WEATHERLY INDEX 002

Catalog No. EB-40-14

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Supersedes EB-40-12

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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 mahlecleviteorder.com (Account required)
- All products sold by MAHLE Aftermarket are visible in one search
- Competitive part number interchanges
- Dynamic part number look-up

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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]."

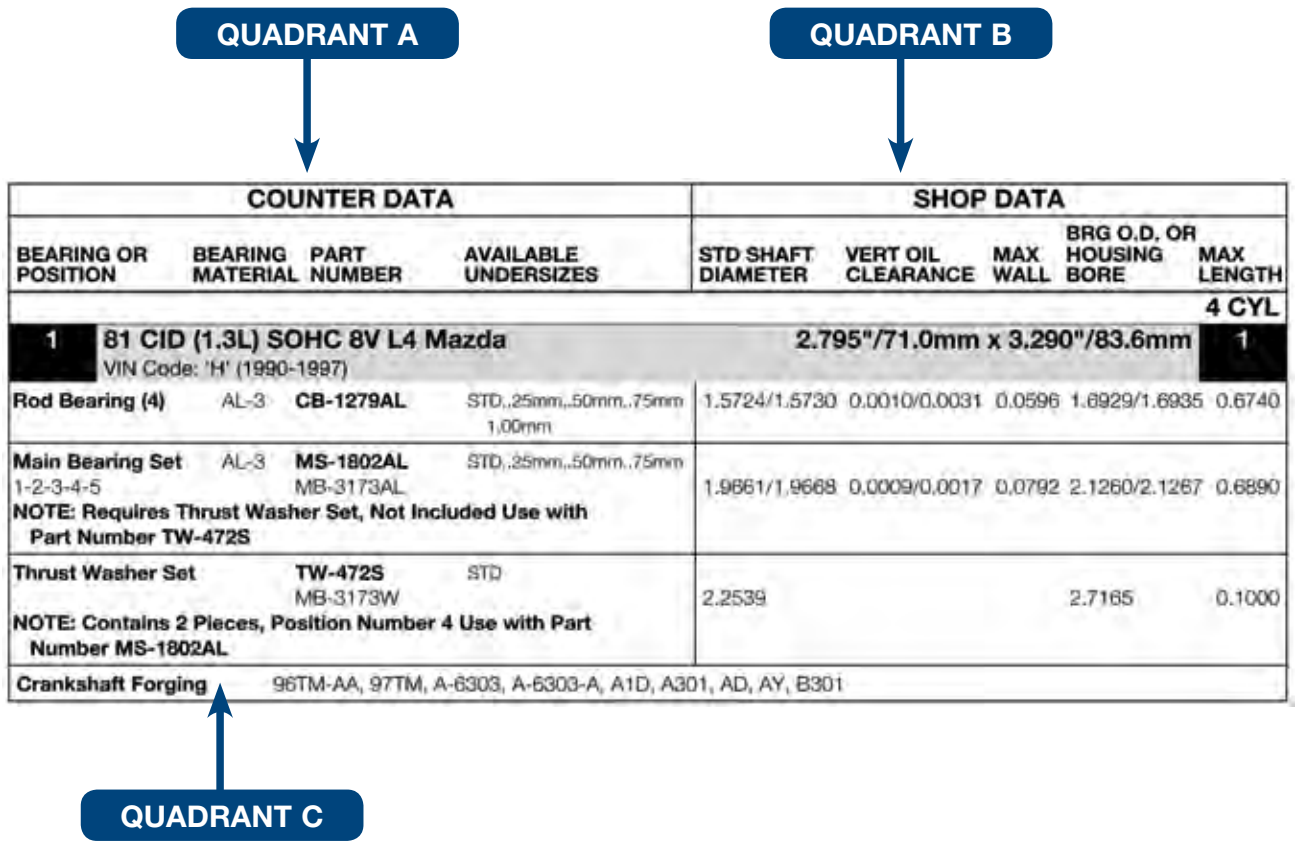
Quadrant B consists of shop data specifications corresponding to the individual Clevite® bearing

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.”



COUNTER DATA				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
								4 CYL
1	81 CID (1.3L) SOHC 8V L4 Mazda VIN Code: 'H' (1990-1997)			2.795"/71.0mm x 3.290"/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 Thrust Washer Set, Not Included Use with Part Number TW-472S	AL-3	MS-1802AL MB-3173AL	STD,.25mm,.50mm,.75mm	1.9661/1.9668	0.0009/0.0017	0.0792	2.1260/2.1267	0.6890
Thrust Washer Set NOTE: Contains 2 Pieces, Position Number 4 Use with Part Number MS-1802AL		TW-472S MB-3173W	STD	2.2539			2.7165	0.1000
Crankshaft Forging	96TM-AA, 97TM, A-6303, A-6303-A, A1D, A301, AD, AY, B301							

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.
2. **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

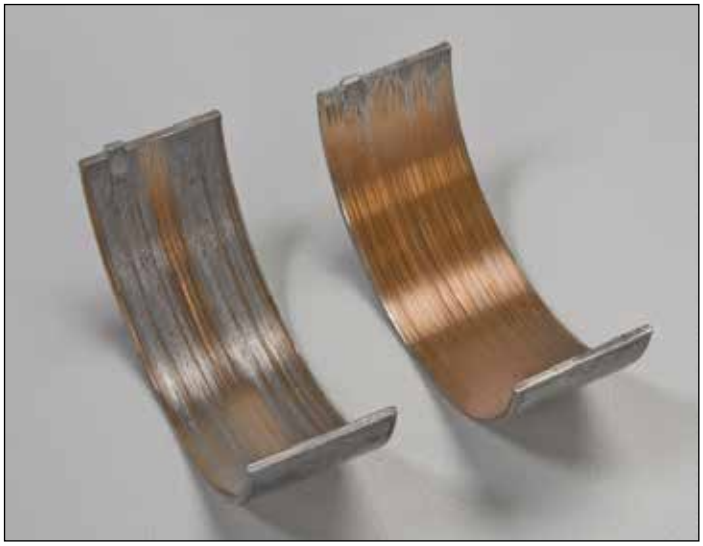
APPEARANCE
Foreign particles are embedded in the lining of the bearing. Scratch marks may also be visible on the bearing surface.

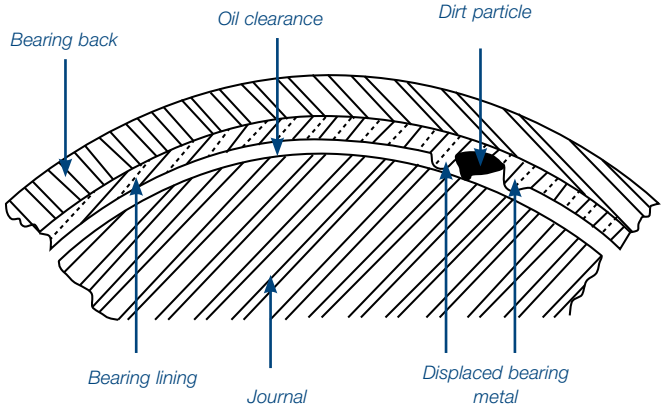
DAMAGING ACTION
Dust, dirt, abrasives and/or metallic particles, present in the oil supply, embed in the soft babbitt bearing lining, displacing metal and creating a high-spot.

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.

CORRECTIVE ACTION
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 breather-filter replaced as recommended by the manufacturer.





Foreign particles on bearing back

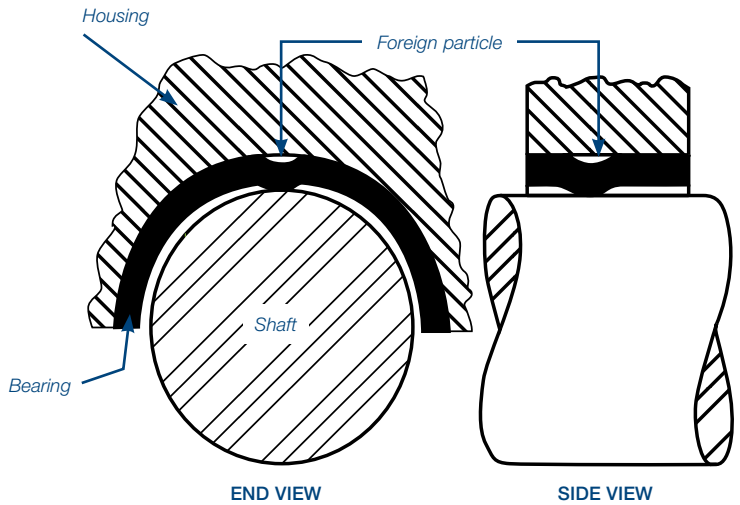
APPEARANCE
A localized area of wear can be seen on the bearing surface. Also, evidence of foreign particle(s) may be visible on the bearing back or bearing housing directly behind the area of surface wear.

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.

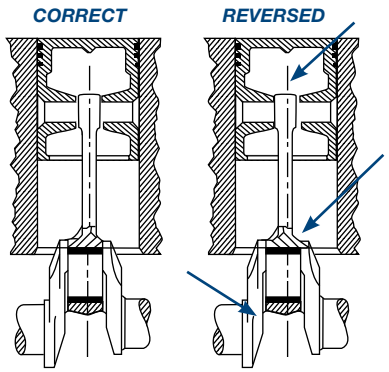
CORRECTIVE ACTION
1. Inspect journal surfaced and regrind if excesssive wear is discovered.
2. Install new bearings following proper cleaning and burr removal procedures.



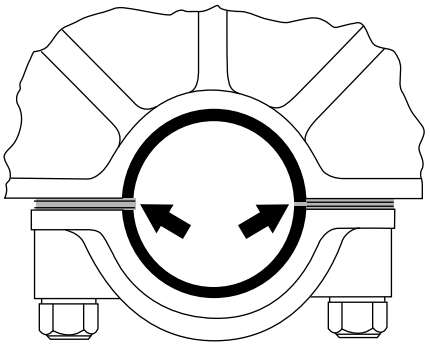
Misassembly

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

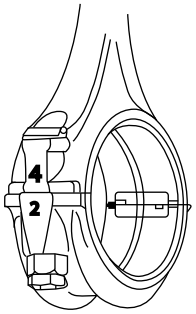
The following are typical assembly errors most often made in the installation of engine bearings.



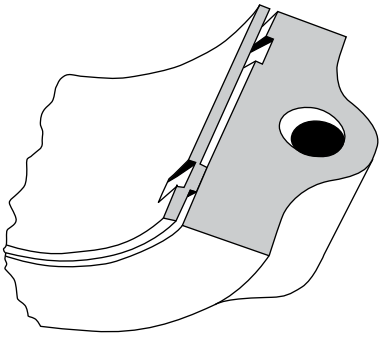
Position of Offset Connecting Rod Reversed



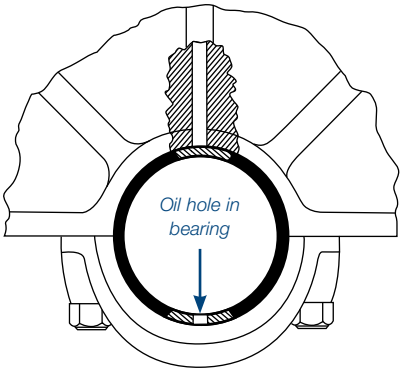
Improper Shim Installation



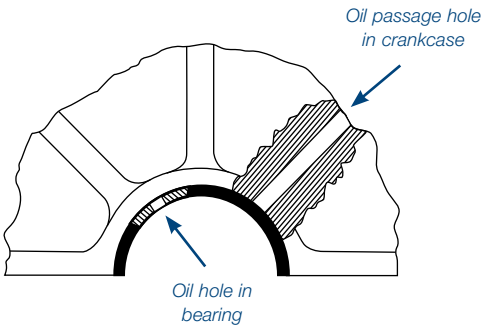
Bearing Caps in Wrong or Reversed Position



Locating Lugs Not Nested



Bearing Halves Reversed



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.

CORRECTIVE ACTION
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.
4. Switch to Clevite H-Series racing bearings or TriArmor™ coated bearings if available.

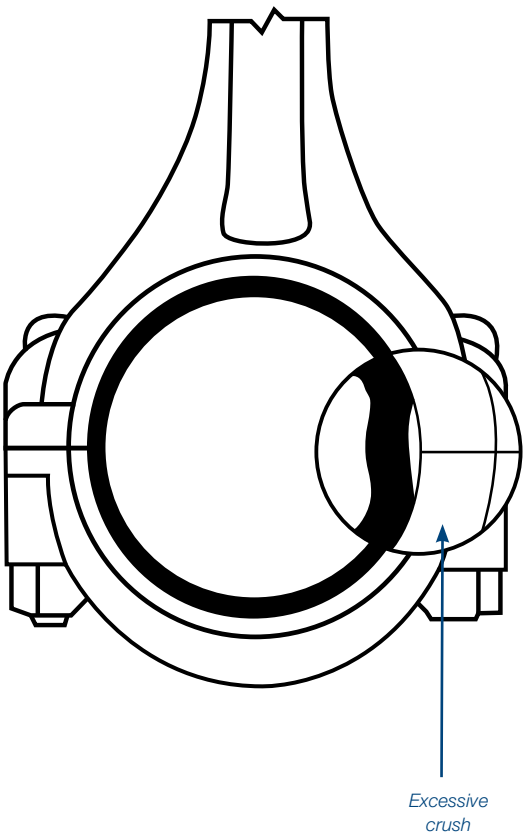
Excessive crush

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.

CORRECTIVE ACTION
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.



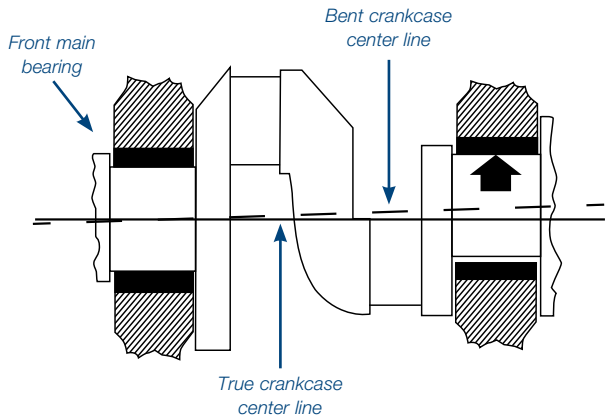
Bent or twisted connecting rod

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-to-metal contact with the journal which can cause excessive wear on the bearing surface.



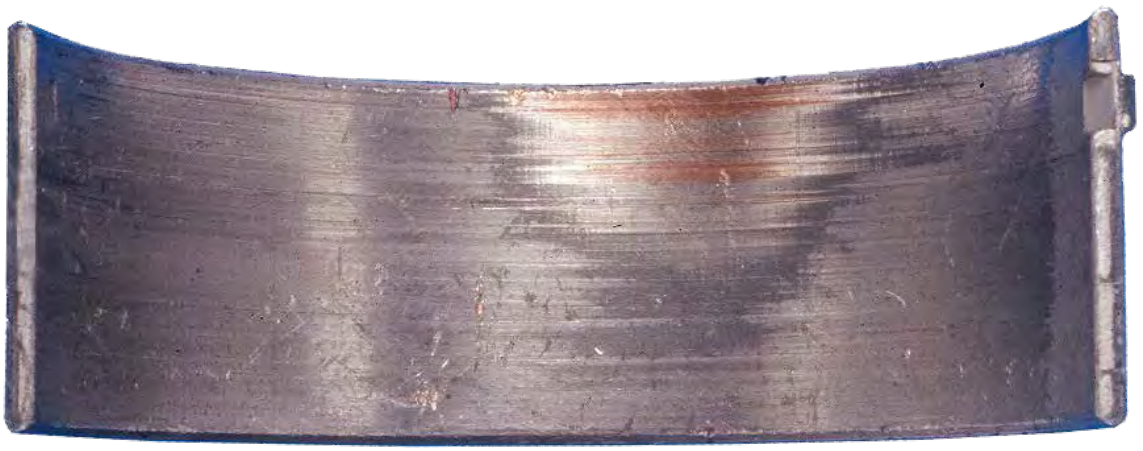
POSSIBLE CAUSES

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.

CORRECTIVE ACTION

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

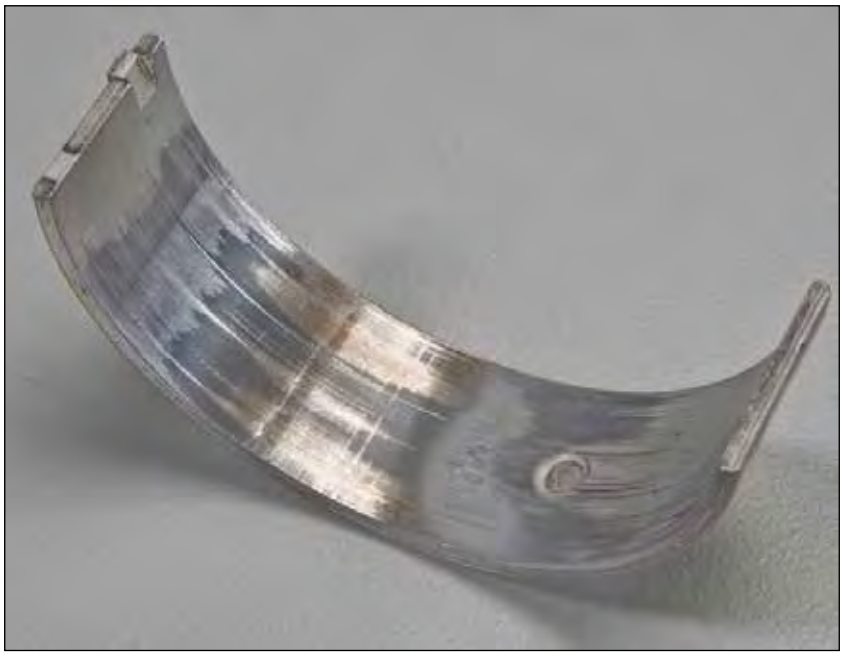
The absence of a sufficient oil film between the bearing and the journal allows for metal-to-metal contact. The resulting wiping action causes premature bearing failure.

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

CORRECTIVE ACTION

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.



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.

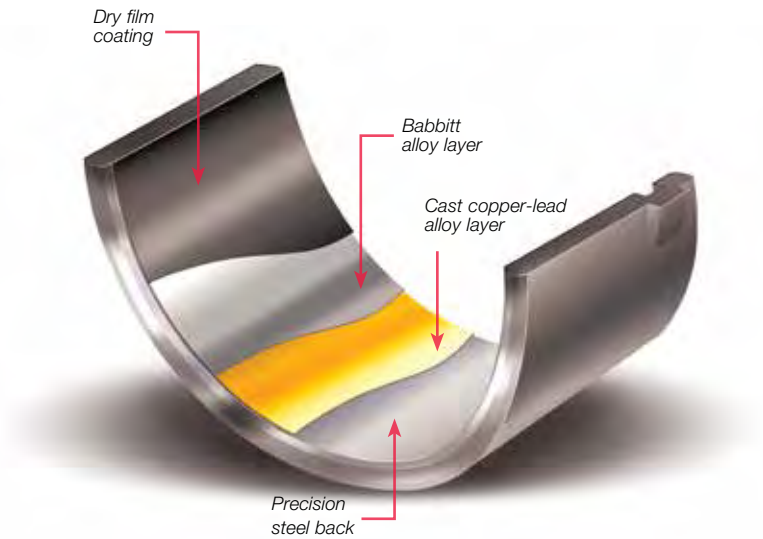
Exclusive Dry Film Treatment

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

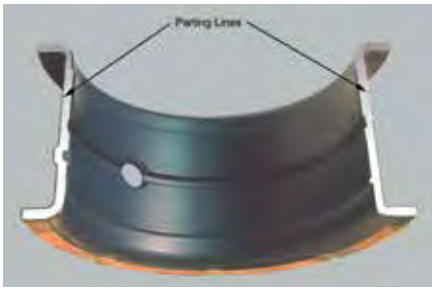
In developing TriArmor™ materials and processing, MAHLE engineers relied on the science of tribology, the study of design, friction, wear, and lubrication characteristics of interacting surfaces. With our existing body of knowledge based on decades of producing bearings for street and track, this model 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 anti-wear 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
- Parting lines not coated
- 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
Bare Parting Line	No sanding needed	Proper crush without “reworking” bearing

1 Continuous 2 Intermittent



We’re particular about parting lines

At MAHLE Aftermarket, we know that bearing crush is critical, especially in high performance engines. So you can imagine that coating the parting lines would adversely affect bearing crush and fit. And you shouldn’t have to sand off material that never should have been applied to these surfaces in the first place. So we don’t put it there. It’s extra effort to do the job right, but that’s the only way MAHLE engineers know how.

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.

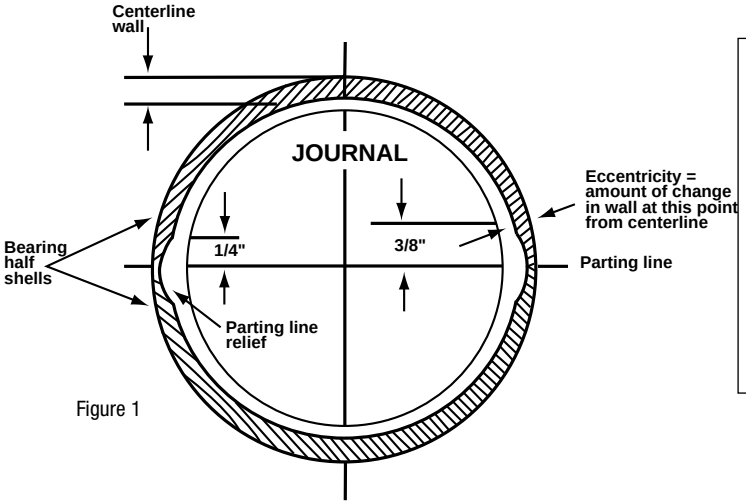


Figure 1

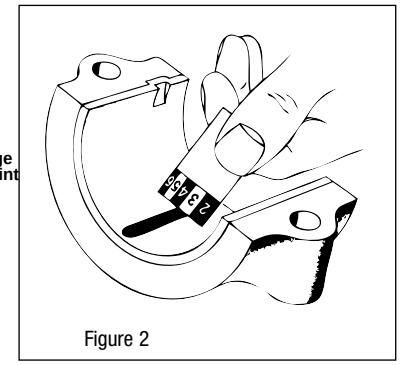


Figure 2

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.

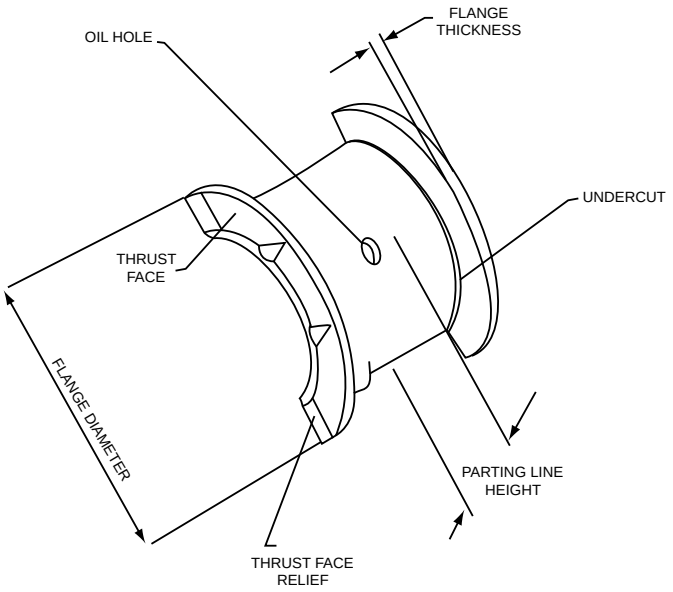
Clearance is also somewhat of a safety factor when imperfections in alignment and component geometry creep in. As surfaces are more perfectly machined and finished, sensitivity to oil film break down is reduced and tighter clearances can be tolerated. Tighter clearances are desirable because they cause 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.)

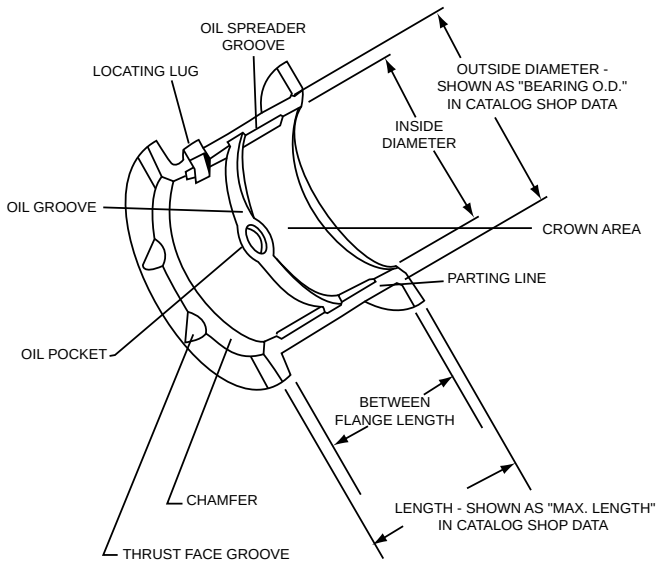
Clearance is just one of many variables that effects bearing performance. In addition, things like oil viscosity, which is determined by oil type and grade selection, engine operating temperature, oil pressure, engine RPM, oil hole drillings in both the block and crankshaft, bearing grooving and other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

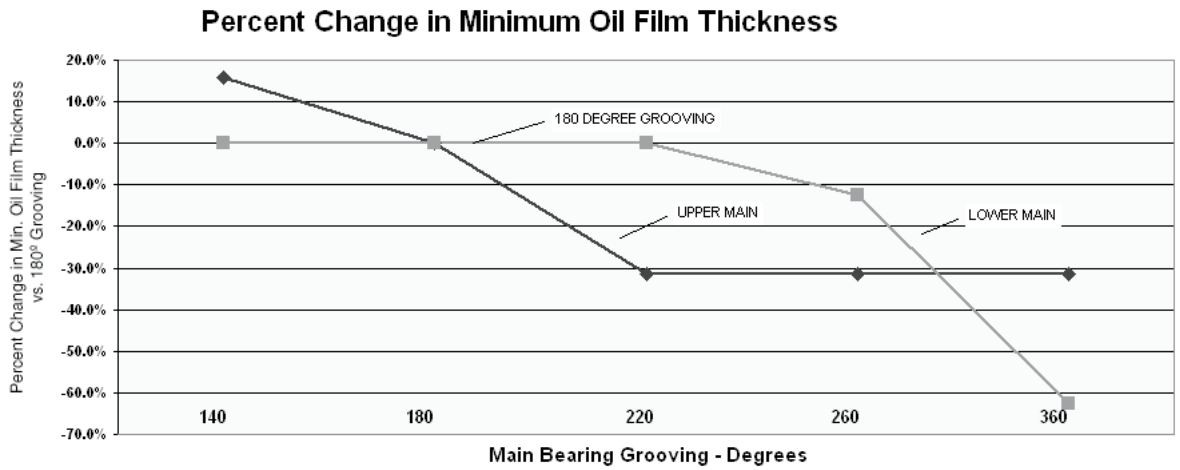
Various forms of main bearing grooving have been used over the years. We are frequently asked what difference grooving makes.

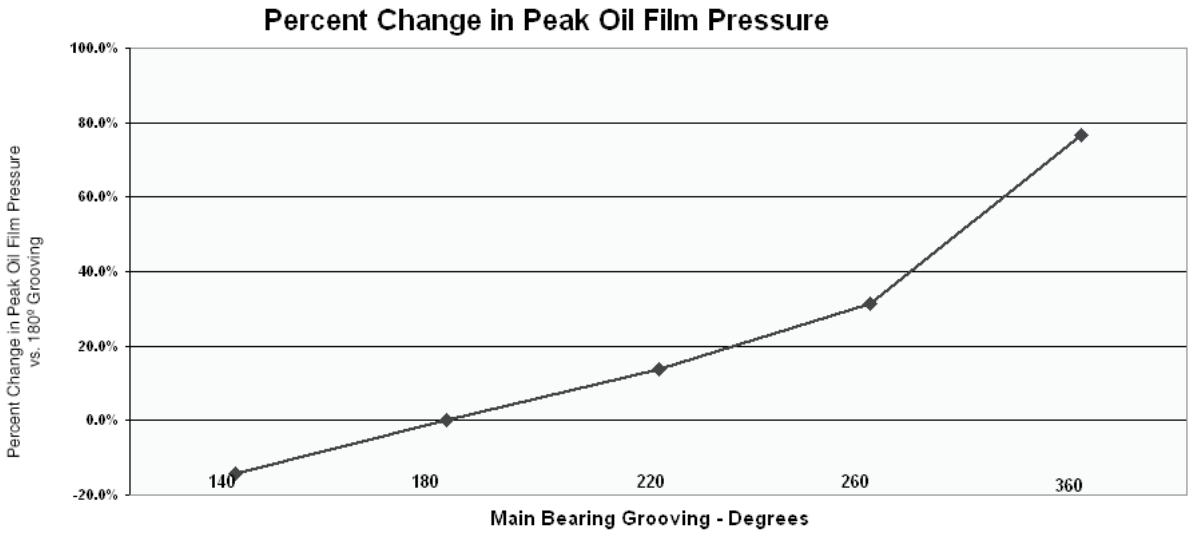
First, it's essential to understand that bearings depend on a film of oil to keep them separated from the shaft surface. This oil film is developed by shaft rotation. As the shaft rotates it pulls oil into the loaded area of the bearing and rides up on this film much like a tire hydroplaning on wet pavement. 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.

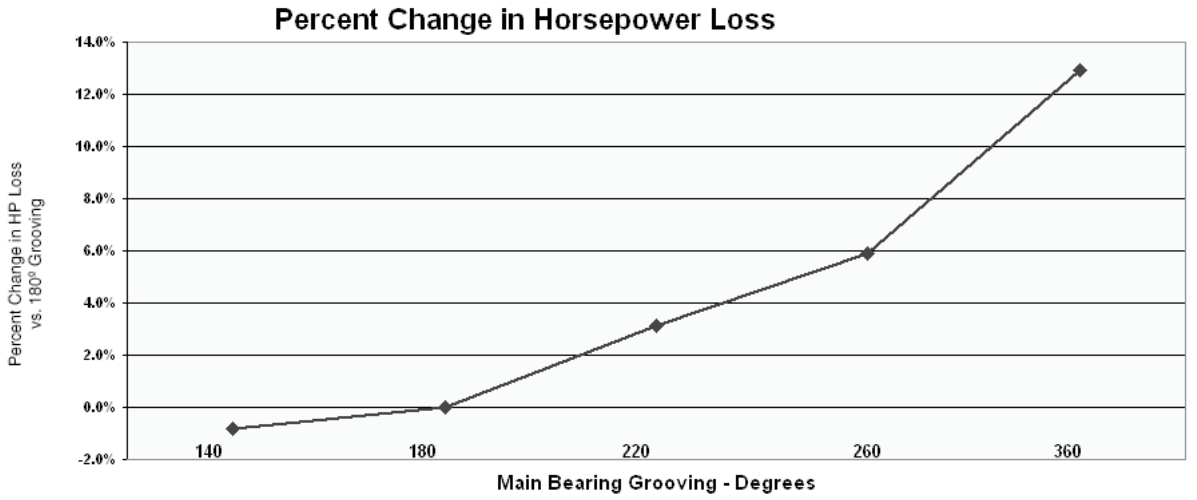
The primary reason for having any grooving in a main bearing is to provide oil to the connecting rods. Without rod bearings to feed, a simple oil hole would be sufficient to lubricate a main bearing. Many early engines used full grooved bearings and some even used multiple grooves. As engine and bearing 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 Peak Oil Film Pressure
Percent Change in Peak Oil Film Pressure vs. 180° Grooving
100.0%
80.0%
60.0%
40.0%
20.0%
0.0%
-20.0%
140
180
220
260
360
Main Bearing Grooving - Degrees


Percent Change in Horsepower Loss
Percent Change in HP Loss vs. 180° Grooving
14.0%
12.0%
10.0%
8.0%
6.0%
4.0%
2.0%
0.0%
-2.0%
140
180
220
260
360
Main Bearing Grooving - Degrees

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.

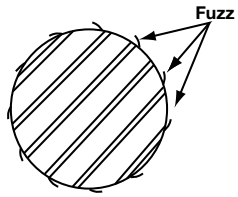


Figure 1
Journal illustrating fuzz from grinding and polishing.

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).

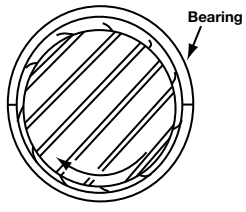


Figure 2
Journal rotating in bearing with the grain of the fuzz.

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.

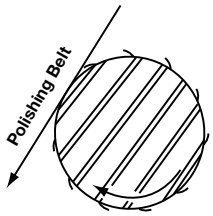


Figure 3
Direction polishing belt should pass over journal and grain of fuzz which results.

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.

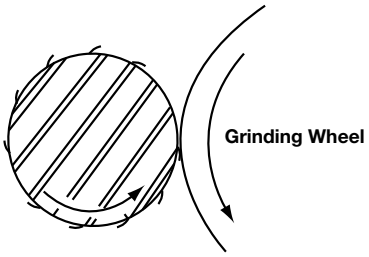


Figure 4
Directions of shaft and grinding wheel rotation and lay of fuzz which results.

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 bearings) form a natural wedge where shaft and 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 - swirl pattern

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

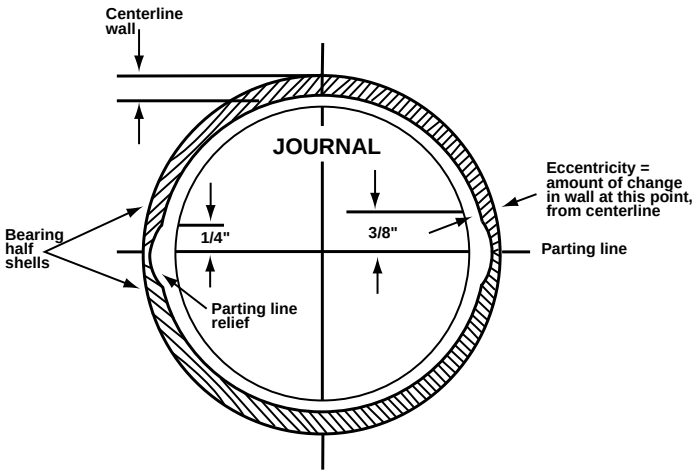
impossible for the bearing manufacturer to know the characteristics of every piece. Even if we did, the choices of related parts which influence such things as rotating and reciprocating weights and balancing, all effect bearing loads and consequently dynamic bore distortions.

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.

