf	1.7710/1.7717	0.0006/0.0027	0.0587	1.8897/1.890	5 0.8550
Rod Bearing (4) For Year(s): 199 NOTE: H-Series .0010" More O Crank Fillet Cl (Thru 3/92)	0-1992 Performance il Clearance	Narrowed For		1.7710/1.7717	0.0016/0.0037	0.0582	1.8897/1.890	5 0.8550
Main Bearing Se 1-2-3-4-5 For Year(s): 199 NOTE: H-Series Lower Half Re Included Use	7-2006 Performance quires Thrus	t Washer Set,		2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.402	4 0.8050
.0010" More O	7-2006 Performance il Clearance	Grooved Uppe		2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.402	4 0.8050
Plain Lower Ha	with Part Nu	mber TW-677S						
Main Bearing Se 1-2-4-5 3 For Year(s): 199 NOTE: H Series Lower Half (From 4/92)	2-1999	MS-2039H MB-3504H MB-3505H(F) e Grooved Upp	STD,.026mm,.25mm		0.0005/0.0025 0.0005/0.0025			





	COL	UNTER DAT	4		SHOP	DATA	1	
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
4 CYL (cont.)								
(cont.) Years: 19	990-1999, 20		urbo. L4 4G63T	3.34	46"/85.0mm	x 3.46	5"/88.0mm	5 (cont.)
Main Bearing Set 1-2-4-5 3 For Year(s): 1992-		MS-2039HX MB-3504HX MB-3505HX(F)	STD		0.0015/0.0035 0.0015/0.0035			
NOTE: H Series P .0010" More Oil (From 4/92)		e Bearing Wall .	0005" Thinner For					
Thrust Washer Se		TW-677S MB-3854W	STD	2.4842/2.4941			3.1693/3.1791	0.0830
For Year(s): 1997- NOTE: Contains 2 Number MS-226	Pieces, Po		3 Use with Part					
Balance Shaft Bearing Set	AL-3	SH-1469S	STD					
LH; Rear RH; Front RH; Rear		SH-1468 SH-1467 SH-1469		1.6129 1.6526 1.6129	0.0010/0.0031 0.0010/0.0031 0.0010/0.0031	0.0593	1.7726	0.8268 0.7480 0.8268
For Year(s): 1990-			urbo. L4 MIVEC 4B1	1 3 4	00"/86.0mm	× 3.40	0"/86 0mm	6
Years: 20	• •			1 0.4	JU 700.011111	× 3.40	0 /00.011111	0
Rod Bearing NOTE: H Series P		CB-1918H	STD•,.026mm•	2.0454/2.0461	0.0005/0.0021	0.0589	2.1654/2.1657	0.6750
Rod Bearing NOTE: H Series P .0010" More Oil	erformance	CB-1918HX Bearing Wall .	STD• 0005" Thinner For	2.0454/2.0461	0.0015/0.0031	0.0584	2.1654/2.1657	0.6750
Main Bearing Set 1-2-3-4-5		MS-2307H MB3952H	STD•,.026mm•	2.0462/2.0467	0.0004/0.0022	0.7880	2.2047/2.2054	0.7100
NOTE: H Series P Lower Half Required Included Use with	uires Thrus	t Washer Set, N						
Main Bearing Set 1-2-3-4-5		MS-2307HX MB3952HX	STD• 0005" Thinner For	2.0462/2.0467	0.0014/0.0032	0.0783	2.2047/2.2054	0.7100
.0010" More Oil Plain Lower Hat Included Use wi	Clearance f Requires	Grooved Upper Thrust Washer	Half And					
Thrust Washer Se	-	TW-694S MB3948W	STD	2.0462/2.0467			2.2047/2.2054	0.0770
NOTE: Contains 2 Number MS-230			3 Use with Part					
7 2351 C Years: 19		SOHC 16V L4	4 4G64	3.40	6"/86.5mm x	3.937	"/100.0mm	7
Rod Bearing (4) For Year(s): 1993- NOTE: H Series P	2003	CB-1643H	STD,.026mm,.25mm	1.7710/1.7717	0.0004/0.0025	0.0589	1.8897/1.8905	0.8320
Crank Fillet Clea	arance No I	Dowel Hole In C	ap Half					
Rod Bearing (4) For Year(s): 1993-	2003	CB-1643HX	STD	1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.8905	0.8320
NOTE: H Series P .0010" More Oil Increased Cranl Cap Half	Clearance	Larger Chamfe	r For					



	CO	UNTER DAT	Α		SHOP	DATA		
BEARING OR POSITION	BEARING	PART L NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE			MAX LENGTH
							4 CYL	(cont.)
7 2351 0	C (2.4L)	SOHC 16V L	4 4G64	3.40	6"/86.5mm x	3,937		<u>` </u>
(cont.) Years: 1	• •		11001	0.10	,	0.001	, 100.011111	(cont.)
Main Bearing Set		MS-2261H	STD,.026mm,.25mm					(00111)
1-2-3-4-5		MB-3504H		2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
For Year(s): 1997 NOTE: H-Series F Lower Half Req Included Use w	Performanc uires Thrus	st Washer Set, N	er Half And Plain Not					
Main Bearing Set	TM-77	MS-2261HX	STD					
1-2-3-4-5		MB-3504HX		2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
For Year(s): 1997 NOTE: H-Series F .0010" More Oil Plain Lower Ha Included Use w	Performanc Clearance If Requires	Grooved Uppe Thrust Washer						
Main Bearing Set	TM-77	MS-2039H	STD,.026mm,.25mm					
1-2-4-5		MB-3504H			0.0005/0.0025			
3 Ear Vaar(a): 1003	1007	MB-3505H(F)		2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
For Year(s): 1993 NOTE: H Series P Lower Half		e Grooved Upp	er Half And Plain					
Main Bearing Set	TM-77	MS-2039HX	STD					
1-2-4-5		MB-3504HX			0.0015/0.0035			
3	4007	MB-3505HX(F)		2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
For Year(s): 1993 NOTE: H Series P .0010" More Oil	erformanc		0005" Thinner For					
Thrust Washer Se		TW-677S MB-3854W	STD	2.4842/2.4941			3.1693/3.1791	0.0830
For Year(s): 1997		11 -	O Lies with David					
NOTE: Contains 2 Number MS-22	61H, MS-22	261HX						
Balance Shaft Bearing Set	AL-3	SH-1469S	STD					
LH; Rear		SH-1468		1.6129	0.0010/0.0031	0.0589	1.7333	0.8268
RH; Front		SH-1467		1.6526	0.0010/0.0031			0.7480
RH; Rear		SH-1469		1.6129	0.0010/0.0031	0.0589	1.7333	0.8268
8 2378 0 Years: 2	• •	SOHC 16V L	4 4G69	3.420	0"/87.0mm x	3.940	"/100.0mm	8
Main Bearing Set		MS-2261H MB-3504H	STD,.026mm,.25mm	2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
NOTE: H-Series F Lower Half Req Included Use w	uires Thrus	st Washer Set, N	er Half And Plain Not					
Main Bearing Set 1-2-3-4-5	TM-77	MS-2261HX MB-3504HX	STD	2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
	Clearance If Requires	e Bearing Wall Grooved Upper Thrust Washer						
Thrust Washer Se		TW-677S MB-3854W	STD	2.4842/2.4941			3.1693/3.1791	0.0830
NOTE: Contains 2 Number MS-22			3 Use with Part					



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	COUNTER DAT	A	SHOP DATA				
BEARING OR POSITION	BEARING PART MATERIAL NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
4 CYL (cont.)							
8 2378	CC (2.4L) SOHC 16V L	4 4G69	3.420)"/87.0mm x	3.940	"/100.0mm	8
(cont.) Years: 2							(cont.)
Balance Shaft Bearing Set	AL-3 SH-1469S	STD					
LH; Rear	SH-1468		1,6129	0.0010/0.0031	0.0589	1.7333	0.8268
RH; Front	SH-1467		1.6526	0.0010/0.0031			0.7480
RH; Rear	SH-1469		1.6129	0.0010/0.0031	0.0589	1.7333	0.8268
6 CYL							
9 2497 (Years: 1	CC (2.5L) SOHC 24V V	6 6G73	3.29	0"/83.5mm	x 2.99	2"/76.0mm	9
Rod Bearing (6) NOTE: H-Series	TM-77 CB-1411H Performance No Dowel Ho	STD•,.026mm• le in Cap Half	1.9677/1.9685	0.0007/0.0027	0.0587	2.0866/2.0868	0.6120
Rod Bearing (6) NOTE: H-Series	TM-77 CB-1411HX Performance Bearing Wall I Clearance No Dowel Hole	STD• .0005" Thinner For	1.9670/1.9674	0.0017/0.0037	0.0582	2.0866/2.0874	0.6120
Thrust Washer S	et TW-458S MB-3108W(L) MB-3108W(U)	STD	2.5984/2.6083 2.5984/2.6083			3.0492/3.0594 3.0492/3.0594	
	4 Pieces, Position Number 26H, MS-2226HX	3 Use with Part					
	CC (3.0L) SOHC 12V V	6 6G72	3.58	87"/91.1mm	x 2.99	2"/76.0mm	10
2972	1988-1999 CC (3.0L) SOHC 24V V	6 6G72	3.58	37"/91.1mm	x 2.99	2"/76.0mm	
2972	1995-2005 CC (3.0L) DOHC 24V V 1991-1999	/6 6G72	3.58	87"/91.1mm	x 2.99	2"/76.0mm	
2972	CC (3.0L) DOHC 24V 1	urbo. V6 6G72T	3.58	37"/91.1mm	x 2.99	2"/76.0mm	
Rod Bearing (6)	TM-77 CB-1411H Performance No Dowel Ho	STD•,.026mm• le In Cap Half	1.9677/1.9685	0.0007/0.0027	0.0587	2.0866/2.0868	0.6120
	TM-77 CB-1411HX Performance Bearing Wall I Clearance No Dowel Hole		1.9670/1.9674	0.0017/0.0037	0.0582	2.0866/2.0874	0.6120
Lower Half Red	t TM-77 MS-2226H MB3791H Performance Grooved Upp quires Thrust Washer Set, I vith Part Number TW-458S		2.3614/2.3622	0.0007/0.0032	0.0783	2.5197/2.5204	0.7120
Main Bearing Se 1-2-3-4 NOTE: H Series I			2.3614/2.3622	0.0017/0.0042	0.0778	2.5197/2.5204	0.0712
Plain Lower Ha	alf Requires Thrust Washer with Part Number TW-458S						
Thrust Washer S		STD	2.5984/2.6083 2.5984/2.6083			3.0492/3.0594 3.0492/3.0594	
	4 Pieces, Position Number 26H, MS-2226HX	3 Use with Part					
Connecting Rod Crankshaft Forg	Forging 72G, 72W ing 19N, T3A						