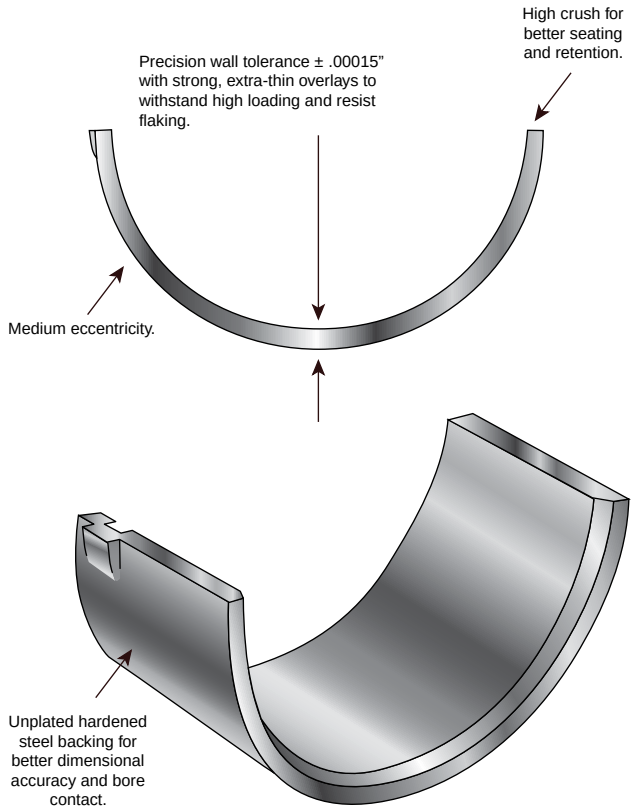


H-Series Bearings

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.

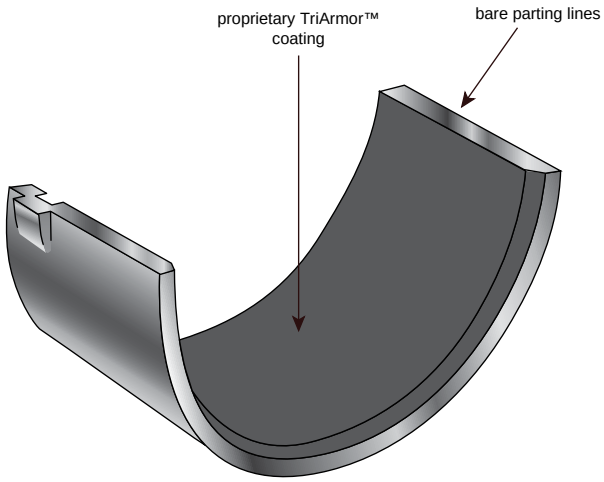
These bearings are identified by a letter H or HN in the part number suffix. Part numbering is based on the same core number as the standard passenger car parts for the same application. These bearings were developed primarily for use in NASCAR type racing, but are suitable for all types of competition 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 also have enlarged chamfers for greater crankshaft fillet clearance and are made without flash plating for better seating. 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.

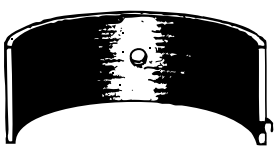


K-Series Bearings

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, but not the bearing parting lines. The dry film coating gives good low load start-up protection. The coating serves as a high pressure, high load dry film anti-wear 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.

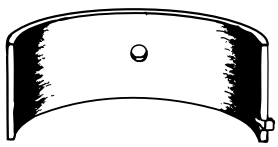


Narrow wear pattern



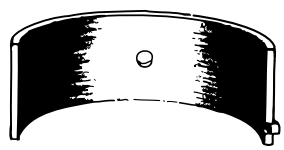
Too much eccentricity. Use the H-Series to correct this.

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.

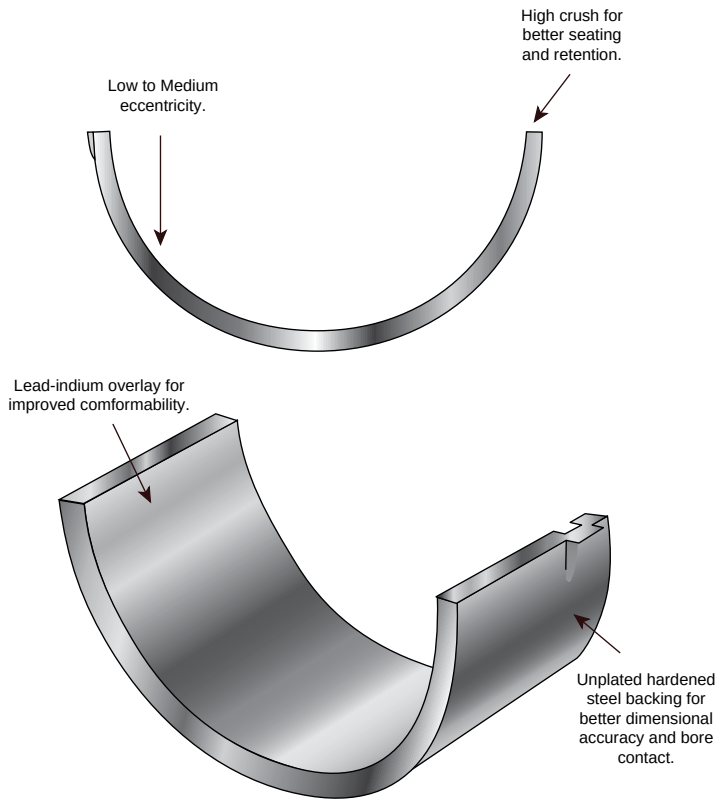
V-Series bearings

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 lead-tin-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.

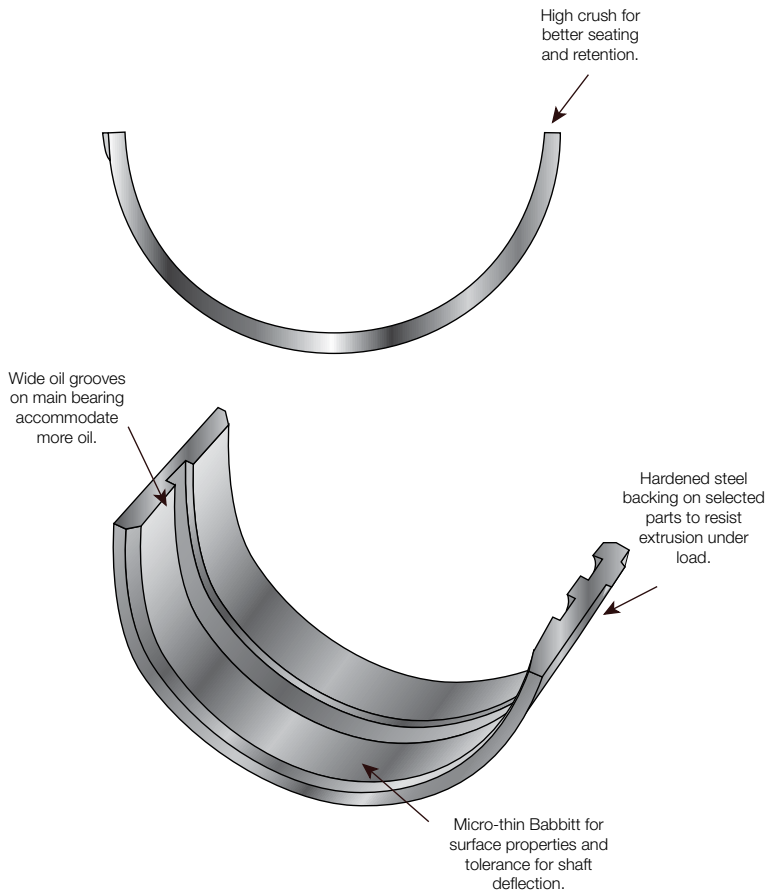


M-Series bearings

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.

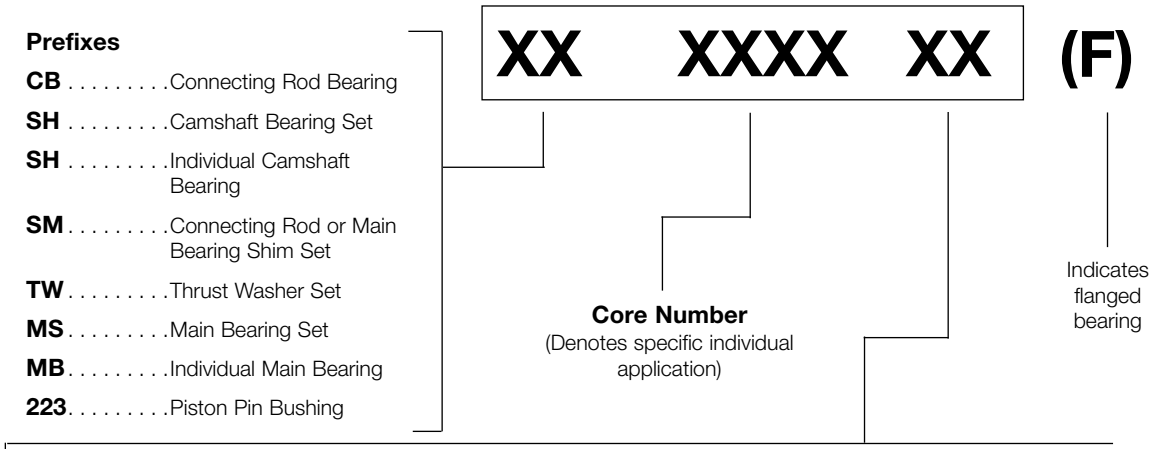
The following table serves as a brief overview of the features included in each of the special Clevite® brand high performance bearing series.

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

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



Suffixes

D
Bearing has dowel hole.

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

HG
High performance full annular grooved bearing.

HT
High performance with indentless locating lug. “Full Bore” design.

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

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

N
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.

X
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.

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.

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.

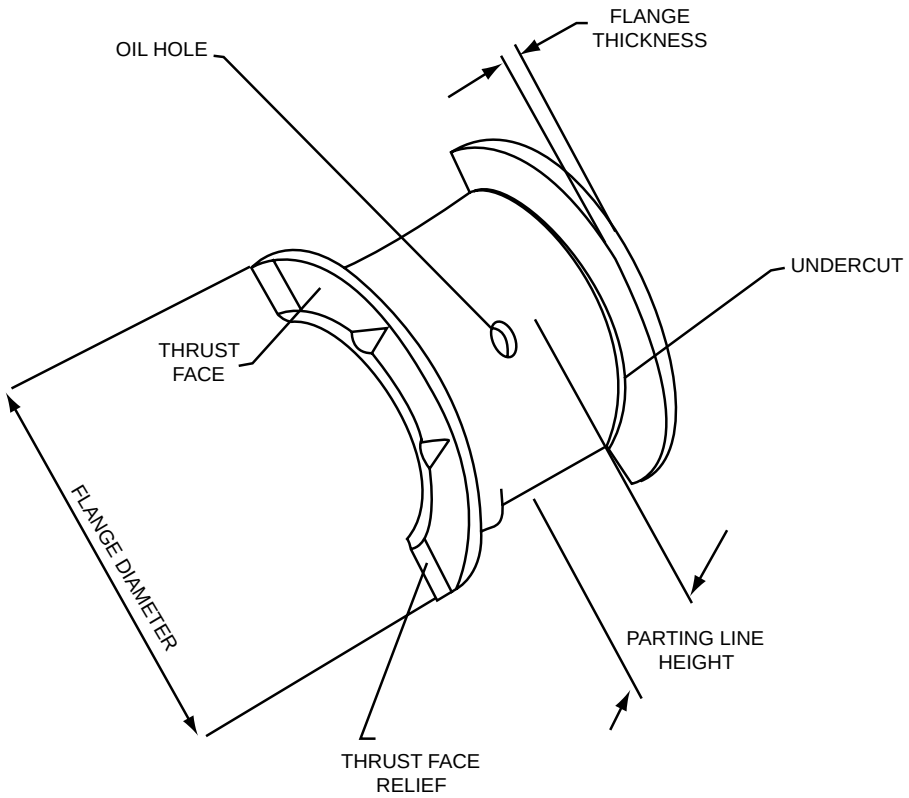
Maximum Bearing Length
The maximum length that the bearing may have (including the flange when it applies). The actual length is usually less than this value.

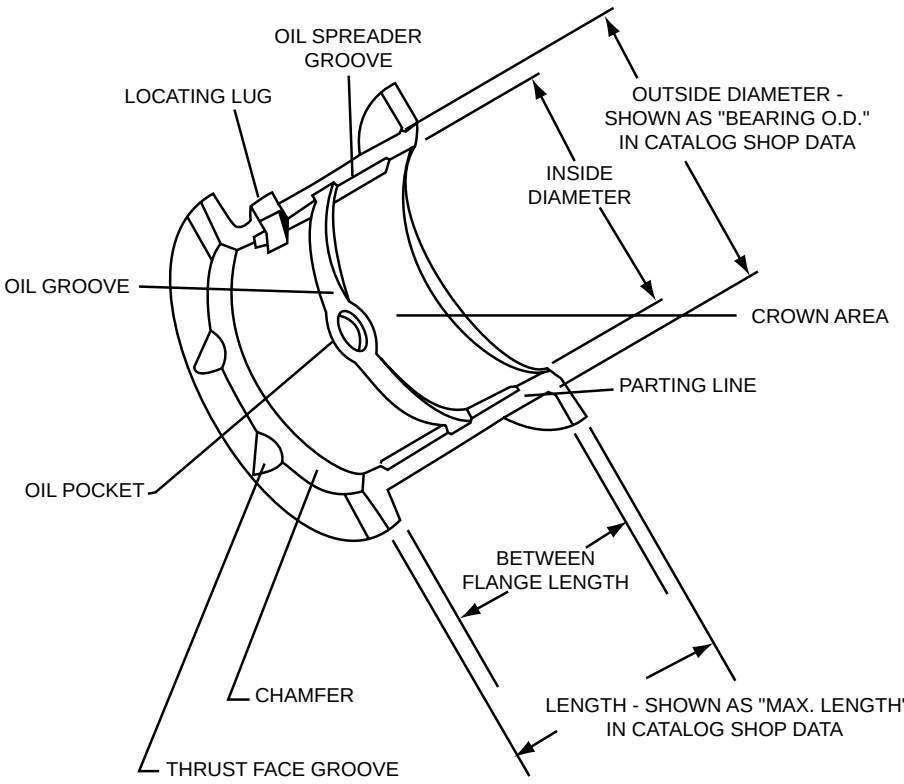
Maximum Wall At Crown
The maximum thickness of the bearing wall at 90° from the parting lines. The actual thickness is usually less than this value.

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



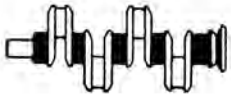


Crankshaft Designs and Bearing Locations

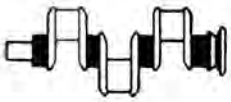
Crankshaft Designs

Three main bearing - 4 cylinder

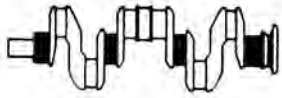
Seven main bearing - 6 cylinder



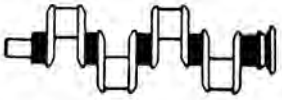
Five main bearing - 4 cylinder



Four main bearing - v6

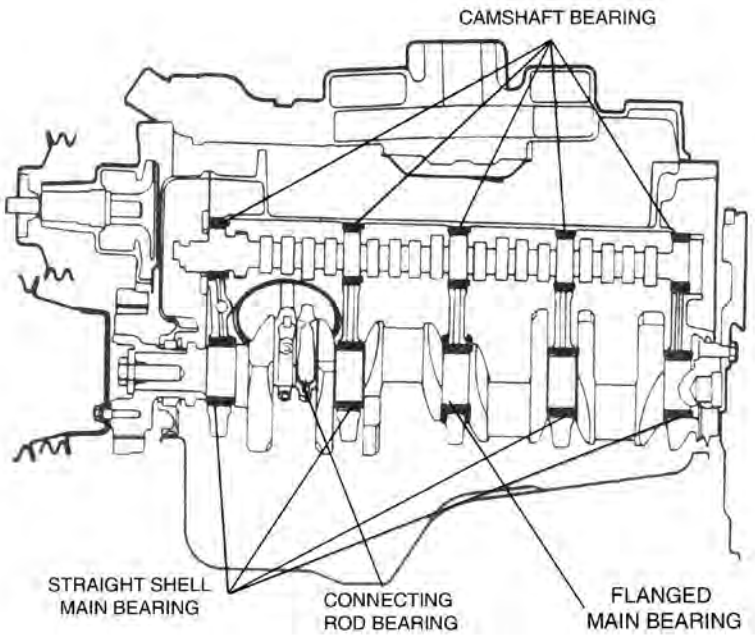


Four main bearing - 6 cylinder



Five main bearing - v8

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 start-up. 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)

Part Number	Tray Quantity
Rod Bearing	
CB-663HNU(16)	16 Upper Shells
CB-663HXNL(16)	16 Upper Shells
CB-743HNU(16)	16 Upper Shells
CB-743HXNL(16)	16 Upper Shells
CB-1512ML(30)	30 Lower Shells
CB-1512MU(30)	30 Upper Shells
CB-1512VL(30)	30 Lower Shells
CB-1512VU(30)	30 Upper Shells
CB-1798H(32)	16 Pair
CB-1798H-1(32)	16 Pair
CB-1798HT(32)	16 Pair
CB-1798HT-1(32)	16 Pair
CB-1798HXT(32)	16 Pair
CB-1798V(32)	16 Pair
CB-1798V-1(32)	16 Pair
CB-1798VX(32)	16 Pair
Rod Bearing with TriArmor	
CB-1512VKL(30)	30 Lower Shells
CB-1512VKU(30)	30 Upper Shells
Main Bearing	
MB-1840HU(20)	20 Upper Shells
MB-1840H1U(20)	20 Upper Shells
MB-1840HXU(20)	20 Upper Shells
MB-1840HL(20)	20 Lower Shells
MB-1840H1L(20)	20 Lower Shells
MB-1840HXL(20)	20 Lower Shells
MB-2035HU(20)	20 Upper Shells
MB-2035H-1U(20)	20 Upper Shells
MB-2035HXU(20)	20 Upper Shells
MB-2035HL(20)	20 Lower Shells
MB-2035H-1L(20)	20 Lower Shells
MB-2035HXL(20)	20 Lower Shells
MB-2121HL(24)	24 Lower Shells
MB-2121H-1L(24)	24 Lower Shells
MB-2121HXL(24)	24 Lower Shells
MB-2403HL(16)	16 Straight Shells
MB-2403HXU(16)	16 Straight Shells
MB-2508HL(16)	16 Straight Shells
MB-2508HXU(16)	16 Straight Shells

Part Number	Tray Quantity
Main Bearing Cont'd.	
MB-3248VL(24)	24 Lower Shells
MB-3248VU(24)	24 Upper Shells
MB-3564VL(20)	20 Lower Shells
MB-3564VU(20)	20 Upper Shells
MB-3829HL(25)	25 Lower Shells
MB-3829HXL(25)	25 Lower Shells
MB-3829H-1L(25)	25 Lower Shells
MB-3829VL(25)	25 Lower Shells
MB-3829VU(25)	25 Upper Shells
MB-3829VXL(25)	25 Lower Shells
MB-3829VXU(25)	25 Upper Shells
MB-3829V-1L(25)	25 Lower Shells
MB-3829V-1U(25)	25 Upper Shells
MB-3852HL(25)	25 Lower Shells
MB-3852VL(25)	25 Lower Shells
MB-3852V-1L(25)	25 Lower Shells
MB-3993HU(20)	20 Upper Shells
MB-3993H1U(20)	20 Upper Shells
MB-3993HXU(20)	20 Upper Shells
MB-3993HL(20)	20 Lower Shells
MB-3993H1L(20)	20 Lower Shells
MB-3993HXL(20)	20 Lower Shells
Main Bearing - TriArmor	
MB-3248VKL(24)	24 Lower Shells
MB-3248VKU(24)	24 Upper Shells
Main Bearing - Thrust	
MB-1841HU(5)	5 Upper Shells
MB-1841H1U(5)	5 Upper Shells
MB-1841HXU(5)	5 Upper Shells
MB-1841HL(5)	5 Lower Shells
MB-1841H1L(5)	5 Lower Shells
MB-1841HXL(5)	5 Lower Shells
MB-2036HU(5)	5 Upper Shells
MB-2036H-1U(5)	5 Upper Shells
MB-2036HXU(5)	5 Upper Shells
MB-2036HL(5)	5 Lower Shells
MB-2036H-1L(5)	5 Lower Shells
MB-2036HXL(5)	5 Lower Shells
MB-2122HL(5)	5 Lower Shells

Part Number	Tray Quantity
Main Bearing - Thrust Cont'd.	
MB-2121HXL(5)	5 Lower Shells
MB-2121H-1L(5)	5 Lower Shells
MB-3249ML(9)	9 Lower Shells
MB-3249MU(9)	9 Upper Shells
MB-3249VL(9)	9 Lower Shells
MB-3249VU(9)	9 Upper Shells
Main Bearing - Thrust - TriArmor	
MB-3249VKL(9)	9 Lower Shells
MB-3249VKU(9)	9 Upper Shells
Main Bearing - Flange	
MB-2404HL(9)	9 Flange
MB-2404HXU(9)	9 Flange
MB-2509HL(9)	9 Flange
MB-2509HXU(9)	9 Flange

COUNTER DATA				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
Rod Bearing	TM-77	**CB-1663H**	STD,1,10	1.8885/1.8890	0.0010/0.0026	0.0625	2.0150/2.0155	0.7920
NOTE: Quad 4 Bearing Specifications, H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1663HK**	STD,1	1.8885/1.8890	0.0010/0.0026	0.0625	2.0150/2.0155	0.7920
NOTE: Quad 4 Bearing Specifications, H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1663HX**	STD	1.8885/1.8890	0.0020/0.0036	0.0620	2.0150/2.0155	0.7920
NOTE: Quad 4 Bearing Specifications, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1663HXK**	STD	1.8885/1.8890	0.0020/0.0036	0.0620	2.0150/2.0155	0.7920
NOTE: Quad 4 Bearing Specifications, H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1664H**	STD,1	1.8495/1.8500	0.0008/0.0021	0.0786	2.0080/2.0082	0.6550
NOTE: IRL, H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1664HK**	STD,1	1.8495/1.8500	0.0008/0.0021	0.0786	2.0080/2.0082	0.6550
NOTE: IRL, H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1664HX**	STD	1.8495/1.8500	0.0018/0.0031	0.0781	2.0080/2.0082	0.6550
NOTE: IRL, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1664HXK**	STD	1.8495/1.8500	0.0018/0.0031	0.0781	2.0080/2.0082	0.6550
NOTE: IRL, H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1665HND**	STD,1,10	1.8885/1.8890	0.0010/0.0026	0.0625	2.0150/2.0155	0.8510
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing	TM-77	**CB-1665HNDK**	STD	1.8885/1.8890	0.0010/0.0026	0.0625	2.0150/2.0155	0.8510
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing	TM-77	**CB-1665HXND**	STD	1.8885/1.8890	0.0020/0.0036	0.0620	2.0150/2.0155	0.8510
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing	TM-77	**CB-1665HXNDK**	STD	1.8885/1.8890	0.0020/0.0036	0.0620	2.0150/2.0155	0.8510
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing	TM-77	**CB-1775H**	STD,1	1.7715/1.7720	0.0006/0.0030	0.0586	1.8900/1.8905	0.7090
NOTE: H-Series Performance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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
Rod Bearing	TM-77	**CB-1775HK**	STD,1	1.7715/1.7720	0.0006/0.0030	0.0586	1.8900/1.8905	0.7090
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1775HX**	STD	1.7715/1.7720	0.0016/0.0040	0.0581	1.8900/1.8905	0.7090
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1775HXK**	STD	1.7715/1.7720	0.0016/0.0040	0.0581	1.8900/1.8905	0.7090
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1798H**	STD,1	1.8495/1.8500	0.0010/0.0023	0.0625	1.9760/1.9762	0.7550
NOTE: NASCAR, H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1798HK**	STD	1.8495/1.8500	0.0010/0.0023	0.0625	1.9760/1.9762	0.7550
NOTE: NASCAR, H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1798HT**	STD,1	1.8495/1.8500	0.0010/0.0023	0.0625	1.9760/1.9762	0.7550
NOTE: NASCAR, H-Series Performance No Dowel Hole In Cap Half, Indentless Locating Lug "Full Bore" Design								
Rod Bearing	TM-77	**CB-1798HX**	STD	1.8495/1.8500	0.0020/0.0033	0.0620	1.9760/1.9762	0.7550
NOTE: NASCAR, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1798HXK**	STD	1.8495/1.8500	0.0020/0.0033	0.0620	1.9760/1.9762	0.7550
NOTE: NASCAR, H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1798HXT**	STD	1.8495/1.8500	0.0020/0.0033	0.0620	1.9760/1.9762	0.7550
NOTE: NASCAR, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half, Indentless Locating Lug "Full Bore" Design								
Rod Bearing	VP-2	**CB-1798V**	STD,1	1.8495/1.8500	0.0010/0.0023	0.0625	1.9760/1.9762	0.7550
NOTE: NASCAR, V-Series Performance No Dowel Hole In Cap Half								
Rod Bearing	VP-2	**CB-1798VX**	STD	1.8495/1.8500	0.0020/0.0033	0.0620	1.9760/1.9762	0.7550
NOTE: NASCAR, V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1856HN**	STD,1,10	1.9990/2.0000	0.0008/0.0029	0.1119	2.2247/2.2252	0.7920
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing	TM-77	**CB-1856HXN**	STD	1.9990/2.0000	0.0018/0.0039	0.1114	2.2247/2.2252	0.7920
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Main Bearing Set	VP-2	**MS-2221V**	STD					
1-2-4-5		MB-3785V		2.4995/2.5005	0.0002/0.0022	0.0959	2.6925/2.6930	0.9750
3		MB-2620V(F)		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	1.1520
NOTE: Pro-Stock Chrysler, V-Series Performance with Tri-bore Design								

● New Number ‡ Discontinued

CLEVITE®

CUSTOM PERFORMANCE

MAHLE

COUNTER DATA				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
Main Bearing Set	TM-77	**MS-2260H**	STD,1					
1-2-3-4-5		MB-1808H		2.2983/2.2993	0.0004/0.0030	0.0954	2.4906/2.4916	0.8070
NOTE: NASCAR R07 Cylinder Block, H-Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number MB-3850WU(20), MB-3879WU(20)								
Main Bearing Set	TM-77	**MS-2260HX**	STD					
1-2-3-4-5		MB-1808HX		2.2983/2.2993	0.0014/0.0040	0.0949	2.4906/2.4916	0.8070
NOTE: NASCAR R07 Cylinder Block, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number MB-3850WU(20), MB-3879WU(20)								
Main Bearing Set	VP-2	**MS-2260VG**	STD‡					
1-2-3-4-5		MB-1808VG		2.2983/2.2993	0.0003/0.0031	0.0954	2.4906/2.4916	0.8070
NOTE: NASCAR R07 Cylinder Block, V-Series Performance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number MB-3850WU(20), MB-3879WU(20)								
Main Bearing Set	VP-2	**MS-2260VGX**	STD‡					
1-2-3-4-5		MB-1808VGX		2.2983/2.2993	0.0013/0.0041	0.0949	2.4906/2.4916	0.8070
NOTE: NASCAR R07 Cylinder Block, V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number MB-3850WU(20), MB-3879WU(20)								
Main Bearing Set	TM-77	**MS-2321H**	STD•,1•					
1-2-4-5		MB3989H		2.5588/2.5593	0.0003/0.0020	0.0957	2.7509/2.7515	0.8050
3		MB3990H(F)		2.5588/2.5593	0.0002/0.0020	0.0957	2.7509/2.7515	1.0275
NOTE: Dart LS Next Cylinder Block, H Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set		**MS-2321HX**	STD•					
NOTE: Dart LS Next Cylinder Block, H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing	VP-3	**MB-3829V**	STD,1‡,20‡,21‡	2.0174/2.0176	0.0010/0.0026	0.1088	2.2362/2.2370	0.7500
NOTE: NASCAR, 2.017" Main Bearing Journal Diameter Crankshafts, V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing	VP-3	**MB-3829VX**	STD	2.0174/2.0176	0.0020/0.0036	0.1083	2.2362/2.2370	0.7500
NOTE: NASCAR, 2.017" Main Bearing Journal Diameter Crankshafts, V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-3852H**	STD‡,1‡	1.9981/1.9985	0.0017/0.0032	0.0801	2.1605/2.1610	0.7400
NOTE: NASCAR, 2.000" Main Bearing Journal Diameter Crankshafts, H-Series Performance Grooved Upper Half And Plain Lower Half, Indentless Locating Lug "Full Bore" Design								
Main Bearing	TM-77	**MB-3852HX**	STD‡	1.9981/1.9985	0.0027/0.0042	0.0796	2.1605/2.1610	0.7400
NOTE: NASCAR, 2.000" Main Bearing Journal Diameter Crankshafts, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Indentless Lug "Full Bore" Design								

● New Number ‡ Discontinued

CLEVITE®

COUNTER DATA				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
Main Bearing	TM-77	**MB-3852HXX**	STD‡	1.9981/1.9985	0.0037/0.0052	0.0791	2.1605/2.1610	0.7400
NOTE: NASCAR, 2.000" Main Bearing Journal Diameter Crankshafts, H-Series Performance Bearing Wall .0010" Thinner For .0020" More Oil Clearance Grooved Upper Half And Plain Lower Half, Indentless Locating Lug "Full Bore" Design								
Main Bearing	VP-2	**MB-3852V**	STD‡,1‡	1.9981/1.9985	0.0017/0.0032	0.0801	2.1605/2.1610	0.7400
NOTE: NASCAR, 2.000" Main Bearing Journal Diameter Crankshafts, V-Series Performance Grooved Upper Half And Plain Lower Half, Indentless Locating Lug "Full Bore" Design								
Main Bearing	VP-2	**MB-3852VX**	STD‡	1.9981/1.9985	0.0027/0.0042	0.0796	2.1605/2.1610	0.7400
NOTE: NASCAR, 2.000" Main Bearing Journal Diameter Crankshafts, V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Indentless Locating Lug "Full Bore" Design								
Main Bearing	VP-2	**MB-3852VXX**	STD‡	1.9981/1.9985	0.0037/0.0052	0.0791	2.1605/2.1610	0.7400
NOTE: NASCAR, 2.000" Main Bearing Journal Diameter Crankshafts, V-Series Performance Bearing Wall .0010" Thinner For .0020" More Oil Clearance Grooved Upper Half And Plain Lower Half, Indentless Locating Lug "Full Bore" Design								
Thrust Washer Set		**MB-3879WU(20)**	STD‡					
		MB-3879WU		2.5980/2.6180			3.1260/3.1460	0.1080
NOTE: Contains 20 Pieces Use with Part Number MS-2260H, MS-2260V, MS-2260VG								
Cam Bearing Set	B-1	**SH-2012ST**	STD					
1-2-3-4-5		SH-2012		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450
NOTE: Dart Little "M" Cylinder Block With 2.0000" Housing Bore Grooved on the Outside Diameter for Improved Oiling 3 Oil Holes with 120 Degree Spacing								
Cam Bearing Set	B-1	**SH-2013ST**	STD					
1-2-3-4-5		SH-2013				0.0841	2.1200	0.9850
NOTE: Dart Big "M" Cylinder Block With 2.1200" Housing Bore Grooved on the Outside Diameter for Improved Oiling 3 Oil Holes with 120 Degree Spacing								
Cam Bearing Set	B-1	**SH-2014ST**	STD					
1-2-3-4-5		SH-2014		1.9487/1.9497	0.0011/0.0049	0.0841	2.1190/2.1210	0.7600
NOTE: Dart Iron Eagle Cylinder Block With 2.1200" Housing Bore Grooved on the Outside Diameter for Improved Oiling 3 Oil Holes with 120 Degree Spacing								
Cam Bearing Set	B-1	**SH-2015ST**	STD					
1		SH-2015		2.0805/2.0815	0.0011/0.0053	0.0602	2.2030/2.2050	0.6650
2		SH-2016		2.0655/2.0665	0.0011/0.0049	0.0677	2.2030/2.2050	0.6650
3		SH-2017		2.0505/2.0515	0.0011/0.0049	0.0752	2.2030/2.2050	0.6650
4		SH-2018		2.0355/2.0365	0.0011/0.0049	0.0827	2.2030/2.2050	0.6650
5		SH-2019		2.0205/2.0215	0.0011/0.0049	0.0902	2.2030/2.2050	0.6650
NOTE: Dart Ford SVO Cylinder Block With 2.2040" Housing Bore Grooved on the Outside Diameter for Improved Oiling 3 Oil Holes with 120 Degree Spacing								
Cam Bearing Set	B-1	**SH-2127S**	STD					
1-2-4		SH-710		2.1240/2.1250	0.0005/0.0045	0.0619	2.2495/2.2505	0.6700
3		SH-1111		2.1238/2.1248	0.0011/0.0043	0.0618	2.2495/2.2505	0.5850
5		SH-277		1.7500/1.7507	0.0005/0.0040	0.0640	1.8792/1.8802	0.7600
NOTE: Nitro Cam Bearing Set For AJPE Cylinder Blocks								

● New Number ‡ Discontinued

CLEVITE®

COUNTER DATA				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
Cam Bearing Set	B-2	**SH-2142S**	STD					
1-2-3-4-5		SH-2159		2.1650/2.1670	0.0010/0.0062	0.0700	2.3079/2.3098	0.7800
NOTE: G.M. Performance LSX Bowtie Cylinder Blocks, .7800" Length, Performance Bearing Set								

INTERNATIONAL TRACTOR

Engine	Years	Block
6 CYL		
466 CID (7.6L) International Turbocharged Diesel		1
466 CID (7.6L) International Turbocharged/Intercooled Diesel		1

COUNTER DATA				SHOP DATA				
Bearing or Position	Bearing Material	Clevite Part No.	Available Undersizes	Std. Shaft Diameter	Vert. Oil Clearance	Max. Wall	Brg. O.D. or Housing Bore	Max Length
6 CYL								
1	**466 CID (7.6L) International Turbocharged Diesel 6 Cyl**			**4.300in./109.2mm x 5.350in./135.9mm**				**1**
	466 CID (7.6L) International Turbocharged/Intercooled Diesel 6 Cyl			**4.300in./109.2mm x 5.350in./135.9mm**				
Rod Bearing(6)	TM-112	**CB-675H**	STD,10	2.9977/2.9990	0.0020/0.0049	0.0995	3.2000/3.2010	1.2000
NOTE: Thru Engine Serial Number 440035, H-Series Performance,No Dowel Hole In Cap Half								
Rod Bearing(6)	TM-112	**CB-675HK**	STD	2.9977/2.9990	0.0020/0.0049	0.0995	3.2000/3.2010	1.2000
NOTE: Thru Engine Serial Number 440035, H-Series Performance With TriArmor™, Maximum Wall Does Not Include Coating Thickness,No Dowel Hole In Cap Half								
Rod Bearing(6)	TM-112	**CB-1365H**	STD,10	2.9977/2.9990	0.0020/0.0049	0.0995	3.2000/3.2010	1.2600
NOTE: From Engine Serial Number 440036, H-Series Performance,No Dowel Hole In Cap Half								
Rod Bearing(6)	TM-112	**CB-1365HK**	STD	2.9977/2.9990	0.0020/0.0049	0.0995	3.2000/3.2010	1.2600
NOTE: From Engine Serial Number 440036, H-Series Performance With TriArmor™,Maximum Wall Does Not Include Coating Thickness,No Dowel Hole In Cap Half								
Main Bearing Set	TM-112	**MS-1343H**	STD,10					
1-2-3-4-5-6		MB-2628H		3.3742/3.3755	0.0020/0.0049	0.1555	3.6885/3.6895	1.2250
7		MB-2629H(F)		3.3742/3.3755	0.0020/0.0049	0.1555	3.6885/3.6895	1.7770
NOTE: Thru Engine Serial Number 440035, H-Series Performance,Grooved Upper Halves Plain Lower Halves								
Main Bearing Set	TM-112	**MS-1642H**	STD,10					
1-2-3-4-5-6		MB3009H		3.3742/3.3755	0.0020/0.0049	0.1555	3.6885/3.6895	1.2990
7		MB2629H(F)		3.3742/3.3755	0.0020/0.0049	0.1555	3.6885/3.6895	1.7770
NOTE: From Engine Serial Number 440036, H-Series Performance,Grooved Upper Halves Plain Lower Halves								

JOHN DEERE

Engine	Years	Block
466 CID (7.6L) 6466A Turbocharged/Intercooled Diesel		1

Engine	Years	Block
466 CID (7.6L) 6466T Turbocharged Diesel		1

COUNTER DATA				SHOP DATA				
Bearing or Position	Bearing Material	Clevite Part No.	Available Undersizes	Std. Shaft Diameter	Vert. Oil Clearance	Max. Wall	Brg. O.D. or Housing Bore	Max Length
								6 CYL
1	**466 CID (7.6L) 6466A Turbocharged/Intercooled Diesel 6 Cyl**			**4.563in./115.9mm x 4.750in./120.7mm**				**1**
	466 CID (7.6L) 6466T Turbocharged Diesel 6 Cyl			**4.563in./115.9mm x 4.750in./120.7mm**				
Rod Bearing(6)	TM-112	**CB-1267H**	STD,10	2.9980/2.9990	0.0010/0.0036	0.0955	3.1910/3.1920	1.3900
NOTE: H-Series Performance,No Dowel Hole In Cap Half								
Rod Bearing(6)	TM-112	**CB-1267HK**	STD	2.9980/2.9990	0.0010/0.0036	0.0955	3.1910/3.1920	1.3900
NOTE: H-Series Performance With TriArmor™,Maximum Wall Does Not Include Coating Thickness,No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

ENGINE	YEAR	BORE & STROKE	BLOCK
1590 CC (1.6L) SOHC 16V L4 VTEC D16Y8	1997-2000	2.953"/75.0mm X 3.543"/90.0mm	1
1590 CC (1.6L) DOHC 16V L4 D16A1	1986-1989	2.953"/75.0mm X 3.543"/90.0mm	1
1678 CC (1.7L) DOHC 16V L4 VTEC B17A1	1992-1993	3.189"/81.0mm X 3.189"/81.0mm	2
1797 CC (1.8L) DOHC 16V L4 VTEC B18C1	1994-2001	3.189"/81.0mm X 3.433"/87.2mm	3
1797 CC (1.8L) DOHC 16V L4 VTEC B18C5	1997-2001	3.189"/81.0mm X 3.433"/87.2mm	3
1834 CC (1.8L) DOHC 16V L4 B18A1	1990-1993	3.189"/81.0mm X 3.504"/89.0mm	2
1834 CC (1.8L) DOHC 16V L4 B18B1	1994-2001	3.189"/81.0mm X 3.504"/89.0mm	2
1998 CC (2.0L) DOHC 16V L4 VTEC K20A2	2002-2004	3.390"/86.1mm X 3.386"/86.0mm	4
1998 CC (2.0L) DOHC 16V L4 VTEC K20A3	2002-2006	3.390"/86.1mm X 3.386"/86.0mm	5
1998 CC (2.0L) DOHC 16V L4 VTEC K20Z1	2005-2006	3.390"/86.1mm X 3.386"/86.0mm	4
2156 CC (2.2L) SOHC 16V L4 VTEC F22B1	1997	3.346"/85.0mm X 3.740"/95.0mm	6
2300 CC (2.3L) DOHC 16V Turbo. L4 i-VTEC K23A1	2007-2011	3.390"/86.0mm X 3.890"/99.0mm	4
2354 CC (2.4L) DOHC 16V L4 i-VTEC K24Z3	2009-2011	3.420"/87.0mm X 3.890"/99.0mm	4
2354 CC (2.4L) DOHC 16V L4 VTEC K24A2	2004-2008	3.420"/87.0mm X 3.890"/99.0mm	4

CONNECTING ROD FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
C7917	3.504in/89.0mm	2	PR4	3.504in/89.0mm	2

CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
321	3.543in/90.0mm	1	4456	3.543in/90.0mm	1

COUNTER DATA				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
								4 CYL
1	**1590 CC (1.6L) SOHC 16V L4 VTEC D16Y8** Years: 1997-2000 **1590 CC (1.6L) DOHC 16V L4 D16A1** Years: 1986-1989			**2.953"/75.0mm x 3.543"/90.0mm**				1
Rod Bearing (4) **NOTE: H Series Performance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1461HN**	STD,.026mm,.25mm	1.7707/1.7717	0.0008/0.0015	0.0592	1.8898/1.8907	0.6780
Rod Bearing (4) **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1461HXN**	STD	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 Performance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-1804H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-1804HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870

● New Number ‡ Discontinued

COUNTER DATA				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
4 CYL (cont.)								
1 (cont.)	**1590 CC (1.6L) SOHC 16V L4 VTEC D16Y8** Years: 1997-2000			**2.953"/75.0mm x 3.543"/90.0mm**				**1 (cont.)**
	1590 CC (1.6L) DOHC 16V L4 D16A1 Years: 1986-1989			**2.953"/75.0mm x 3.543"/90.0mm**				
Thrust Washer Set		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
NOTE: Contains 2 Pieces, Position Number 4 Use with Part Number MS-1804H, MS-1804HX								
Crankshaft Forging	321, 4456							
2	**1678 CC (1.7L) DOHC 16V L4 VTEC B17A1** Years: 1992-1993			**3.189"/81.0mm x 3.189"/81.0mm**				**2**
	1834 CC (1.8L) DOHC 16V L4 B18A1 Years: 1990-1993			**3.189"/81.0mm x 3.504"/89.0mm**				
	1834 CC (1.8L) DOHC 16V L4 B18B1 Years: 1994-2001			**3.189"/81.0mm x 3.504"/89.0mm**				
Rod Bearing (4)	TM-77	**CB-1353H**	STD,.026mm,.25mm	1.7707/1.7717	0.0005/0.0034	0.0590	1.8898/1.8907	0.7680
NOTE: H-Series Performance No Dowel Hole In Cap Half with Oil Hole in Bearing								
Rod Bearing (4)	TM-77	**CB-1353HX**	STD	1.7707/1.7717	0.0015/0.0044	0.0586	1.8898/1.8907	0.7680
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half with Oil Hole in Bearing								
Main Bearing Set 1-2-3-4-5	TM-77	**MS-2095H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S								
Main Bearing Set 1-2-3-4-5	TM-77	**MS-2095HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S								
Thrust Washer Set		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
NOTE: Contains 2 Pieces; Position Number 4; Use with Part Number MS-2095H, MS-2095HX								
Connecting Rod Forging	C7917, PR4							
3	**1797 CC (1.8L) DOHC 16V L4 VTEC B18C1** Years: 1994-2001			**3.189"/81.0mm x 3.433"/87.2mm**				**3**
	1797 CC (1.8L) DOHC 16V L4 VTEC B18C5 Years: 1997-2001			**3.189"/81.0mm x 3.433"/87.2mm**				
Rod Bearing (4)	TM-77	**CB-1785H**	STD,.25mm	1.7707/1.7717	0.0008/0.0015	0.0595	1.8898/1.8907	0.6880
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (4)	TM-77	**CB-1785HK**	STD	1.7707/1.7717	0.0008/0.0015	0.0595	1.8898/1.8907	0.6880
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing (4)	TM-77	**CB-1785HX**	STD	1.7707/1.7717	0.0018/0.0025	0.0590	1.8898/1.8907	0.6880
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL (cont.)
3 (cont.)	**1797 CC (1.8L) DOHC 16V L4 VTEC B18C1** Years: 1994-2001				**3.189"/81.0mm x 3.433"/87.2mm**			3 (cont.)
	1797 CC (1.8L) DOHC 16V L4 VTEC B18C5 Years: 1997-2001				**3.189"/81.0mm x 3.433"/87.2mm**			
Rod Bearing (4)	TM-77	**CB-1785HXK**	STD	1.7707/1.7717	0.0018/0.0025	0.0590	1.8898/1.8907	0.6880
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Main Bearing Set 1-2-3-4-5	TM-77	**MS-2095H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S								
Main Bearing Set 1-2-3-4-5	TM-77	**MS-2095HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S								
Thrust Washer Set		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
NOTE: Contains 2 Pieces; Position Number 4; Use with Part Number MS-2095H, MS-2095HX								
4	**1998 CC (2.0L) DOHC 16V L4 VTEC K20A2** Years: 2002-2004				**3.390"/86.1mm x 3.386"/86.0mm**			4
	1998 CC (2.0L) DOHC 16V L4 VTEC K20Z1 Years: 2005-2006				**3.390"/86.1mm x 3.386"/86.0mm**			
	2300 CC (2.3L) DOHC 16V Turbo. L4 i-VTEC K23A1 Years: 2007-2011				**3.390"/86.0mm x 3.890"/99.0mm**			
	2354 CC (2.4L) DOHC 16V L4 i-VTEC K24Z3 Years: 2009-2011				**3.420"/87.0mm x 3.890"/99.0mm**			
	2354 CC (2.4L) DOHC 16V L4 VTEC K24A2 Years: 2004-2008				**3.420"/87.0mm x 3.890"/99.0mm**			
Rod Bearing	TM-77	**CB-1861H**	STD•	1.8888/1.8898	0.0005/0.0029	0.0588	2.0079/2.0087	0.6100
NOTE: H Series Performance								
Rod Bearing	TM-77	**CB-1861HX**	STD•	1.8888/1.8898	0.0015/0.0039	0.0583	2.0079/2.0087	0.6100
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
Main Bearing Set 1-2-3-4-5	TM-77	**MS-2095H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S								
Main Bearing Set 1-2-3-4-5	TM-77	**MS-2095HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S								
Thrust Washer Set		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
NOTE: Contains 2 Pieces; Position Number 4; Use with Part Number MS-2095H, MS-2095HX								

● New Number ‡ Discontinued

COUNTER DATA				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
4 CYL								
5	**1998 CC (2.0L) DOHC 16V L4 VTEC K20A3** Years: 2002-2006			**3.390"/86.1mm x 3.386"/86.0mm**				**5**
Main Bearing Set 1-2-3-4-5	TM-77	**MS-2095H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S								
Main Bearing Set 1-2-3-4-5	TM-77	**MS-2095HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S								
Thrust Washer Set		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
NOTE: Contains 2 Pieces; Position Number 4; Use with Part Number MS-2095H, MS-2095HX								
6	**2156 CC (2.2L) SOHC 16V L4 VTEC F22B1** Years: 1997			**3.346"/85.0mm x 3.740"/95.0mm**				**6**
Rod Bearing (4)	TM-77	**CB-1780H**	STD,.25mm	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650
NOTE: H-Series Performance No Dowel Hole In Cap Half with Oil Hole in Bearing								
Rod Bearing (4)	TM-77	**CB-1780HK**	STD	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing (4)	TM-77	**CB-1780HX**	STD	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	0.7650
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Rod Bearing (4)	TM-77	**CB-1780HXK**	STD	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	0.7650
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								

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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

● New Number ‡ Discontinued

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 OR POSITION	BEARING MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OR HOUSING BORE	MAX LENGTH
								4 CYL
1	1588 CC (1.6L) SOHC 8V L4 Volkswagen DIESEL			3.012"/76.5mm x 3.385"/86.0mm				1
	1588 CC (1.6L) SOHC 8V Turbo. L4 Volkswagen DIESEL			3.012"/76.5mm x 3.385"/86.0mm				
	1780 CC (1.8L) SOHC 8V L4 Volkswagen			3.189"/81.0mm x 3.386"/86.0mm				
	1781 CC (1.8L) DOHC 20V Turbo. L4 Volkswagen			3.190"/81.0mm x 3.400"/86.4mm				
	1984 CC (2.0L) SOHC 8V L4 Volkswagen			3.248"/82.5mm x 3.650"/92.7mm				
Rod Bearing (4) NOTE: H Series Performance	TM-77	CB-1426H	STD•,.026mm•	1.8802/1.8810	0.0005/0.0027	0.0553	1.9921/1.9929	0.7470
Rod Bearing (4) NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance	TM-77	CB-1426HX	STD•	1.8802/1.8810	0.0015/0.0037	0.0548	1.9921/1.9929	0.7470

● New Number ‡ Discontinued

COUNTER DATA				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
5 CYL								
2	1986 CC (2.0L) SOHC 10V L5 Volkswagen DIESEL			3.012"/76.5mm			x 3.400"/86.4mm	2
	1986 CC (2.0L) SOHC 10V Turbo L5 Volkswagen DIESEL			3.012"/76.5mm			x 3.400"/86.4mm	
	2144 CC (2.1L) SOHC 10V Turbo. L5 Volkswagen			3.130"/79.5mm			x 3.400"/86.4mm	
	2144 CC (2.1L) SOHC 10V L5 Volkswagen			3.130"/79.5mm			x 3.400"/86.4mm	
	2226 CC (2.2L) SOHC 10V L5 Volkswagen			3.189"/81.0mm			x 3.386"/86.0mm	
	2226 CC (2.2L) SOHC 10V Turbo. L5 Volkswagen			3.189"/81.0mm			x 3.386"/86.0mm	
	2226 CC (2.2L) DOHC 20V Turbo. L5			3.189"/81.0mm			x 3.386"/86.0mm	
	2309 CC (2.3L) SOHC 10V L5 Volkswagen			3.248"/82.5mm			x 3.386"/86.0mm	
	2309 CC (2.3L) DOHC 20V L5 Volkswagen			3.248"/82.5mm			x 3.386"/86.0mm	
Rod Bearing (5)	TM-77	**CB-1426H**	STD•,.026mm•	1.8802/1.8810	0.0005/0.0027	0.0553	1.9921/1.9929	0.7470
NOTE: H Series Performance								
Rod Bearing (5)	TM-77	**CB-1426HX**	STD•	1.8802/1.8810	0.0015/0.0037	0.0548	1.9921/1.9929	0.7470
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
Crankshaft Forging	035D							

CHRYSLER

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

● New Number ‡ Discontinued

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

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
1618699	3.313in/84.2mm	14	2406782	3.375in/85.9mm	19	529238	3.375in/85.7mm	17
1618699	3.313in/84.2mm	15	2406886	3.375in/85.7mm	17	529938	3.375in/85.7mm	17
1618699	3.375in/85.7mm	17	2406886	3.375in/85.9mm	19	532294	3.375in/85.7mm	17
1618699	3.375in/85.9mm	19	2406886	3.750in/95.2mm	21	541000	3.375in/85.7mm	17
1737692	3.375in/85.7mm	17	2406886	3.750in/95.3mm	21	544956	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	15
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/95.3mm	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	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
2406782	3.375in/85.7mm	17	529007	3.375in/85.7mm	17	S	3.386in/86.0mm	1

● New Number ‡ Discontinued

CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
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	3294	3.375in/85.9mm	19
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	18
1830276	3.313in/84.2mm	14	2482923	3.375in/85.9mm	19	4027172	3.375in/85.7mm	17
1830276	3.313in/84.2mm	15	2532457	3.313in/84.2mm	14	4027172	3.375in/85.9mm	19
1851436	3.375in/85.7mm	17	2532457	3.313in/84.2mm	15	4027175	3.375in/85.7mm	17
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

● New Number ‡ Discontinued

CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
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	3
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			

● New Number ‡ Discontinued

COUNTER DATA				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
4 CYL								
1	**98 CID / 1595 CC (1.6L) DOHC 16V L4 Mitsubishi 4G61** Years: 1989-1990			**3.240"/82.3mm x 2.953"/75.0mm**				**1**
	98 CID / 1595 CC (1.6L) DOHC 16V Turbo. L4 Mitsubishi 4G61 Years: 1989			**3.240"/82.3mm x 2.953"/75.0mm**				
	98 CID / 1597 CC (1.6L) SOHC 8V L4 Mitsubishi Years: 1980-1984			**3.028"/76.9mm x 3.386"/86.0mm**				
	98 CID / 1597 CC (1.6L) SOHC 8V L4 Mitsubishi 4G32 Years: 1971-1980			**3.028"/76.9mm x 3.386"/86.0mm**				
	98 CID / 1597 CC (1.6L) SOHC 8V Turbo. L4 Mitsubishi G32B Years: 1984-1990			**3.028"/76.9mm x 3.386"/86.0mm**				
	107 CID (1.8L) SOHC 8V L4 Mitsubishi 4G37 Years: 1989-1994			**3.173"/80.6mm x 3.386"/86.0mm**				
Rod Bearing (4) **NOTE: H-Series Performance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1120HN**	STD,.026mm,.25mm	1.7710/1.7717	0.0006/0.0027	0.0587	1.8897/1.8905	0.8550
Rod Bearing (4) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1120HXN**	STD	1.7710/1.7717	0.0016/0.0037	0.0582	1.8897/1.8905	0.8550
Connecting Rod Forging 31, D, F, S **Crankshaft Forging** 003K, 003N, 020201A1, 09N, 1.9, 10-B, 1174N, 11M, 2NABC, 2Y68-76, 30R, 31-87, 31M, 3281N, 329880N, 4G-3, 4G1, 4G3, 4G61, 4K, 4K05, 4XC1-U, 4XCIU								
2	**122 CID (2.0L) SOHC 8V L4 Mitsubishi "A" G63B** Years: 1983-1992			**3.346"/85.0mm x 3.465"/88.0mm**				**2**
Rod Bearing (4) **For Year(s): 1983-1992** **NOTE: H-Series Performance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half** **(Thru 3/92)**	TM-77	**CB-1120HN**	STD,.026mm,.25mm	1.7710/1.7717	0.0006/0.0027	0.0587	1.8897/1.8905	0.8550
Rod Bearing (4) **For Year(s): 1983-1992** **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half** **(Thru 3/92)**	TM-77	**CB-1120HXN**	STD	1.7710/1.7717	0.0016/0.0037	0.0582	1.8897/1.8905	0.8550
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	0.0593	1.7726	0.7480
RH; Rear		SH-1469		1.6129	0.0010/0.0031	0.0589	1.7333	0.8268
For Year(s): 1985-1989 **NOTE: From 8/85** **FOR VIN(S): D**								
3	**122 CID (2.0L) DOHC 16V L4 Mitsubishi 4G63** Years: 1989-1994			**3.346"/85.0mm x 3.465"/88.0mm**				**3**
	122 CID (2.0L) DOHC 16V Turbo. L4 Mitsubishi 4G63T Years: 1990-1998			**3.346"/85.0mm x 3.465"/88.0mm**				
	144 CID (2.4L) SOHC 8V L4 Mitsubishi 4G64 Years: 1990-1993			**3.406"/86.5mm x 3.937"/100.0mm**				
Rod Bearing (4) **For Year(s): 1992-1998** **NOTE: H Series Performance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1643H**	STD,.026mm,.25mm	1.7710/1.7717	0.0004/0.0025	0.0589	1.8897/1.8905	0.8320

● New Number ‡ Discontinued

COUNTER DATA					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
									4 CYL (cont.)
3 (cont.)	122 CID (2.0L) DOHC 16V L4 Mitsubishi 4G63 Years: 1989-1994				3.346"/85.0mm x 3.465"/88.0mm				3 (cont.)
	122 CID (2.0L) DOHC 16V Turbo. L4 Mitsubishi 4G63T Years: 1990-1998				3.346"/85.0mm x 3.465"/88.0mm				
	144 CID (2.4L) SOHC 8V L4 Mitsubishi 4G64 Years: 1990-1993				3.406"/86.5mm x 3.937"/100.0mm				
Rod Bearing (4)	TM-77	**CB-1643HX**	STD		1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.8905	0.8320
For Year(s): 1992-1998									
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half									
Rod Bearing (4)	TM-77	**CB-1120HN**	STD,.026mm,.25mm		1.7710/1.7717	0.0006/0.0027	0.0587	1.8897/1.8905	0.8550
For Year(s): 1989-1992									
NOTE: H-Series Performance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half									
(Thru 3/92)									
Rod Bearing (4)	TM-77	**CB-1120HXN**	STD		1.7710/1.7717	0.0016/0.0037	0.0582	1.8897/1.8905	0.8550
For Year(s): 1989-1992									
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half									
(Thru 3/92)									
Main Bearing Set	TM-77	**MS-2039H**	STD,.026mm,.25mm						
1-2-4-5		MB-3504H			2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
3		MB-3505H(F)			2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
For Year(s): 1992-1998									
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half									
(From 4/92)									
Main Bearing Set	TM-77	**MS-2039HX**	STD						
1-2-4-5		MB-3504HX			2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
3		MB-3505HX(F)			2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
For Year(s): 1992-1998									
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance									
(From 4/92)									
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	0.0593	1.7726	0.7480
RH; Rear		SH-1469			1.6129	0.0010/0.0031	0.0589	1.7333	0.8268
Connecting Rod Forging	40F								
Crankshaft Forging	3YA, 407N, 40F, 4196N, 45-T, 4A, 4AC, 4AL, 63-GC, 63GC, 63GU, 65-RU, 69-GU, 6AM, GE								
4	144 CID (2.4L) SOHC 16V L4 Mitsubishi 4G64 Years: 1993-1996, 2001-2005				3.406"/86.5mm x 3.937"/100.0mm				4
Rod Bearing (4)	TM-77	**CB-1643H**	STD,.026mm,.25mm		1.7710/1.7717	0.0004/0.0025	0.0589	1.8897/1.8905	0.8320
NOTE: H Series Performance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half									
Rod Bearing (4)	TM-77	**CB-1643HX**	STD		1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.8905	0.8320
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half									

● New Number ‡ Discontinued

COUNTER DATA				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
4 CYL (cont.)								
4 (cont.)	**144 CID (2.4L) SOHC 16V L4 Mitsubishi 4G64** Years: 1993-1996, 2001-2005			**3.406"/86.5mm x 3.937"/100.0mm**				**4 (cont.)**
Main Bearing Set	TM-77	**MS-2261H**	STD,.026mm,.25mm					
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): 2001-2005								
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-677S								
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): 2001-2005								
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-677S								
Main Bearing Set	TM-77	**MS-2039H**	STD,.026mm,.25mm					
1-2-4-5		MB-3504H		2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
3		MB-3505H(F)		2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
For Year(s): 1993-1996								
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-2039HX**	STD					
1-2-4-5		MB-3504HX		2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
3		MB-3505HX(F)		2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
For Year(s): 1993-1996								
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
Thrust Washer Set		**TW-677S**	STD					
		MB-3854W		2.4842/2.4941			3.1693/3.1791	0.0830
For Year(s): 2001-2005								
NOTE: Contains 2 Pieces, Position Number 3 Use with Part Number MS-2261H, MS-2261HX								
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	0.0593	1.7726	0.7480
RH; Rear		SH-1469		1.6129	0.0010/0.0031	0.0589	1.7333	0.8268
5	**148 CID (2.4L) DOHC 16V L4** Years: 1995-2010			**3.445"/87.5mm x 3.976"/101.0mm**				**5**
Rod Bearing (4)	TM-77	**CB-1813H**	STD,.026mm,.25mm	1.9677/1.9687	0.0008/0.0030	0.0584	2.0863/2.0869	0.7930
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (4)	TM-77	**CB-1813HX**	STD	1.9677/1.9687	0.0018/0.0040	0.0579	2.0863/2.0869	0.7930
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2279H**	STD,.25mm					
1-2-4-5		MB-3594H		2.3617/2.3627	0.0005/0.0029	0.0781	2.5194/2.5202	0.8510
3		MB-3907H(F)		2.3617/2.3627	0.0005/0.0029	0.0781	2.5194/2.5202	1.0970
NOTE: H-Series Performance Position Number 3 Has Grooved Upper Half And Plain Lower Half, Bearings For Position Number 1, 2, 4, 5 with Full Grooved Main Bearings								

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL
6	**148 CID (2.4L) DOHC 16V Turbo. L4** Years: 2003-2009			**3.445"/87.5mm x 3.976"/101.0mm**				6
Rod Bearing (4)	TM-77	**CB-1813H**	STD,.026mm,.25mm	1.9677/1.9687	0.0008/0.0030	0.0584	2.0863/2.0869	0.7930
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (4)	TM-77	**CB-1813HX**	STD	1.9677/1.9687	0.0018/0.0040	0.0579	2.0863/2.0869	0.7930
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2279H**	STD,.25mm					
1-2-4-5		MB-3594H		2.3617/2.3627	0.0005/0.0029	0.0781	2.5194/2.5202	0.8510
3		MB-3907H(F)		2.3617/2.3627	0.0005/0.0029	0.0781	2.5194/2.5202	1.0970
NOTE: H-Series Performance Position Number 3 Has Grooved Upper Half And Plain Lower Half, Bearings For Position Number 1, 2, 4, 5 with Full Grooved Main Bearings								
								6 CYL
7	**152 CID (2.5L) SOHC 24V V6 Mitsubishi EEB** Years: 1995-2000			**3.290"/83.5mm x 2.992"/76.0mm**				7
Rod Bearing (6)	TM-77	**CB-1411H**	STD•,.026mm•	1.9677/1.9685	0.0007/0.0027	0.0587	2.0866/2.0868	0.6120
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (6)	TM-77	**CB-1411HX**	STD•	1.9670/1.9674	0.0017/0.0037	0.0582	2.0866/2.0874	0.6120
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Thrust Washer Set		**TW-458S**	STD					
		MB-3108W(L)		2.5984/2.6083			3.0492/3.0594	0.0778
		MB-3108W(U)		2.5984/2.6083			3.0492/3.0594	0.0778
8	**181 CID (3.0L) SOHC 12V V6 Mitsubishi 6G72** Years: 1987-2000			**3.587"/91.1mm x 2.992"/76.0mm**				8
	181 CID (3.0L) SOHC 24V V6 Mitsubishi 6G72 Years: 2001-2005			**3.587"/91.1mm x 2.992"/76.0mm**				
	181 CID (3.0L) DOHC 24V V6 Mitsubishi 6G72 Years: 1991-1996			**3.587"/91.1mm x 2.992"/76.0mm**				
	181 CID (3.0L) DOHC 24V Turbo. V6 Mitsubishi 6G72T Years: 1991-1996			**3.587"/91.1mm x 2.992"/76.0mm**				
Rod Bearing (6)	TM-77	**CB-1411H**	STD•,.026mm•	1.9677/1.9685	0.0007/0.0027	0.0587	2.0866/2.0868	0.6120
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (6)	TM-77	**CB-1411HX**	STD•	1.9670/1.9674	0.0017/0.0037	0.0582	2.0866/2.0874	0.6120
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2226H**	STD•,.026mm•					
1-2-3-4		MB3791H		2.3614/2.3622	0.0007/0.0032	0.0783	2.5197/2.5204	0.7120
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-458S								
Main Bearing Set	TM-77	**MS-2226HX**	STD•					
1-2-3-4		MB3791HX		2.3614/2.3622	0.0017/0.0042	0.0778	2.5197/2.5204	0.0712
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-458S								

● New Number ‡ Discontinued

COUNTER DATA				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
6 CYL (cont.)								
8 (cont.)	**181 CID (3.0L) SOHC 12V V6 Mitsubishi 6G72** Years: 1987-2000			**3.587"/91.1mm x 2.992"/76.0mm**				8 (cont.)
	181 CID (3.0L) SOHC 24V V6 Mitsubishi 6G72 Years: 2001-2005			**3.587"/91.1mm x 2.992"/76.0mm**				
	181 CID (3.0L) DOHC 24V V6 Mitsubishi 6G72 Years: 1991-1996			**3.587"/91.1mm x 2.992"/76.0mm**				
	181 CID (3.0L) DOHC 24V Turbo. V6 Mitsubishi 6G72T Years: 1991-1996			**3.587"/91.1mm x 2.992"/76.0mm**				
Thrust Washer Set		**TW-458S**	STD					
		MB-3108W(L)		2.5984/2.6083			3.0492/3.0594	0.0778
		MB-3108W(U)		2.5984/2.6083			3.0492/3.0594	0.0778
NOTE: Contains 4 Pieces, Position Number 3 Use with Part Number MS-2226H, MS-2226HX								
Connecting Rod Forging	72G, 72W							
Crankshaft Forging	003K, 003N, 020201A1, 09N, 1.9, 10-B, 1174N, 11M, 19N, 96TM-AA, 97TM, A-6303, A-6303-A, A1D, A301, A6303, AD, AY, B301, T3A							
9	**359 CID (5.9L) 12V Turbo. L6 Cummins 6BT DIESEL** Years: 1991-1999			**4.016"/102.0mm x 4.724"/120.0mm**				9
	359 CID (5.9L) 24V Turbo. L6 Cummins ISB ETC DIESEL Years: 1998-2002			**4.016"/102.0mm x 4.724"/120.0mm**				
	359 CID (5.9L) 24V Turbo. L6 Cummins ISB HO ETH DIESEL Years: 2001-2002			**4.016"/102.0mm x 4.724"/120.0mm**				
	359 CID (5.9L) 12V Turbo. L6 Cummins DIESEL Years: 1988-1991			**4.016"/102.0mm x 4.724"/120.0mm**				
Rod Bearing (6)	TM-112	**CB-1413H**	STD,.026mm,.25mm	2.7160/2.7170	0.0015/0.0045	0.0775	2.8735/2.8745	1.2250
NOTE: H-Series Performance No Dowel Hole In Cap Half, Machined Connecting Rod								
Rod Bearing (6)	TM-112	**CB-1413HX**	STD	2.7160/2.7170	0.0025/0.0055	0.0770	2.8735/2.8745	1.2250
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half, Machined Connecting Rod								
Main Bearing Set	TM-112	**MS-1717H**	STD,.026mm,.25mm					
1-2-3-4-5-7		MB-3110H		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.1430
6		MB-3109H(F)		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.4700
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Upper Half Flanged Bearing Only, Max Flange Diameter 4.586"								
(To Be Replaced By MS-2328H)								
Main Bearing Set	TM-112	**MS-1717HX**	STD					
1-2-3-4-5-7		MB-3110HX		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.1430
6		MB-3109HX(F)		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.4700
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Max Flange Diameter 4.586"								
(To Be Replaced By MS-2328HX)								
Main Bearing Set	TM-77	**MS-2328H**	STD•,.026mm•,.25mm•					
1-2-3-4-5-7		MB-3110H		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.1430
6		MB-3109H(F)		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.4700
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Upper Half Flanged Bearing Only, Max Flange Diameter 4.500"								

● New Number ‡ Discontinued

COUNTER DATA				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
								6 CYL (cont.)
9 (cont.)	**359 CID (5.9L) 12V Turbo. L6 Cummins 6BT DIESEL** Years: 1991-1999			**4.016"/102.0mm x 4.724"/120.0mm**				9 (cont.)
	359 CID (5.9L) 24V Turbo. L6 Cummins ISB ETC DIESEL Years: 1998-2002			**4.016"/102.0mm x 4.724"/120.0mm**				
	359 CID (5.9L) 24V Turbo. L6 Cummins ISB HO ETH DIESEL Years: 2001-2002			**4.016"/102.0mm x 4.724"/120.0mm**				
	359 CID (5.9L) 12V Turbo. L6 Cummins DIESEL Years: 1988-1991			**4.016"/102.0mm x 4.724"/120.0mm**				
Main Bearing Set	TM-77	**MS-2328HX**	STD•					
1-2-3-4-5-7		MB-3110HX		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.1430
6		MB-3109HX(F)		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.4700
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Max Flange Diameter 4.500"								
Connecting Rod Forging	3901085, 3901566							
Crankshaft Forging	3907804							
10	**359 CID (5.9L) 24V Turbo. L6 Cummins ISBe/QSB ETC DIESEL** Years: 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 Years: 2003-2010			**4.016"/102.0mm x 4.724"/120.0mm**				
Rod Bearing (6)	TM-112	**CB-1873H**	STD,.026mm,.25mm	2.7160/2.7170	0.0015/0.0045	0.0775	2.8735/2.8745	1.2250
NOTE: H-Series Performance No Dowel Hole In Cap Half, Fractured Connecting Rod								
Rod Bearing (6)	TM-112	**CB-1873HX**	STD	2.7160/2.7170	0.0020/0.0050	0.0770	2.8735/2.8745	1.2250
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half, Fractured Connecting Rod								
Rod Bearing (6)	TM-112	**CB-1413H**	STD,.026mm,.25mm	2.7160/2.7170	0.0015/0.0045	0.0775	2.8735/2.8745	1.2250
For Year(s): 2003								
NOTE: H-Series Performance No Dowel Hole In Cap Half, Machined Connecting Rod								
Rod Bearing (6)	TM-112	**CB-1413HX**	STD	2.7160/2.7170	0.0025/0.0055	0.0770	2.8735/2.8745	1.2250
For Year(s): 2003								
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half, Machined Connecting Rod								
Main Bearing Set	TM-112	**MS-1717H**	STD,.026mm,.25mm					
1-2-3-4-5-7		MB-3110H		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.1430
6		MB-3109H(F)		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.4700
For Year(s): 2003-2008								
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Upper Half Flanged Bearing Only, Max Flange Diameter 4.586"								
(To Be Replaced By MS-2328H)								
Main Bearing Set	TM-112	**MS-1717HX**	STD					
1-2-3-4-5-7		MB-3110HX		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.1430
6		MB-3109HX(F)		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.4700
For Year(s): 2003-2008								
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Max Flange Diameter 4.586"								
(To Be Replaced By MS-2328HX)								

● New Number ‡ Discontinued

COUNTER DATA				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
6 CYL (cont.)								
10 (cont.)	**359 CID (5.9L) 24V Turbo. L6 Cummins ISBe/QSB ETC DIESEL** Years: 2003-2005 — **4.016"/102.0mm x 4.724"/120.0mm** **359 CID (5.9L) 24V Turbo. L6 Cummins ISBe/QSB HO ETH DIESEL** Years: 2003-2010 — **4.016"/102.0mm x 4.724"/120.0mm**							**10 (cont.)**
Main Bearing Set	TM-77	**MS-2328H**	STD•,.026mm•,.25mm•					
1-2-3-4-5-7		MB-3110H		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.1430
6		MB-3109H(F)		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.4700
For Year(s): 2003-2008 **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Upper Half Flanged Bearing Only, Max Flange Diameter 4.500"**								
Main Bearing Set	TM-77	**MS-2328HX**	STD•					
1-2-3-4-5-7		MB-3110HX		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.1430
6		MB-3109HX(F)		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.4700
For Year(s): 2003-2008 **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Max Flange Diameter 4.500"**								
11	**408 CID (6.7L) 24V Turbo. L6 Cummins ETJ DIESEL** Years: 2007-2010 — **4.210"/107.0mm x 4.880"/124.0mm**							**11**
Rod Bearing (6)	TM-112	**CB-1873H**	STD,.026mm,.25mm	2.7160/2.7170	0.0015/0.0045	0.0775	2.8735/2.8745	1.2250
NOTE: H-Series Performance No Dowel Hole In Cap Half, Fractured Connecting Rod								
Rod Bearing (6)	TM-112	**CB-1873HX**	STD	2.7160/2.7170	0.0020/0.0050	0.0770	2.8735/2.8745	1.2250
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half, Fractured Connecting Rod								
Main Bearing Set	TM-112	**MS-1717H**	STD,.026mm,.25mm					
1-2-3-4-5-7		MB-3110H		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.1430
6		MB-3109H(F)		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.4700
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Upper Half Flanged Bearing Only, Max Flange Diameter 4.586"								
(To Be Replaced By MS-2328H)								
Main Bearing Set	TM-112	**MS-1717HX**	STD					
1-2-3-4-5-7		MB-3110HX		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.1430
6		MB-3109HX(F)		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.4700
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Max Flange Diameter 4.586"								
(To Be Replaced By MS-2328HX)								
Main Bearing Set	TM-77	**MS-2328H**	STD•,.026mm•,.25mm•					
1-2-3-4-5-7		MB-3110H		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.1430
6		MB-3109H(F)		3.2674/3.2682	0.0017/0.0047	0.0970	3.4637/3.4651	1.4700
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Upper Half Flanged Bearing Only, Max Flange Diameter 4.500"								