ENGINE	YEAR	BORE & STROKE	BLOCK
1998 CC (2.0L) DOHC 16V L4 SR20DE	1991-2001	3.390"/86.1mm X 3.386"/86.0mm	1

COUNTER DATA				SHOP DATA				
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL		MAX LENGTH
								4 CYL
	C (2.0L) [DOHC 16V L	4 SR20DE	3.39	90"/86.1mm	x 3.38	6"/86.0mm	1
Rod Bearing (4) NOTE: H Series P		CB-1629H	STD•	1.8880/1.8890	0.0006/0.0026	0.0592	2.0079/2.0084	0.6750
Rod Bearing (4) NOTE: H Series P .0010" More Oil	erformance	CB-1629HX Bearing Wall .	STD• 0005" Thinner For	1.8880/1.8890	0.0016/0.0036	0.0587	2.0079/2.0084	0.6750
Main Bearing Set 1-2-3-4-5 NOTE: H Series P Lower Half Req Included Use w	erformance uires Thrus	Washer Set, N		2.1636/2.1646	0.0004/0.0030	0.0778	2.3206/2.3216	0.0755
Main Bearing Set 1-5 NOTE: H Series P .0010" More Oil Plain Lower Hal Included Use w	erformance Clearance f Requires 1	Grooved Upper Thrust Washer		2.1636/2.1646	0.0014/0.0040	0.0773	2.3206/2.3216	0.0755
Thrust Washer Se NOTE: Contains 2 Number MS-201	Pieces; Po		STD 2; Use with Part	2.4314			3.2878	0.0770

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ENGINE	YEAR	BORE & STROKE	BLOCK
1820 CC (1.8L) SOHC 16V H4 EJ18E	1993-1997	3.461"/87.9mm X 2.953"/75.0mm	1
1994 CC (2.0L) DOHC 16V Turbo. H4 EJ205	2002-2005	3.620"/92.0mm X 2.950*/75.0mm	1
2212 CC (2.2L) SOHC 16V H4 EJ222	1999-2001	3.815"/96.9mm X 2.953*/75.0mm	1
2212 CC (2.2L) SOHC 16V H4 EJ223	1999-2001	3.815"/96.9mm X 2.953*/75.0mm	1
2212 CC (2.2L) SOHC 16V H4 EJ22E	1990-1996, 1998-1999	3.815"/96.9mm X 2.953*/75.0mm	1
2212 CC (2.2L) SOHC 16V H4 EJ22EZ	1996-1998	3.815"/96.9mm X 2.953*/75.0mm	1
2212 CC (2.2L) SOHC 16V Turbo. H4 EJ22T	1991-1994	3.815"/96.9mm X 2.953*/75.0mm	1
2457 CC (2.5L) SOHC 16V H4 EJ251	1999-2004	3.917"/99.5mm X 3.110"/79.0mm	1
2457 CC (2.5L) SOHC 16V H4 EJ252	2000	3.917"/99.5mm X 3.110"/79.0mm	1
2457 CC (2.5L) SOHC 16V H4 EJ253	2001-2011	3.917"/99.5mm X 3.110"/79.0mm	1
2457 CC (2.5L) SOHC 16V H4 EJ259	2004	3.917"/99.5mm X 3.110"/79.0mm	1
2457 CC (2.5L) DOHC 16V Turbo. H4 EJ255	2004-2011	3.917"/99.5mm X 3.110"/79.0mm	1
2457 CC (2.5L) DOHC 16V Turbo. H4 EJ257	2004-2013	3.917"/99.5mm X 3.110"/79.0mm	1
2457 CC (2.5L) DOHC 16V H4 EJ25D	1996-1999	3.917"/99.5mm X 3.110"/79.0mm	1

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ENGINE	YEAR	BORE & STROKE	BLOCK
2457 CC (2.5L) DOHC 16V H4 EJ25DZ	1998	3.917"/99.5mm X 3.110"/79.0mm	1

CC	A		SHOP	DATA	SHOP DATA				
POSITION MATERIA	POSITION MATERIAL NUMBER UNDERSIZES			VERT OIL CLEARANCE	MAX WALL		MAX LENGTH		
4 CYL									
1 1820 CC (1.8L)	SOHC 16V H	14	3.4	61"/87.9mm	x 2.95	3"/75.0mm	1		
1994 CC (2.0L)	DOHC 16V T	urbo. H4	3.6	20"/92.0mm	x 2.95	0"/75.0mm			
2212 CC (2.2L)	SOHC 16V H	14	3.8	15"/96.9mm	x 2.95	3"/75.0mm			
2212 CC (2.2L)	SOHC 16V T	urbo. H4	3.8	15"/96.9mm	x 2.95	3"/75.0mm			
2457 CC (2.5L)	SOHC 16V H	14	3.9	17"/99.5mm	x 3.11	0"/79.0mm			
2457 CC (2.5L)	DOHC 16V T	urbo. H4	3.9	17"/99.5mm	x 3.11	0"/79.0mm			
2457 CC (2.5L)	DOHC 16V H	14	3.9	17"/99.5mm	x 3.11	0"/79.0mm			
Rod Bearing (4) TM-77 NOTE: H Series Performan	CB-1657H	STD•,.25mm•	2.0466/2.0472	0.0002/0.0021	0.0590	2.1654/2.166	1 0.0650		
Rod Bearing (4) TM-77 NOTE: H Series Performan .0010" More Oil Clearanc		STD• .0005" Thinner For	2.0466/2.0472	0.0012/0.0031	0.0585	2.1654/2.166	1 0.0650		
Main Bearing Set TM-77 1-3 2-4 5 NOTE: H Series Performan Position	7 MS-2258H MB3981H MB3982H MB3840H(F) ce For Engines V	STD•,.25mm• Vith #5 Thrust	2.3616/2.3622	0.0003/0.0016 0.0003/0.0016 0.0003/0.0016	0.0789	2.5197/2.520	4 0.5950		
Main Bearing Set TM-77 1-3 2-4 5 NOTE: H Series Performan .0010" More Oil Clearanc Thrust Position			2.3616/2.3622	0.0012/0.0032 0.0012/0.0032 0.0012/0.0032	0.0784	2.5197/2.520	5 0.5905		

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ENGINE	YEAR	BORE & STROKE	BLOCK
1796 CC (1.8L) DOHC 16V L4 2ZZGE	2000-2006	3.230"/82.0mm X 3.350"/85.0mm	1
2997 CC (3.0L) DOHC 24V L6 2JZGE	1993-1998	3.386"/86.0mm X 3.386"/86.0mm	2
2997 CC (3.0L) DOHC 24V Turbo. L6 2JZGTE	1993-1998	3.386"/86.0mm X 3.386"/86.0mm	2



COUNTER DATA				SHOP DATA				
BEARING OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE			MAX LENGTH
				•				4 CYL
	CC (1.8L) [000-2006	DOHC 16V	L4 2ZZGE	3.2	30"/82.0mm	x 3.35	0"/85.0mm	1
Rod Bearing (4) NOTE: H Series F		CB-1920H	STD•,.026mm•	1.7713/1.7717	0.0005/0.0024	0.0588	1.8898/1.8907	0.6250
Rod Bearing (4) NOTE: H Series F .0010" More Oil	Performance	CB-1920HX Bearing Wall	STD• .0005" Thinner For	1.7713/1.7717	0.0015/0.0034	0.0583	1.8898/1.8907	0.6250
								6 CYL
Years: 1	993-1998	DOHC 24V		3.3	86"/86.0mm	x 3.38	6"/86.0mm	2
	CC (3.0L) [993-1998	DOHC 24V	Turbo. L6 2JZGTE	3.3	86"/86.0mm	x 3.38	6"/86.0mm	
Rod Bearing (6) NOTE: H-Series F		CB-1628H No Dowel He	STD,.25mm‡ ole In Cap Half	2.0465/2.0472	0.0014/0.0021	0.0595	2.1663/2.1670	0.7600
Rod Bearing (6) NOTE: H-Series F .0010" More Oil Half	Performance		STD I .0005" Thinner For e In Cap	2.0465/2.0472	0.0024/0.0031	0.0590	2.1663/2.1670	0.7600
Main Bearing Set 1 2-3-4-5-6-7 NOTE: H Series F Lower Half Req Included Use w	Performance Juires Thrus	t Washer Set,			0.0005/0.0023			
Main Bearing Set 1 2-3-4-5-6-7 NOTE: H Series F .0010" More Oil Plain Lower Ha	Performance	MB-3477HX MB-3550HX Bearing Wall Grooved Uppe			0.0015/0.0033 0.0015/0.0033			
Included Use w Thrust Washer Se		nber TW-5899 TW-5895	STD					
		MB-3477W(L) MB-3477W(U)		2.6535 2.6535			3.2244 3.2244	0.0776 0.0776
NOTE: Contains Number MS-20		sition Numbe	r 3 Use with Part					