● New Number ‡ Discontinued

COUNTER DATA				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
								6 CYL (cont.)
11 (cont.)	408 CID (6.7L) 24V Turbo. L6 Cummins ETJ DIESEL Years: 2007-2010			4.210"/107.0mm x 4.880"/124.0mm				11 (cont.)
Main Bearing Set	TM-77	**MS-2328HX**	STD•					
1-2-3-4-5-7		MB-3110HX		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.1430
6		MB-3109HX(F)		3.2674/3.2682	0.0027/0.0057	0.0965	3.4637/3.4651	1.4700
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Contains Half Flanged Bearing, Max Flange Diameter 4.500"								
								8 CYL
12	273 CID (4.5L) 16V V8 Years: 1964-1969 340 CID (5.6L) 16V V8 Years: 1968-1973			3.625"/92.1mm x 3.313"/84.2mm 4.040"/102.6mm x 3.313"/84.1mm				12
Rod Bearing (8)	TM-77	**CB-481HN**	STD,1,10	2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-481HNK**	STD,10	2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-481HXN**	STD	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-481HXNK**	STD	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-540H**	STD,1					
1-2-4		MB-2035H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	0.8770
3		MB-2036H(F)		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.1520
5		MB-2559H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.3720
NOTE: H-Series Performance Bearings For Position Number 5 with Full Grooved Main Bearings Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-540HK**	STD					
1-2-4		MB-2035H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	0.8770
3		MB-2036H(F)		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.1520
5		MB-2559H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.3720
NOTE: H-Series Performance with TriArmor Bearings For Position Number 5 with Full Grooved Main Bearings Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								

● New Number ‡ Discontinued

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COUNTER DATA				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.)								
12 (cont.)	**273 CID (4.5L) 16V V8** Years: 1964-1969			**3.625"/92.1mm x 3.313"/84.2mm**				**12 (cont.)**
	340 CID (5.6L) 16V V8 Years: 1968-1973			**4.040"/102.6mm x 3.313"/84.1mm**				
Main Bearing Set	TM-77	**MS-540HX**	STD					
1-2-4		MB-2035HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	0.8770
3		MB-2036HX(F)		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.1520
5		MB-2559HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.3270
NOTE: H-Series Performance Bearings For Position Number 5 with Full Grooved Main Bearings Bearing Wall .0005" Thinner For .0010" More Oil Clearance Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-540HXK**	STD					
1-2-4		MB-2035HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	0.8770
3		MB-2036HX(F)		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.1520
5		MB-2559HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.3270
NOTE: H-Series Performance with TriArmor Bearings For Position Number 5 with Full Grooved Main Bearings Bearing Wall .0005" Thinner For .0010" More Oil Clearance Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	VP-2	**MS-963V**	STD					
1-2-4		MB-2283V		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	0.8370
3		MB-2036V(F)		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	1.1520
5		MB-2559V		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	1.2870
NOTE: Engines with 3.305" / 3.375" Main Bearing Flange O.D. V-Series Performance Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-1	**SH-875S**	STD					
1		SH-875		1.9980/1.9990	0.0015/0.0055	0.0645	2.1295/2.1305	0.9000
2		SH-326		1.9820/1.9830	0.0005/0.0045	0.0650	2.1135/2.1145	0.7700
3		SH-327		1.9670/1.9680	0.0005/0.0045	0.0650	2.0985/2.0995	0.7570
4		SH-328		1.9510/1.9520	0.0005/0.0045	0.0650	2.0825/2.0835	0.7700
5		SH-329		1.5605/1.5615	0.0005/0.0045	0.0650	1.6920/1.6930	0.9500

● New Number ‡ Discontinued

COUNTER DATA				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
13	**277 CID (4.5L) 16V V8 Plymouth** Years: 1956-1957				3.750"/95.3mm x 3.130"/79.4mm			13
	301 CID (4.9L) 16V V8 Years: 1957				3.910"/99.3mm x 3.130"/79.4mm			
	303 CID (5.0L) 16V V8 Years: 1956				3.810"/96.8mm x 3.310"/84.1mm			
	313 CID (5.1L) 16V V8 Years: 1958-1964				3.875"/98.4mm x 3.310"/84.1mm			
	326 CID (5.3L) 16V V8 Years: 1959				3.950"/100.4mm x 3.310"/84.1mm			
Main Bearing Set	TM-77	**MS-540H**	STD,1					
1-2-4		MB-2035H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	0.8770
3		MB-2036H(F)		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.1520
5		MB-2559H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.3720
NOTE: H-Series Performance Bearings For Position Number 5 with Full Grooved Main Bearings Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-540HK**	STD					
1-2-4		MB-2035H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	0.8770
3		MB-2036H(F)		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.1520
5		MB-2559H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.3720
NOTE: H-Series Performance with TriArmor Bearings For Position Number 5 with Full Grooved Main Bearings Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-540HX**	STD					
1-2-4		MB-2035HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	0.8770
3		MB-2036HX(F)		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.1520
5		MB-2559HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.3270
NOTE: H-Series Performance Bearings For Position Number 5 with Full Grooved Main Bearings Bearing Wall .0005" Thinner For .0010" More Oil Clearance Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-540HXK**	STD					
1-2-4		MB-2035HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	0.8770
3		MB-2036HX(F)		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.1520
5		MB-2559HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.3270
NOTE: H-Series Performance with TriArmor Bearings For Position Number 5 with Full Grooved Main Bearings Bearing Wall .0005" Thinner For .0010" More Oil Clearance Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Cam Bearing Set	B-1	**SH-875S**	STD					
1		SH-875		1.9980/1.9990	0.0015/0.0055	0.0645	2.1295/2.1305	0.9000
2		SH-326		1.9820/1.9830	0.0005/0.0045	0.0650	2.1135/2.1145	0.7700
3		SH-327		1.9670/1.9680	0.0005/0.0045	0.0650	2.0985/2.0995	0.7570
4		SH-328		1.9510/1.9520	0.0005/0.0045	0.0650	2.0825/2.0835	0.7700
5		SH-329		1.5605/1.5615	0.0005/0.0045	0.0650	1.6920/1.6930	0.9500

● New Number ‡ Discontinued

COUNTER DATA				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								
14	**318 CID (5.2L) 16V V8 Magnum** Years: 1992-2003			**3.910"/99.3mm x 3.313"/84.2mm**				**14**
Rod Bearing (8)	TM-77	**CB-481HN**	STD,1,10	2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-481HNK**	STD,10	2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-481HXN**	STD	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-481HXNK**	STD	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	VP-2	**MS-963V**	STD					
1-2-4		MB-2283V		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	0.8370
3		MB-2036V(F)		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	1.1520
5		MB-2559V		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	1.2870
NOTE: Engines with 3.305" / 3.375" Main Bearing Flange O.D. V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	VP-2	**MS-1344V**	STD					
1-2-4		MB-2283V		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	0.8370
3		MB-2620V(F)		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	1.1520
5		MB-2559V		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	1.2870
NOTE: Engines with 3.460" / 3.530" Main Bearing Flange O.D. V-Series Performance Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-1	**SH-1112S**	STD					
1		SH-875		1.9980/1.9990	0.0015/0.0055	0.0645	2.1295/2.1305	0.9000
2		SH-1112		1.9820/1.9830	0.0015/0.0055	0.0645	2.1135/2.1145	0.6300
3		SH-1113		1.9670/1.9680	0.0015/0.0055	0.0645	2.0985/2.0995	0.6300
4		SH-1114		1.9510/1.9520	0.0015/0.0055	0.0645	2.0825/2.0835	0.6300
5		SH-329		1.5605/1.5615	0.0005/0.0045	0.0650	1.6920/1.6930	0.9500
Connecting Rod Forging	1618699, 2406782, 3418645, 699, 782							
Crankshaft Forging	1626123, 1630270, 1630276, 1650270, 1732557, 1732559, 1732610, 1826123, 1826129, 1830276, 2128278, 2128869, 2205700, 2205702, 2258393, 2264182, 2465747, 2532457, 2558393, 2656278, 2658268, 2658278, 2658393, 2843868, 3462387, 3482387, 3751841							
15	**318 CID (5.2L) 16V V8** Years: 1957-1991			**3.910"/99.3mm x 3.313"/84.2mm**				**15**
Rod Bearing (8)	TM-77	**CB-481HN**	STD,1,10	2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)
15 (cont.)	**318 CID (5.2L) 16V V8** Years: 1957-1991					**3.910"/99.3mm x 3.313"/84.2mm**		**15** (cont.)
Rod Bearing (8)	TM-77	**CB-481HNK**	STD,10	2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-481HXN**	STD	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-481HXNK**	STD	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	VP-2	**MS-963V**	STD					
1-2-4		MB-2283V		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	0.8370
3		MB-2036V(F)		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	1.1520
5		MB-2559V		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	1.2870
NOTE: Engines with 3.305" / 3.375" Main Bearing Flange O.D. V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	VP-2	**MS-1344V**	STD					
1-2-4		MB-2283V		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	0.8370
3		MB-2620V(F)		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	1.1520
5		MB-2559V		2.4995/2.5005	0.0006/0.0031	0.0958	2.6925/2.6930	1.2870
NOTE: Engines with 3.460" / 3.530" Main Bearing Flange O.D. V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-540H**	STD,1					
1-2-4		MB-2035H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	0.8770
3		MB-2036H(F)		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.1520
5		MB-2559H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.3720
NOTE: H-Series Performance Bearings For Position Number 5 with Full Grooved Main Bearings Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-540HK**	STD					
1-2-4		MB-2035H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	0.8770
3		MB-2036H(F)		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.1520
5		MB-2559H		2.4995/2.5005	0.0004/0.0025	0.0958	2.6925/2.6930	1.3720
NOTE: H-Series Performance with TriArmor Bearings For Position Number 5 with Full Grooved Main Bearings Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-540HX**	STD					
1-2-4		MB-2035HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	0.8770
3		MB-2036HX(F)		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.1520
5		MB-2559HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.3270
NOTE: H-Series Performance Bearings For Position Number 5 with Full Grooved Main Bearings Bearing Wall .0005" Thinner For .0010" More Oil Clearance Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
15 (cont.) 318 CID (5.2L) 16V V8 Years: 1957-1991				**3.910"/99.3mm x 3.313"/84.2mm**				**15 (cont.)**
Main Bearing Set	TM-77	**MS-540HXK**	STD					
1-2-4		MB-2035HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	0.8770
3		MB-2036HX(F)		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.1520
5		MB-2559HX		2.4995/2.5005	0.0014/0.0035	0.0953	2.6925/2.6930	1.3270
NOTE: H-Series Performance with TriArmor Bearings For Position Number 5 with Full Grooved Main Bearings Bearing Wall .0005" Thinner For .0010" More Oil Clearance Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Cam Bearing Set	B-1	**SH-1112S**	STD					
1		SH-875		1.9980/1.9990	0.0015/0.0055	0.0645	2.1295/2.1305	0.9000
2		SH-1112		1.9820/1.9830	0.0015/0.0055	0.0645	2.1135/2.1145	0.6300
3		SH-1113		1.9670/1.9680	0.0015/0.0055	0.0645	2.0985/2.0995	0.6300
4		SH-1114		1.9510/1.9520	0.0015/0.0055	0.0645	2.0825/2.0835	0.6300
5		SH-329		1.5605/1.5615	0.0005/0.0045	0.0650	1.6920/1.6930	0.9500
For Year(s): 1979-1991								
Cam Bearing Set	B-1	**SH-875S**	STD					
1		SH-875		1.9980/1.9990	0.0015/0.0055	0.0645	2.1295/2.1305	0.9000
2		SH-326		1.9820/1.9830	0.0005/0.0045	0.0650	2.1135/2.1145	0.7700
3		SH-327		1.9670/1.9680	0.0005/0.0045	0.0650	2.0985/2.0995	0.7570
4		SH-328		1.9510/1.9520	0.0005/0.0045	0.0650	2.0825/2.0835	0.7700
5		SH-329		1.5605/1.5615	0.0005/0.0045	0.0650	1.6920/1.6930	0.9500
For Year(s): 1957-1978								
Connecting Rod Forging	1618699, 2406782, 3418645, 699, 782							
Crankshaft Forging	1626123, 1630270, 1630276, 1650270, 1732557, 1732559, 1732610, 1826123, 1826129, 1830276, 2128278, 2128869, 2205700, 2205702, 2258393, 2264182, 2465747, 2532457, 2558393, 2656278, 2658268, 2658278, 2658393, 2843868, 3462387, 3482387, 3751841							
16 345 CID (5.7L) 16V V8 HEMI Years: 2003-2012				**3.917"/99.5mm x 3.580"/90.9mm**				**16**
345 CID (5.7L) 16V V8 HEMI Hybrid Years: 2009				**3.917"/99.5mm x 3.580"/90.9mm**				
370 CID (6.1L) 16V V8 HEMI Years: 2005-2010				**4.055"/103.0mm x 3.580"/90.9mm**				
Rod Bearing (8)	TM-77	**CB-1808HN**	STD,.026mm,.23mm‡ .25mm,.28mm	2.1257/2.1263	0.0009/0.0026	0.0625	2.2522/2.2527	0.7410
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-1808HXN**	STD	2.1257/2.1263	0.0019/0.0036	0.0620	2.2522/2.2527	0.7410
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2220H**	STD,.026mm,.23mm‡ .25mm,.28mm					
1-2-3-4-5		MB-3780H		2.5589/2.5592	0.0003/0.0015	0.0961	2.7517/2.7522	0.8510
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-611S								

● New Number ‡ Discontinued

COUNTER DATA				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.)
16 (cont.)	**345 CID (5.7L) 16V V8 HEMI** Years: 2003-2012			**3.917"/99.5mm x 3.580"/90.9mm**				16 (cont.)
	345 CID (5.7L) 16V V8 HEMI Hybrid Years: 2009			**3.917"/99.5mm x 3.580"/90.9mm**				
	370 CID (6.1L) 16V V8 HEMI Years: 2005-2010			**4.055"/103.0mm x 3.580"/90.9mm**				
Main Bearing Set	TM-77	**MS-2220HX**	STD					
1-2-3-4-5		MB-3780HX		2.5589/2.5592	0.0013/0.0025	0.0956	2.7517/2.7522	0.8510
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-611S								
Thrust Washer Set		**TW-611S**	STD					
		MB-3780W		2.8600/2.8800			3.6760	0.1018
NOTE: Contains 2 Piece, Position Number 3 Use with Part Number MS-2220H, MS-2220HX								
Cam Bearing Set	B-1	**SH-1990S**	STD					
1		SH-1990		2.2906/2.2913	0.0013/0.0042	0.0650	2.4226/2.4236	0.6700
2		SH-1991		2.2748/2.2756	0.0012/0.0042	0.0650	2.4068/2.4078	0.5920
3		SH-1992		2.2591/2.2598	0.0013/0.0042	0.0650	2.3911/2.3921	0.5920
4		SH-1993		2.2433/2.2441	0.0012/0.0042	0.0650	2.3753/2.3763	0.5920
5		SH-1994		1.7170/1.7178	0.0016/0.0054	0.0650	1.8494/1.8504	0.5920
NOTE: For Year: 2003-2009								
Connecting Rod Forging	DC549AAA0143, DC549AAB0904							
Crankshaft Forging	53021300AA							
17	**350 CID (5.7L) 16V V8** Years: 1958			**4.063"/103.2mm x 3.375"/85.7mm**				17
	361 CID (5.9L) 16V V8 Years: 1958-1966, 1969-1971			**4.125"/104.8mm x 3.375"/85.7mm**				
	400 CID (6.6L) 16V V8 Years: 1971-1978			**4.342"/110.3mm x 3.375"/85.7mm**				
Rod Bearing (8)	TM-77	**CB-527HND**	STD,1,10	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.5005	0.8620
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-527HNDK**	STD	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.5005	0.8620
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-527HXND**	STD	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.5002	0.8620
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-527HXNDK**	STD	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.5005	0.8620
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
17 (cont.)	**350 CID (5.7L) 16V V8** Years: 1958			**4.063"/103.2mm x 3.375"/85.7mm**				**17 (cont.)**
	361 CID (5.9L) 16V V8 Years: 1958-1966, 1969-1971			**4.125"/104.8mm x 3.375"/85.7mm**				
	400 CID (6.6L) 16V V8 Years: 1971-1978			**4.342"/110.3mm x 3.375"/85.7mm**				
Main Bearing Set	TM-77	**MS-876P**	STD,10,20,40‡					
1-2-4-5		MB-2065P		2.6245/2.6255	0.0011/0.0036	0.0956	2.8175/2.8180	0.9490
3		MB-2456P(F)		2.6245/2.6255	0.0011/0.0036	0.0956	2.8175/2.8180	1.2240
NOTE: Engines with 3.430" / 3.500" Main Bearing Flange O.D. Contains Full Grooved Bearings								
Cam Bearing Set	B-2	**SH-2152S**	STD					
1		SH-2152		1.9980/1.9990	0.0015/0.0043	0.0645	2.1295/2.1305	0.7550
2		SH-2153		1.9820/1.9830	0.0015/0.0043	0.0645	2.1135/2.1145	0.7550
3		SH-2154		1.9670/1.9680	0.0015/0.0043	0.0645	2.0985/2.0995	0.6740
4		SH-2155		1.9510/1.9520	0.0015/0.0043	0.0645	2.0825/2.0835	0.7550
5		SH-2156		1.7480/1.7490	0.0015/0.0043	0.0645	1.8795/1.8805	0.7550
NOTE: Performance, Bearing Set								
Connecting Rod Forging	1618699, 1737692, 1851535, 2406395, 2406782, 2406886, 2951908, 529007, 529238, 529938, 532294, 541000, 544956							
Crankshaft Forging	103427, 1737641, 1737642, 1821436, 1851436, 1851527, 1855127, 1978698, 2203155, 2203157, 2206157, 2206158, 2206159, 2206160, 2482923, 3294, 3462923, 3698641, 3751877, 3751888, 3751888-5, 4027172, 4027175, 4813, 481379, 481380, 493654, 496452, 531369, 541585, 544191, 8698461, 9773382, 9773383, 9773524, 9773573, 9782646, 9782770, 9783785, 9783786, 9793573, 9794054, 97954, 9795479							
18	**360 CID (5.9L) 16V V8** Years: 1971-2003			**4.000"/101.6mm x 3.578"/90.9mm**				**18**
Rod Bearing (8)	TM-77	**CB-481HN**	STD,1,10	2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-481HNK**	STD,10	2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-481HXN**	STD	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-481HXNK**	STD	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-1266HG**	STD,1,10					
1-2-4		MB-2622H		2.8095/2.8105	0.0004/0.0025	0.0958	3.0025/3.0030	0.8770
3		MB-2623H(F)		2.8095/2.8105	0.0004/0.0025	0.0958	3.0025/3.0030	1.1520
5		MB-2624H		2.8095/2.8105	0.0004/0.0025	0.0958	3.0025/3.0030	1.2590
NOTE: H-Series Performance Contains Full Grooved Bearings								

● New Number ‡ Discontinued

COUNTER DATA				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.)
18 (cont.) **360 CID (5.9L) 16V V8** Years: 1971-2003						**4.000"/101.6mm x 3.578"/90.9mm**		**18 (cont.)**
Main Bearing Set	TM-77	**MS-1266HGX**	STD					
1-2-4		MB-2622HX		2.8095/2.8105	0.0014/0.0035	0.0953	3.0025/3.0030	0.8770
3		MB-2623HX(F)		2.8095/2.8105	0.0014/0.0035	0.0953	3.0025/3.0030	1.1520
5		MB-2624HX		2.8095/2.8105	0.0014/0.0035	0.0953	3.0025/3.0030	1.2590
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Full Grooved Bearings								
Main Bearing Set	TM-77	**MS-1051P**	STD,10,20					
1-2-4		MB-2590P		2.8095/2.8105	0.0005/0.0032	0.0959	3.0025/3.0030	0.8770
3		MB-2591P(F)		2.8095/2.8105	0.0005/0.0032	0.0959	3.0025/3.0030	1.1520
5		MB-2592P		2.8095/2.8105	0.0005/0.0032	0.0959	3.0025/3.0030	1.2590
NOTE: Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-1	**SH-1112S**	STD					
1		SH-875		1.9980/1.9990	0.0015/0.0055	0.0645	2.1295/2.1305	0.9000
2		SH-1112		1.9820/1.9830	0.0015/0.0055	0.0645	2.1135/2.1145	0.6300
3		SH-1113		1.9670/1.9680	0.0015/0.0055	0.0645	2.0985/2.0995	0.6300
4		SH-1114		1.9510/1.9520	0.0015/0.0055	0.0645	2.0825/2.0835	0.6300
5		SH-329		1.5605/1.5615	0.0005/0.0045	0.0650	1.6920/1.6930	0.9500
For Year(s): 1979-2003								
Cam Bearing Set	B-1	**SH-875S**	STD					
1		SH-875		1.9980/1.9990	0.0015/0.0055	0.0645	2.1295/2.1305	0.9000
2		SH-326		1.9820/1.9830	0.0005/0.0045	0.0650	2.1135/2.1145	0.7700
3		SH-327		1.9670/1.9680	0.0005/0.0045	0.0650	2.0985/2.0995	0.7570
4		SH-328		1.9510/1.9520	0.0005/0.0045	0.0650	2.0825/2.0835	0.7700
5		SH-329		1.5605/1.5615	0.0005/0.0045	0.0650	1.6920/1.6930	0.9500
For Year(s): 1971-1978								
Crankshaft Forging	3418640, 3418840-2, 3418995, 4027169							
19 **383 CID (6.3L) 16V V8** Years: 1959-1971						**4.250"/108.0mm x 3.375"/85.9mm**		**19**
Rod Bearing (8)	TM-77	**CB-527HND**	STD,1,10	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.5005	0.8620
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-527HNDK**	STD	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.5005	0.8620
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-527HXND**	STD	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.5002	0.8620
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-527HXNDK**	STD	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.5005	0.8620
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
19 (cont.) 383 CID (6.3L) 16V V8 Years: 1959-1971				**4.250"/108.0mm x 3.375"/85.9mm**				**19 (cont.)**
Main Bearing Set	TM-77	**MS-876P**	STD,10,20,40‡					
1-2-4-5		MB-2065P		2.6245/2.6255	0.0011/0.0036	0.0956	2.8175/2.8180	0.9490
3		MB-2456P(F)		2.6245/2.6255	0.0011/0.0036	0.0956	2.8175/2.8180	1.2240
NOTE: Engines with 3.430" / 3.500" Main Bearing Flange O.D. Contains Full Grooved Bearings								
Main Bearing Set	B-2	**MS-972M**	STD					
1-2-4-5		MB-2543M		2.7495/2.7505	0.0011/0.0032	0.0956	2.9425/2.9430	0.9490
3		MB-2544M(F)		2.7495/2.7505	0.0011/0.0032	0.0956	2.9425/2.9430	1.2240
NOTE: Engines with 3.555" / 3.675" Main Bearing Flange O.D. M-Series Performance Contains Full Grooved Bearings								
Cam Bearing Set	B-2	**SH-2152S**	STD					
1		SH-2152		1.9980/1.9990	0.0015/0.0043	0.0645	2.1295/2.1305	0.7550
2		SH-2153		1.9820/1.9830	0.0015/0.0043	0.0645	2.1135/2.1145	0.7550
3		SH-2154		1.9670/1.9680	0.0015/0.0043	0.0645	2.0985/2.0995	0.6740
4		SH-2155		1.9510/1.9520	0.0015/0.0043	0.0645	2.0825/2.0835	0.7550
5		SH-2156		1.7480/1.7490	0.0015/0.0043	0.0645	1.8795/1.8805	0.7550
NOTE: Performance, Bearing Set								
Connecting Rod Forging	1618699, 1737692, 1851535, 2406395, 2406782, 2406886, 2951908							
Crankshaft Forging	1737641, 1737642, 1821436, 1851436, 1851527, 1855127, 1978698, 2203155, 2203157, 2206157, 2206158, 2206159, 2206160, 2482923, 3294, 3462923, 3698641, 3751877, 3751888, 3751888-5, 4027172, 4027175, 8698461							
20 392 CID (6.4L) 16V V8 HEMI Years: 2011-2012				**4.090"/103.9mm x 3.720"/94.5mm**				**20**
Rod Bearing (8)	TM-77	**CB-1808HN**	STD,.026mm,.23mm‡ .25mm,.28mm	2.1257/2.1263	0.0009/0.0026	0.0625	2.2522/2.2527	0.7410
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-1808HXN**	STD	2.1257/2.1263	0.0019/0.0036	0.0620	2.2522/2.2527	0.7410
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2296H**	STD,.026mm					
1-2-3-4-5		MB-3940H		2.5589/2.5592	0.0003/0.0015	0.0961	2.7517/2.7522	0.8510
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-611S								
Main Bearing Set	TM-77	**MS-2296HX**	STD					
1-2-3-4-5		MB-3940HX		2.5589/2.5592	0.0013/0.0025	0.0956	2.7517/2.7522	0.8510
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-611S								
Thrust Washer Set		**TW-611S**	STD					
		MB-3780W		2.8600/2.8800			3.6760	0.1018
NOTE: Contains 2 Piece, Position Number 3 Use with Part Number MS-2296H, MS2296HX								

● New Number ‡ Discontinued

COUNTER DATA				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
21	**413 CID (6.7L) 16V V8** Years: 1959-1965, 1969-1971 **440 CID (7.2L) 16V V8** Years: 1966-1979			**4.188"/106.4mm x 3.750"/95.3mm** **4.320"/109.7mm x 3.750"/95.2mm**				**21**
Rod Bearing (8) **NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-527HND**	STD,1,10	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.5005	0.8620
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-527HNDK**	STD	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.5005	0.8620
Rod Bearing (8) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-527HXND**	STD	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.5002	0.8620
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-527HXNDK**	STD	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 with 3.870" / 3.930" Main Bearing Flange O.D. H-Series Performance Contains Full Grooved Bearings**	TM-77	**MS-1277HG** MB-2067HG MB-2625HG(F)	STD	 2.7495/2.7505 2.7495/2.7505	 0.0009/0.0030 0.0004/0.0025	 0.0955 0.0958	 2.9425/2.9430 2.9425/2.9430	 0.9490 1.2240
Main Bearing Set 1-2-4-5 3 **NOTE: Engines with 3.555" / 3.675" Main Bearing Flange O.D. M-Series Performance Contains Full Grooved Bearings**	B-2	**MS-972M** MB-2543M MB-2544M(F)	STD	 2.7495/2.7505 2.7495/2.7505	 0.0011/0.0032 0.0011/0.0032	 0.0956 0.0956	 2.9425/2.9430 2.9425/2.9430	 0.9490 1.2240
Main Bearing Set 1-2-4-5 3 **NOTE: Engines with 3.555" / 3.675" Main Bearing Flange O.D. H-Series Performance Bearings For Position Number 3 Is Full Grooved, Position Number 1, 2, 4, 5 Has Grooved Upper Half And Plain Lower Half, Contains Narrowed Straight Shells For Extra Clearance**	TM-77	**MS-2233HG** MB-3789HG MB-2457HG(F)	STD,10	 2.7495/2.7505 2.7495/2.7505	 0.0010/0.0031 0.0010/0.0031	 0.0956 0.0956	 2.9425/2.9430 2.9425/2.9430	 0.8750 1.2240
Cam Bearing Set 1 2 3 4 5 **NOTE: Performance, Bearing Set**	B-2	**SH-2152S** SH-2152 SH-2153 SH-2154 SH-2155 SH-2156	STD	 1.9980/1.9990 1.9820/1.9830 1.9670/1.9680 1.9510/1.9520 1.7480/1.7490	 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 0.0645 0.0645	 2.1295/2.1305 2.1135/2.1145 2.0985/2.0995 2.0825/2.0835 1.8795/1.8805	 0.7550 0.7550 0.6740 0.7550 0.7550
Connecting Rod Forging **Crankshaft Forging**	1851535, 2406395, 2406886, 2951908 1737642, 1821436, 1851436, 1851527, 1855127, 1978698, 2206157, 2206158, 2206160, 3294, 3698641, 3751888, 3751888-5, 4027175, 8698461							

● New Number ‡ Discontinued

COUNTER DATA				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								
22	**426 CID (7.0L) 16V V8 HEMI** Years: 1964-1971 **426 CID (7.0L) 16V V8 Wedge** Years: 1963-1965			**4.250"/108.0mm x 3.750"/95.2mm** **4.250"/108.0mm x 3.750"/95.2mm**				**22**
Rod Bearing (8) **NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-527HND**	STD,1,10	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.5005	0.8620
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-527HNDK**	STD	2.3740/2.3750	0.0005/0.0026	0.0622	2.5000/2.5005	0.8620
Rod Bearing (8) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-527HXND**	STD	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.5002	0.8620
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-527HXNDK**	STD	2.3740/2.3750	0.0016/0.0037	0.0617	2.5000/2.5005	0.8620
Rod Bearing (8) **NOTE: Crankshaft With Extra-Large Fillets, M-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod**	B-2	**CB-1512M**	STD	2.3740/2.3750	0.0015/0.0036	0.0620	2.5000/2.5005	0.8460
Rod Bearing (8) **NOTE: Crankshaft With Extra-Large Fillets, M-Series Performance Contains Upper Shell Only**	B-2	**CB-1512M(U)**	STD	2.3740/2.3750	0.0015/0.0036	0.0620	2.5000/2.5005	0.8460
Rod Bearing (8) **NOTE: Crankshaft With Extra-Large Fillets, V-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod**	VP-3	**CB-1512V**	STD,10	2.3740/2.3750	0.0015/0.0036	0.0620	2.5000/2.5005	0.8460
Rod Bearing (8) **NOTE: Crankshaft With Extra-Large Fillets, V-Series Performance Contains Upper Shell Only**	VP-3	**CB-1512V(U)**	STD	2.3740/2.3750	0.0015/0.0036	0.0624	2.5000/2.5005	0.8460
Main Bearing Set 1-2-4-5 3 **NOTE: Engines with 3.555" / 3.675" Main Bearing Flange O.D. M-Series Performance Contains Full Grooved Bearings**	B-2	**MS-972M** MB-2543M MB-2544M(F)	STD	 2.7495/2.7505 2.7495/2.7505	 0.0011/0.0032 0.0011/0.0032	 0.0956 0.0956	 2.9425/2.9430 2.9425/2.9430	 0.9490 1.2240
Main Bearing Set 1-2-4-5 3 **NOTE: Engines with 3.555" / 3.675" Main Bearing Flange O.D. V-Series Performance with Tri-bore Design Grooved Upper Half And Plain Lower Half**	VP-3	**MS-1795V** MB-3248V MB-3249V(F)	STD,10	 2.7495/2.7505 2.7495/2.7505	 0.0005/0.0026 0.0005/0.0026	 0.0959 0.0959	 2.9425/2.9430 2.9425/2.9430	 0.9490 1.2240

● New Number ‡ Discontinued

COUNTER DATA				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.)
22 (cont.)	**426 CID (7.0L) 16V V8 HEMI** Years: 1964-1971			4.250"/108.0mm x 3.750"/95.2mm				22 (cont.)
	426 CID (7.0L) 16V V8 Wedge Years: 1963-1965			4.250"/108.0mm x 3.750"/95.2mm				
Main Bearing Set	VP-3	**MS-2067V**	STD					
1-2-3-4-5		MB-3564V		2.9975/2.9980	0.0032/0.0049	0.0954	3.1911/3.1915	0.9490
NOTE: 3.000" Main Bearing Journal Diameter Crankshafts, Aluminum Cylinder Block, V-Series Performance with Tri-bore Design Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-120S, TW-130S								
Main Bearing Set	TM-77	**MS-2233HG**	STD,10					
1-2-4-5		MB-3789HG		2.7495/2.7505	0.0010/0.0031	0.0956	2.9425/2.9430	0.8750
3		MB-2457HG(F)		2.7495/2.7505	0.0010/0.0031	0.0956	2.9425/2.9430	1.2240
NOTE: Engines with 3.555" / 3.675" Main Bearing Flange O.D. H-Series Performance Bearings For Position Number 3 Is Full Grooved, Position Number 1, 2, 4, 5 Has Grooved Upper Half And Plain Lower Half, Contains Narrowed Straight Shells For Extra Clearance								
Thrust Washer Set		**TW-120S**	STD					
		MB-1739W(L)		3.3150/3.3250			3.8880/3.8980	0.0920
		MB-1739W(U)		3.3150/3.3250			3.8880/3.8980	0.0920
NOTE: Aftermarket Cylinder Block Manufactured For, 3.000" Main Bearing Journal Diameter Crankshafts, Contains 4 Pieces, Position Number 3 Use with Part Number MS-2067V								
Thrust Washer Set		**TW-120SK**	STD					
		MB-1739W(L)		3.3150/3.3250			3.8880/3.8980	0.0920
		MB-1739W(U)		3.3150/3.3250			3.8880/3.8980	0.0920
NOTE: Aftermarket Cylinder Block Manufactured For, 3.000" Main Bearing Journal Diameter Crankshafts, Contains 4 Pieces with TriArmor Coating Use with Part Number MS-2067V Position Number 3								
Thrust Washer Set		**TW-130S**	STD					
		MB-2292W(L)		3.0450/3.0550			3.5520/3.5620	0.1230
		MB-2292W(U)		3.0450/3.0550			3.5520/3.5620	0.1230
NOTE: with 2.750" Main Bearing Journal, Cylinder Block Line Bored To Accept, 3.000" Main Bearing Journal Diameter Crankshafts, Contains 4 Pieces, Position Number 3 Use with Part Number MS-2067V								
Cam Bearing Set	B-2	**SH-2152S**	STD					
1		SH-2152		1.9980/1.9990	0.0015/0.0043	0.0645	2.1295/2.1305	0.7550
2		SH-2153		1.9820/1.9830	0.0015/0.0043	0.0645	2.1135/2.1145	0.7550
3		SH-2154		1.9670/1.9680	0.0015/0.0043	0.0645	2.0985/2.0995	0.6740
4		SH-2155		1.9510/1.9520	0.0015/0.0043	0.0645	2.0825/2.0835	0.7550
5		SH-2156		1.7480/1.7490	0.0015/0.0043	0.0645	1.8795/1.8805	0.7550
NOTE: Performance, Bearing Set								
Connecting Rod Forging	1851535, 2406395, 2406886, 2951908							
Crankshaft Forging	1737642, 1821436, 1851436, 1851527, 1855127, 1978698, 2206157, 2206158, 2206160, 3294, 3698641, 3751888, 3751888-5, 4027175, 8698461							

● New Number ‡ Discontinued

COUNTER DATA				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
10 CYL								
23	**488 CID (8.0L) 20V V10 Magnum** Years: 1992-2003			**4.000"/101.6mm x 3.882"/98.6mm**				**23**
Rod Bearing (10)	TM-77	**CB-481HN**	STD,1,10	2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (10)	TM-77	**CB-481HNK**	STD,10	2.1240/2.1250	0.0003/0.0024	0.0623	2.2500/2.2505	0.7980
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (10)	TM-77	**CB-481HXN**	STD	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (10)	TM-77	**CB-481HXNK**	STD	2.1240/2.1250	0.0014/0.0035	0.0618	2.2500/2.2505	0.7980
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2253H**	STD,1,10					
1-2-4-5-6		MB-4002H		2.9995/3.0005	0.0004/0.0025	0.0958	3.1925/3.1930	0.8770
3		MB-4003H(F)		2.9995/3.0005	0.0004/0.0025	0.0958	3.1925/3.1930	1.1520
For Year(s): 1992-2002								
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half, Aluminum Cylinder Block								
FOR VIN(S): E								
Main Bearing Set	TM-77	**MS-2253HX**	STD					
1-2-4-5-6		MB-4002HX		2.9995/3.0005	0.0014/0.0035	0.0953	3.1925/3.1930	0.8770
3		MB-4003HX(F)		2.9995/3.0005	0.0014/0.0035	0.0953	3.1925/3.1930	1.1520
For Year(s): 1992-2002								
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Aluminum Cylinder Block								
FOR VIN(S): E								
24	**505 CID (8.3L) 20V V10** Years: 2003-2006 **515 CID (8.4L) 20V V10** Years: 2008-2010			**4.031"/102.4mm x 3.960"/100.6mm** **4.055"/103.0mm x 3.960"/100.6mm**				**24**
Rod Bearing (10)	TM-77	**CB-1808HN**	STD,.026mm,.23mm‡ .25mm,.28mm	2.1257/2.1263	0.0009/0.0026	0.0625	2.2522/2.2527	0.7410
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (10)	TM-77	**CB-1808HXN**	STD	2.1257/2.1263	0.0019/0.0036	0.0620	2.2522/2.2527	0.7410
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2253H**	STD,1,10					
1-2-4-5-6		MB-4002H		2.9995/3.0005	0.0004/0.0025	0.0958	3.1925/3.1930	0.8770
3		MB-4003H(F)		2.9995/3.0005	0.0004/0.0025	0.0958	3.1925/3.1930	1.1520
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half, Aluminum Cylinder Block								

● New Number ‡ Discontinued

COUNTER DATA				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
								10 CYL (cont.)
24 (cont.)	**505 CID (8.3L) 20V V10** Years: 2003-2006					**4.031"/102.4mm x 3.960"/100.6mm**		24 (cont.)
	515 CID (8.4L) 20V V10 Years: 2008-2010					**4.055"/103.0mm x 3.960"/100.6mm**		
Main Bearing Set	TM-77	**MS-2253HX**	STD					
1-2-4-5-6		MB-4002HX		2.9995/3.0005	0.0014/0.0035	0.0953	3.1925/3.1930	0.8770
3		MB-4003HX(F)		2.9995/3.0005	0.0014/0.0035	0.0953	3.1925/3.1930	1.1520
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Aluminum Cylinder Block								

FORD

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

● New Number ‡ Discontinued

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	BLOCK
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	D0OE-A	3.590in/91.2mm	19	RFF1AE6205-AD	3.542in/90.0mm	10
C80E-A	3.000in/76.2mm	6	D0OE-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	BLOCK
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	3M	3.500in/88.8mm	18

● New Number ‡ Discontinued

CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
3MA	3.500in/88.8mm	18	C0E-A	3.000in/76.2mm	12	D7AE	4.000in/101.6mm	17
3Y	3.590in/91.2mm	19	C0E-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	H	3.590in/91.2mm	19
91H-6303-B	3.461in/87.9mm	3	C8VE-A	3.850in/97.8mm	19	H	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 MATERIAL	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OR HOUSING BORE	MAX LENGTH
								4 CYL
1	**97.5 CID (1.6L) DOHC 16V L4 Mazda B6D** Years: 1991-1994			**3.071"/78.0mm x 3.307"/84.0mm**				1
	97.5 CID (1.6L) DOHC 16V Turbo. L4 Mazda B6T Years: 1991-1994			**3.071"/78.0mm x 3.307"/84.0mm**				
	112 CID (1.8L) DOHC 16V L4 Mazda BP BP-ZE Years: 1991-1996			**3.268"/83.0mm x 3.346"/85.0mm**				
Rod Bearing (4) **NOTE: H Series Performance**	TM-77	**CB-1453H**	STD,.026mm	1.7693/1.7699	0.0005/0.0023	0.0592	1.8898/1.8904	0.6750

● New Number ‡ Discontinued

MAHLE

COUNTER DATA				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
4 CYL (cont.)								
1 (cont.)	**97.5 CID (1.6L) DOHC 16V L4 Mazda B6D** Years: 1991-1994			**3.071"/78.0mm x 3.307"/84.0mm**				1 (cont.)
	97.5 CID (1.6L) DOHC 16V Turbo. L4 Mazda B6T Years: 1991-1994			**3.071"/78.0mm x 3.307"/84.0mm**				
	112 CID (1.8L) DOHC 16V L4 Mazda BP BP-ZE Years: 1991-1996			**3.268"/83.0mm x 3.346"/85.0mm**				
Rod Bearing (4)	TM-77	**CB-1453HX**	STD	1.7693/1.7699	0.0015/0.0033	0.0587	1.8898/1.8904	0.6750
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
Main Bearing Set	TM-77	**MS-1802H**	STD,.026mm•					
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 Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-472S								
Main Bearing Set	TM-77	**MS-1802HX**	STD					
1-2-3-4-5		MB3961HX		1.9661/1.9668	0.0015/0.0033	0.0787	2.1257/2.1262	0.6700
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-472S								
Thrust Washer Set		**TW-472S**	STD					
		MB-3173W		2.2539			2.7165	0.1000
NOTE: Contains 2 Pieces, Position Number 4 Use with Part Number MS-1802H, MS-1802HX								
Crankshaft Forging	B5A-6303-B, B5Q-6303-A, B5S-6303-A, B616, B630, B657							
2	**121 CID (2.0L) DOHC 16V L4 Duratec** Years: 2004-2013			**3.445"/87.5mm x 3.270"/83.0mm**				2
Rod Bearing (4)	TM-77	**CB-1840H**	STD	1.8496/1.8503	0.0010/0.0020	0.0599	1.9694/1.9702	0.6653
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2245H**	STD					
1-2-4-5		MB-3822H		2.0464/2.0472	0.0004/0.0024	0.0986	2.2448/2.2455	0.7520
3		MB-3823H(F)		2.0464/2.0472	0.0006/0.0027	0.0985	2.2448/2.2455	1.0140
For Year(s): 2004-2010								
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
3	**122 CID (2.0L) DOHC 16V L4 Zetec** Years: 1995-2004			**3.339"/84.8mm x 3.461"/87.9mm**				3
Rod Bearing (4)	TM-77	**CB-1774H**	STD,.026mm,.25mm	1.8461/1.8468	0.0008/0.0017	0.0585	1.9642/1.9650	0.8020
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (4)	TM-77	**CB-1774HX**	STD	1.8461/1.8468	0.0018/0.0027	0.0580	1.9642/1.9650	0.8020
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2208HX**	STD					
1-2-4-5		MB-3753HX		2.2827/2.2834	0.0013/0.0026	0.0837	2.4522/2.4528	0.7710
3		MB-3754HX(F)		2.2827/2.2834	0.0017/0.0040	0.0837	2.4522/2.4528	0.9730
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set		**MS-2208H-.026mm**	.25mm					
For Year(s): 1995-2003								
FOR VIN(S): 3								
Crankshaft Forging	90-21-0, 90TM-AA, 90TM-AB, 9166N, 91A-6303-A, 91A-6303-B, 91H-6303-B, 91K, 91TM-AA							

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL
4	**140 CID (2.3L) DOHC 16V L4 Duratec** Years: 2001-2009 **140 CID (2.3L) DOHC 16V L4 Duratec Hybrid** Years: 2005-2008			**3.440"/87.4mm x 3.700"/94.0mm** **3.440"/87.4mm x 3.700"/94.0mm**				4
Rod Bearing (4) **NOTE: H-Series Performance No Dowel Hole In Cap Half**	TM-77	**CB-1838H**	STD,.25mm	1.9677/1.9685	0.0010/0.0020	0.0598	2.0875/2.0883	0.6653
Rod Bearing (4) **NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half**	TM-77	**CB-1838HK**	STD‡	1.9677/1.9685	0.0010/0.0020	0.0598	2.0875/2.0883	0.6653
Rod Bearing (4) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1838HX**	STD	1.9677/1.9685	0.0020/0.0030	0.0593	2.0875/2.0883	0.6653
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2245H** MB-3822H MB-3823H(F)	STD	 2.0464/2.0472 2.0464/2.0472	 0.0004/0.0024 0.0006/0.0027	 0.0986 0.0985	 2.2448/2.2455 2.2448/2.2455	 0.7520 1.0140
5	**152 CID (2.5L) DOHC 16V L4 Duratec** Years: 2009-2010 **152 CID (2.5L) DOHC 16V L4 Duratec Hybrid** Years: 2009			**3.500"/88.9mm x 3.940"/100.1mm** **3.500"/88.9mm x 3.940"/100.1mm**				5
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2245H** MB-3822H MB-3823H(F)	STD	 2.0464/2.0472 2.0464/2.0472	 0.0004/0.0024 0.0006/0.0027	 0.0986 0.0985	 2.2448/2.2455 2.2448/2.2455	 0.7520 1.0140
								8 CYL
6	**221 CID (3.6L) 16V V8** Years: 1962-1963 **255 CID (4.2L) 16V V8** Years: 1980-1982 **260 CID (4.3L) 16V V8** Years: 1962-1965 **289 CID (4.7L) 16V V8 Hi-Perf.** Years: 1963-1969 **289 CID (4.7L) 16V V8** Years: 1963-1968			**3.500"/88.9mm x 2.880"/73.0mm** **3.680"/93.5mm x 3.000"/76.2mm** **3.800"/96.5mm x 2.880"/73.0mm** **4.000"/101.6mm x 2.880"/73.0mm** **4.000"/101.6mm x 2.880"/73.0mm**				6
Rod Bearing (8) **NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-634HN**	STD,1,10,11	2.1228/2.1236	0.0006/0.0028	0.0575	2.2390/2.2398	0.6810
Rod Bearing (8) **NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-634HND**	STD,10	2.1228/2.1236	0.0006/0.0028	0.0575	2.2390/2.2398	0.6810
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-634HNK**	STD,1,10	2.1228/2.1236	0.0006/0.0028	0.0575	2.2390/2.2398	0.6810

● New Number ‡ Discontinued

COUNTER DATA				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.)								
6 (cont.)	**221 CID (3.6L) 16V V8** Years: 1962-1963			**3.500"/88.9mm x 2.880"/73.0mm**				**6** (cont.)
	255 CID (4.2L) 16V V8 Years: 1980-1982			**3.680"/93.5mm x 3.000"/76.2mm**				
	260 CID (4.3L) 16V V8 Years: 1962-1965			**3.800"/96.5mm x 2.880"/73.0mm**				
	289 CID (4.7L) 16V V8 Hi-Perf. Years: 1963-1969			**4.000"/101.6mm x 2.880"/73.0mm**				
	289 CID (4.7L) 16V V8 Years: 1963-1968			**4.000"/101.6mm x 2.880"/73.0mm**				
Rod Bearing (8)	TM-77	**CB-634HXN**	STD	2.1228/2.1236	0.0016/0.0038	0.0570	2.2390/2.2398	0.6810
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-634HXNK**	STD	2.1228/2.1236	0.0016/0.0038	0.0570	2.2390/2.2398	0.6810
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-590H**	STD,1,10					
1-2-4-5		MB-2121H		2.2482/2.2490	0.0006/0.0028	0.0957	2.4412/2.4420	0.8900
3		MB-2122H(F)		2.2482/2.2490	0.0006/0.0028	0.0957	2.4412/2.4420	1.1330
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-590HK**	STD,10					
1-2-4-5		MB-2121H		2.2482/2.2490	0.0006/0.0028	0.0957	2.4412/2.4420	0.8900
3		MB-2122H(F)		2.2482/2.2490	0.0006/0.0028	0.0957	2.4412/2.4420	1.1330
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-590HX**	STD					
1-2-4-5		MB-2121HX		2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	0.8900
3		MB-2122HX(F)		2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-590HXK**	STD					
1-2-4-5		MB-2121HX		2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	0.8900
3		MB-2122HX(F)		2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	VP-2	**MS-590V**	STD‡					
1-2-4-5		MB-2121V		2.2482/2.2490	0.0004/0.0026	0.0960	2.4412/2.4420	0.8900
3		MB-2122V(F)		2.2482/2.2490	0.0004/0.0026	0.0960	2.4412/2.4420	1.1330
NOTE: V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	VP-2	**MS-590VX**	STD‡					
1-2-4-5		MB-2121VX		2.2482/2.2490	0.0014/0.0036	0.0955	2.4412/2.4420	0.8900
3		MB-2122VX(F)		2.2482/2.2490	0.0014/0.0036	0.0955	2.4412/2.4420	1.1330
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)
6 (cont.)	**221 CID (3.6L) 16V V8** Years: 1962-1963			**3.500"/88.9mm x 2.880"/73.0mm**				**6** (cont.)
	255 CID (4.2L) 16V V8 Years: 1980-1982			**3.680"/93.5mm x 3.000"/76.2mm**				
	260 CID (4.3L) 16V V8 Years: 1962-1965			**3.800"/96.5mm x 2.880"/73.0mm**				
	289 CID (4.7L) 16V V8 Hi-Perf. Years: 1963-1969			**4.000"/101.6mm x 2.880"/73.0mm**				
	289 CID (4.7L) 16V V8 Years: 1963-1968			**4.000"/101.6mm x 2.880"/73.0mm**				
Main Bearing	TM-77	**MB-2122HX**	STD	2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-2	**SH-1321S**	STD					
1		SH-1321		2.0805/2.0815	0.0011/0.0049	0.0602	2.2030/2.2050	0.6650
2		SH-1322		2.0655/2.0665	0.0011/0.0049	0.0602	2.1880/2.1900	0.6650
3		SH-1323		2.0505/2.0515	0.0011/0.0049	0.0602	2.1730/2.1750	0.6650
4		SH-1324		2.0355/2.0365	0.0011/0.0049	0.0602	2.1580/2.1600	0.6650
5		SH-1325		2.0205/2.0215	0.0011/0.0049	0.0602	2.1430/2.1450	0.6650
NOTE: Performance Bearing Set								
Connecting Rod Forging	C20E, C30E-A, C3AE-D, C3AE-J, C80E-A, C8DE							
Crankshaft Forging	1J, 1M, 1MA, 2H-A, 2J, 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, 2N, 2NA, 2NAB, 2NABC, C0E-A, C20E-A, C20Z, C20Z-A, C2OZ, C2OZ-B, C30E-B, C30Z, C3AE-F, C3AF-N, C3OZ, C3OZ-B, C80E-B, C9ZE-A, E1AE, E1AE-AA, E7AE, E7AE-AA, GS-M							
7	**281 CID (4.6L) SOHC 16V V8** Years: 2006-2011			**3.551"/90.2mm x 3.542"/90.0mm**				**7**
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	0.8270
NOTE: H-Series Performance No Dowel Hole In Cap Half FOR VIN(S): V								
Rod Bearing (8)	TM-77	**CB-1442HK**	STD	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half FOR VIN(S): V								
Rod Bearing (8)	TM-77	**CB-1442HX**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half FOR VIN(S): V								
Rod Bearing (8)	TM-77	**CB-1442HXK**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half FOR VIN(S): V								
Main Bearing Set	TM-77	**MS-2007H**	STD,.026mm,.25mm					
1-2-3-4		MB-3139H		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3140H(F)		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.8900
NOTE: H-Series Performance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half FOR VIN(S): V								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
7 (cont.)	**281 CID (4.6L) SOHC 16V V8** Years: 2006-2011			**3.551"/90.2mm x 3.542"/90.0mm**				**7 (cont.)**
Main Bearing Set	TM-77	**MS-2007HK**	STD,.25mm‡					
1-2-3-4		MB-3139H		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3140H(F)		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.8900
NOTE: H-Series Performance with TriArmor Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
FOR VIN(S): V								
Main Bearing Set	TM-77	**MS-2007HX**	STD					
1-2-3-4		MB-3139HX		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3140HX(F)		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.8900
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half								
FOR VIN(S): V								
Main Bearing Set	TM-77	**MS-2007HXK**	STD					
1-2-3-4		MB-3139HX		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3140HX(F)		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.8900
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
FOR VIN(S): V								
8	**281 CID (4.6L) SOHC 24V V8** Years: 2005-2010			**3.551"/90.2mm x 3.542"/90.0mm**				**8**
	281 CID (4.6L) SOHC 24V V8 Triton Years: 2009-2010			**3.551"/90.2mm x 3.542"/90.0mm**				
	281 CID (4.6L) DOHC 32V V8 InTech Years: 1993-2005			**3.551"/90.2mm x 3.542"/90.0mm**				
	281 CID (4.6L) DOHC 32V V8 Years: 1996-2001, 2003-2004			**3.551"/90.2mm x 3.542"/90.0mm**				
	281 CID (4.6L) DOHC 32V SC V8 Years: 2003-2004			**3.551"/90.2mm x 3.542"/90.0mm**				
Rod Bearing (8)	TM-77	**CB-1442H**	STD,.026mm,.23mm .25mm,.28mm	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.2396	0.8270
NOTE: H-Series Performance No Dowel Hole In Cap Half								
FOR VIN(S): 8,H,R,V,Y								
Rod Bearing (8)	TM-77	**CB-1442HK**	STD	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
FOR VIN(S): 8,H,R,V,Y								
Rod Bearing (8)	TM-77	**CB-1442HX**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
FOR VIN(S): 8,H,R,V,Y								

● New Number ‡ Discontinued

COUNTER DATA				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.)
8 (cont.)	**281 CID (4.6L) SOHC 24V V8** Years: 2005-2010			**3.551"/90.2mm x 3.542"/90.0mm**				8 (cont.)
	281 CID (4.6L) SOHC 24V V8 Triton Years: 2009-2010			**3.551"/90.2mm x 3.542"/90.0mm**				
	281 CID (4.6L) DOHC 32V V8 InTech Years: 1993-2005			**3.551"/90.2mm x 3.542"/90.0mm**				
	281 CID (4.6L) DOHC 32V V8 Years: 1996-2001, 2003-2004			**3.551"/90.2mm x 3.542"/90.0mm**				
	281 CID (4.6L) DOHC 32V SC V8 Years: 2003-2004			**3.551"/90.2mm x 3.542"/90.0mm**				
Rod Bearing (8)	TM-77	**CB-1442HXK**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
FOR VIN(S): 8,H,R,V,Y								
Main Bearing Set	TM-77	**MS-2259H**	STD,.026mm,.25mm					
1-2-3-4		MB-3841H		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3842H(F)		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.8910
NOTE: H-Series Performance Aluminum Cylinder Block, Romeo Engine Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half								
FOR VIN(S): 8,H,R,V,Y								
Main Bearing Set	TM-77	**MS-2259HK**	STD,.25mm					
1-2-3-4		MB-3841H		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3842H(F)		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.8910
NOTE: H-Series Performance with TriArmor Aluminum Cylinder Block, Romeo Engine Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
FOR VIN(S): 8,H,R,V,Y								
Main Bearing Set	TM-77	**MS-2259HX**	STD					
1-2-3-4		MB-3841HX		2.6567/2.6577	0.0013/0.0038	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3842HX(F)		2.6567/2.6577	0.0013/0.0038	0.0957	2.5804/2.5813	0.8910
NOTE: H-Series Performance Aluminum Cylinder Block, Romeo Engine, Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half								
FOR VIN(S): 8,H,R,V,Y								

● New Number ‡ Discontinued

MAHLE

COUNTER DATA				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.)								
8 (cont.)	**281 CID (4.6L) SOHC 24V V8** Years: 2005-2010			**3.551"/90.2mm x 3.542"/90.0mm**				8 (cont.)
	281 CID (4.6L) SOHC 24V V8 Triton Years: 2009-2010			**3.551"/90.2mm x 3.542"/90.0mm**				
	281 CID (4.6L) DOHC 32V V8 InTech Years: 1993-2005			**3.551"/90.2mm x 3.542"/90.0mm**				
	281 CID (4.6L) DOHC 32V V8 Years: 1996-2001, 2003-2004			**3.551"/90.2mm x 3.542"/90.0mm**				
	281 CID (4.6L) DOHC 32V SC V8 Years: 2003-2004			**3.551"/90.2mm x 3.542"/90.0mm**				
Main Bearing Set 1-2-3-4	TM-77	**MS-2259HXK** MB-3841HX	STD	2.6567/2.6577	0.0013/0.0038	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3842HX(F)		2.6567/2.6577	0.0013/0.0038	0.0957	2.5804/2.5813	0.8910
NOTE: H-Series Performance with TriArmor Aluminum Cylinder Block, Romeo Engine, Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness **FOR VIN(S): 8,H,R,V,Y**									
Crankshaft Forging	F1AE-AD-5D, F1AE-AD-7D, F1AE-AD-8D, F1AE-AE							
9	**281 CID (4.6L) SOHC 16V V8 Romeo** Years: 1991-2010			**3.551"/90.2mm x 3.542"/90.0mm**				9
	281 CID (4.6L) SOHC 16V V8 Triton (Romeo) Years: 1997-2011			**3.551"/90.2mm x 3.542"/90.0mm**				
Rod Bearing (8)	TM-77	**CB-1442H**	STD,.026mm,.23mm .25mm,.28mm	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.2396	0.8270
NOTE: H-Series Performance No Dowel Hole In Cap Half **FOR VIN(S): W,X**								
Rod Bearing (8)	TM-77	**CB-1442HK**	STD	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half **FOR VIN(S): W,X**								
Rod Bearing (8)	TM-77	**CB-1442HX**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half **FOR VIN(S): W,X**								
Rod Bearing (8)	TM-77	**CB-1442HXK**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half **FOR VIN(S): W,X**								

● New Number ‡ Discontinued

COUNTER DATA				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.)
9 (cont.)	281 CID (4.6L) SOHC 16V V8 Romeo Years: 1991-2010 281 CID (4.6L) SOHC 16V V8 Triton (Romeo) Years: 1997-2011			3.551"/90.2mm x 3.542"/90.0mm 3.551"/90.2mm x 3.542"/90.0mm				9 (cont.)
Main Bearing Set	TM-77	**MS-2007H**	STD,.026mm,.25mm					
1-2-3-4		MB-3139H		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3140H(F)		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.8900
For Year(s): 1993-2011 **NOTE: H-Series Performance Cast Iron Cylinder Block, Romeo Engine Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half** **FOR VIN(S): W,X**								
Main Bearing Set	TM-77	**MS-2007HK**	STD,.25mm‡					
1-2-3-4		MB-3139H		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3140H(F)		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.8900
For Year(s): 1993-2011 **NOTE: H-Series Performance with TriArmor Cast Iron Cylinder Block, Romeo Engine Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness** **FOR VIN(S): W,X**								
Main Bearing Set	TM-77	**MS-2007HX**	STD					
1-2-3-4		MB-3139HX		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3140HX(F)		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.8900
For Year(s): 1993-2011 **NOTE: H-Series Performance Cast Iron Cylinder Block, Romeo Engine, Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half** **FOR VIN(S): W,X**								
Main Bearing Set	TM-77	**MS-2007HXK**	STD					
1-2-3-4		MB-3139HX		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3140HX(F)		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.8900
For Year(s): 1993-2011 **NOTE: H-Series Performance with TriArmor Cast Iron Cylinder Block, Romeo Engine, Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness** **FOR VIN(S): W,X**								

● New Number ‡ Discontinued

MAHLE

COUNTER DATA				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.)								
9 (cont.)	**281 CID (4.6L) SOHC 16V V8 Romeo** Years: 1991-2010 **281 CID (4.6L) SOHC 16V V8 Triton (Romeo)** Years: 1997-2011			**3.551"/90.2mm x 3.542"/90.0mm** **3.551"/90.2mm x 3.542"/90.0mm**				**9 (cont.)**
Main Bearing Set	TM-77	**MS-2259H**	STD,.026mm,.25mm					
1-2-3-4		MB-3841H		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3842H(F)		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.8910
For Year(s): 1993-2011								
NOTE: H-Series Performance Aluminum Cylinder Block, Romeo Engine Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half								
FOR VIN(S): W								
Main Bearing Set	TM-77	**MS-2259HK**	STD,.25mm					
1-2-3-4		MB-3841H		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3842H(F)		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.8910
For Year(s): 1993-2011								
NOTE: H-Series Performance with TriArmor Aluminum Cylinder Block, Romeo Engine Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
FOR VIN(S): W								
Main Bearing Set	TM-77	**MS-2259HX**	STD					
1-2-3-4		MB-3841HX		2.6567/2.6577	0.0013/0.0038	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3842HX(F)		2.6567/2.6577	0.0013/0.0038	0.0957	2.5804/2.5813	0.8910
For Year(s): 1993-2011								
NOTE: H-Series Performance Aluminum Cylinder Block, Romeo Engine, Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half								
FOR VIN(S): W								
Main Bearing Set	TM-77	**MS-2259HXK**	STD					
1-2-3-4		MB-3841HX		2.6567/2.6577	0.0013/0.0038	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
5		MB-3842HX(F)		2.6567/2.6577	0.0013/0.0038	0.0957	2.5804/2.5813	0.8910
For Year(s): 1993-2011								
NOTE: H-Series Performance with TriArmor Aluminum Cylinder Block, Romeo Engine, Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
FOR VIN(S): W								

● New Number ‡ Discontinued

COUNTER DATA				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.)
9 (cont.)	**281 CID (4.6L) SOHC 16V V8 Romeo** Years: 1991-2010			3.551"/90.2mm x 3.542"/90.0mm				9 (cont.)
	281 CID (4.6L) SOHC 16V V8 Triton (Romeo) Years: 1997-2011			3.551"/90.2mm x 3.542"/90.0mm				
Main Bearing Set	TM-77	**MS-2202H**	STD,.026mm,.25mm					
1		MB-3752H		2.6567/2.6577	0.0003/0.0032	0.0962	2.8504/2.8513	0.7580
2-3-4-5		MB-3139H		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
For Year(s): 2004-2010 **NOTE: H-Series Performance Windsor Engine Contains Straight Shell Bearings And 3 Piece Thrust Washer Set Position Number 5 Grooved Upper Half And Plain Lower Half** **FOR VIN(S): W**								
Main Bearing Set	TM-77	**MS-2202HX**	STD					
1		MB-3752HX		2.6567/2.6577	0.0013/0.0042	0.0957	2.8504/2.8513	0.7580
2-3-4-5		MB-3139HX		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
For Year(s): 2004-2010 **NOTE: H-Series Performance Windsor Engine, Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Straight Shell Bearings And 3 Piece Thrust Washer Set Position Number 5 Grooved Upper Half And Plain Lower Half** **FOR VIN(S): W**								
Connecting Rod Forging	RFF1AE6205-AD							
Crankshaft Forging	F1AE-AD, F1AE-AE, RFF1AE6306-AD							
10	**281 CID (4.6L) SOHC 16V V8 Triton (Windsor)** Years: 1997-2008			3.551"/90.2mm x 3.542"/90.0mm				10
	330 CID (5.4L) SOHC 16V V8 Triton (Windsor) Years: 1997-2011			3.551"/90.2mm x 4.161"/105.7mm				
	330 CID (5.4L) SOHC 16V SC V8 Triton (Windsor) Years: 1999-2004			3.551"/90.2mm x 4.161"/105.7mm				
	330 CID (5.4L) SOHC 24V V8 Triton (Windsor) Years: 2004-2012			3.551"/90.2mm x 4.161"/105.7mm				
	330 CID (5.4L) DOHC 32V V8 InTech Years: 1999-2004			3.551"/90.2mm x 4.161"/105.7mm				
	330 CID (5.4L) DOHC 32V V8 Windsor Years: 2000			3.551"/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	0.8270
NOTE: H-Series Performance No Dowel Hole In Cap Half **FOR VIN(S): 5,L,V,W,3,R,Z,6,A,H**								
Rod Bearing (8)	TM-77	**CB-1442HX**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half **FOR VIN(S): 5,L,V,W,3,R,Z,6,A,H**								
Rod Bearing (8)	TM-77	**CB-1442HXK**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half **FOR VIN(S): 5,L,V,W,3,R,Z,6,A,H**								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
10 (cont.)	**281 CID (4.6L) SOHC 16V V8 Triton (Windsor)** Years: 1997-2008			**3.551"/90.2mm x 3.542"/90.0mm**				**10** (cont.)
	330 CID (5.4L) SOHC 16V V8 Triton (Windsor) Years: 1997-2011			**3.551"/90.2mm x 4.161"/105.7mm**				
	330 CID (5.4L) SOHC 16V SC V8 Triton (Windsor) Years: 1999-2004			**3.551"/90.2mm x 4.161"/105.7mm**				
	330 CID (5.4L) SOHC 24V V8 Triton (Windsor) Years: 2004-2012			**3.551"/90.2mm x 4.161"/105.7mm**				
	330 CID (5.4L) DOHC 32V V8 InTech Years: 1999-2004			**3.551"/90.2mm x 4.161"/105.7mm**				
	330 CID (5.4L) DOHC 32V V8 Windsor Years: 2000			**3.551"/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	2.2388/2.2396	0.8270
For Year(s): 1997-2011								
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
FOR VIN(S): 5,L,V,W,3,R,Z,6,A,H								
Main Bearing Set	TM-77	**MS-2202H**	STD,.026mm,.25mm					
1		MB-3752H		2.6567/2.6577	0.0003/0.0032	0.0962	2.8504/2.8513	0.7580
2-3-4-5		MB-3139H		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
NOTE: H-Series Performance Windsor Engine Contains Straight Shell Bearings And 3 Piece Thrust Washer Set Position Number 5 Grooved Upper Half And Plain Lower Half								
FOR VIN(S): 5,L,V,W,3,R,Z,6,A,H								
Main Bearing Set	TM-77	**MS-2202HX**	STD					
1		MB-3752HX		2.6567/2.6577	0.0013/0.0042	0.0957	2.8504/2.8513	0.7580
2-3-4-5		MB-3139HX		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
NOTE: H-Series Performance Windsor Engine, Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Straight Shell Bearings And 3 Piece Thrust Washer Set Position Number 5 Grooved Upper Half And Plain Lower Half								
FOR VIN(S): 5,L,V,W,3,R,Z,6,A,H								
Connecting Rod Forging	RFF1AE6205-AD							
Crankshaft Forging	F1AE-AD, F1AE-AE, RFF1AE6306-AD							
11	**302 CID (5.0L) 16V V8 Boss/Eliminator** Years: 1969-1971			**4.000"/101.6mm x 3.000"/76.2mm**				**11**
Main Bearing Set	TM-77	**MS-590H**	STD,1,10					
1-2-4-5		MB-2121H		2.2482/2.2490	0.0006/0.0028	0.0957	2.4412/2.4420	0.8900
3		MB-2122H(F)		2.2482/2.2490	0.0006/0.0028	0.0957	2.4412/2.4420	1.1330
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-590HX**	STD					
1-2-4-5		MB-2121HX		2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	0.8900
3		MB-2122HX(F)		2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)
11 (cont.) 302 CID (5.0L) 16V V8 Boss/Eliminator Years: 1969-1971				4.000"/101.6mm x 3.000"/76.2mm				11 (cont.)
Main Bearing Set	VP-2	**MS-590V**	STD‡					
1-2-4-5		MB-2121V		2.2482/2.2490	0.0004/0.0026	0.0960	2.4412/2.4420	0.8900
3		MB-2122V(F)		2.2482/2.2490	0.0004/0.0026	0.0960	2.4412/2.4420	1.1330
NOTE: V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	VP-2	**MS-590VX**	STD‡					
1-2-4-5		MB-2121VX		2.2482/2.2490	0.0014/0.0036	0.0955	2.4412/2.4420	0.8900
3		MB-2122VX(F)		2.2482/2.2490	0.0014/0.0036	0.0955	2.4412/2.4420	1.1330
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-2122HX**	STD	2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-2	**SH-1321S**	STD					
1		SH-1321		2.0805/2.0815	0.0011/0.0049	0.0602	2.2030/2.2050	0.6650
2		SH-1322		2.0655/2.0665	0.0011/0.0049	0.0602	2.1880/2.1900	0.6650
3		SH-1323		2.0505/2.0515	0.0011/0.0049	0.0602	2.1730/2.1750	0.6650
4		SH-1324		2.0355/2.0365	0.0011/0.0049	0.0602	2.1580/2.1600	0.6650
5		SH-1325		2.0205/2.0215	0.0011/0.0049	0.0602	2.1430/2.1450	0.6650
NOTE: Performance Bearing Set								
Cam Bearing Set	B-2	**SH-2147S**	STD					
1		SH-2147		2.0805/2.0815	0.0011/0.0053	0.0602	2.2030/2.2050	0.6650
2		SH-2148		2.0855/2.0865	0.0011/0.0049	0.0679	2.2030/2.2050	0.6650
3		SH-2149		2.0505/2.0515	0.0011/0.0049	0.0752	2.2030/2.2050	0.6650
4		SH-2150		2.0355/2.0365	0.0011/0.0048	0.0827	2.2030/2.2050	0.6650
5		SH-2151		2.0205/2.0215	0.0011/0.0049	0.0902	2.2030/2.2050	0.6650
NOTE: Performance, 302 SVO Performance Cylinder Block With 2.204" Housing Bore Stepped Cam Journals								
12 302 CID (5.0L) 16V V8 HO Years: 1982, 1984-1995 **302 CID (5.0L) 16V V8** Years: 1968-2001				4.000"/101.6mm x 3.000"/76.2mm 4.000"/101.6mm x 3.000"/76.2mm				12
Rod Bearing (8)	TM-77	**CB-634HN**	STD,1,10,11	2.1228/2.1236	0.0006/0.0028	0.0575	2.2390/2.2398	0.6810
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-634HND**	STD,10	2.1228/2.1236	0.0006/0.0028	0.0575	2.2390/2.2398	0.6810
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-634HNK**	STD,1,10	2.1228/2.1236	0.0006/0.0028	0.0575	2.2390/2.2398	0.6810
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-634HXN**	STD	2.1228/2.1236	0.0016/0.0038	0.0570	2.2390/2.2398	0.6810
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
12 (cont.)	**302 CID (5.0L) 16V V8 HO** Years: 1982, 1984-1995			**4.000"/101.6mm x 3.000"/76.2mm**				**12 (cont.)**
	302 CID (5.0L) 16V V8 Years: 1968-2001			**4.000"/101.6mm x 3.000"/76.2mm**				
Rod Bearing (8)	TM-77	**CB-634HXNK**	STD	2.1228/2.1236	0.0016/0.0038	0.0570	2.2390/2.2398	0.6810
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-590H**	STD,1,10					
1-2-4-5		MB-2121H		2.2482/2.2490	0.0006/0.0028	0.0957	2.4412/2.4420	0.8900
3		MB-2122H(F)		2.2482/2.2490	0.0006/0.0028	0.0957	2.4412/2.4420	1.1330
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-590HK**	STD,10					
1-2-4-5		MB-2121H		2.2482/2.2490	0.0006/0.0028	0.0957	2.4412/2.4420	0.8900
3		MB-2122H(F)		2.2482/2.2490	0.0006/0.0028	0.0957	2.4412/2.4420	1.1330
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-590HX**	STD					
1-2-4-5		MB-2121HX		2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	0.8900
3		MB-2122HX(F)		2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-590HXK**	STD					
1-2-4-5		MB-2121HX		2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	0.8900
3		MB-2122HX(F)		2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	VP-2	**MS-590V**	STD‡					
1-2-4-5		MB-2121V		2.2482/2.2490	0.0004/0.0026	0.0960	2.4412/2.4420	0.8900
3		MB-2122V(F)		2.2482/2.2490	0.0004/0.0026	0.0960	2.4412/2.4420	1.1330
NOTE: V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	VP-2	**MS-590VX**	STD‡					
1-2-4-5		MB-2121VX		2.2482/2.2490	0.0014/0.0036	0.0955	2.4412/2.4420	0.8900
3		MB-2122VX(F)		2.2482/2.2490	0.0014/0.0036	0.0955	2.4412/2.4420	1.1330
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-2122HX**	STD	2.2482/2.2490	0.0016/0.0038	0.0952	2.4412/2.4420	1.1330
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-2	**SH-1321S**	STD					
1		SH-1321		2.0805/2.0815	0.0011/0.0049	0.0602	2.2030/2.2050	0.6650
2		SH-1322		2.0655/2.0665	0.0011/0.0049	0.0602	2.1880/2.1900	0.6650
3		SH-1323		2.0505/2.0515	0.0011/0.0049	0.0602	2.1730/2.1750	0.6650
4		SH-1324		2.0355/2.0365	0.0011/0.0049	0.0602	2.1580/2.1600	0.6650
5		SH-1325		2.0205/2.0215	0.0011/0.0049	0.0602	2.1430/2.1450	0.6650
NOTE: Performance Bearing Set								