VOLKSWAGEN

ENGINE	YEAR	BORE & STROKE	BLOCK
1588 CC (1.6L) SOHC 8V L4 1V DIESEL	1989-1992	3.012"/76.5mm X 3.385"/86.0mm	1
1588 CC (1.6L) SOHC 8V L4 CR DIESEL	1981-1983	3.012"/76.5mm X 3.385"/86.0mm	1
1588 CC (1.6L) SOHC 8V L4 CS DIESEL	1982-1984	3.012"/76.5mm X 3.385"/86.0mm	1
1588 CC (1.6L) SOHC 8V Turbo. L4 CY DIESEL	1982-1984	3.012"/76.5mm X 3.385"/86.0mm	1

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ENGINE	YEAR	BORE & STROKE	BLOCK
1588 CC (1.6L) SOHC 8V L4 JK DIESEL	1983-1984	3.012"/76.5mm X 3.385"/86.0mm	1
1588 CC (1.6L) SOHC 8V Turbo. L4 MD DIESEL	1985	3.012"/76.5mm X 3.385"/86.0mm	1
1588 CC (1.6L) SOHC 8V L4 ME DIESEL	1985-1992	3.012"/76.5mm X 3.385"/86.0mm	1
1588 CC (1.6L) SOHC 8V Turbo. L4 MF DIESEL	1985-1992	3.012"/76.5mm X 3.385"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 2H	1990-1993	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 ABG	1991-1993	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 ACC	1993-1998	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 GX	1985-1987	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 HT	1985-1986	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 JH	1983-1989	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 JN	1984-1985, 1987-1990	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 MZ	1985-1986	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 PF	1987-1992	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 RD	1985-1988	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 RV	1988-1992	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) SOHC 8V L4 UM	1987	3.189"/81.0mm X 3.386"/86.0mm	1
1780 CC (1.8L) DOHC 16V L4 PL	1987-1989	3.189"/81.0mm X 3.386"/86.0mm	1
1781 CC (1.8L) SOHC 8V SC L4 PG	1990-1992	3.190"/81.0mm X 3.400"/86.4mm	1
1781 CC (1.8L) DOHC 20V Turbo. L4 APH	1999-2001	3.190"/81.0mm X 3.400"/86.4mm	1
1984 CC (2.0L) SOHC 8V L4 ABA	1993-2002	3.248"/82.5mm X 3.650"/92.7mm	1
1984 CC (2.0L) SOHC 8V L4 AEG	1998-2001	3.248"/82.5mm X 3.650"/92.7mm	1
1984 CC (2.0L) DOHC 16V L4 9A	1990-1994	3.248"/82.5mm X 3.650"/92.7mm	1
2144 CC (2.1L) SOHC 10V L5 KM	1984	3.130"/79.5mm X 3.400"/86.4mm	2
2144 CC (2.1L) SOHC 10V L5 WE	1984	3.130"/79.5mm X 3.400"/86.4mm	2
2226 CC (2.2L) SOHC 10V L5 JT	1986-1987	3.189"/81.0mm X 3.386"/86.0mm	2
2226 CC (2.2L) SOHC 10V L5 KX	1985-1988	3.189"/81.0mm X 3.386"/86.0mm	2
2459 CC (2.5L) SOHC 10V L5 Audi AAF	1992-1994	3.190"/81.0mm X 3.760"/95.5mm	3

CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
035D	3.386in/86.0mm	2	035D	3.400in/86.4mm	2

	COUNTER DATA					SHOP	P DAT/	4	
BEARII POSITI		BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. O HOUSING BORE	R MAX LENGTH
4 CYL	-								
1	1588	CC (1.6L) S	SOHC 8V	L4 DIESEL	3.	012"/76.5mm	x 3.38	85"/86.0mn	1 1
	1588	CC (1.6L) S	SOHC 8V	Turbo. L4 DIESEL	3.	012"/76.5mm	x 3.38	85"/86.0mn	n
	1780	CC (1.8L) S	SOHC 8V	L4	3.	189"/81.0mm	x 3.38	86"/86.0mn	n
	1780	CC (1.8L) D	OHC 16	/ L4	3.	189"/81.0mm	x 3.38	86"/86.0mn	n
	1781 (CC (1.8L) S	SOHC 8V	SC L4	3.	190"/81.0mm	x 3.40	0"/86.4mn	n
	1781 (CC (1.8L) D	OHC 20\	/ Turbo. L4	3.	190"/81.0mm	x 3.40	0"/86.4mn	n 🔤
	1984 (CC (2.0L) S	SOHC 8V	L4	3.	248"/82.5mm	x 3.65	50"/92.7mm	n



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1984 CC (2.0	L) DOHC 16V L4	ł	3.248"/82.5mm	x 3.650"/92.7mm	
Rod Bearing (4) TM- NOTE: H Series Performa	77 CB-1426H	STD•,.026mm•	1.8802/1.8810 0.0005/0.0027	0.0553 1.9921/1.9929	0.7470
Rod Bearing (4) TM- NOTE: H Series Performa .0010" More Oil Clearan	nce Bearing Wall .0	STD• 005" Thinner For	1.8802/1.8810 0.0015/0.0037	0.0548 1.9921/1.9929	0.7470
					5 CYL
2 2144 CC (2.1	L) SOHC 10V L5		3.130"/79.5mm	x 3.400"/86.4mm	2
2226 CC (2.2	L) SOHC 10V L5		3.189"/81.0mm	x 3.386"/86.0mm	
Rod Bearing (5) TM- NOTE: H Series Performa	77 CB-1426H Ince	STD•,.026mm•	1.8802/1.8810 0.0005/0.0027	0.0553 1.9921/1.9929	0.7470
Rod Bearing (5) TM- NOTE: H Series Performa .0010" More Oil Clearan		STD• 005" Thinner For	1.8802/1.8810 0.0015/0.0037	0.0548 1.9921/1.9929	0.7470
Crankshaft Forging	035D				
3 2459 CC (2.5	L) SOHC 10V L5	Audi	3.190"/81.0mm	x 3.760"/95.5mm	3
Rod Bearing TM- NOTE: H Series Performa	77 CB-1426H Ince	STD•,.026mm•	1.8802/1.8810 0.0005/0.0027	0.0553 1.9921/1.9929	0.7470
Rod Bearing TM- NOTE: H Series Performa .0010" More Oil Clearan	~	STD• 005" Thinner For	1.8802/1.8810 0.0015/0.0037	0.0548 1.9921/1.9929	0.7470



ACL INTERCHANGES

ACL	Clevite	ACL	Clevite
1B1442H025	CB-1442H026mm	1B663H	CB-663HN-30
1B1442H25	CB-1442H25mm	1B663H-001	CB-663HN-1
1B1442H-STD	CB-1442H	1B663H-009	CB-663HN-9
1B1442HX-STD	CB-1442HX	1B663H-010	CB-663HN-10
1B1663H-001	CB-1663H-1	1B663H-011	CB-663HN-11
1B1663H-010	CB-1663H-10	1B663H-020	CB-663HN-20
1B1663H-STD	CB-1663H	1B663H-09	CB-663H-9
1B1663HX-STD	CB-1663HX	1B663H-1	CB-663H-1
1B1665HD-001	CB-1665HD-1	1B663H-10	CB-663H-1
1B1665HD-001	CB-1665HND1	1B663H-10	CB-663H-10
1B1665HD-STD	CB-1665HD	1B663H-11	CB-663H-11
1B1665HD-STD	CB-1665HND	1B663H-20	CB-663H-20
1B1665HXD-STD	CB-1665HXD	1B663H-30	CB-663HN-30
1B1665HXD-STD	CB-1665HXND	1B663HD-01	CB-663HD-1
1B1808H025	CB-1808HN026mm	1B663HD-01	CB-663HND-1
1B1808H25	CB-1808HN25mm	1B663HD-010	CB-663HND-10
1B1808H-STD	CB-1808HN	1B663HD-10	CB-663HD-10
1B1808HX-STD	CB-1808HXN	1B663HD-STD	CB-663HD
1B481H	CB-481H	1B663HD-STD	CB-663HND
1B481H-001	CB-481HN-1	1B663H-STD	CB-663HN
1B481H-01	CB-481H-1	1B663HXD-STD	CB-663HXD
1B481H-010	CB-481HN-10	1B663HXD-STD	CB-663HXND
1B481H-1	CB-481H-1	1B663HX-STD	CB-663HX
1B481H-10	CB-481H-10	1B663HX-STD	CB-663HXN
1B481H-STD	CB-481HN	1B743H	CB-743HN-30
1B481HX	CB-481HX	1B743H-01	CB-743H-1
1B481HX-STD	CB-481HXN	1B743H-01	CB-743HN-1
1B527HD	CB-527HD	1B743H-09	CB-743H-9
1B527HD-01	CB-527HD-1	1B743H-09	CB-743HN-9
1B527HD-010	CB-527HND-10	1B743H-1	CB-743H-1
1B527HD-10	CB-527HD-10	1B743H-10	CB-743H-10
1B527HD-STD	CB-527HND	1B743H-10	CB-743HN-10
1B527HDX-STD	CB-527HXND	1B743H-11	CB-743H-11
1B527HXD	CB-527HXD	1B743H-11	CB-743HN-11
1B634H	CB-634H	1B743H-20	CB-743H-20
1B634H-001	CB-634HN-1	1B743H-20	CB-743HN-20
1B634H-009	CB-634HN-9	1B743H-30	CB-743HN-30
1B634H-01	CB-634H-1	1B743HD-01	CB-743HD-1
1B634H-010	CB-634HN-10	1B743HD-01	CB-743HND-1
1B634H-011	CB-634HN-11	1B743HD-10	CB-743HD-10
1B634H-1	CB-634H-1	1B743HD-10	CB-743HND-10
1B634H-10	CB-634H-10	1B743HD-STD	CB-743HD
1B634HD-010	CB-634HND-10	1B743HD-STD	CB-743HND
1B634HD10	CB-634HD-10	1B743H-STD	CB-743H
1B634HD-STD	CB-634HD	1B743H-STD	CB-743HN
1B634HD-STD	CB-634HND	1B743HXD-STD	CB-743HXD
1B634H-STD	CB-634HN	1B743HXD-STD	CB-743HXND
1B634HX	CB-634HX	1B743HX-STD	CB-743HX
1B634HX-STD	CB-634HXN	1B743HX-STD	CB-743HXN
1B663H	CB-663H	1B745H-01	CB-745H-1