● New Number ‡ Discontinued

COUNTER DATA				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.)
12 (cont.)	**302 CID (5.0L) 16V V8 HO** Years: 1982, 1984-1995 **302 CID (5.0L) 16V V8** Years: 1968-2001			**4.000"/101.6mm x 3.000"/76.2mm** **4.000"/101.6mm x 3.000"/76.2mm**				**12** (cont.)
Cam Bearing Set	B-2	**SH-2147S**	STD					
1		SH-2147		2.0805/2.0815	0.0011/0.0053	0.0602	2.2030/2.2050	0.6650
2		SH-2148		2.0855/2.0865	0.0011/0.0049	0.0679	2.2030/2.2050	0.6650
3		SH-2149		2.0505/2.0515	0.0011/0.0049	0.0752	2.2030/2.2050	0.6650
4		SH-2150		2.0355/2.0365	0.0011/0.0048	0.0827	2.2030/2.2050	0.6650
5		SH-2151		2.0205/2.0215	0.0011/0.0049	0.0902	2.2030/2.2050	0.6650
NOTE: Performance, 302 SVO Performance Cylinder Block With 2.204" Housing Bore Stepped Cam Journals								
Connecting Rod Forging	C20E, C30E-A, C3AE-D, C3AE-J, C80E-A, C8DE							
Crankshaft Forging	1J, 1M, 1MA, 2H-A, 2J, 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, 2N, 2NA, 2NAB, 2NABC, C0E-A, C20E-A, C20Z, C20Z-A, C2OZ, C2OZ-B, C30E-B, C30Z, C3AE-F, C3AF-N, C3OZ, C3OZ-B, C80E-B, C9ZE-A, E1AE, E1AE-AA, E7AE, E7AE-AA, GS-M							
13	**302 CID (5.0L) DOHC 32V V8 Coyote** Years: 2011-2012 **302 CID (5.0L) DOHC 32V V8 Coyote 99F** Years: 2011-2013			**3.630"/92.2mm x 3.650"/92.7mm** **3.630"/92.2mm x 3.650"/92.7mm**				**13**
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	0.8270
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-1442HX**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-1442HXK**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-1442HK**	STD	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.2396	0.8270
For Year(s): 2011-2012								
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2292H**	STD,.25mm,.026mm					
1-2-3-4		MB-3931H		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.7580
5		MB-3932H(F)		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.9475
5		MB-3932W						0.0930
NOTE: H-Series Performance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-2292HX**	STD					
1-2-3-4		MB-3931HX		2.6567/2.6577	0.0013/0.0038	0.0957	2.8504/2.8513	0.7580
5		MB-3932HX(F)		2.6567/2.6577	0.0013/0.0038	0.0957	2.8504/2.8513	0.9475
5		MB-3932W						0.0930
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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								
14	**302 CID (5.0L) DOHC 32V V8 Coyote 99U** Years: 2012-2013			**3.630"/92.2mm x 3.650"/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	2.2388/2.2396	0.8270
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-1442HX**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-1442HXK**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2292H**	STD,.25mm,.026mm					
1-2-3-4		MB-3931H		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.7580
5		MB-3932H(F)		2.6567/2.6577	0.0003/0.0028	0.0962	2.8504/2.8513	0.9475
5		MB-3932W						0.0930
NOTE: H-Series Performance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-2292HX**	STD					
1-2-3-4		MB-3931HX		2.6567/2.6577	0.0013/0.0038	0.0957	2.8504/2.8513	0.7580
5		MB-3932HX(F)		2.6567/2.6577	0.0013/0.0038	0.0957	2.8504/2.8513	0.9475
5		MB-3932W						0.0930
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains 1 Piece Thrust Washer Set with Lower Half Flanged Thrust Bearing Position Number 5 Grooved Upper Half And Plain Lower Half								
15	**330 CID (5.4L) DOHC 32V SC V8 Windsor** Years: 2005-2012			**3.551"/90.2mm x 4.161"/105.7mm**				**15**
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	0.8270
NOTE: H-Series Performance No Dowel Hole In Cap Half FOR VIN(S): S								
Rod Bearing (8)	TM-77	**CB-1442HK**	STD	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half FOR VIN(S): S								
Rod Bearing (8)	TM-77	**CB-1442HX**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half FOR VIN(S): S								
Rod Bearing (8)	TM-77	**CB-1442HXK**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half FOR VIN(S): S								

● New Number ‡ Discontinued

COUNTER DATA				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.)
15 (cont.) 330 CID (5.4L) DOHC 32V SC V8 Windsor Years: 2005-2012				3.551"/90.2mm x 4.161"/105.7mm				15 (cont.)
Main Bearing Set	TM-77	**MS-2295H**	STD,.026mm					
1		MB-3939H		2.6567/2.6577	0.0003/0.0032	0.0962	2.8504/2.8513	0.7580
2-3-4-5		MB-3139H		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
For Year(s): 2007-2012								
NOTE: H Series Performance Cast Iron Cylinder Block, Grooved Upper Half And Plain Lower Half								
FOR VIN(S): S								
Main Bearing Set	TM-77	**MS-2295HX**	STD					
1		MB-3939HX		2.6567/2.6577	0.0013/0.0042	0.0957	2.8504/2.8513	0.7580
2-3-4-5		MB-3139HX		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
For Year(s): 2007-2012								
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Cast Iron Cylinder Block, Grooved Upper Half And Plain Lower Half								
FOR VIN(S): S								
Main Bearing Set	TM-77	**MS-2293H**	STD,.026mm,.25mm					
1-2-3-4-5		MB-3139H		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
For Year(s): 2005-2006								
NOTE: H Series Performance Aluminum Cylinder Block, Grooved Upper Half And Plain Lower Half								
FOR VIN(S): S								
Main Bearing Set	TM-77	**MS-2293HX**	STD					
1-2-3-4-5		MB-3139HX		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.7580
5		MB-3139W						0.1151
For Year(s): 2005-2006								
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Aluminum Cylinder Block, Grooved Upper Half And Plain Lower Half								
FOR VIN(S): S								
16 351 CID (5.8L) 16V V8 Cleveland Years: 1969-1974				4.000"/101.6mm x 3.500"/88.8mm				16
351 CID (5.8L) 16V V8 Cleveland Boss Years: 1971-1972				4.000"/101.6mm x 3.500"/88.8mm				
351 CID (5.8L) 16V V8 Cleveland Cobra Jet Years: 1971-1974				4.000"/101.6mm x 3.500"/88.8mm				
Rod Bearing (8)	TM-77	**CB-927HN**	STD,10	2.3103/2.3111	0.0001/0.0023	0.0624	2.4361/2.4369	0.6760
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-1010H**	STD,1‡,10					
1-2-4-5		MB-2560H		2.7484/2.7492	0.0003/0.0025	0.0961	2.9417/2.9425	0.8800
3		MB-2561H(F)		2.7484/2.7492	0.0003/0.0025	0.0962	2.9417/2.9425	1.1180
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1010HK**	STD					
1-2-4-5		MB-2560H		2.7484/2.7492	0.0003/0.0025	0.0961	2.9417/2.9425	0.8800
3		MB-2561H(F)		2.7484/2.7492	0.0003/0.0025	0.0962	2.9417/2.9425	1.1180
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
16 (cont.)	**351 CID (5.8L) 16V V8 Cleveland** Years: 1969-1974			**4.000"/101.6mm x 3.500"/88.8mm**				**16 (cont.)**
	351 CID (5.8L) 16V V8 Cleveland Boss Years: 1971-1972			**4.000"/101.6mm x 3.500"/88.8mm**				
	351 CID (5.8L) 16V V8 Cleveland Cobra Jet Years: 1971-1974			**4.000"/101.6mm x 3.500"/88.8mm**				
Main Bearing Set	TM-77	**MS-1010HX**	STD					
1-2-4-5		MB-2560HX		2.7484/2.7492	0.0013/0.0035	0.0956	2.9417/2.9425	0.8800
3		MB-2561HX(F)		2.7484/2.7492	0.0013/0.0035	0.0957	2.9417/2.9425	1.1180
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1010HXK**	STD					
1-2-4-5		MB-2560HX		2.7484/2.7492	0.0013/0.0035	0.0956	2.9417/2.9425	0.8800
3		MB-2561HX(F)		2.7484/2.7492	0.0013/0.0035	0.0957	2.9417/2.9425	1.1180
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Cam Bearing Set	B-1	**SH-710S**	STD					
1		SH-710		2.1240/2.1250	0.0005/0.0045	0.0619	2.2495/2.2505	0.6700
2		SH-511		2.0655/2.0665	0.0010/0.0050	0.0608	2.1890/2.1900	0.6700
3		SH-512		2.0505/2.0515	0.0010/0.0050	0.0608	2.1740/2.1750	0.6700
4		SH-513		2.0355/2.0365	0.0010/0.0050	0.0608	2.1590/2.1600	0.6700
5		SH-514		2.0205/2.0215	0.0010/0.0050	0.0608	2.1440/2.1450	0.6700
17	**351 CID (5.8L) 16V V8 Modified** Years: 1975-1982			**4.000"/101.6mm x 3.500"/88.8mm**				**17**
	400 CID (6.6L) 16V V8 Years: 1971-1982			**4.000"/101.6mm x 4.000"/101.6mm**				
Rod Bearing (8)	TM-77	**CB-927HN**	STD,10	2.3103/2.3111	0.0001/0.0023	0.0624	2.4361/2.4369	0.6760
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-1432H**	STD,10					
1-2-4-5		MB-2754H		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	0.8400
3		MB-2558H(F)		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	1.1330
For Year(s): 1977-1982								
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1432HK**	STD,10					
1-2-4-5		MB-2754H		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	0.8400
3		MB-2558H(F)		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	1.1330
For Year(s): 1977-1982								
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
FOR VIN(S): G,H,Z								
Main Bearing Set	TM-77	**MS-1432HX**	STD					
1-2-4-5		MB-2754HX		2.9994/3.0002	0.0015/0.0039	0.0955	3.1922/3.1930	0.8400
3		MB-2558HX(F)		2.9994/3.0002	0.0015/0.0039	0.0955	3.1922/3.1930	1.1330
For Year(s): 1977-1982								
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)
17 (cont.)	**351 CID (5.8L) 16V V8 Modified** Years: 1975-1982				**4.000"/101.6mm x 3.500"/88.8mm**			**17 (cont.)**
	400 CID (6.6L) 16V V8 Years: 1971-1982				**4.000"/101.6mm x 4.000"/101.6mm**			
Main Bearing Set	TM-77	**MS-1432HXK**	STD					
1-2-4-5		MB-2754HX		2.9994/3.0002	0.0015/0.0039	0.0955	3.1922/3.1930	0.8400
3		MB-2558HX(F)		2.9994/3.0002	0.0015/0.0039	0.0955	3.1922/3.1930	1.1330
For Year(s): 1977-1982								
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
FOR VIN(S): G,H,Z								
Main Bearing Set	TM-77	**MS-981H**	STD,10					
1-2-4-5		MB-2557H		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	0.8400
3		MB-2558H(F)		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	1.1330
For Year(s): 1971-1976								
NOTE: H-Series Performance Contains Full Grooved Bearings								
Cam Bearing Set	B-1	**SH-710S**	STD					
1		SH-710		2.1240/2.1250	0.0005/0.0045	0.0619	2.2495/2.2505	0.6700
2		SH-511		2.0655/2.0665	0.0010/0.0050	0.0608	2.1890/2.1900	0.6700
3		SH-512		2.0505/2.0515	0.0010/0.0050	0.0608	2.1740/2.1750	0.6700
4		SH-513		2.0355/2.0365	0.0010/0.0050	0.0608	2.1590/2.1600	0.6700
5		SH-514		2.0205/2.0215	0.0010/0.0050	0.0608	2.1440/2.1450	0.6700
Connecting Rod Forging	D1AE-A							
Crankshaft Forging	1K, 1KA, 5M, 5MA, 5MAB, 5MABC, 8M, D7AE, D7AE-A, SM							
18	**351 CID (5.8L) 16V V8 Windsor** Years: 1969-1998				**4.000"/101.6mm x 3.500"/88.8mm**			**18**
	351 CID (5.8L) 16V V8 Windsor HO Years: 1993-1995				**4.000"/101.6mm x 3.500"/88.8mm**			
Rod Bearing (8)	TM-77	**CB-831HN**	STD,1,10	2.3103/2.3111	0.0002/0.0024	0.0576	2.4265/2.4273	0.6760
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-831HNK**	STD,10	2.3103/2.3111	0.0002/0.0024	0.0576	2.4265/2.4273	0.6760
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-831HXN**	STD	2.3103/2.3111	0.0012/0.0034	0.0571	2.4265/2.4273	0.6760
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-831HXNK**	STD	2.3103/2.3111	0.0012/0.0034	0.0571	2.4265/2.4273	0.6760
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-1432H**	STD,10					
1-2-4-5		MB-2754H		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	0.8400
3		MB-2558H(F)		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	1.1330
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
18 (cont.)	**351 CID (5.8L) 16V V8 Windsor** Years: 1969-1998			**4.000"/101.6mm x 3.500"/88.8mm**				**18 (cont.)**
	351 CID (5.8L) 16V V8 Windsor HO Years: 1993-1995			**4.000"/101.6mm x 3.500"/88.8mm**				
Main Bearing Set	TM-77	**MS-1432HK**	STD,10					
1-2-4-5		MB-2754H		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	0.8400
3		MB-2558H(F)		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	1.1330
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-1432HX**	STD					
1-2-4-5		MB-2754HX		2.9994/3.0002	0.0015/0.0039	0.0955	3.1922/3.1930	0.8400
3		MB-2558HX(F)		2.9994/3.0002	0.0015/0.0039	0.0955	3.1922/3.1930	1.1330
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1432HXK**	STD					
1-2-4-5		MB-2754HX		2.9994/3.0002	0.0015/0.0039	0.0955	3.1922/3.1930	0.8400
3		MB-2558HX(F)		2.9994/3.0002	0.0015/0.0039	0.0955	3.1922/3.1930	1.1330
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-2256H**	STD,1,10					
1-2-3-4-5		MB-3830H		2.7484/2.7492	0.0001/0.0015	0.0962	2.9417/2.9425	0.8450
NOTE: 351 Cleveland Crankshaft In A Windsor Cylinder Block, Requires Main Bearing Spacer Set, Not Included, H-Series Performance Grooved Upper Half And Plain Lower Half Use with Part Number MS-2254-SEMI, MS-2255-SEMI								
Main Bearing Set	TM-77	**MS-2256HX**	STD					
1-2-3-4-5		MB-3830HX		2.7484/2.7492	0.0011/0.0025	0.0957	2.9417/2.9425	0.8450
NOTE: 351 Cleveland Crankshaft In A Windsor Cylinder Block, Requires Main Bearing Spacer Set, Not Included, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Use with Part Number MS-2254-SEMI, MS-2255-SEMI								
Main Bearing Set	TM-77	**MS-981H**	STD,10					
1-2-4-5		MB-2557H		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	0.8400
3		MB-2558H(F)		2.9994/3.0002	0.0005/0.0029	0.0960	3.1922/3.1930	1.1330
NOTE: H-Series Performance Contains Full Grooved Bearings								
Main Bearing Spacer Set		**MS-2254-SEMI**	STD					
1-2-4-5		MB-3831C				0.1335	3.1922/3.1930	0.8400
3		MB-3833C(F)				0.1375	3.1922/3.1930	1.1330
NOTE: Use With 351 Cleveland SVO Sportsman Crankshaft M6303-E351 In A Windsor Cylinder Block, Requires Special Performance Main Bearing Set Not Included, Contains Semi-Finished Spacer Set Only Use with Part Number MS-2256H, MS-2256HX								

● New Number ‡ Discontinued

COUNTER DATA				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.)
18 (cont.)	**351 CID (5.8L) 16V V8 Windsor** Years: 1969-1998			**4.000"/101.6mm x 3.500"/88.8mm**				18 (cont.)
	351 CID (5.8L) 16V V8 Windsor HO Years: 1993-1995			**4.000"/101.6mm x 3.500"/88.8mm**				
Main Bearing Spacer Set		**MS-2255-SEMI**	STD					
1-2-4-5		MB-3831C				0.1335	3.1922/3.1930	0.8400
3		MB-3832C(F)				0.1375	3.1922/3.1930	1.1180
NOTE: Use With Factory 351 Cleveland Crankshaft In A Windsor Cylinder Block, Requires Special Performance Main Bearing Set Not Included, Contains Semi-Finished Spacer Set Only Use with Part Number MS-2256H, MS-2256HX								
Cam Bearing Set	B-2	**SH-1321S**	STD					
1		SH-1321		2.0805/2.0815	0.0011/0.0049	0.0602	2.2030/2.2050	0.6650
2		SH-1322		2.0655/2.0665	0.0011/0.0049	0.0602	2.1880/2.1900	0.6650
3		SH-1323		2.0505/2.0515	0.0011/0.0049	0.0602	2.1730/2.1750	0.6650
4		SH-1324		2.0355/2.0365	0.0011/0.0049	0.0602	2.1580/2.1600	0.6650
5		SH-1325		2.0205/2.0215	0.0011/0.0049	0.0602	2.1430/2.1450	0.6650
NOTE: Performance Bearing Set								
Cam Bearing Set	B-2	**SH-2147S**	STD					
1		SH-2147		2.0805/2.0815	0.0011/0.0053	0.0602	2.2030/2.2050	0.6650
2		SH-2148		2.0855/2.0865	0.0011/0.0049	0.0679	2.2030/2.2050	0.6650
3		SH-2149		2.0505/2.0515	0.0011/0.0049	0.0752	2.2030/2.2050	0.6650
4		SH-2150		2.0355/2.0365	0.0011/0.0048	0.0827	2.2030/2.2050	0.6650
5		SH-2151		2.0205/2.0215	0.0011/0.0049	0.0902	2.2030/2.2050	0.6650
NOTE: Performance, 351 SVO Performance Cylinder Block With 2.204" Housing Bore Stepped Cam Journals								
Connecting Rod Forging	C90E, C9OE, D60E, D6OE							
Crankshaft Forging	3C, 3M, 3MA, 7M, 7MA, C9OE-A, E4AE-BA							
19	**370 CID (6.1L) 16V V8** Years: 1980-1991			**4.050"/102.9mm x 3.590"/91.2mm**				19
	429 CID (7.0L) 16V V8 Boss Years: 1969-1970			**4.360"/110.7mm x 3.590"/91.2mm**				
	429 CID (7.0L) 16V V8 Cobra Jet/Super CJ Years: 1970-1971			**4.360"/110.7mm x 3.590"/91.2mm**				
	429 CID (7.0L) 16V V8 Police Years: 1971-1972			**4.360"/110.7mm x 3.590"/91.2mm**				
	429 CID (7.0L) 16V V8 Thunder Jet Years: 1980-1998			**4.360"/110.7mm x 3.590"/91.2mm**				
	429 CID (7.0L) 16V V8 Years: 1968-1973			**4.360"/110.7mm x 3.590"/91.2mm**				
	460 CID (7.5L) 16V V8 HO Years: 1973-1978			**4.360"/110.7mm x 3.850"/97.8mm**				
	460 CID (7.5L) 16V V8 Years: 1968-1998			**4.360"/110.7mm x 3.850"/97.8mm**				
	460 CID (7.5L) 16V V8 Police Years: 1973-1974			**4.360"/110.7mm x 3.850"/97.8mm**				
Rod Bearing (8)	TM-77	**CB-818HN**	STD,10,11	2.4992/2.5000	0.0001/0.0023	0.0760	2.6522/2.6530	0.8110
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
19 (cont.)	**370 CID (6.1L) 16V V8** Years: 1980-1991			**4.050"/102.9mm x 3.590"/91.2mm**				**19** (cont.)
	429 CID (7.0L) 16V V8 Boss Years: 1969-1970			**4.360"/110.7mm x 3.590"/91.2mm**				
	429 CID (7.0L) 16V V8 Cobra Jet/Super CJ Years: 1970-1971			**4.360"/110.7mm x 3.590"/91.2mm**				
	429 CID (7.0L) 16V V8 Police Years: 1971-1972			**4.360"/110.7mm x 3.590"/91.2mm**				
	429 CID (7.0L) 16V V8 Thunder Jet Years: 1980-1998			**4.360"/110.7mm x 3.590"/91.2mm**				
	429 CID (7.0L) 16V V8 Years: 1968-1973			**4.360"/110.7mm x 3.590"/91.2mm**				
	460 CID (7.5L) 16V V8 HO Years: 1973-1978			**4.360"/110.7mm x 3.850"/97.8mm**				
	460 CID (7.5L) 16V V8 Years: 1968-1998			**4.360"/110.7mm x 3.850"/97.8mm**				
	460 CID (7.5L) 16V V8 Police Years: 1973-1974			**4.360"/110.7mm x 3.850"/97.8mm**				
Main Bearing Set	TM-77	**MS-1039H**	STD,10					
1-2-4-5		MB-2564H		2.9994/3.0002	0.0004/0.0028	0.0958	3.1922/3.1930	0.9500
3		MB-2565H		2.9994/3.0002	0.0004/0.0028	0.0958	3.1922/3.1930	1.1200
NOTE: H Series Performance								
Main Bearing Set	TM-77	**MS-1039HX**	STD					
1-2-4-5		MB2564HX		2.9994/3.0002	0.0014/0.0038	0.0953	3.1922/3.1930	0.9500
3		MB2565HX		2.9994/3.0002	0.0014/0.0038	0.0953	3.1922/3.1930	1.1200
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
Main Bearing Set	VP-2	**MS-1039V**	STD,10					
1-2-4-5		MB-2564V		2.9994/3.0002	0.0004/0.0028	0.0958	3.1922/3.1930	0.9500
3		MB-2565V(F)		2.9994/3.0002	0.0004/0.0028	0.0958	3.1922/3.1930	1.1200
NOTE: V-Series Performance with Tri-bore Design Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-1	**SH-1111S**	STD					
1-2-3-4-5		SH-1111		2.1238/2.1248	0.0011/0.0043	0.0618	2.2495/2.2505	0.5850
Cam Bearing Set	B-1	**SH-1766S**	STD					
1-2-3-4-5		SH-1766		2.1238/2.1248	0.0011/0.0050	0.0694	2.2645/2.2655	0.6300
NOTE: Oversize Align Bored Blocks with Housing Bore Size 2.2645" / 2.2655"								
Connecting Rod Forging	C8VE, C8VE-A, D0OE-A, D6VE, D9TE							
Crankshaft Forging	1V, 1VA, 1VAB, 1YAB, 2NABC, 2Y, 2Y68-76, 2YA, 2YAB, 2YABC, 30R, 31-87, 31M, 3281N, 329880N, 3Y, 3YAB, 4U, 4UA, 4UAB, 4UB, C8SE-A, C8VE, C8VE-A, C9AE-A, C9AE-B, D9TE-AA, D9TE-B, D9TE-BA, D9TE-EA, H, ZYA							
10 CYL								
20	**415 CID (6.8L) SOHC 20V V10 Triton** Years: 1997-2012			**3.551"/90.2mm x 4.161"/105.7mm**				**20**
	415 CID (6.8L) SOHC 30V V10 Triton Years: 2005-2012			**3.551"/90.2mm x 4.161"/105.7mm**				
Rod Bearing (10)	TM-77	**CB-1442H**	STD,.026mm,.23mm .25mm,.28mm	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.2396	0.8270
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (10)	TM-77	**CB-1442HX**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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
								10 CYL (cont.)
20 (cont.)	**415 CID (6.8L) SOHC 20V V10 Triton** Years: 1997-2012				3.551"/90.2mm x 4.161"/105.7mm			20 (cont.)
	415 CID (6.8L) SOHC 30V V10 Triton Years: 2005-2012				3.551"/90.2mm x 4.161"/105.7mm			
Rod Bearing (10)	TM-77	**CB-1442HXK**	STD	2.0859/2.0867	0.0021/0.0033	0.0754	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Rod Bearing (10)	TM-77	**CB-1442HK**	STD	2.0859/2.0867	0.0011/0.0023	0.0759	2.2388/2.2396	0.8270
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2203H**	STD,.026mm,.25mm					
1		MB-3752H		2.6567/2.6577	0.0003/0.0032	0.0962	2.8504/2.8513	0.7580
2-3-4-5-6		MB-3139H		2.6567/2.6577	0.0005/0.0025	0.0962	2.8504/2.8513	0.7580
6		MB-3139W						0.1151
NOTE: H-Series Performance Contains Straight Shell Bearings And 3 Piece Thrust Washer Set Position Number 6								
Main Bearing Set	TM-77	**MS-2203HX**	STD					
1		MB-3752HX		2.6567/2.6577	0.0013/0.0042	0.0957	2.8504/2.8513	0.7580
2-3-4-5-6		MB-3139HX		2.6567/2.6577	0.0015/0.0035	0.0957	2.8504/2.8513	0.7580
6		MB-3139W						0.1151
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Straight Shell Bearings And 3 Piece Thrust Washer Set Position Number 6								

GENERAL MOTORS CORP.

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

ENGINE	YEAR	BORE & STROKE	BLOCK
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
364 CID (6.0L) 16V V8 Vortec	1999-2011	4.000"/101.6mm X 3.622"/92.0mm	10
364 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
376 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
389 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
400 CID (6.6L) 16V V8 Chevrolet	1970-1980	4.125"/104.8mm X 3.750"/95.3mm	19
400 CID (6.6L) 16V V8 Oldsmobile	1968-1969	3.875"/98.4mm X 4.250"/108.0mm	20
400 CID (6.6L) 16V V8 Oldsmobile	1965-1967	4.000"/101.6mm X 4.000"/101.6mm	20
400 CID (6.6L) 16V V8 Pontiac	1967-1979	4.120"/104.7mm X 3.750"/95.3mm	12
402 CID (6.6L) 16V V8 Chevrolet	1970-1972	4.125"/104.8mm X 3.766"/95.7mm	21
403 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
421 CID (6.9L) 16V V8 Pontiac	1961-1966	4.094"/104.0mm X 4.000"/101.6mm	23
425 CID (7.0L) 16V V8 Cadillac	1977-1979	4.083"/103.7mm X 4.060"/103.1mm	16
425 CID (7.0L) 16V V8 Oldsmobile	1966-1967	4.125"/104.8mm X 3.980"/101.0mm	20
425 CID (7.0L) 16V V8	1965-1967	4.125"/104.8mm X 3.980"/101.0mm	20
427 CID (7.0L) 16V V8 Chevrolet	1966-1969, 1980-1998	4.250"/108.0mm X 3.766"/95.7mm	15
427 CID (7.0L) 16V V8	2006-2011	4.125"/104.8mm X 4.000"/101.6mm	17
428 CID (7.0L) 16V V8 Pontiac	1967-1969	4.120"/104.6mm X 4.000"/101.6mm	23
454 CID (7.4L) 16V V8	1974	4.250"/108.0mm X 4.000"/101.6mm	21
454 CID (7.4L) 16V V8 Chevrolet	1970-1997	4.250"/108.0mm X 4.000"/101.6mm	14
454 CID (7.4L) 16V V8 Vortec	1996-2000	4.250"/108.0mm X 4.000"/101.6mm	14
455 CID (7.5L) 16V V8 HO	1971-1972	4.150"/105.4mm X 4.210"/107.0mm	23
455 CID (7.5L) 16V V8 Oldsmobile	1968-1976	4.125"/104.8mm X 4.250"/108.0mm	20
455 CID (7.5L) 16V V8 Pontiac	1970-1976	4.150"/105.4mm X 4.210"/107.0mm	23
455 CID (7.5L) 16V V8 Pontiac Super Duty	1972-1974	4.150"/105.4mm X 4.210"/107.0mm	23
472 CID (7.7L) 16V V8 Cadillac	1968-1974	4.300"/109.2mm X 4.060"/103.1mm	16
496 CID (8.1L) 16V V8 Vortec	2001-2007	4.250"/108.0mm X 4.370"/111.0mm	24
500 CID (8.2L) 16V V8 Cadillac	1970-1976	4.300"/109.2mm X 4.300"/109.2mm	16
265 CID (4.3L) 16V V8 Chevrolet	1994-1996	3.750"/95.3mm X 3.000"/76.2mm	8

● New Number ‡ Discontinued

CONNECTING ROD FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
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	15	3815281	3.250in/82.5mm	7	408	3.400in/86.4mm	3
222	4.300in/109.2mm	15	384759	3.980in/101.0mm	20	410997	3.385in/86.0mm	5
230276	3.385in/86.0mm	5	384759	4.250in/108.0mm	20	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	13	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	13	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	15	3892671	3.484in/88.5mm	6	673	3.400in/84.0mm	3
3633111	4.300in/109.2mm	15	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

CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
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

● New Number ‡ Discontinued

CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
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
1255846	3.400in/84.0mm	3	230376	3.000in/76.2mm	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
1357898	3.400in/86.4mm	3	25506818	3.400in/84.0mm	3	31M	3.100in/78.7mm	6
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	15	2690	3.250in/82.6mm	6	329880N	3.484in/88.4mm	6
1495095	4.060in/103.1mm	15	2690	3.484in/88.4mm	6	329880N	3.484in/88.5mm	6
1495095	4.300in/109.2mm	15	2690	3.484in/88.5mm	6	329880N	3.000in/76.2mm	7
1496793	4.060in/103.1mm	15	2690	3.000in/76.2mm	7	3521	4.000in/101.6mm	13
1496793	4.300in/109.2mm	15	275	2.660in/67.6mm	3	3521	3.750in/95.3mm	19
1609142R	4.060in/103.1mm	15	275	3.400in/86.4mm	3	353039	4.000in/101.6mm	13
1609142R	4.300in/109.2mm	15	2NABC	3.100in/78.7mm	6	353039	3.750in/95.3mm	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

● New Number ‡ Discontinued

CLEVITE®

CRANKSHAFT FORGING NUMBERS

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
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	BLOCK
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			

COUNTER DATA				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
4 CYL								
1	**110 CID (1.8L) DOHC 16V L4 Toyota LNK** Years: 2003-2006			**3.230"/82.0mm x 3.350"/85.0mm**				**1**
Rod Bearing (4) **NOTE: H Series Performance**	TM-77	**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 Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance**	TM-77	**CB-1920HX**	STD•	1.7713/1.7717	0.0015/0.0034	0.0583	1.8898/1.8907	0.6250
2	**122 CID (2.0L) DOHC 16V SC L4 Ecotec** Years: 2005-2007			**3.386"/86.0mm x 3.385"/86.0mm**				**2**
	122 CID (2.0L) DOHC 16V Turbo. L4 Ecotec Years: 2007-2011			**3.386"/86.0mm x 3.385"/86.0mm**				
	134 CID (2.2L) DOHC 16V L4 Ecotec Years: 2002-2011			**3.386"/86.0mm x 3.720"/94.6mm**				
	145 CID (2.4L) DOHC 16V L4 Ecotec Years: 2006-2011			**3.464"/88.0mm x 3.850"/98.0mm**				
	145 CID (2.4L) DOHC 16V L4 Ecotec Hybrid Years: 2008-2010			**3.464"/88.0mm x 3.850"/98.0mm**				

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL (cont.)
2 (cont.)	**122 CID (2.0L) DOHC 16V SC L4 Ecotec** Years: 2005-2007			3.386"/86.0mm x 3.385"/86.0mm				2 (cont.)
	122 CID (2.0L) DOHC 16V Turbo. L4 Ecotec Years: 2007-2011			3.386"/86.0mm x 3.385"/86.0mm				
	134 CID (2.2L) DOHC 16V L4 Ecotec Years: 2002-2011			3.386"/86.0mm x 3.720"/94.6mm				
	145 CID (2.4L) DOHC 16V L4 Ecotec Years: 2006-2011			3.464"/88.0mm x 3.850"/98.0mm				
	145 CID (2.4L) DOHC 16V L4 Ecotec Hybrid Years: 2008-2010			3.464"/88.0mm x 3.850"/98.0mm				
Rod Bearing (4) **NOTE: H-Series Performance No Dowel Hole In Cap Half**	TM-77	**CB-1827H**	STD	1.9291/1.9297	0.0004/0.0022	0.0609	2.0519/2.0525	0.7980
								6 CYL
3	**181 CID (3.0L) 12V V6 Buick** Years: 1982-1988			3.800"/96.5mm x 2.660"/67.6mm				3
	196 CID (3.2L) 12V V6 Buick Years: 1978-1979			3.500"/88.9mm x 3.400"/84.0mm				
	231 CID (3.8L) 12V V6 Buick Years: 1978-1988			3.800"/96.5mm x 3.400"/86.4mm				
	231 CID (3.8L) 12V Turbo. V6 Buick Years: 1978-1987, 1989			3.800"/96.5mm x 3.400"/86.4mm				
	252 CID (4.1L) 12V V6 Buick Years: 1980-1984			3.965"/100.8mm x 3.400"/86.4mm				
Rod Bearing (6) **NOTE: H-Series Performance No Dowel Hole In Cap Half**	TM-77	**CB-1398H**	STD,1,10	2.2480/2.2485	0.0015/0.0033	0.0619	2.3738/2.3745	0.7420
Rod Bearing (6) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1398HX**	STD	2.2480/2.2485	0.0025/0.0043	0.0614	2.3738/2.3745	0.7420
Rod Bearing (6) **NOTE: V-Series Performance No Dowel Hole In Cap Half**	VP-2	**CB-1398V**	STD	2.2480/2.2485	0.0015/0.0033	0.0619	2.3738/2.3745	0.7380
Cam Bearing (4)	B-1	**SH-1360**	STD‡	1.7850/1.7860	0.0011/0.0053	0.0642	1.9155/1.9175	0.7550
Connecting Rod Forging **Crankshaft Forging**	1357201, 1357333, 1377248, 201, 220, 25509405, 408, 461, 673, 763, 779 1254083, 1255645, 1255646, 1255674, 1255846, 1255862, 1257125, 1260877, 1261438, 1261787, 1357898, 1378351, 1378354, 230277, 230278, 230378, 25505554, 25506397, 25506818, 25509404, 25514290, 25520329, 275, 378354, 404, 732, 8767							
4	**200 CID (3.3L) 12V V6 Chevrolet** Years: 1978-1979			3.500"/88.9mm x 3.484"/88.4mm				4
	229 CID (3.8L) 12V V6 Chevrolet Years: 1980-1984			3.736"/95.0mm x 3.484"/88.4mm				
Rod Bearing (6) **NOTE: H-Series Performance No Dowel Hole In Cap Half**	TM-77	**CB-1227H**	STD,1	2.0990/2.1000	0.0003/0.0033	0.0622	2.2247/2.2257	0.7130
Rod Bearing (6) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1227HX**	STD	2.0990/2.1000	0.0013/0.0043	0.0617	2.2247/2.2257	0.7130
Main Bearing Set 1-2-3 4 **NOTE: Grooved Upper Half And Plain Lower Half**	TM-77	**MS-1454P** MB-2508P MB-2509P(F)	STD,1,10,20,30,40	2.4483/2.4493 2.4478/2.4488	0.0006/0.0036 0.0011/0.0041	0.0955 0.0955	2.6406/2.6416 2.6406/2.6416	0.8070 1.7180

● New Number ‡ Discontinued

CLEVITE®

COUNTER DATA				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
6 CYL (cont.)								
4 (cont.)	**200 CID (3.3L) 12V V6 Chevrolet** Years: 1978-1979			**3.500"/88.9mm x 3.484"/88.4mm**				**4 (cont.)**
	229 CID (3.8L) 12V V6 Chevrolet Years: 1980-1984			**3.736"/95.0mm x 3.484"/88.4mm**				
Cam Bearing Set	B-1	**SH-1350S**	STD					
1		SH-290		1.8682/1.8692	0.0010/0.0050	0.0744	2.0190/2.0210	0.7500
2-4		SH-288		1.8682/1.8692	0.0010/0.0050	0.0694	2.0090/2.0110	0.7500
3		SH287		1.8682/1.8692	0.0010/0.0050	0.0644	1.9990/2.0010	0.7500
Crankshaft Forging		135411, 1354N, 143, 147, 726N						
8 CYL								
5	**260 CID (4.3L) 16V V8 Oldsmobile DIESEL** Years: 1979			**3.500"/88.9mm x 3.390"/86.1mm**				**5**
	350 CID (5.7L) 16V V8 Oldsmobile DIESEL Years: 1978-1985			**4.057"/103.0mm x 3.385"/86.0mm**				
Main Bearing Set	TM-77	**MS-804H**	STD,1,10,20					
1		MB-2362H		2.9993/3.0003	0.0008/0.0038	0.0936	3.1880/3.1890	0.9800
2-4		MB-2163H		2.9993/3.0003	0.0008/0.0038	0.0936	3.1880/3.1890	0.9790
3		MB-2363H(F)		2.9993/3.0003	0.0008/0.0038	0.0936	3.1880/3.1890	1.1950
5		MB-2364H		2.9993/3.0003	0.0016/0.0049	0.0932	3.1880/3.1890	1.6290
NOTE: H-Series Performance Bearings For Position Number 2, 3, 4, 5 with Full Grooved Main Bearings Position Number 1 Has Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-804HX**	STD					
1		MB-2362HX		2.9993/3.0003	0.0018/0.0048	0.0931	3.1880/3.1890	0.9800
2-4		MB-2163HX		2.9993/3.0003	0.0018/0.0048	0.0931	3.1880/3.1890	0.9790
3		MB-2363HX(F)		2.9993/3.0003	0.0018/0.0048	0.0931	3.1880/3.1890	1.1950
5		MB-2364HX		2.9993/3.0003	0.0026/0.0059	0.0927	3.1880/3.1890	1.6290
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Bearings For Position Number 2, 3, 4, 5 with Full Grooved Main Bearings Position Number 1 Has Grooved Upper Half And Plain Lower Half								
Connecting Rod Forging	0997, 230276, 380282, 380283, 380383, 398410, 410997							
Crankshaft Forging	1235419, 1375802, 1398346, 230376, 230905, 381269, 381919, 388766, 390275, 393654, 395654, 398261, 398621, 418882, 556607							
6	**262 CID (4.3L) 16V V8 Chevrolet** Years: 1975-1976			**3.670"/93.2mm x 3.100"/78.7mm**				**6**
	267 CID (4.4L) 16V V8 Chevrolet Years: 1979-1982			**3.500"/88.9mm x 3.484"/88.4mm**				
	305 CID (5.0L) 16V V8 Chevrolet Years: 1976-1996			**3.736"/95.0mm x 3.484"/88.4mm**				
	305 CID (5.0L) 16V V8 Vortec Years: 1996-2002			**3.736"/95.0mm x 3.484"/88.4mm**				
	307 CID (5.0L) 16V V8 Chevrolet Years: 1968-1973			**3.875"/98.4mm x 3.250"/82.6mm**				
	350 CID (5.7L) 16V V8 Chevrolet Years: 1967-1997			**4.000"/101.6mm x 3.484"/88.5mm**				
	350 CID (5.7L) 16V V8 Vortec Years: 1995-2003			**4.000"/101.6mm x 3.484"/88.5mm**				
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	2.2247/2.2252	0.7920
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)
6 (cont.)	**262 CID (4.3L) 16V V8 Chevrolet** Years: 1975-1976			3.670"/93.2mm x 3.100"/78.7mm				6 (cont.)
	267 CID (4.4L) 16V V8 Chevrolet Years: 1979-1982			3.500"/88.9mm x 3.484"/88.4mm				
	305 CID (5.0L) 16V V8 Chevrolet Years: 1976-1996			3.736"/95.0mm x 3.484"/88.4mm				
	305 CID (5.0L) 16V V8 Vortec Years: 1996-2002			3.736"/95.0mm x 3.484"/88.4mm				
	307 CID (5.0L) 16V V8 Chevrolet Years: 1968-1973			3.875"/98.4mm x 3.250"/82.6mm				
	350 CID (5.7L) 16V V8 Chevrolet Years: 1967-1997			4.000"/101.6mm x 3.484"/88.5mm				
	350 CID (5.7L) 16V V8 Vortec Years: 1995-2003			4.000"/101.6mm x 3.484"/88.5mm				
Rod Bearing (8) **NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-663HND**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-663HNDK**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-663HNK**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-663HXN**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-663HXND**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-663HXNDK**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-663HXNK**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920

● New Number ‡ Discontinued

COUNTER DATA				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.)								
6 (cont.)	**262 CID (4.3L) 16V V8 Chevrolet** Years: 1975-1976			**3.670"/93.2mm x 3.100"/78.7mm**				**6** (cont.)
	267 CID (4.4L) 16V V8 Chevrolet Years: 1979-1982			**3.500"/88.9mm x 3.484"/88.4mm**				
	305 CID (5.0L) 16V V8 Chevrolet Years: 1976-1996			**3.736"/95.0mm x 3.484"/88.4mm**				
	305 CID (5.0L) 16V V8 Vortec Years: 1996-2002			**3.736"/95.0mm x 3.484"/88.4mm**				
	307 CID (5.0L) 16V V8 Chevrolet Years: 1968-1973			**3.875"/98.4mm x 3.250"/82.6mm**				
	350 CID (5.7L) 16V V8 Chevrolet Years: 1967-1997			**4.000"/101.6mm x 3.484"/88.5mm**				
	350 CID (5.7L) 16V V8 Vortec Years: 1995-2003			**4.000"/101.6mm x 3.484"/88.5mm**				
Rod Bearing (8) **NOTE: V-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	VP-2	**CB-663VN**	STD,1,10	2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	VP-2	**CB-663VXN**	STD	2.0990/2.1000	0.0018/0.0038	0.0616	2.2247/2.2252	0.7920
Main Bearing Set	TM-77	**MS-909H**	STD,1,9,10,11,19					
1-2-3-4		MB-2508H	20,21,30	2.4483/2.4493	0.0006/0.0036	0.0955	2.6406/2.6416	0.8070
5		MB-2509H(F)		2.4478/2.4488	0.0011/0.0041	0.0955	2.6406/2.6416	1.7180
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-909HG**	STD					
1-2-3-4		MB-2508HG		2.4483/2.4493	0.0006/0.0036	0.0955	2.6406/2.6416	0.8070
5		MB-2509HG(F)		2.4478/2.4488	0.0011/0.0041	0.0955	2.6406/2.6416	1.7180
NOTE: H-Series Performance Contains Full Grooved Bearings								
Main Bearing Set	TM-77	**MS-909HK**	STD,1,10					
1-2-3-4		MB-2508H		2.4483/2.4493	0.0006/0.0036	0.0955	2.6406/2.6416	0.8070
5		MB-2509H(F)		2.4478/2.4488	0.0011/0.0041	0.0955	2.6406/2.6416	1.7180
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-909HX**	STD					
1-2-3-4		MB-2508HX		2.4483/2.4493	0.0016/0.0046	0.0950	2.6406/2.6416	0.8070
5		MB-2509HX(F)		2.4478/2.4488	0.0021/0.0051	0.0950	2.6406/2.6416	1.7180
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-909HXK**	STD					
1-2-3-4		MB-2508HX		2.4483/2.4493	0.0016/0.0046	0.0950	2.6406/2.6416	0.8070
5		MB-2509HX(F)		2.4478/2.4488	0.0021/0.0051	0.0950	2.6406/2.6416	1.7180
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	VP-2	**MS-909V**	STD,10					
1-2-3-4		MB-2508V		2.4484/2.4493	0.0005/0.0028	0.0955	2.6406/2.6416	0.8070
5		MB-2509V(F)		2.4479/2.4488	0.0005/0.0028	0.0955	2.6406/2.6416	1.7180
NOTE: V-Series Performance Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)
6 (cont.)	**262 CID (4.3L) 16V V8 Chevrolet** Years: 1975-1976			**3.670"/93.2mm x 3.100"/78.7mm**				6 (cont.)
	267 CID (4.4L) 16V V8 Chevrolet Years: 1979-1982			**3.500"/88.9mm x 3.484"/88.4mm**				
	305 CID (5.0L) 16V V8 Chevrolet Years: 1976-1996			**3.736"/95.0mm x 3.484"/88.4mm**				
	305 CID (5.0L) 16V V8 Vortec Years: 1996-2002			**3.736"/95.0mm x 3.484"/88.4mm**				
	307 CID (5.0L) 16V V8 Chevrolet Years: 1968-1973			**3.875"/98.4mm x 3.250"/82.6mm**				
	350 CID (5.7L) 16V V8 Chevrolet Years: 1967-1997			**4.000"/101.6mm x 3.484"/88.5mm**				
	350 CID (5.7L) 16V V8 Vortec Years: 1995-2003			**4.000"/101.6mm x 3.484"/88.5mm**				
Main Bearing Set	TM-77	**MS-1110H**	STD,1,10					
1-2-3-4		MB-2650H		2.2983/2.2993	0.0005/0.0031	0.1705	2.6406/2.6416	0.8070
5		MB-1769H(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
5		MB-2651C				0.0753	2.6406/2.6416	1.5200
NOTE: Engine Using 283 Crankshaft, H-Series Performance Contains A Spacer To Be Used With Bearing In Position Number 5 Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1110HK**	STD,1‡,10‡					
1-2-3-4		MB-2650H		2.2983/2.2993	0.0005/0.0031	0.1705	2.6406/2.6416	0.8070
5		MB-1769H(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
5		MB-2651C				0.0753	2.6406/2.6416	1.5200
NOTE: Engine Using 283 Crankshaft, H-Series Performance with TriArmor Contains A Spacer To Be Used With Bearing In Position Number 5 Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1110HX**	STD					
1-2-3-4		MB-2650HX		2.2983/2.2993	0.0015/0.0041	0.1700	2.6406/2.6416	0.8070
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
5		MB-2651C				0.0753	2.6406/2.6416	1.5200
NOTE: Engine Using 283 Crankshaft, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains A Spacer To Be Used With Bearing In Position Number 5 Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1110HXK**	STD					
1-2-3-4		MB-2650HX		2.2983/2.2993	0.0015/0.0041	0.1700	2.6406/2.6416	0.8070
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
5		MB-2651C				0.0753	2.6406/2.6416	1.5200
NOTE: Engine Using 283 Crankshaft, H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains A Spacer To Be Used With Bearing In Position Number 5 Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-1769HX**	STD	2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
NOTE: Engine Using 283 Crankshaft, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-2509H-1**	STD	2.4478/2.4488	0.0011/0.0041	0.0955	2.6406/2.6416	1.7180
NOTE: H-Series Performance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
6 (cont.)	**262 CID (4.3L) 16V V8 Chevrolet** Years: 1975-1976			**3.670"/93.2mm x 3.100"/78.7mm**				**6 (cont.)**
	267 CID (4.4L) 16V V8 Chevrolet Years: 1979-1982			**3.500"/88.9mm x 3.484"/88.4mm**				
	305 CID (5.0L) 16V V8 Chevrolet Years: 1976-1996			**3.736"/95.0mm x 3.484"/88.4mm**				
	305 CID (5.0L) 16V V8 Vortec Years: 1996-2002			**3.736"/95.0mm x 3.484"/88.4mm**				
	307 CID (5.0L) 16V V8 Chevrolet Years: 1968-1973			**3.875"/98.4mm x 3.250"/82.6mm**				
	350 CID (5.7L) 16V V8 Chevrolet Years: 1967-1997			**4.000"/101.6mm x 3.484"/88.5mm**				
	350 CID (5.7L) 16V V8 Vortec Years: 1995-2003			**4.000"/101.6mm x 3.484"/88.5mm**				
Main Bearing **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half**	TM-77	**MB-2509HX**	STD	2.4478/2.4488	0.0021/0.0051	0.0950	2.6406/2.6416	1.7180
Cam Bearing Set 1 2-5 3-4 **NOTE: Performance Bearing Set**	B-2	**SH-1349S** SH-1349 SH-1350 SH-1351	STD	 1.8682/1.8692 1.8682/1.8692 1.8682/1.8692	 0.0010/0.0048 0.0010/0.0048 0.0010/0.0048	 0.0744 0.0694 0.0644	 2.0190/2.0210 2.0090/2.0110 1.9990/2.0010	 0.7450 0.7450 0.7450
Cam Bearing Set 1 2-3-4-5 **NOTE: Aluminum Cylinder Block; Performance Bearing Set**	B-2	**SH-1772S** SH-1351 SH-2185	STD	 1.8682/1.8692 1.8682/1.8692	 0.0010/0.0048 0.0010/0.0048	 0.0644 0.0644	 1.9990/2.0010 1.9990/2.0010	 0.7450 0.8650
Cam Bearing Set 1-2-3-4-5 **NOTE: Oversize Align Bored Blocks with Housing Bore Size 1.9990" / 2.0010"; Performance Bearing Set**	B-2	**SH-1796S** SH-1351	STD	 1.8682/1.8692	 0.0010/0.0048	 0.0644	 1.9990/2.0010	 0.7450
Connecting Rod Forging **Crankshaft Forging**	3185281, 3703526, 3703527, 3784000, 3815281, 3892671, 3916396, 3923282, 3946841 1130, 1178, 1182, 230376, 2680, 2690, 2NABC, 2Y68-76, 306275, 306276, 30R, 31-87, 310514, 31M, 3279, 3281N, 329880N, 354431, 3732444, 3832442, 3911000, 3911001, 3911011, 391101A, 3912335, 3914681, 3914682, 3930809, 3932444, 3941172, 3941174, 3941184, 4568749, 4577, 4672							
7	**265 CID (4.3L) 16V V8 Chevrolet** Years: 1955-1957			**3.750"/95.3mm x 3.000"/76.2mm**				**7**
Rod Bearing (8) **NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-745HN**	STD,1,10,20,30	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-745HND**	STD,10	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-745HNDK**	STD,10	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920

● New Number ‡ Discontinued

COUNTER DATA				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.)
7 (cont.)	265 CID (4.3L) 16V V8 Chevrolet Years: 1955-1957					3.750"/95.3mm x 3.000"/76.2mm		7 (cont.)
Rod Bearing (8)	TM-77	**CB-745HNK**	STD,1,10	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-745HXN**	STD	1.9990/2.0000	0.0014/0.0035	0.0616	2.1247/2.1252	0.7920
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-745HXNK**	STD	1.9990/2.0000	0.0014/0.0035	0.0616	2.1247/2.1252	0.7920
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	**CB-745VN**	STD,1	1.9990/2.0000	0.0010/0.0031	0.0620	2.1247/2.1252	0.7920
NOTE: V-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	**CB-745VXN**	STD‡	1.9990/2.0000	0.0020/0.0041	0.0615	2.1247/2.1252	0.7920
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-429H**	STD,1,10					
1-2-3-4		MB-1808H		2.2983/2.2993	0.0004/0.0030	0.0954	2.4906/2.4916	0.8070
5		MB-1769H(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-429HK**	STD,10					
1-2-3-4		MB-1808H		2.2983/2.2993	0.0004/0.0030	0.0954	2.4906/2.4916	0.8070
5		MB-1769H(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-429HX**	STD					
1-2-3-4		MB-1808HX		2.2983/2.2993	0.0014/0.0040	0.0949	2.4906/2.4916	0.8070
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-429HXK**	STD					
1-2-3-4		MB-1808HX		2.2983/2.2993	0.0014/0.0040	0.0949	2.4906/2.4916	0.8070
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	VP-2	**MS-429V**	STD					
1-2-3-4		MB-1808V		2.2983/2.2993	0.0003/0.0031	0.0954	2.4906/2.4916	0.8070
5		MB-1769V(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
NOTE: V-Series Performance Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
7 (cont.)	**265 CID (4.3L) 16V V8 Chevrolet** Years: 1955-1957			**3.750"/95.3mm x 3.000"/76.2mm**				**7 (cont.)**
Main Bearing Set	VP-2	**MS-429VX**	STD					
1-2-3-4		MB-1808VX		2.2983/2.2993	0.0013/0.0041	0.0949	2.4906/2.4916	0.8070
5		MB-1769VX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-1769HX**	STD	2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
NOTE: Engine Using 283 Crankshaft, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-1	**SH-287S**	STD					
1		SH-290		1.8682/1.8692	0.0010/0.0050	0.0744	2.0190/2.0210	0.7500
2		SH-288		1.8682/1.8692	0.0010/0.0050	0.0694	2.0090/2.0110	0.7500
3-4		SH287		1.8682/1.8692	0.0010/0.0050	0.0644	1.9990/2.0010	0.7500
5		SH-289		1.8682/1.8692	0.0010/0.0050	0.0694	2.0090/2.0110	0.9500
Connecting Rod Forging	3185281, 3703526, 3703527, 3784000, 3815281, 3892671, 3916396, 3923282, 3946841							
Crankshaft Forging	1130, 1178, 1182, 230376, 2680, 2690, 2NABC, 2Y68-76, 306275, 306276, 30R, 31-87, 310514, 31M, 3279, 3281N, 329880N, 354431, 3732444, 3832442, 3911000, 3911001, 3911011, 391101A, 3912335, 3914681, 3914682, 3930809, 3932444, 3941172, 3941174, 3941184, 4568749, 4577, 4672							
8	**302 CID (4.9L) 16V V8 Chevrolet** Years: 1967-1969			**4.000"/101.6mm x 3.000"/76.2mm**				**8**
	327 CID (5.3L) 16V V8 Chevrolet Years: 1962-1969			**4.000"/101.6mm x 3.250"/82.5mm**				
	265 CID (4.3L) 16V V8 Chevrolet Years: 1994-1996			**3.750"/95.3mm x 3.000"/76.2mm**				
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	2.2247/2.2252	0.7920
For Year(s): 1968-1996								
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-663HND**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
For Year(s): 1968-1996								
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-663HNDK**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
For Year(s): 1968-1996								
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-663HNK**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
For Year(s): 1968-1996								
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)
8 (cont.)	**302 CID (4.9L) 16V V8 Chevrolet** Years: 1967-1969				4.000"/101.6mm x 3.000"/76.2mm			8 (cont.)
	327 CID (5.3L) 16V V8 Chevrolet Years: 1962-1969				4.000"/101.6mm x 3.250"/82.5mm			
	265 CID (4.3L) 16V V8 Chevrolet Years: 1994-1996				3.750"/95.3mm x 3.000"/76.2mm			
Rod Bearing (8) **For Year(s): 1968-1996** **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-663HXN**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **For Year(s): 1968-1996** **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-663HXND**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **For Year(s): 1968-1996** **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-663HXNDK**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **For Year(s): 1968-1996** **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-663HXNK**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **For Year(s): 1968-1996** **NOTE: V-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	VP-2	**CB-663VN**	STD,1,10	2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.2252	0.7920
Rod Bearing (8) **For Year(s): 1968-1996** **NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	VP-2	**CB-663VXN**	STD	2.0990/2.1000	0.0018/0.0038	0.0616	2.2247/2.2252	0.7920
Rod Bearing (8) **For Year(s): 1962-1967** **NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-745HN**	STD,1,10,20,30	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920
Rod Bearing (8) **For Year(s): 1962-1967** **NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-745HND**	STD,10	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920

● New Number ‡ Discontinued

COUNTER DATA				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.)								
8 (cont.)	**302 CID (4.9L) 16V V8 Chevrolet** Years: 1967-1969			**4.000"/101.6mm x 3.000"/76.2mm**				8 (cont.)
	327 CID (5.3L) 16V V8 Chevrolet Years: 1962-1969			**4.000"/101.6mm x 3.250"/82.5mm**				
	265 CID (4.3L) 16V V8 Chevrolet Years: 1994-1996			**3.750"/95.3mm x 3.000"/76.2mm**				
Rod Bearing (8) **For Year(s): 1962-1967** **NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-745HNDK**	STD,10	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920
Rod Bearing (8) **For Year(s): 1962-1967** **NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-745HNK**	STD,1,10	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920
Rod Bearing (8) **For Year(s): 1962-1967** **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-745HXN**	STD	1.9990/2.0000	0.0014/0.0035	0.0616	2.1247/2.1252	0.7920
Rod Bearing (8) **For Year(s): 1962-1967** **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-745HXNK**	STD	1.9990/2.0000	0.0014/0.0035	0.0616	2.1247/2.1252	0.7920
Rod Bearing (8) **For Year(s): 1962-1967** **NOTE: V-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	VP-2	**CB-745VN**	STD,1	1.9990/2.0000	0.0010/0.0031	0.0620	2.1247/2.1252	0.7920
Rod Bearing (8) **For Year(s): 1962-1967** **NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	VP-2	**CB-745VXN**	STD‡	1.9990/2.0000	0.0020/0.0041	0.0615	2.1247/2.1252	0.7920
Main Bearing Set	TM-77	**MS-909H**	STD,1,9,10,11,19					
1-2-3-4		MB-2508H	20,21,30	2.4483/2.4493	0.0006/0.0036	0.0955	2.6406/2.6416	0.8070
5		MB-2509H(F)		2.4478/2.4488	0.0011/0.0041	0.0955	2.6406/2.6416	1.7180
For Year(s): 1968-1996 **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half**								
Main Bearing Set	TM-77	**MS-909HG**	STD					
1-2-3-4		MB-2508HG		2.4483/2.4493	0.0006/0.0036	0.0955	2.6406/2.6416	0.8070
5		MB-2509HG(F)		2.4478/2.4488	0.0011/0.0041	0.0955	2.6406/2.6416	1.7180
For Year(s): 1968-1996 **NOTE: H-Series Performance Contains Full Grooved Bearings**								

● New Number ‡ Discontinued

COUNTER DATA				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.)
8 (cont.)	**302 CID (4.9L) 16V V8 Chevrolet** Years: 1967-1969			**4.000"/101.6mm x 3.000"/76.2mm**				8 (cont.)
	327 CID (5.3L) 16V V8 Chevrolet Years: 1962-1969			**4.000"/101.6mm x 3.250"/82.5mm**				
	265 CID (4.3L) 16V V8 Chevrolet Years: 1994-1996			**3.750"/95.3mm x 3.000"/76.2mm**				
Main Bearing Set	TM-77	**MS-909HK**	STD,1,10					
1-2-3-4		MB-2508H		2.4483/2.4493	0.0006/0.0036	0.0955	2.6406/2.6416	0.8070
5		MB-2509H(F)		2.4478/2.4488	0.0011/0.0041	0.0955	2.6406/2.6416	1.7180
For Year(s): 1968-1996								
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-909HX**	STD					
1-2-3-4		MB-2508HX		2.4483/2.4493	0.0016/0.0046	0.0950	2.6406/2.6416	0.8070
5		MB-2509HX(F)		2.4478/2.4488	0.0021/0.0051	0.0950	2.6406/2.6416	1.7180
For Year(s): 1968-1996								
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-909HXK**	STD					
1-2-3-4		MB-2508HX		2.4483/2.4493	0.0016/0.0046	0.0950	2.6406/2.6416	0.8070
5		MB-2509HX(F)		2.4478/2.4488	0.0021/0.0051	0.0950	2.6406/2.6416	1.7180
For Year(s): 1968-1996								
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	VP-2	**MS-909V**	STD,10					
1-2-3-4		MB-2508V		2.4484/2.4493	0.0005/0.0028	0.0955	2.6406/2.6416	0.8070
5		MB-2509V(F)		2.4479/2.4488	0.0005/0.0028	0.0955	2.6406/2.6416	1.7180
For Year(s): 1968-1996								
NOTE: V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1110H**	STD,1,10					
1-2-3-4		MB-2650H		2.2983/2.2993	0.0005/0.0031	0.1705	2.6406/2.6416	0.8070
5		MB-1769H(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
5		MB-2651C				0.0753	2.6406/2.6416	1.5200
For Year(s): 1968-1996								
NOTE: Engine Using 283 Crankshaft, H-Series Performance Contains A Spacer To Be Used With Bearing In Position Number 5 Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1110HK**	STD,1‡,10‡					
1-2-3-4		MB-2650H		2.2983/2.2993	0.0005/0.0031	0.1705	2.6406/2.6416	0.8070
5		MB-1769H(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
5		MB-2651C				0.0753	2.6406/2.6416	1.5200
For Year(s): 1968-1996								
NOTE: Engine Using 283 Crankshaft, H-Series Performance with TriArmor Contains A Spacer To Be Used With Bearing In Position Number 5 Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
8 (cont.)	**302 CID (4.9L) 16V V8 Chevrolet** Years: 1967-1969			**4.000"/101.6mm x 3.000"/76.2mm**				8 (cont.)
	327 CID (5.3L) 16V V8 Chevrolet Years: 1962-1969			**4.000"/101.6mm x 3.250"/82.5mm**				
	265 CID (4.3L) 16V V8 Chevrolet Years: 1994-1996			**3.750"/95.3mm x 3.000"/76.2mm**				
Main Bearing Set	TM-77	**MS-1110HX**	STD					
1-2-3-4		MB-2650HX		2.2983/2.2993	0.0015/0.0041	0.1700	2.6406/2.6416	0.8070
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
5		MB-2651C				0.0753	2.6406/2.6416	1.5200
For Year(s): 1968-1996								
NOTE: Engine Using 283 Crankshaft, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains A Spacer To Be Used With Bearing In Position Number 5 Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1110HXK**	STD					
1-2-3-4		MB-2650HX		2.2983/2.2993	0.0015/0.0041	0.1700	2.6406/2.6416	0.8070
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
5		MB-2651C				0.0753	2.6406/2.6416	1.5200
For Year(s): 1968-1996								
NOTE: Engine Using 283 Crankshaft, H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains A Spacer To Be Used With Bearing In Position Number 5 Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-429H**	STD,1,10					
1-2-3-4		MB-1808H		2.2983/2.2993	0.0004/0.0030	0.0954	2.4906/2.4916	0.8070
5		MB-1769H(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
For Year(s): 1962-1967								
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-429HK**	STD,10					
1-2-3-4		MB-1808H		2.2983/2.2993	0.0004/0.0030	0.0954	2.4906/2.4916	0.8070
5		MB-1769H(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
For Year(s): 1962-1967								
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-429HX**	STD					
1-2-3-4		MB-1808HX		2.2983/2.2993	0.0014/0.0040	0.0949	2.4906/2.4916	0.8070
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
For Year(s): 1962-1967								
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-429HXK**	STD					
1-2-3-4		MB-1808HX		2.2983/2.2993	0.0014/0.0040	0.0949	2.4906/2.4916	0.8070
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
For Year(s): 1962-1967								
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								

● New Number ‡ Discontinued

COUNTER DATA				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.)
8 (cont.)	**302 CID (4.9L) 16V V8 Chevrolet** Years: 1967-1969			**4.000"/101.6mm x 3.000"/76.2mm**				8 (cont.)
	327 CID (5.3L) 16V V8 Chevrolet Years: 1962-1969			**4.000"/101.6mm x 3.250"/82.5mm**				
	265 CID (4.3L) 16V V8 Chevrolet Years: 1994-1996			**3.750"/95.3mm x 3.000"/76.2mm**				
Main Bearing Set	VP-2	**MS-429V**	STD					
1-2-3-4		MB-1808V		2.2983/2.2993	0.0003/0.0031	0.0954	2.4906/2.4916	0.8070
5		MB-1769V(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
For Year(s): 1962-1967								
NOTE: V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	VP-2	**MS-429VX**	STD					
1-2-3-4		MB-1808VX		2.2983/2.2993	0.0013/0.0041	0.0949	2.4906/2.4916	0.8070
5		MB-1769VX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
For Year(s): 1962-1967								
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-1769HX**	STD	2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
NOTE: Engine Using 283 Crankshaft, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-2509H-1**	STD	2.4478/2.4488	0.0011/0.0041	0.0955	2.6406/2.6416	1.7180
For Year(s): 1968-1996								
NOTE: H-Series Performance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-2509HX**	STD	2.4478/2.4488	0.0021/0.0051	0.0950	2.6406/2.6416	1.7180
For Year(s): 1968-1996								
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-2	**SH-1349S**	STD					
1		SH-1349		1.8682/1.8692	0.0010/0.0048	0.0744	2.0190/2.0210	0.7450
2-5		SH-1350		1.8682/1.8692	0.0010/0.0048	0.0694	2.0090/2.0110	0.7450
3-4		SH-1351		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450
For Year(s): 1964-1996								
NOTE: Performance Bearing Set								
Cam Bearing Set	B-2	**SH-1772S**	STD					
1		SH-1351		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450
2-3-4-5		SH-2185		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.8650
For Year(s): 1968-1996								
NOTE: Aluminum Cylinder Block; Performance Bearing Set								
Cam Bearing Set	B-2	**SH-1796S**	STD					
1-2-3-4-5		SH-1351		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450
For Year(s): 1964-1996								
NOTE: Oversize Align Bored Blocks with Housing Bore Size 1.9990" / 2.0010"; Performance Bearing Set								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
8 (cont.)	**302 CID (4.9L) 16V V8 Chevrolet** Years: 1967-1969			**4.000"/101.6mm x 3.000"/76.2mm**				**8 (cont.)**
	327 CID (5.3L) 16V V8 Chevrolet Years: 1962-1969			**4.000"/101.6mm x 3.250"/82.5mm**				
	265 CID (4.3L) 16V V8 Chevrolet Years: 1994-1996			**3.750"/95.3mm x 3.000"/76.2mm**				
Cam Bearing Set	B-1	**SH-287S**	STD					
1		SH-290		1.8682/1.8692	0.0010/0.0050	0.0744	2.0190/2.0210	0.7500
2		SH-288		1.8682/1.8692	0.0010/0.0050	0.0694	2.0090/2.0110	0.7500
3-4		SH287		1.8682/1.8692	0.0010/0.0050	0.0644	1.9990/2.0010	0.7500
5		SH-289		1.8682/1.8692	0.0010/0.0050	0.0694	2.0090/2.0110	0.9500
For Year(s): 1962-1963								
Connecting Rod Forging	3185281, 3703526, 3703527, 3784000, 3815281							
Crankshaft Forging	1130, 1178, 1182, 2680, 3279, 3782680, 3782690, 3815822, 3911000, 3911001, 3911011, 391101A, 3914681, 3914682, 3930809, 3941172, 3941174, 4577, 4672, 5782680							
9	**283 CID (4.6L) 16V V8 Chevrolet** Years: 1957-1967			**3.875"/98.4mm x 3.000"/76.2mm**				**9**
Rod Bearing (8)	TM-77	**CB-745HN**	STD,1,10,20,30	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-745HND**	STD,10	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-745HNDK**	STD,10	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-745HNK**	STD,1,10	1.9990/2.0000	0.0004/0.0025	0.0621	2.1247/2.1252	0.7920
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-745HXN**	STD	1.9990/2.0000	0.0014/0.0035	0.0616	2.1247/2.1252	0.7920
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-745HXNK**	STD	1.9990/2.0000	0.0014/0.0035	0.0616	2.1247/2.1252	0.7920
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	**CB-745VN**	STD,1	1.9990/2.0000	0.0010/0.0031	0.0620	2.1247/2.1252	0.7920
NOTE: V-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)
9 (cont.)	**283 CID (4.6L) 16V V8 Chevrolet** Years: 1957-1967						**3.875"/98.4mm x 3.000"/76.2mm**	**9** (cont.)
Rod Bearing (8)	VP-2	**CB-745VXN**	STD‡	1.9990/2.0000	0.0020/0.0041	0.0615	2.1247/2.1252	0.7920
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-429H**	STD,1,10					
1-2-3-4		MB-1808H		2.2983/2.2993	0.0004/0.0030	0.0954	2.4906/2.4916	0.8070
5		MB-1769H(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-429HK**	STD,10					
1-2-3-4		MB-1808H		2.2983/2.2993	0.0004/0.0030	0.0954	2.4906/2.4916	0.8070
5		MB-1769H(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-429HX**	STD					
1-2-3-4		MB-1808HX		2.2983/2.2993	0.0014/0.0040	0.0949	2.4906/2.4916	0.8070
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-429HXK**	STD					
1-2-3-4		MB-1808HX		2.2983/2.2993	0.0014/0.0040	0.0949	2.4906/2.4916	0.8070
5		MB-1769HX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	VP-2	**MS-429V**	STD					
1-2-3-4		MB-1808V		2.2983/2.2993	0.0003/0.0031	0.0954	2.4906/2.4916	0.8070
5		MB-1769V(F)		2.2978/2.2988	0.0010/0.0036	0.0954	2.4906/2.4916	1.7180
NOTE: V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	VP-2	**MS-429VX**	STD					
1-2-3-4		MB-1808VX		2.2983/2.2993	0.0013/0.0041	0.0949	2.4906/2.4916	0.8070
5		MB-1769VX(F)		2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-1769HX**	STD	2.2978/2.2988	0.0020/0.0046	0.0949	2.4906/2.4916	1.7180
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-2	**SH-1349S**	STD					
1		SH-1349		1.8682/1.8692	0.0010/0.0048	0.0744	2.0190/2.0210	0.7450
2-5		SH-1350		1.8682/1.8692	0.0010/0.0048	0.0694	2.0090/2.0110	0.7450
3-4		SH-1351		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450
For Year(s): 1964-1967								
NOTE: Performance Bearing Set								
Cam Bearing Set	B-2	**SH-1796S**	STD					
1-2-3-4-5		SH-1351		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450
For Year(s): 1964-1967								
NOTE: Oversize Align Bored Blocks with Housing Bore Size 1.9990" / 2.0010"; Performance Bearing Set								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
9 (cont.)	**283 CID (4.6L) 16V V8 Chevrolet** Years: 1957-1967			**3.875"/98.4mm x 3.000"/76.2mm**				**9 (cont.)**
Cam Bearing Set	B-1	**SH-287S**	STD					
1		SH-290		1.8682/1.8692	0.0010/0.0050	0.0744	2.0190/2.0210	0.7500
2		SH-288		1.8682/1.8692	0.0010/0.0050	0.0694	2.0090/2.0110	0.7500
3-4		SH287		1.8682/1.8692	0.0010/0.0050	0.0644	1.9990/2.0010	0.7500
5		SH-289		1.8682/1.8692	0.0010/0.0050	0.0694	2.0090/2.0110	0.9500
For Year(s): 1957-1963								
10	**294 CID (4.8L) 16V V8 Vortec** Years: 1999-2011 **325 CID (5.3L) 16V V8 Vortec** Years: 1999-2011 **346 CID (5.7L) 16V V8 Chevrolet** Years: 1997-2005 **364 CID (6.0L) 16V V8 Vortec** Years: 1999-2011			**3.780"/96.0mm x 3.268"/83.0mm** **3.780"/96.0mm x 3.622"/92.0mm** **3.898"/99.0mm x 3.622"/92.0mm** **4.000"/101.6mm x 3.622"/92.0mm**				**10**
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	2.2247/2.2252	0.7920
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-663HND**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-663HNDK**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-663HNK**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-663HXN**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-663HXND**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-663HXNDK**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								