ACL	Clevite	ACL	Clevite
1B745H-01	CB-745HN-1	4B1946H-STD	CB-1353H
1B745H-1	CB-745H-1	4B1946HX-STD	CB-1353HX
1B745H-10	CB-745H-10	4B1956H025	CB-1461HN026mm
1B745H-10	CB-745HN-10	4B1956H25	CB-1461HN25MM
1B745HD-10	CB-745HD-10	4B1956H-STD	CB-1461HN
1B745HD-10	CB-745HND-10	4B1956HX-STD	CB-1461HXN
1B745HD-STD	CB-745HD	4B1972H-STD	CB-1861H
1B745HD-STD	CB-745HND	4B1972HX-STD	CB-1861HX
1B745H-STD	CB-745H	4B2960H-010	CB-1629HX
1B745H-STD	CB-745HN	4B2960H-STD	CB-1629H
1B745HX-STD	CB-745HX	4B4390H025	CB-1840H026mm
1B745HX-STD	CB-745HXN	4B4390H25	CB-1840H25mm
1B818H-10	CB-818H-10	4B4390H-STD	CB-1840H
1B818H-10	CB-818HN-10	4B4390HX-STD	CB-1840HX
1B818H-STD	CB-818H	4B8170H.025	CB-1838H026mm
1B818H-STD	CB-818HN	4B8170H.25	CB-1838H25mm
1B927H-01	CB-927H-1	4B8170H-STD	CB-1838H
1B927H-1	CB-927H-1	4B8170HX-STD	CB-1838HX
1B927H-10	CB-927H-10	4B8172HSTD	CB-1925H
1B927H-10	CB-927HN-10	4B8172HXSTD	CB-1925HX
1B927H-STD	CB-927H	4B8296H025	CB-1657H026MM
1B927H-STD	CB-927HN	4B8296H25	CB-1657H25MM
4B1146H025	CB-1120HN026mm	4B8296H-STD	CB-1657H
4B1146H25	CB-1120HN25mm	4B8296HX-STD	CB-1657HX
4B1146H-STD	CB-1120HN	4B8351H-025	CB-1453H026MM
4B1146HX-STD	CB-1120HXN	4B8351H-STD	CB-1453H
4B1185H025	CB1643HN026MM	4B8351HX-STD	CB-1453HX
4B1185H025	CB-1643H026MM	5M1010H-01	MS-1010H-1
4B1185H25	CB1643HN25MM	5M1010H-10	MS-1010H-10
4B1185H25	CB-1643H25MM	5M1010H-STD	MS-1010H
4B1185H-STD	CB-1643HN	5M1010HX-STD	MS-1010HX
4B1185H-STD	CB-1643H	5M1038H-01	MS-1038H-1
4B1185HX-STD	CB1643HXN	5M1038H-10	MS-1038H-10
4B1185HX-STD	CB-1643HX	5M1038H-STD	MS-1038H
4B1236H-025MM	CB-1918H026MM	5M1038HX-STD	MS-1038HX
4B1236H-STD	CB-1918H	5M1039H-01	MS-1039H-1
4B1236HX-STD	CB-1918HX	5M1039H-10	MS-1039H-10
4B1606H025	CB-1426H026MM	5M1039H-STD	MS-1039H
4B1606H-STD	CB-1426H	5M1039HX-STD	MS-1039HX
4B1606HX-STD	CB-1426HX	5M1186H25	MS-2039H25MM
4B1856HSTD	CB-1920H	5M1186H-025	MS-2039H026MM
4B1856HXSTD	CB-1920HX	5M1186H-STD	MS-2039H
4B1912H25	CB-1780H25mm	5M1186HX-STD	MS-2039HX
4B1912H-STD	CB-1780H	5M1219H025	MS-2261H026mm
4B1912HX-STD	CB-1780HX	5M1219H25	MS-2261H25mm
4B1925H25	CB-1785H25mm	5M1219H-STD	MS-2261H
4B1925H-STD	CB-1785H	5M1219HX-STD	MS-2261HX
4B1925HX-STD	CB-1785HX	5M1237H-025MM	MS-2307H026MM
4B1946H025	CB-1353H026mm	5M1237H-STD	MS-2307H
		5M1237HX-STD	



ACL INTERCHANGES

ACL	Clevite	ACL	Clevite
5M1432H-01	MS-1432H-1	5M829H-20	MS-829H-20
5M1432H-10	MS-1432H-10	5M829H-30	MS-829H-30
5M1432H-STD	MS-1432H	5M829H-STD	MS-829H
5M1432HX-STD	MS-1432HX	5M829HX-STD	MS-829HX
5M1799H	MB-3852H	5M8309H025	MS-2258H026MM
5M1799H1	MB-3852H-1	5M8309H25	MS-2258H25MM
5M1799H1X	MB-3852HX	5M8309H-STD	MS-2258H
5M1913H025MM	MS-2309H026MM	5M8309HX-STD	MS-2258HX
5M1913H-STD	MS-2309H	5M8353H025MM	MS-1802H026MM
5M1913HX-STD	MS-2309HX	5M8353H-STD	MS-1802H
5M1957H025	MS-1804H026MM	5M8353HX-STD	MS-1802HX
5M1957H25	MS-1804H25MM	5M909H-01	MS-909H-1
5M1957H-STD	MS-1804H	5M909H-09	MS-909H-9
5M1957HX-STD	MS-1804HX	5M909H-10	MS-909H-10
5M1959H025	MS-2095H026MM	5M909H-11	MS-909H-11
5M1959H25	MS-2095H25MM	5M909H-20	MS-909H-20
5M1959H-STD	MS-2095H	5M909H-30	MS-909H-30
5M1959HX-STD	MS-2095HX	5M909H-STD	MS-909H
5M2220H025	MS-2220H026mm	5M909HX-STD	MS-909HX
5M2220H25	MS-2220H25mm	6B8100H25	CB-1628H25mm
5M2220H-STD	MS-2220H	6B8100H-STD	CB-1628H
5M2220HX-STD	MS-2220HX	6B8100HX-STD	CB-1628HX
5M2964H25	MS-2015HX	7M8103H-STD	MS-2016H
5M2964H-STD	MS-2015H	7M8103HX-STD	MS-2016HX
5M429H-01	MS-429H-1	8B1442H025	CB-1442H026mm
5M429H-10	MS-429H-10	8B1442H25	CB-1442H25mm
5M429H-STD	MS-429H	8B1442H-STD	CB-1442H
5M429HX-STD	MS-429HX	8B1442HX-STD	CB-1442HX
5M5645HSTD	MS-2293H	8B1663H-001	CB-1663H-1
5M5645HXSTD	MS-2293HX	8B1663H-010	CB-1663H-10
5M5647H-STD	MS-2259H	8B1663H-STD	CB-1663H
5M5647HX	MS-2259HX	8B1663HX-STD	CB-1663HX
5M590H-01	MS-590H-1	8B1665HD-001	CB-1665HD-1
5M590H-09	MS-590H-9	8B1665HD-001	CB-1665HND1
5M590H-10	MS-590H-10	8B1665HD-STD	CB-1665HD
5M590H-11	MS-590H-11	8B1665HD-STD	CB-1665HND
5M590H-STD	MS-590H	8B1665HXD-STD	CB-1665HXD
5M590HX-STD	MS-590HX	8B1665HXD-STD	CB-1665HXND
5M7296H025	MS-2202H026mm	8B1808H025	CB-1808HN026mm
5M7296H25	MS-2202H25mm	8B1808H25	CB-1808HN25mm
5M7296H-STD	MS-2202H	8B1808H-STD	CB-1808HN
5M7296HX-STD	MS-2202HX	8B1808HX-STD	CB-1808HXN
5M7298H-01	MS-2199H-1	8B481H-001	CB-481HN-1
5M7298H-10	MS-2199H-10	8B481H-010	CB-481HN-10
5M7298H-STD	MS-2199H	8B481H-STD	CB-481HN
5M7298HX-STD	MS-2199HX	8B481HX-STD	CB-481HXN
5M829H-01	MS-829H-1	8B527HD-010	CB-527HND-10
5M829H-09	MS-829H-9	8B527HD-STD	CB-527HND
5M829H-10	MS-829H-10	8B527HXD-STD	CB-527HXND
5M829H-11	MS-829H-11	8B634H-001	CB-634HN-1



8B634H-010 0 8B634H-011 0 8B634H-010 0 8B634HD-STD 0 8B634HD-STD 0 8B634HX-STD 0 8B634HX-STD 0 8B663H-001 0 8B663H-009 0 8B663H-010 0 8B663H-010 0 8B663H-010 0 8B663H-010 0 8B663HD-010 0 8B663HD-010 0 8B663HD-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B663HX-STD 0	CB-634HN-9 CB-634HN-10 CB-634HN-11 CB-634HND-10 CB-634HND CB-634HN CB-634HN CB-663HN-1 CB-663HN-9 CB-663HN-10 CB-663HN-11 CB-663HN-11 CB-663HN-20
8B634H-011 0 8B634HD-010 0 8B634HD-STD 0 8B634H-STD 0 8B634HX-STD 0 8B663H-001 0 8B663H-009 0 8B663H-010 0 8B663H-010 0 8B663H-010 0 8B663H-010 0 8B663HD-010 0 8B663HD-010 0 8B663HD-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B6743H-01 0	CB-634HN-11 CB-634HND-10 CB-634HND CB-634HN CB-634HXN CB-663HN-1 CB-663HN-9 CB-663HN-10 CB-663HN-11
8B634HD-010 0 8B634HD-STD 0 8B634HJ-STD 0 8B634HX-STD 0 8B634HX-STD 0 8B663H-001 0 8B663H-009 0 8B663H-010 0 8B663H-010 0 8B663H-010 0 8B663H-010 0 8B663HD-010 0 8B663HD-010 0 8B663HD-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B743H-01 0	CB-634HND-10 CB-634HND CB-634HN CB-634HXN CB-663HN-1 CB-663HN-9 CB-663HN-10 CB-663HN-11
8B634HD-STD 0 8B634H-STD 0 8B634HX-STD 0 8B634HX-STD 0 8B663H-001 0 8B663H-010 0 8B663H-010 0 8B663H-010 0 8B663H-010 0 8B663H-020 0 8B663HD-001 0 8B663HD-010 0 8B663HD-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B6743H-01 0	CB-634HND CB-634HN CB-634HXN CB-663HN-1 CB-663HN-9 CB-663HN-10 CB-663HN-11
8B634H-STD 0 8B634HX-STD 0 8B634HX-STD 0 8B663H-001 0 8B663H-010 0 8B663H-010 0 8B663H-010 0 8B663H-010 0 8B663H-020 0 8B663HD-001 0 8B663HD-010 0 8B663HD-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B743H-01 0	CB-634HN CB-634HXN CB-663HN-1 CB-663HN-9 CB-663HN-10 CB-663HN-11
8B634HX-STD 0 8B663H-001 0 8B663H-009 0 8B663H-010 0 8B663H-011 0 8B663H-020 0 8B663HD-001 0 8B663HD-010 0 8B663HD-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0	CB-634HXN CB-663HN-1 CB-663HN-9 CB-663HN-10 CB-663HN-11
8B663H-001 0 8B663H-009 0 8B663H-010 0 8B663H-011 0 8B663H-020 0 8B663HD-001 0 8B663HD-010 0 8B663HD-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0	CB-663HN-1 CB-663HN-9 CB-663HN-10 CB-663HN-11
8B663H-009 0 8B663H-010 0 8B663H-011 0 8B663H-020 0 8B663HD-001 0 8B663HD-010 0 8B663HD-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0	CB-663HN-9 CB-663HN-10 CB-663HN-11
8B663H-010 0 8B663H-011 0 8B663H-020 0 8B663HD-001 0 8B663HD-STD 0 8B663H-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B663HX-STD 0	CB-663HN-10 CB-663HN-11
8B663H-011 0 8B663H-020 0 8B663HD-001 0 8B663HD-STD 0 8B663H-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B663HX-STD 0	CB-663HN-11
8B663H-020 0 8B663HD-001 0 8B663HD-010 0 8B663HD-STD 0 8B663H-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B743H-01 0	
8B663HD-001 0 8B663HD-010 0 8B663HD-STD 0 8B663H-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B743H-01 0	CB-663HN-20
8B663HD-010 0 8B663HD-STD 0 8B663H-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B743H-01 0	
8B663HD-STD 0 8B663H-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B663HX-STD 0 8B743H-01 0	CB-663HND-1
8B663H-STD 0 8B663HXD-STD 0 8B663HX-STD 0 8B743H-01 0	CB-663HND-10
8B663HXD-STD 0 8B663HX-STD 0 8B743H-01 0	CB-663HND
8B663HX-STD (8B743H-01 (CB-663HN
8B743H-01 (CB-663HXD
	CB-663HXN
007401100	CB-743HN-1
8B743H-09 (CB-743HN-9
8B743H-10 (CB-743HN-10
8B743H-11 (CB-743HN-11
8B743H-20	CB-743HN-20
8B743HD-01 (CB-743HND-1
8B743HD-10 (CB-743HND-10
8B743HD-STD (CB-743HND
8B743H-STD (CB-743HN
8B743HXD-STD (CB-743HXND
8B743HX-STD (CB-743HXN
8B745H-01 (CB-745HN-1
8B745H-10 (CB-745HN-10
8B745HD-10	CB-745HND-10
8B745HD-STD (CB-745HND
8B745H-STD (CB-745HN
8B745HX-STD (CB-745HXN
8B818H-10 (CB-818HN-10
8B818H-STD (CB-818HN
8B927H-10 (
8B927H-STD (CB-927HN-10



KING INTERCHANGES

King	Clevite	King	Clevite
5568XP-010	MS-1804H25MM	CR8026XP-021	CB-743HN-21
CR4002XP-STD	CB-1453H	CR8026XP-030	CB-743HN-30
CR4033XP25	CB-1780H25mm	CR8026XP-STD	CB-743HN
CR4033XP-STD	CB-1780H	CR8026XP-STDX	CB-743HXN
CR4033XPX	CB-1780HX	CR8027XP-001	CB-1665HND1
CR4046XP-STD	CB-1461HN	CR8027XP-010	CB-1665HND-10
CR4120XP-STD	CB-1643H	CR8027XP-STD	CB-1665HND
CR4125XP	CB-1657H	CR8027XP-STDX	CB-1665HXND
CR4136XP25	CB-1629HX	CR8028XP-001	CB-1663H-1
CR4136XP-STD	CB-1629H	CR8028XP-010	CB-1663H-10
CR426M.75MM	CB-1590A75MM(4)	CR8028XP-STD	CB-1663H
CR426M.75MM	CB-1590A75MM	CR8028XP-STDX	CB-1663HX
CR4287HP-010	CB-1785H25mm	CR803HPN	CB-745HN
CR4287XP	CB-1785H	CR803HPN-001	CB-745HN-1
CR4287XP-STDX	CB-1785HX	CR803HPN-010	CB-745HN-10
CR4337HP	CB-1353H	CR803HPN-STDX	CB-745HXN
CR4337HP-010	CB-1353H25mm	CR803XPN	CB-745HN
CR4337HP-STDX	CB-1353HX	CR803XPN-001	CB-745HN-1
CR4375HP	CB-1785H	CR803XPN-010	CB-745HN-10
CR4375HP-010	CB-1785H25mm	CR803XPN-STDX	CB-745HXN
CR4375HP-STDX	CB-1785HX	CR804HPN-010	CB-634HN-10
CR439XP-010	CB-1353H25mm	CR804HPN-STD	CB-634HN
CR439XP-STD	CB-1353H	CR804HPN-STDX	CB-634HXN
CR439XP-STDX	CB-1353HX	CR804XPN-010	CB-634HN-10
CR4481XP-STD	CB-1120HN	CR804XPN-STD	CB-634HN
CR6754XP	CB-1628H	CR804XPN-STDX	CB-634HXN
CR8008HP	CB-481HN	CR805XPN-001	CB-481HN-1
CR8008HP-001	CB-481HN-1	CR805XPN-010	CB-481HN-10
CR8008HP-010	CB-481HN-10	CR805XPN-STD	CB-481HN
CR8008HP-STDX	CB-481HXN	CR805XPN-STDX	CB-481HXN
CR8011HP	CB-831HN	CR806HPHD-STD	CB-527HND
CR8011HP-001	CB-831HN-1	CR806HPND-001	CB-527HND-1
CR8011HP-010	CB-831HN-10	CR806HPND-010	CB-527HND-10
CR8011HP-STDX	CB-831HXN	CR806HPND-STDX	CB-527HXND
CR8025XP-001	CB-663HN-1	CR806XPND-001	CB-527HND-1
CR8025XP-010	CB-663HN-10	CR806XPND-010	CB-527HND-10
CR8025XP-010X	CB-663HN-9	CR806XPND-STD	CB-527HND
CR8025XP-011	CB-663HN-11	CR806XPND-STDX	CB-527HXND
CR8025XP-020	CB-663HN-20	CR807HPN-001	CB-663HN-1
CR8025XP-020X	CB-663HN-19	CR807HPN-010	CB-663HN-10
CR8025XP-021	CB-663HN-21	CR807HPN-010X	CB-663HN-9
CR8025XP-030	CB-663HN-30	CR807HPN-011	CB-663HN-11
CR8025XP-STD	CB-663HN	CR807HPN-020	CB-663HN-20
CR8025XP-STDX	CB-663HXN	CR807HPN-020X	CB-663HN-19
CR8026XP-001	CB-743HN-1	CR807HPN-021	CB-663HN-21
CR8026XP-010	CB-743HN-10	CR807HPN-030	CB-663HN-30
CR8026XP-010X	CB-743HN-9	CR807HPND-001	CB-663HND-1
CR8026XP-011	CB-743HN-11	CR807HPND-010	CB-663HND-10
CR8026XP-020	CB-743HN-20	CR807HPND-STD	CB-663HND
CR8026XP-020X	CB-743HN-19	CR807HPND-STDX	CB-663HXND



King	Clevite	King	Clevite
CR807HPN-STD	CB-663HN	CR848HP-020	CB-663HN-20
CR807HPN-STDX	CB-663HXN	CR848HP-020X	CB-663HN-19
CR807XPN-001	CB-663HN-1	CR848HP-021	CB-663HN-21
CR807XPN-010	CB-663HN-10	CR848HP-030	CB-663HN-30
CR807XPN-010X	CB-663HN-9	CR848HP-STDX	CB-663HXN
CR807XPN-011	CB-663HN-11	CR849HP	CB-743HN
CR807XPN-020	CB-663HN-20	CR849HP-001	CB-743HN-1
CR807XPN-020X	CB-663HN-19	CR849HP-010	CB-743HN-10
CR807XPN-021	CB-663HN-21	CR849HP-010X	CB-743HN-9
CR807XPN-030	CB-663HN-30	CR849HP-011	CB-743HN-11
CR807XPND-001	CB-663HND-1	CR849HP-020	CB-743HN-20
CR807XPND-010	CB-663HND-10	CR849HP-020X	CB-743HN-19
CR807XPND-STD	CB-663HND	CR849HP-021	CB-743HN-21
CR807XPND-STDX	CB-663HXND	CR849HP-030	CB-743HN-30
CR807XPN-STD	CB-663HN	CR849HP-STDX	CB-743HXN
CR807XPN-STDX	CB-663HXN	CR850HP-001	CB-663HND-1
CR808HPN-001	CB-743HN-1	CR850HP-010	CB-663HND-10
CR808HPN-010	CB-743HN-10	CR850HP-STD	CB-663HND
CR808HPN-010X	CB-743HN-9	CR850HP-STDX	CB-663HXND
CR808HPN-020	CB-743HN-20	CR851HP	CB-745HN
CR808HPN-030	CB-743HN-30	CR851HP-001	CB-745HN-1
CR808HPND-001	CB-743HND-1	CR851HP-010	CB-745HN-10
CR808HPND-010	CB-743HND-10	CR851HP-020	CB-745HN-20
CR808HPND-010X	CB-743HND-9	CR851HP-STDX	CB-745HXN
CR808HPND-STD	CB-743HND	CR852HP	CB-745HND
CR808HPND-STDX	CB-743HXND	CR852HP-010	CB-745HND-10
CR808HPN-STD	CB-743HN	CR853HP	CB-743HND
CR808HPN-STDX	CB-743HXN	CR853HP-001	CB-743HND-1
CR808XPN-001	CB-743HN-1	CR853HP-010	CB-743HND-10
CR808XPN-010	CB-743HN-10	CR853HP-010X	CB-743HND-9
CR808XPN-010X	CB-743HN-9	CR853HP-011	CB-743HND-11
CR808XPN-011	CB-743HN-11	CR853HP-STDX	CB-743HXND
CR808XPN-020	CB-743HN-20	CR854HP	CB-634HN
CR808XPN-020X	CB-743HN-19	CR854HP-001	CB-634HN-1
CR808XPN-030	CB-743HN-30	CR854HP-010	CB-634HN-10
CR808XPND-001	CB-743HND-1	CR854HP-011	CB-634HN-11
CR808XPND-010	CB-743HND-10	CR854HP-STDX	CB-634HXN
CR808XPND-STD	CB-743HND	CR855HP	CB-634HND
CR808XPND-STDX	CB-743HXND	CR855HP-010	CB-634HND-10
CR808XPN-STD	CB-743HN	CR863HP	CB-1512MU(30)
CR808XPN-STDX	CB-743HXN	CR863HP	CB-1512M(U)
CR814XPN-001	CB-831HN-1	CR867HP	CB-1856HN
CR814XPN-010	CB-831HN-10	CR867XPN-001	CB-1856HN-1
CR814XPN-STD	CB-831HN	CR867XPN-010	CB-1856HN-10
CR814XPN-STDX	CB-831HXN	CR867XPN-STD	CB-1856HN
CR848HP	CB-663HN	CR868HPN-001	CB-1442H026mm
CR848HP-001	CB-663HN-1	CR868HPN-010	CB-1442H25mm
CR848HP-009	CB-663HN-9	CR868HPN-STD	CB-1442H-251111
CR848HP-010	CB-663HN-10	CR868HPN-STDX	CB-1442HX
CR848HP-011	CB-663HN-11	CR868XPN-001	CB-1442H026mm



KING INTERCHANGES

King	Clevite	King	Clevite
CR868XPN-010	CB-1442H25mm	MB5143HP-020	MS-1038H-20
CR868XPN-STD	CB-1442H	MB5143HP-021	MS-1038H-21
CR868XPN-STDX	CB-1442HX	MB5143HP-STDX	MS-1038HX
CR874HP	CB-818HN	MB5147HP	MS-829H
CR874HP-010	CB-818HN-10	MB5147HP-001	MS-829H-1
CR874HP-011	CB-818HN-11	MB5147HP-010	MS-829H-10
CR889HP	CB-1442H	MB5147HP-010X	MS-829H-9
CR889HP-001	CB-1442H026mm	MB5147HP-011	MS-829H-11
CR889HP-010	CB-1442H25mm	MB5147HP-020	MS-829H-20
CR889HP-STDX	CB-1442HX	MB5147HP-020X	MS-829H-19
MB 5112HP	MS-1010H	MB5147HP-030	MS-829H-30
MB5013HP	MS-2199H	MB5147HP-STDX	MS-829HX
MB5013HP-001	MS-2199H-1	MB5160HP	MS-909HG
MB5013HP-010	MS-2199H-10	MB5161HP	MS-590H
MB5013HP-STDX	MS-2199HX	MB5161HP-001	MS-590H-1
MB5013XP-001	MS-2199H-1	MB5161HP-010	MS-590H-10
MB5013XP-010	MS-2199H-10	MB5161HP-STDX	MS-590HX
MB5013XP-STD	MS-2199H	MB5164HP	MS-829HG
MB5013XP-STDX	MS-2199HX	MB5169HP	MS-1010H
MB509HP-001	MS-1038H-1	MB5169HP-010	MS-1010H-10
MB509HP-010	MS-1038H-10	MB5169HP-STDX	MS-1010HX
MB509HP-020	MS-1038H-20	MB5209XP-STD	MS-2039H
MB509HP-STD	MS-1038H	MB5243XP25	MS-2015HX
MB509HP-STDX	MS-1038HX	MB5243XP-STD	MS-2015H
MB509XP	MS-1038H	MB5259XP-010	MS-2095H25MM
MB509XP-001	MS-1038H-1	MB5259XP-STD	MS-2095H
MB509XP-010	MS-1038H-10	MB5259XP-STDX	MS-2095HX
MB509XP-010X	MS-1038H-9	MB5280HP-STD	MS-2202H
MB509XP-020	MS-1038H-20	MB5280XP-STD	MS-2202H
MB509XP-021	MS-1038H-21	MB5282HP	MS-2007H
MB509XP-STDX	MS-1038HX	MB5282HP-001	MS-2007H026mm
MB5116HP-010	MS-2233HG-10	MB5282HP-010	MS-2007H25mm
MB5116HP-STD	MS-2233HG	MB5282HP-STDX	MS-2007HX
MB5116XP-010	MS-2233HG-10	MB5283HP	MS-2259H
MB5116XP-STD	MS-2233HG	MB5283HP-001	MS-2259H026mm
MB5142HP	MS-909H	MB5283HP-010	MS-2259H25mm
MB5142HP-001	MS-909H-1	MB5283HP-STD	MS-2259H
MB5142HP-010	MS-909H-10	MB5283HP-STDX	MS-2259HX
VIB5142HP-010X	MS-909H-9	MB5283XP-010	MS-2259H25mm
VB5142HP-011	MS-909H-11	MB5283XP-STD	MS-2259H
VIB5142HP-020	MS-909H-20	MB5283XP-STDX	MS-2259HX
VIB5142HP-020X	MS-909H-19	MB529HP-010	MS-590H-10
VIB5142HP-021		MB529HP-STD	
	MS-909H-21		MS-590H
MB5142HP-030	MS-909H-30	MB529HP-STDX	MS-590HX MS 500H 10
MB5142HP-STDX	MS-909HX	MB529XP-010	MS-590H-10
MB5143HP	MS-1038H	MB529XP-STD	MS-590H
MB5143HP-001	MS-1038H-1	MB529XP-STDX	MS-590HX
MB5143HP-010	MS-1038H-10	MB5304XP-STD	MS-1802H
MB5143HP-010X	MS-1038H-9	MB5315XP-STD	MS-2261H
MB5143HP-011	MS-1038H-11	MB5353HP-001	MS-2007H026mm



King	Clevite	King	Clevite
MB5353HP-010	MS-2007H25mm	MB556HP-020	MS-829H-20
MB5353HP-STD	MS-2007H	MB556HP-020X	MS-829H-19
VB5353XP-001	MS-2007H026mm	MB556HP-030	MS-829H-30
MB5353XP-010	MS-2007H25mm	MB556HP-STD	MS-829H
MB5353XP-STD	MS-2007H	MB556HP-STDX	MS-829HX
MB5382XP-STD	MS-2258H	MB556XP-001	MS-829H-1
MB5385HP	MS-540H	MB556XP-010	MS-829H-10
MB5385HP	MS-1344V	MB556XP-010X	MS-829H-9
MB5385HP-001	MS-540H-1	MB556XP-011	MS-829H-11
MB5385HP-STDX	MS-540HX	MB556XP-020	MS-829H-20
MB5392HP	MS-1432H	MB556XP-020X	MS-829H-19
MB5392HP-010	MS-1432H-10	MB556XP-030	MS-829H-30
MB5392HP-STDX	MS-1432HX	MB556XP-STD	MS-829H
MB5407HP	MS-2202H	MB556XP-STDX	MS-829HX
MB5407HP-001	MS-2202H026mm	MB557HP-001	MS-909H-1
MB5407HP-010	MS-2202H25mm	MB557HP-010	MS-909H-10
MB5407HP-STDX	MS-2202HX	MB557HP-010X	MS-909H-9
MB5420HP	MS-2067V	MB557HP-011	MS-909H-11
MB5425XP-001	MS-909H-1	MB557HP-020	MS-909H-20
MB5425XP-010	MS-909H-10	MB557HP-020X	MS-909H-19
MB5425XP-010X	MS-909H-9	MB557HP-021	MS-909H-21
MB5425XP-011	MS-909H-11	MB557HP-030	MS-909H-30
MB5425XP-020	MS-909H-20	MB557HP-STD	MS-909H
MB5425XP-020X	MS-909H-19	MB557HP-STDX	MS-909HX
MB5425XP-021	MS-909H-21	MB557XP-001	MS-909H-1
MB5425XP-030	MS-909H-30	MB557XP-010	MS-909H-10
MB5425XP-STD	MS-909H	MB557XP-010X	MS-909H-9
MB5425XP-STDX	MS-909HX	MB557XP-011	MS-909H-11
MB5426XP-001	MS-829H-1	MB557XP-020	MS-909H-20
MB5426XP-010	MS-829H-10	MB557XP-020X	MS-909H-19
MB5426XP-010X	MS-829H-9	MB557XP-021	MS-909H-21
MB5426XP-011	MS-829H-11	MB557XP-030	MS-909H-30
MB5426XP-020	MS-829H-20	MB557XP-STD	MS-909H
MB5426XP-020X	MS-829H-19	MB557XP-STDX	MS-909HX
MB5426XP-021	MS-829H-21	MB5650HP-010	MS-1039V-10
MB5426XP-030	MS-829H-30	MB5650HP-STD	MS-1039V
MB5426XP-STD	MS-829H	MB5650XP-010	MS-1039V-10
MB5426XP-STDX	MS-829HX	MB5650XP-STD	MS-1039V
MB5503XP-010	MS-1010H-10	MB5673XP025MM	MS-2309H026MM
MB5503XP-STD	MS-1010H	MB5673XP-STD	MS-2309H
MB5503XP-STDX	MS-1010HX	MB5673XP-STD	MS-2309HX
MB5505XP-010	MS-1432H-10		
MB5505XP-STD	MS-1432H		
MB5505XP-STDX	MS-1432HX		
MB5568XP-STD	MS-1804H		
MB5568XP-STDX	MS-1804HX		
MB556HP-001	MS-829H-1		
MB556HP-010	MS-829H-10		
MB556HP-010X	MS-829H-9		



SEALED POWER INTERCHANGES

Clevite	Sealed Power	Clevite
MS-804H	141M20	MS-829H-20
MS-804H-10	141M21	MS-829H-21
MS-804HX	141M30	MS-829H-30
MS-804H-20	141M9	MS-829H-9
MS-1010H	144M	MS-2256H
MS-1010H-10	144M10	MS-2256H-10
MS-1010HX	145MSEMI	MS-2254-SEMI
MS-590H	146M	MS-1010H
MS-590H-1	146M10	MS-1010H-10
MS-590H-10	146M1X	MS-1010HX
MS-590HX	147MSEMI	MS-2255-SEMI
MS-1432H	148M	MS-2007H
MS-1432H-10	148M.026MM	MS-2007H026mm
MS-1432HX	148M.25MM	MS-2007H25mm
MS-1432HXK	148M026X	MS-2007HX
MS-1039V	149M	MS-2259H
MS-1039H	149M.026MM	MS-2259H026mm
	149M.026X	MS-2259HX
MS-1039H-10	149M.25MM	MS-2259H25mm
MS-1039HX	151M	MS-667H
MS-1732M	151M10	MS-667H-10
		MS-2199H
		MS-2199H-1
		MS-2199H-10
		MS-2199HX
		MS-2202H
		MS-2202H026mm
		MS-2202H25mm
		MS-2202HX
		MS-2203H
		MS-2253H
		MS-2253H-1
		MS-2253HX
		MS-2208H026mm
		MS-2095H
		MS-2095H026MM
		MS-2095HX
		MS-2095H25MM
		MS-1804H
		CB-436B-20
		CB-673B-10
		CB-979M
		CB-979M-10
		CB-1221M
		CB-1221M
		CB-1780H
		CB-1780H CB-1780H25mm
		CB-1780H25mm CB-1780HX
1010-02911-19	4-73000H	CB-1774H
	MS-804H MS-804H-10 MS-804H-10 MS-804H20 MS-1010H MS-1010H7 MS-1010HX MS-590H MS-590H-10 MS-590H2 MS-1432H MS-1432HX MS-1432HX MS-1432HX MS-1432HXK MS-1039V MS-1039H MS-1039H-10 MS-1039HX	MS-804H 141M20 MS-804H-10 141M21 MS-804H-20 141M30 MS-1010H 144M1 MS-1010H 144M10 MS-1010H-10 144M10 MS-1010HX 145MSEMI MS-590H-1 146M10 MS-590H-1 146M10 MS-590H-1 146M10 MS-590HX 147MSEMI MS-1432H 148M MS-1432HX 148M.026MM MS-1432HXK 148M.026M MS-1039V 149M MS-1039V 149M MS-1039V-10 149M.026MM MS-1039V-10 149M.026M MS-1039V-10 149M.026M MS-1039HX 151M MS-429H-1 152M1 MS-429H-1 152M1 MS-429H-1 152M1 MS-909H-10 153M.026M MS-909H-11 153M.026M MS-909H-12 156M1 MS-909H-13 153M.026M MS-909H-20 156M MS-909H-20 156M1



Sealed Power	Clevite	Sealed Power	Clevite
6-1415SB10	CB-503B-10	8-7155CH	CB-831HN
6-1415SB30	CB-503B-30	8-7155CH10	CB-831HN-10
6-7120CH	CB-1398H	8-7160CH	CB-634HN
6-7120CH1	CB-1398H-1	8-7160CH10	CB-634HN-10
6-7120CH10	CB-1398H-10	8-7160CH1X	CB-634HXN
7100CH	CB-663HN	8-7175CH10	CB-927HN-10
7100CH1	CB-663HN-1	8-7185CH	CB-818HN
7100CH10	CB-663HN-10	8-7185CH10	CB-818HN-10
7100CH1X	CB-663HXN	8-7195CH	CB-1780H
7100CH20	CB-663HN-20	8-7195CH10	CB-1780H25mm
7100CH30	CB-663HN-30	8-7195CH1X	CB-1780HX
7125CH	CB-481HN	8-7200CH	CB-743HN
8-7040CH	CB-542HN	8-7200CH1	CB-743HN-1
8-7040CH10	CB-542HN-10	8-7200CH10	CB-743HN-10
8-7040CH1X	CB-542HXN	8-7200CH11	CB-743HN-11
8-7040CH20	CB-542HN-20	8-7200CH1X	CB-743HXN
8-7050CH	CB-758HN	8-7200CH20	CB-743HN-20
8-7050CH1	CB-758HN-1	8-7200CH21	CB-743HN-21
8-7050CH10	CB-758HN-10	8-7200CH30	CB-743HN-30
8-7050CH1X	CB-758HXN	8-7200CH9	CB-743HN-9
8-7065CH	CB-745HN	8-7200CHA11	CB-743HND-11
8-7065CH1	CB-745HN-1	8-7200CHA9	CB-743HND-9
8-7065CH10	CB-745HN-10	8-7250CH	CB-1442H
8-7065CH1X	CB-745HXN	8-7250CH.026MM	CB-1442H026mm
8-7065CHA	CB-745HND	8-7250CH.026X	CB-1442HX
8-7065CHA10	CB-745HND-10	8-7250CH.25MM	CB-1442H25mm
8-7095CH	CB-663HN	8-7300SHA	CB-1512V
8-7095CH1	CB-663HN-1	8-7300SHA	CB-1512M
8-7095CH10	CB-663HN-10	8-7300SHA10	CB-1512V-10
8-7095CH1X	CB-663HXN	10-7250CH	CB-1442H
8-7095CH20	CB-663HN-20	10-7250CH.026MM	CB-1442H026mm
8-7095CH30	CB-663HN-30	10-7250CH.026X	CB-1442HX
8-7100CH	CB-663HN	C8-7065CH	CB-745HNK
8-7100CH1	CB-663HN-1	C8-7065CHA	CB-745HNDK
8-7100CH10	CB-663HN-10	C8-7100CH	CB-663HNK
8-7100CH11	CB-663HN-11	C8-7100CH-1	CB-663HNK-1
8-7100CH19	CB-663HN-19	C8-7100CH-10	CB-663HNK-10
8-7100CH1X	CB-663HXN	C8-7100CH1X	CB-663HXNK
8-7100CH20	CB-663HN-20	C8-7100CHA	CB-663HNDK
8-7100CH21	CB-663HN-21	C8-7155CH	CB-831HNK
8-7100CH30	CB-663HN-30	C8-7155CH10	CB-831HNK-10
8-7100CH9	CB-663HN-9	C8-7160CH	CB-634HNK
8-7100CHA	CB-663HND	C8-7160CH10	CB-634HNK-10
8-7100CHA1	CB-663HND-1	C8-7200CH	CB-743HNK
8-7100CHA10	CB-663HND-10	C8-7200CH10	CB-743HNK-10
8-7100CHA1X	CB-663HXND	C8-7200CH1X	CB-743HXNK
8-7125CH	CB-481HN	C8-7200CHA	CB-743HNDK
	CB-481HN-10	C8-7200CHA10	CB-743HNDK-10
8-7125CH10			
8-7125CH10 8-7135CH	CB-527HND	C129M	MS-590HK



SEALED POWER INTERCHANGES

Sealed Power	Clevite
C129M1X	MS-590HXK
C130M	MS-1432HK
C130M10	MS-1432HK-10
C139M	MS-909HK
C139M1	MS-909HK-1
C139M10	MS-909HK-10
C139M1X	MS-909HXK
C140M	MS-1038HK
C140M10	MS-1038HK-10
C141M	MS-829HK
C141M10	MS-829HK-10
C141M1X	MS-829HXK



TOLERANCES AND CLEARANCE

MAHLE

CRANKCASE TOLERANCES

Finish of Main Bores: 60-90 micro inches Ra.

Bore Tolerance: .001" (.025mm) up to 10.000" (250mm) bore **Out-of-Round:** .001" (.025mm) max if horizontal is larger than vertical

Alignment

.002" (.050mm) max overall misalignment	(.001"025mm for HD or highly loaded engines)
.001" (.025mm) max misalignment on adjacent bores	(.0005"013mm for HD or highly loaded engines)

CRANKSHAFT TOLERANCES MAIN BEARING AND CRANKPIN JOURNALS

Finish of Journals: 15 micro inches Ra. or better (10 micro inches Ra. or better for HD or highly loaded engines)

Diameter Tolerance:

.0005" (.013mm) up to 1.500" (38mm) journal

.001" (.025mm) for 1.500" (38mm) to 10.000" (250mm) journal

Out-of-Round:

.0005" (.013mm) maximum	.0002"005mm for HD or
up to 5.000" (125mm)	highly loaded engines
journal	

(Never use a maximum out-of-round journal with a maximum out-of-round bore.)

Taper:

.0002" (.005mm) max up to 1.000" (25mm) long journal	.0001"003mm for HD or highly loaded engines
.0004" (.010mm) max for 1.000" (25mm) to 2.000" (50mm) long journal	.0002"005mm for HD or highly loaded engines
.0005" (.013mm) max for 2.000" (50mm) or longer journal	.0003"008mm for HD or highly loaded engines
Alignment:	

.001" (.025mm) max misalignment on adjacent journals	.0005"013mm for HD or highly loaded engines
.002" (.050mm) max overall misalignment	.001"025mm for HD or highly loaded engines
Crankpin and main journals should be parallel within .001" (.025mm)	.0005"013mm for HD or highly loaded engines

Hour-Glass or Barrel Shape Condition: Same as taper

Oil Holes: Must be well blended into journal surface.

BEARING SPREAD

Main bearings: .005" (.13mm) to .020" (.50mm) in excess of crankcase bore diameter

Connecting rod bearings: .020" (.50mm) in excess of rod bore

CRANKSHAFT END CLEARANCE

Shaft Diameter	End Clearance
2.000"-2.750"	.003"007"
(50mm-70mm)	.075mm175mm)
2.813"-3.500"	.005"009"
(71mm-88mm)	(.125mm225mm)
3.500" or over	.007"011"
(89mm or over)	(.175mm275mm)

CONNECTING ROD TOLERANCES

Finish of Rod Bores: 60-90 micro inches Ra.

Rod Tolerance:

.0005" (.013mm) up to 3.250" (81mm) diameter

.001" (.025mm) from 3.250"(81mm)to 10.000" (250mm) diameter

Out-of-Round: .001" (.025mm) maximum if horizontal is larger than vertical

Taper:

.0002" (.005mm) up to	.0001"003mm for HD or
1.000" (25mm) length	highly loaded engines
.0004" (.010mm) for 1.000" (25mm) to 2.000" 50mm) length	.0002"005mm for HD or highly loaded engines
.0005" (.013mm) for 2.000"	.0003"008mm for HD or
(50mm) or longer	highly loaded engines

Hour-Glass or Barrel Shape Condition: Same as taper

Parallelism: Between rod bore and wrist pin hole .001" (.025mm) in 5.000" (125mm)

Twist: .001" (.025mm) in 6.000" (150mm)

CONNECTING ROD END CLEARANCE

Fillets at end of crankpin should not bind on ends of rod bearing, .004" (.10mm) to .010" (.25mm) clearance recommended.

OIL CLEARANCE - RESIZED BEARINGS

The oil clearance shown in this catalog are for the factory manufactured precision sizes. When installing a resized bearing, adjust the oil clearance shown as follows:

For babbitt and TM- copper-lead: Add .0004" (.010mm) to both low and high limit

For TM-112 copper-lead: Add .0008" (.020mm) to low limit and .0004"(.010 mm) to high limit

PIN BUSHINGS

Resizing: Light Ream: .007"/.015" Bore: .015"/.030"



MEASUREMENT EQUIVALENTS

Fraction	Decimal	MM
1/2	.50000	12.7000
	.51181	13.0000
33	.51563	13.0969
17/32	.53125	13.4938
35	5/64 .54688	13.8906
	.55118	14.0000
9/16	.56250	14.2875
37	7/64 .57813	14.6844
	.59055	15.0000
19/32	.59375	15.0813
39	.60938	15.4781
5/8	.62500	15.8750
	.62992	16.0000
	/64 .64063	16.2719
21/32	.65625	16.6688
	.66929	17.0000
	8/64 .67188	17.0656
11/16	.68750	17.4625
45	5/64 .70313	17.8594
00/00	.70866	18.0000
23/32	.71875	18.2563
47	7/64 .73438	18.6531
0/4	.74803	19.0000
3/4	.75000	19.0500
25/32	0/64 .76563 .78125	19.4469 19.8438
20/02	.78720	20.0000
51	/64 .79688	20.0000
13/16	.81250	20.6375
	.82677	21.0000
53	.82813	21.0000
27/32	.84375	21.4313
	6/64 .85938	21,8281
	.86614	22.0000
7/8	.87500	22.2250
	7/64 .89063	22.6219
	.90551	23.0000
29/32	.90625	23.0188
59	.92188	23.4156
15/16	.93750	23.8125
	.94488	24.0000
61	/64 .95313	24.2094
31/32	.96875	24.6063
	.98425	25.0000
63	3/64 .98438 1.00000	25.0031 25.4000

	Fraction		Decimal	MM
	Traction	1/64	.01563	.3969
	1/32	., с .	.03125	.7938
			.03937	1.0000
		3/64	.04688	1.1906
1/16			.06250	1.5875
		5/64	.07813	1.9844
			.07874	2.0000
	3/32		.09375	2.3813
		7/64	.10938	2.7781
			.11811	3.0000
1/8			.12500	3.1750
		9/64	.14063	3.5719
	5/32		.15625	3.9688
			.15748	4.0000
		11/64	.17188	4.3656
3/16			.18750	4.7625
			.19685	5.0000
		13/64	.20313	5.1594
	7/32		.21875	5.5563
		15/64	.23438	5.9531
			.23622	6.0000
1/4			.2500	6.3500
		17/64	.26563	6.7469
			.27559	7.0000
	9/32		.28125	7.1438
		19/64	.29688	7.5406
5/16			.31250	7.9375
			.31496	8.0000
		21/64	.32813	8.3344
	11/32		.34375	8.7313
			.35433	9.0000
		23/64	.35938	9.1281
3/8			.37500	9.5250
		25/64	.39063	9.9219
			.39370	10.0000
	13/32		.40625	10.3188
		27/64	.42188	10.7156
			.43307	11.0000
7/16			.43750	11.1125
		29/64	.45313	11.5094
	15/32		.46875	11.9063
			.47244	12.0000
		31/64	.48438	12.3031

MM X .03937 = Inches / Inches X 25.4 = MM





18	Η	LE





Π	R	E





18	Η	LE