● New Number ‡ Discontinued

COUNTER DATA				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.)
10 (cont.)	**294 CID (4.8L) 16V V8 Vortec** Years: 1999-2011					3.780"/96.0mm x 3.268"/83.0mm		10 (cont.)
	325 CID (5.3L) 16V V8 Vortec Years: 1999-2011					3.780"/96.0mm x 3.622"/92.0mm		
	346 CID (5.7L) 16V V8 Chevrolet Years: 1997-2005					3.898"/99.0mm x 3.622"/92.0mm		
	364 CID (6.0L) 16V V8 Vortec Years: 1999-2011					4.000"/101.6mm x 3.622"/92.0mm		
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-663HXNK**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: V-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	VP-2	**CB-663VN**	STD,1,10	2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	VP-2	**CB-663VXN**	STD	2.0990/2.1000	0.0018/0.0038	0.0616	2.2247/2.2252	0.7920
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2199H** MB-3591H MB-3592H(F)	STD,1,10	2.5588/2.5593 2.5588/2.5593	0.0005/0.0026 0.0005/0.0026	0.0957 0.0957	2.7509/2.7514 2.7509/2.7514	0.8050 1.0280
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness**	TM-77	**MS-2199HK** MB-3591H MB-3592H(F)	STD,10	2.5588/2.5593 2.5588/2.5593	0.0005/0.0026 0.0005/0.0026	0.0957 0.0957	2.7509/2.7514 2.7509/2.7514	0.8050 1.0280
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2199HX** MB-3591HX MB-3592HX(F)	STD	2.5588/2.5593 2.5588/2.5593	0.0015/0.0036 0.0015/0.0036	0.0952 0.0952	2.7509/2.7514 2.7509/2.7514	0.8050 1.0280
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness**	TM-77	**MS-2199HXK** MB-3591HX MB-3592HX(F)	STD	2.5588/2.5593 2.5588/2.5593	0.0015/0.0036 0.0015/0.0036	0.0952 0.0952	2.7509/2.7514 2.7509/2.7514	0.8050 1.0280
Main Bearing **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half**	TM-77	**MB-3592HX**	STD	2.5588/2.5593	0.0015/0.0036	0.0952	2.7509/2.7514	1.0280
Main Bearing **NOTE: H-Series Performance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half**	TM-77	**MB-3592H-1**		2.5588/2.5593	0.0005/0.0026	0.0957	2.7509/2.7514	1.0280

● New Number ‡ Discontinued

COUNTER DATA				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.)								
10 (cont.)	**294 CID (4.8L) 16V V8 Vortec** Years: 1999-2011			**3.780"/96.0mm x 3.268"/83.0mm**				**10** (cont.)
	325 CID (5.3L) 16V V8 Vortec Years: 1999-2011			**3.780"/96.0mm x 3.622"/92.0mm**				
	346 CID (5.7L) 16V V8 Chevrolet Years: 1997-2005			**3.898"/99.0mm x 3.622"/92.0mm**				
	364 CID (6.0L) 16V V8 Vortec Years: 1999-2011			**4.000"/101.6mm x 3.622"/92.0mm**				
Cam Bearing Set	B-2	**SH-2157S**	STD					
1-5		SH-2157		2.1650/2.1670	0.0022/0.0074	0.0890	2.3472/2.3492	0.7800
2-4		SH-2158		2.1650/2.1670	0.0010/0.0062	0.0799	2.3276/2.3295	0.7800
3		SH-2159		2.1650/2.1670	0.0010/0.0062	0.0700	2.3079/2.3098	0.7800
For Year(s): 2003-2011								
NOTE: For 2003: 2nd Design, Position Number 1 And 5 Housing Bore is 2.3472" / 2.3492"								
Performance, Bearing Set								
Cam Bearing Set	B-2	**SH-2160S**	STD					
1-5		SH-2160		2.1650/2.1670	0.0011/0.0063	0.0799	2.3276/2.3295	0.6350
2-4		SH-2161		2.1650/2.1670	0.0011/0.0063	0.0749	2.3161/2.3181	0.6350
3		SH-2162		2.1650/2.1670	0.0011/0.0063	0.0700	2.3063/2.3083	0.6350
For Year(s): 1997-2003								
NOTE: For 2003: 1st Design, Position Number 1 And 5 Housing Bore is 2.3276" / 2.3295"								
Performance, Bearing Set								
Connecting Rod Forging	121, 143							
Crankshaft Forging	12552216, 12553482							
11	**325 CID (5.3L) 16V V8** Years: 2005-2009			**3.780"/96.0mm x 3.622"/92.0mm**				**11**
	325 CID (5.3L) 16V V8 Vortec Hybrid Years: 2004-2007			**3.780"/96.0mm x 3.622"/92.0mm**				
	364 CID (6.0L) 16V V8 Vortec Hybrid Years: 2008-2011			**4.000"/101.6mm x 3.622"/92.0mm**				
	376 CID (6.2L) 16V V8 Years: 2008-2011			**4.065"/103.3mm x 3.622"/92.0mm**				
	376 CID (6.2L) 16V V8 Vortec Years: 2007-2011			**4.065"/103.3mm x 3.622"/92.0mm**				
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	2.2247/2.2252	0.7920
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-663HND**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-663HNDK**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								

● New Number ‡ Discontinued

COUNTER DATA				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.)
11 (cont.)	**325 CID (5.3L) 16V V8** Years: 2005-2009				3.780"/96.0mm x 3.622"/92.0mm			11 (cont.)
	325 CID (5.3L) 16V V8 Vortec Hybrid Years: 2004-2007				3.780"/96.0mm x 3.622"/92.0mm			
	364 CID (6.0L) 16V V8 Vortec Hybrid Years: 2008-2011				4.000"/101.6mm x 3.622"/92.0mm			
	376 CID (6.2L) 16V V8 Years: 2008-2011				4.065"/103.3mm x 3.622"/92.0mm			
	376 CID (6.2L) 16V V8 Vortec Years: 2007-2011				4.065"/103.3mm x 3.622"/92.0mm			
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-663HNK**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-663HXN**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-663HXND**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-663HXNDK**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-663HXNK**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: V-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	VP-2	**CB-663VN**	STD,1,10	2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.2252	0.7920
Rod Bearing (8) **NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	VP-2	**CB-663VXN**	STD	2.0990/2.1000	0.0018/0.0038	0.0616	2.2247/2.2252	0.7920
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2199H** MB-3591H MB-3592H(F)	STD,1,10	 2.5588/2.5593 2.5588/2.5593	 0.0005/0.0026 0.0005/0.0026	 0.0957 0.0957	 2.7509/2.7514 2.7509/2.7514	 0.8050 1.0280

● New Number ‡ Discontinued

COUNTER DATA				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.)								
11 (cont.)	**325 CID (5.3L) 16V V8** Years: 2005-2009			**3.780"/96.0mm x 3.622"/92.0mm**				**11** (cont.)
	325 CID (5.3L) 16V V8 Vortec Hybrid Years: 2004-2007			**3.780"/96.0mm x 3.622"/92.0mm**				
	364 CID (6.0L) 16V V8 Vortec Hybrid Years: 2008-2011			**4.000"/101.6mm x 3.622"/92.0mm**				
	376 CID (6.2L) 16V V8 Years: 2008-2011			**4.065"/103.3mm x 3.622"/92.0mm**				
	376 CID (6.2L) 16V V8 Vortec Years: 2007-2011			**4.065"/103.3mm x 3.622"/92.0mm**				
Main Bearing Set	TM-77	**MS-2199HK**	STD,10					
1-2-4-5		MB-3591H		2.5588/2.5593	0.0005/0.0026	0.0957	2.7509/2.7514	0.8050
3		MB-3592H(F)		2.5588/2.5593	0.0005/0.0026	0.0957	2.7509/2.7514	1.0280
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-2199HX**	STD					
1-2-4-5		MB-3591HX		2.5588/2.5593	0.0015/0.0036	0.0952	2.7509/2.7514	0.8050
3		MB-3592HX(F)		2.5588/2.5593	0.0015/0.0036	0.0952	2.7509/2.7514	1.0280
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-2199HXK**	STD					
1-2-4-5		MB-3591HX		2.5588/2.5593	0.0015/0.0036	0.0952	2.7509/2.7514	0.8050
3		MB-3592HX(F)		2.5588/2.5593	0.0015/0.0036	0.0952	2.7509/2.7514	1.0280
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing	TM-77	**MB-3592HX**	STD	2.5588/2.5593	0.0015/0.0036	0.0952	2.7509/2.7514	1.0280
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-3592H-1**		2.5588/2.5593	0.0005/0.0026	0.0957	2.7509/2.7514	1.0280
NOTE: H-Series Performance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-2	**SH-2157S**	STD					
1-5		SH-2157		2.1650/2.1670	0.0022/0.0074	0.0890	2.3472/2.3492	0.7800
2-4		SH-2158		2.1650/2.1670	0.0010/0.0062	0.0799	2.3276/2.3295	0.7800
3		SH-2159		2.1650/2.1670	0.0010/0.0062	0.0700	2.3079/2.3098	0.7800
NOTE: Performance, Bearing Set								
Connecting Rod Forging	121, 143							
Crankshaft Forging	12552216, 12553482							
12	**326 CID (5.3L) 16V V8 Pontiac** Years: 1963-1967			**3.719"/94.5mm x 3.750"/95.3mm**				**12**
	350 CID (5.7L) 16V V8 Pontiac Years: 1968-1979			**3.875"/98.4mm x 3.750"/95.3mm**				
	400 CID (6.6L) 16V V8 Pontiac Years: 1967-1979			**4.120"/104.7mm x 3.750"/95.3mm**				
Rod Bearing (8)	TM-77	**CB-758HN**	STD,1,10	2.2487/2.2497	0.0012/0.0033	0.0619	2.3745/2.3750	0.8460
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)
12 (cont.)	**326 CID (5.3L) 16V V8 Pontiac** Years: 1963-1967			**3.719"/94.5mm x 3.750"/95.3mm**				12 (cont.)
	350 CID (5.7L) 16V V8 Pontiac Years: 1968-1979			**3.875"/98.4mm x 3.750"/95.3mm**				
	400 CID (6.6L) 16V V8 Pontiac Years: 1967-1979			**4.120"/104.7mm x 3.750"/95.3mm**				
Rod Bearing (8)	TM-77	**CB-758HXN**	STD	2.2487/2.2497	0.0021/0.0042	0.0614	2.3745/2.3750	0.8460
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-496P**	STD,10,20,30					
1-2-3		MB-1917P		2.9990/3.0000	0.0007/0.0038	0.0938	3.1880/3.1890	0.9430
4		MB-1918P(F)		2.9990/3.0000	0.0007/0.0038	0.0938	3.1880/3.1890	1.1350
5		MB-1891P		2.9990/3.0000	0.0007/0.0038	0.0938	3.1880/3.1890	1.5950
NOTE: Contains Full Grooved Bearings								
Cam Bearing Set	B-1	**SH-292S**	STD					
1-2-3-4-5		SH-292		1.8992/1.8997	0.0010/0.0060	0.0643	2.0297/2.0317	0.6900
Connecting Rod Forging	529007, 529238, 529938, 532294, 541000, 544956							
Crankshaft Forging	103427, 4813, 481379, 481380, 493654, 496452, 531369, 541585, 544191, 9773382, 9773383, 9773524, 9773573, 9782646, 9782770, 9783785, 9783786, 9793573, 9794054, 97954, 9795479							
13	**348 CID (5.7L) 16V V8 Chevrolet** Years: 1958-1965			**4.125"/104.8mm x 3.250"/82.6mm**				13
	409 CID (6.7L) 16V V8 Chevrolet Years: 1961-1965			**4.313"/109.5mm x 3.500"/88.9mm**				
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 Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-743HND**	STD,1,9,10,11	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HNDK**	STD,1,10	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HNK**	STD,1,10	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-743HXN**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
13 (cont.)	**348 CID (5.7L) 16V V8 Chevrolet** Years: 1958-1965			**4.125"/104.8mm x 3.250"/82.6mm**				**13 (cont.)**
	409 CID (6.7L) 16V V8 Chevrolet Years: 1961-1965			**4.313"/109.5mm x 3.500"/88.9mm**				
Rod Bearing (8) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-743HXND**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-743HXNDK**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-743HXNK**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: V-Series Performance No Dowel Hole In Cap Half**	VP-2	**CB-743V**	STD,1,10	2.1990/2.2000	0.0009/0.0030	0.0619	2.3247/2.3252	0.8920
Rod Bearing (8) **NOTE: V-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	VP-2	**CB-743VND**	STD,1	2.1990/2.2000	0.0009/0.0034	0.0620	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	VP-2	**CB-743VNDX**	STD	2.1990/2.2000	0.0019/0.0044	0.0615	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	VP-2	**CB-743VX**	STD	2.1990/2.2000	0.0019/0.0040	0.0614	2.3247/2.3252	0.8920
Rod Bearing (8) **NOTE: M-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod**	B-2	**CB-829M**	STD	2.1990/2.2000	0.0010/0.0031	0.0622	2.3247/2.3252	0.8920
Main Bearing Set	TM-77	**MS-2323H**	STD•					
1-2-3-4		MB-3993H		2.4980/2.4990	0.0006/0.0032	0.0937	2.6870/2.6880	1.0470
5		MB-1841H		2.4980/2.4990	0.0020/0.0046	0.0930	2.6870/2.6880	1.8110
NOTE: H Series Performance								
Main Bearing Set	TM-77	**MS-2323HX**	STD•					
1-2-3-4		MB-3993HX		2.4980/2.4990	0.0016/0.0042	0.0932	2.6870/2.6880	1.0470
5		MB-1841HX		2.4980/2.4990	0.0030/0.0056	0.0925	2.6870/2.6880	1.8110
NOTE: H Series Performance								
Cam Bearing Set	B-1	**SH-398S**	STD					
1		SH-398		1.8682/1.8692	0.0010/0.0052	0.0744	2.0190/2.0210	0.8650
2		SH-399		1.8682/1.8692	0.0010/0.0052	0.0694	2.0090/2.0110	0.8650
3-4		SH-400		1.8682/1.8692	0.0005/0.0050	0.0647	1.9990/2.0010	0.8700
5		SH-401		1.8682/1.8692	0.0010/0.0052	0.0694	2.0090/2.0110	0.9450

● New Number ‡ Discontinued

COUNTER DATA				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
14	**366 CID (6.0L) 16V V8 Chevrolet** Years: 1980-1998			**3.938"/100.0mm x 3.766"/95.5mm**				14
	454 CID (7.4L) 16V V8 Chevrolet Years: 1970-1997			**4.250"/108.0mm x 4.000"/101.6mm**				
	454 CID (7.4L) 16V V8 Vortec Years: 1996-2000			**4.250"/108.0mm x 4.000"/101.6mm**				
Rod Bearing (8) **NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	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
Rod Bearing (8) **NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-743HND**	STD,1,9,10,11	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-743HNDK**	STD,1,10	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-743HNK**	STD,1,10	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-743HXN**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-743HXND**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-743HXNDK**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-743HXNK**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: V-Series Performance No Dowel Hole In Cap Half**	VP-2	**CB-743V**	STD,1,10	2.1990/2.2000	0.0009/0.0030	0.0619	2.3247/2.3252	0.8920

● New Number ‡ Discontinued

COUNTER DATA				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.)								
14 (cont.)	**366 CID (6.0L) 16V V8 Chevrolet** Years: 1980-1998			**3.938"/100.0mm x 3.766"/95.5mm**				**14 (cont.)**
	454 CID (7.4L) 16V V8 Chevrolet Years: 1970-1997			**4.250"/108.0mm x 4.000"/101.6mm**				
	454 CID (7.4L) 16V V8 Vortec Years: 1996-2000			**4.250"/108.0mm x 4.000"/101.6mm**				
Rod Bearing (8)	VP-2	**CB-743VND**	STD,1	2.1990/2.2000	0.0009/0.0034	0.0620	2.3247/2.3252	0.8420
NOTE: V-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	VP-2	**CB-743VNDX**	STD	2.1990/2.2000	0.0019/0.0044	0.0615	2.3247/2.3252	0.8420
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	VP-2	**CB-743VX**	STD	2.1990/2.2000	0.0019/0.0040	0.0614	2.3247/2.3252	0.8920
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	B-2	**CB-829M**	STD	2.1990/2.2000	0.0010/0.0031	0.0622	2.3247/2.3252	0.8920
NOTE: M-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod								
Main Bearing Set	TM-77	**MS-829H**	STD,1,9,10,11,19					
1-2-3-4		MB-2403H	20,21,30	2.7482/2.7492	0.0007/0.0032	0.0936	2.9370/2.9380	1.0470
5		MB-2404H(F)		2.7478/2.7488	0.0012/0.0038	0.0936	2.9370/2.9380	1.8110
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-829HG**	STD					
1-2-3-4		MB-2403HG		2.7482/2.7492	0.0007/0.0032	0.0936	2.9370/2.9380	1.0470
5		MB-2404HG(F)		2.7478/2.7488	0.0012/0.0038	0.0936	2.9370/2.9380	1.8110
NOTE: H-Series Performance Contains Full Grooved Bearings								
Main Bearing Set	TM-77	**MS-829HK**	STD,1,10					
1-2-3-4		MB-2403H		2.7482/2.7492	0.0007/0.0032	0.0936	2.9370/2.9380	1.0470
5		MB-2404H(F)		2.7478/2.7488	0.0012/0.0038	0.0936	2.9370/2.9380	1.8110
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-829HX**	STD					
1-2-3-4		MB-2403HX		2.7482/2.7492	0.0017/0.0042	0.0931	2.9370/2.9380	1.0470
5		MB-2404HX(F)		2.7478/2.7488	0.0022/0.0048	0.0931	2.9370/2.9380	1.8110
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-829HXK**	STD					
1-2-3-4		MB-2403HX		2.7482/2.7492	0.0017/0.0042	0.0931	2.9370/2.9380	1.0470
5		MB-2404HX(F)		2.7478/2.7488	0.0022/0.0048	0.0931	2.9370/2.9380	1.8110
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	VP-2	**MS-829V**	STD,1,10					
1-2-3-4		MB-2403V		2.7482/2.7492	0.0007/0.0035	0.0937	2.9370/2.9380	1.0470
5		MB-2404V(F)		2.7478/2.7488	0.0011/0.0039	0.0937	2.9370/2.9380	1.8110
NOTE: V-Series Performance Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)
14 (cont.)	**366 CID (6.0L) 16V V8 Chevrolet** Years: 1980-1998			**3.938"/100.0mm x 3.766"/95.5mm**				**14** (cont.)
	454 CID (7.4L) 16V V8 Chevrolet Years: 1970-1997			**4.250"/108.0mm x 4.000"/101.6mm**				
	454 CID (7.4L) 16V V8 Vortec Years: 1996-2000			**4.250"/108.0mm x 4.000"/101.6mm**				
Main Bearing Set	VP-2	**MS-829VX**	STD					
1-2-3-4		MB-2403VX		2.7482/2.7492	0.0017/0.0045	0.0932	2.9370/2.9380	1.0470
5		MB-2404VX(F)		2.7478/2.7488	0.0021/0.0049	0.0932	2.9370/2.9380	1.8110
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	B-2	**MS-1732M**	STD					
1-2-3-4		MB-3111M		2.7482/2.7492	0.0007/0.0037	0.0937	2.9370/2.9380	1.0470
5		MB-2404P(F)		2.7480/2.7490	0.0009/0.0039	0.0937	2.9370/2.9380	1.8110
NOTE: M-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-2404H-1**	STD	2.7478/2.7488	0.0012/0.0038	0.0934	2.9370/2.9380	1.8110
NOTE: H-Series Performance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-2404HX**	STD	2.7478/2.7488	0.0022/0.0048	0.0929	2.9370/2.9380	1.8110
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-1	**SH-617S**	STD					
1-2-3-4-5		SH-617		1.9485/1.9495	0.0006/0.0046	0.0847	2.1195/2.1205	0.9900
NOTE: Align Bored Engine With 2.1195" / 2.1205" Housing Bore								
Cam Bearing Set	B-2	**SH-2144S**	STD					
1		SH-2144		1.9487/1.9497	0.0011/0.0047	0.0941	2.1390/2.1410	0.8650
2-5		SH-2145		1.9487/1.9497	0.0011/0.0047	0.0891	2.1290/2.1310	0.9850
3-4		SH-2146		1.9487/1.9497	0.0011/0.0047	0.0841	2.1190/2.1210	0.9850
NOTE: Performance, Bearing Set								
Connecting Rod Forging 3856239, 3856240, 3933174								
Crankshaft Forging 3521, 353039, 359730, 3804816, 3836144, 3863144, 3874874, 3882842, 3882847, 3882848, 3882849, 3887114, 3904815, 3904816, 3941180, 3942411, 3962523, 3963523, 3963524, 3967463, 3975945, 6223, 7115, 7416, 9115, N353039, N853039, N853638								
15	**366 CID (6.0L) 16V V8** Years: 1966-1967			**3.938"/100.0mm x 3.766"/95.5mm**				**15**
	396 CID (6.5L) 16V V8 Chevrolet Years: 1965-1970			**4.094"/104.0mm x 3.766"/95.5mm**				
	427 CID (7.0L) 16V V8 Chevrolet Years: 1966-1969, 1980-1998			**4.250"/108.0mm x 3.766"/95.7mm**				
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 Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-743HND**	STD,1,9,10,11	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								

● New Number ‡ Discontinued

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COUNTER DATA				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.)								
15 (cont.)	**366 CID (6.0L) 16V V8** Years: 1966-1967			**3.938"/100.0mm x 3.766"/95.5mm**				**15** (cont.)
	396 CID (6.5L) 16V V8 Chevrolet Years: 1965-1970			**4.094"/104.0mm x 3.766"/95.5mm**				
	427 CID (7.0L) 16V V8 Chevrolet Years: 1966-1969, 1980-1998			**4.250"/108.0mm x 3.766"/95.7mm**				
Rod Bearing (8)	TM-77	**CB-743HNDK**	STD,1,10	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HNK**	STD,1,10	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-743HXN**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-743HXND**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HXNDK**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HXNK**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	**CB-743V**	STD,1,10	2.1990/2.2000	0.0009/0.0030	0.0619	2.3247/2.3252	0.8920
NOTE: V-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	**CB-743VND**	STD,1	2.1990/2.2000	0.0009/0.0034	0.0620	2.3247/2.3252	0.8420
NOTE: V-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	VP-2	**CB-743VNDX**	STD	2.1990/2.2000	0.0019/0.0044	0.0615	2.3247/2.3252	0.8420
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								

COUNTER DATA				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.)
15 (cont.)	**366 CID (6.0L) 16V V8** Years: 1966-1967			**3.938"/100.0mm x 3.766"/95.5mm**				15 (cont.)
	396 CID (6.5L) 16V V8 Chevrolet Years: 1965-1970			**4.094"/104.0mm x 3.766"/95.5mm**				
	427 CID (7.0L) 16V V8 Chevrolet Years: 1966-1969, 1980-1998			**4.250"/108.0mm x 3.766"/95.7mm**				
Rod Bearing (8)	VP-2	**CB-743VX**	STD	2.1990/2.2000	0.0019/0.0040	0.0614	2.3247/2.3252	0.8920
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	B-2	**CB-829M**	STD	2.1990/2.2000	0.0010/0.0031	0.0622	2.3247/2.3252	0.8920
NOTE: M-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod								
Main Bearing Set	TM-77	**MS-829H**	STD,1,9,10,11,19					
1-2-3-4		MB-2403H	20,21,30	2.7482/2.7492	0.0007/0.0032	0.0936	2.9370/2.9380	1.0470
5		MB-2404H(F)		2.7478/2.7488	0.0012/0.0038	0.0936	2.9370/2.9380	1.8110
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-829HG**	STD					
1-2-3-4		MB-2403HG		2.7482/2.7492	0.0007/0.0032	0.0936	2.9370/2.9380	1.0470
5		MB-2404HG(F)		2.7478/2.7488	0.0012/0.0038	0.0936	2.9370/2.9380	1.8110
NOTE: H-Series Performance Contains Full Grooved Bearings								
Main Bearing Set	TM-77	**MS-829HK**	STD,1,10					
1-2-3-4		MB-2403H		2.7482/2.7492	0.0007/0.0032	0.0936	2.9370/2.9380	1.0470
5		MB-2404H(F)		2.7478/2.7488	0.0012/0.0038	0.0936	2.9370/2.9380	1.8110
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-829HX**	STD					
1-2-3-4		MB-2403HX		2.7482/2.7492	0.0017/0.0042	0.0931	2.9370/2.9380	1.0470
5		MB-2404HX(F)		2.7478/2.7488	0.0022/0.0048	0.0931	2.9370/2.9380	1.8110
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-829HXK**	STD					
1-2-3-4		MB-2403HX		2.7482/2.7492	0.0017/0.0042	0.0931	2.9370/2.9380	1.0470
5		MB-2404HX(F)		2.7478/2.7488	0.0022/0.0048	0.0931	2.9370/2.9380	1.8110
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	VP-2	**MS-829V**	STD,1,10					
1-2-3-4		MB-2403V		2.7482/2.7492	0.0007/0.0035	0.0937	2.9370/2.9380	1.0470
5		MB-2404V(F)		2.7478/2.7488	0.0011/0.0039	0.0937	2.9370/2.9380	1.8110
NOTE: V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	VP-2	**MS-829VX**	STD					
1-2-3-4		MB-2403VX		2.7482/2.7492	0.0017/0.0045	0.0932	2.9370/2.9380	1.0470
5		MB-2404VX(F)		2.7478/2.7488	0.0021/0.0049	0.0932	2.9370/2.9380	1.8110
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	B-2	**MS-1732M**	STD					
1-2-3-4		MB-3111M		2.7482/2.7492	0.0007/0.0037	0.0937	2.9370/2.9380	1.0470
5		MB-2404P(F)		2.7480/2.7490	0.0009/0.0039	0.0937	2.9370/2.9380	1.8110
NOTE: M-Series Performance Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
15 (cont.)	**366 CID (6.0L) 16V V8** Years: 1966-1967			**3.938"/100.0mm x 3.766"/95.5mm**				**15 (cont.)**
	396 CID (6.5L) 16V V8 Chevrolet Years: 1965-1970			**4.094"/104.0mm x 3.766"/95.5mm**				
	427 CID (7.0L) 16V V8 Chevrolet Years: 1966-1969, 1980-1998			**4.250"/108.0mm x 3.766"/95.7mm**				
Main Bearing	TM-77	**MB-2404H-1**	STD	2.7478/2.7488	0.0012/0.0038	0.0934	2.9370/2.9380	1.8110
NOTE: H-Series Performance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-2404HX**	STD	2.7478/2.7488	0.0022/0.0048	0.0929	2.9370/2.9380	1.8110
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-1	**SH-617S**	STD					
1-2-3-4-5		SH-617		1.9485/1.9495	0.0006/0.0046	0.0847	2.1195/2.1205	0.9900
For Year(s): 1967-1998								
NOTE: Align Bored Engine With 2.1195" / 2.1205" Housing Bore								
Cam Bearing Set	B-2	**SH-2144S**	STD					
1		SH-2144		1.9487/1.9497	0.0011/0.0047	0.0941	2.1390/2.1410	0.8650
2-5		SH-2145		1.9487/1.9497	0.0011/0.0047	0.0891	2.1290/2.1310	0.9850
3-4		SH-2146		1.9487/1.9497	0.0011/0.0047	0.0841	2.1190/2.1210	0.9850
For Year(s): 1967-1998								
NOTE: Performance, Bearing Set								
Cam Bearing Set	B-1	**SH-615S**	STD					
1		SH-615		1.9485/1.9495	0.0006/0.0046	0.0947	2.1395/2.1405	0.8700
2		SH-616		1.9485/1.9495	0.0006/0.0046	0.0897	2.1295/2.1305	0.9900
3-4		SH-617		1.9485/1.9495	0.0006/0.0046	0.0847	2.1195/2.1205	0.9900
5		SH-618		1.9485/1.9495	0.0006/0.0046	0.0897	2.1295/2.1305	0.9900
For Year(s): 1965-1966								
Connecting Rod Forging	3856239, 3856240, 3933174							
Crankshaft Forging	3804816, 3836144, 3863144, 3874874, 3882842, 3882847, 3882848, 3882849, 3887114, 3904815, 3904816, 3941180, 3942411, 6223, 7115, 9115							
16	**368 CID (6.0L) 16V V8 Cadillac** Years: 1980-1984			**3.800"/96.5mm x 4.060"/103.1mm**				**16**
	371 CID (6.1L) 16V V8 Oldsmobile Years: 1959-1960			**4.000"/101.6mm x 3.690"/93.7mm**				
	394 CID (6.5L) 16V V8 Years: 1959-1964			**4.130"/104.8mm x 3.690"/93.7mm**				
	425 CID (7.0L) 16V V8 Cadillac Years: 1977-1979			**4.083"/103.7mm x 4.060"/103.1mm**				
	472 CID (7.7L) 16V V8 Cadillac Years: 1968-1974			**4.300"/109.2mm x 4.060"/103.1mm**				
	500 CID (8.2L) 16V V8 Cadillac Years: 1970-1976			**4.300"/109.2mm x 4.300"/109.2mm**				
Rod Bearing (8)	TM-77	**CB-542HN**	STD,1,10,20	2.4988/2.4998	0.0007/0.0028	0.0620	2.6245/2.6250	0.7810
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-542HXN**	STD	2.4988/2.4998	0.0017/0.0042	0.0615	2.6245/2.6250	0.7810
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Connecting Rod Forging	222, 3633111							
Crankshaft Forging	1467292, 1486424, 1495094, 1495095, 1496793, 1609142R							

● New Number ‡ Discontinued

COUNTER DATA				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
17	376 CID (6.2L) 16V SC V8 Years: 2009-2011 427 CID (7.0L) 16V V8 Years: 2006-2011				4.065"/103.3mm x 3.622"/92.0mm 4.125"/104.8mm x 4.000"/101.6mm			17
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	2.2247/2.2252	0.7920
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	CB-663HND	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	CB-663HNDK	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	CB-663HNK	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	CB-663HXN	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	CB-663HXND	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	CB-663HXNDK	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	CB-663HXNK	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	CB-663VN	STD,1,10	2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.2252	0.7920
NOTE: V-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

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COUNTER DATA				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.)								
17 (cont.)	**376 CID (6.2L) 16V SC V8** Years: 2009-2011 **427 CID (7.0L) 16V V8** Years: 2006-2011			**4.065"/103.3mm x 3.622"/92.0mm** **4.125"/104.8mm x 4.000"/101.6mm**				**17 (cont.)**
Rod Bearing (8) **NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	VP-2	**CB-663VXN**	STD	2.0990/2.1000	0.0018/0.0038	0.0616	2.2247/2.2252	0.7920
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2294H** MB-3938H MB-3592H(F)	STD,1	 2.5588/2.5593 2.5588/2.5593	 0.0005/0.0026 0.0005/0.0026	 0.0957 0.0957	 2.7509/2.7514 2.7509/2.7514	 0.8050 1.0280
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2294HX** MB-3938HX MB-3592HX(F)	STD	 2.5588/2.5593 2.5588/2.5593	 0.0015/0.0036 0.0015/0.0036	 0.0952 0.0952	 2.7509/2.7514 2.7509/2.7514	 0.8050 1.0280
Main Bearing **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half**	TM-77	**MB-3592HX**	STD	2.5588/2.5593	0.0015/0.0036	0.0952	2.7509/2.7514	1.0280
Main Bearing **NOTE: H-Series Performance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half**	TM-77	**MB-3592H-1**		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: Performance, Bearing Set**	B-2	**SH-2157S** SH-2157 SH-2158 SH-2159	STD	 2.1650/2.1670 2.1650/2.1670 2.1650/2.1670	 0.0022/0.0074 0.0010/0.0062 0.0010/0.0062	 0.0890 0.0799 0.0700	 2.3472/2.3492 2.3276/2.3295 2.3079/2.3098	 0.7800 0.7800 0.7800
18	**389 CID (6.4L) 16V V8 Pontiac** Years: 1959-1966			**4.063"/103.2mm x 3.750"/95.3mm**				**18**
Rod Bearing (8) **NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-758HN**	STD,1,10	2.2487/2.2497	0.0012/0.0033	0.0619	2.3745/2.3750	0.8460
Rod Bearing (8) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-758HXN**	STD	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 Full Grooved Bearings**	TM-77	**MS-496P** MB-1917P MB-1918P(F) MB-1891P	STD,10,20,30	 2.9990/3.0000 2.9990/3.0000 2.9990/3.0000	 0.0007/0.0038 0.0007/0.0038 0.0007/0.0038	 0.0938 0.0938 0.0938	 3.1880/3.1890 3.1880/3.1890 3.1880/3.1890	 0.9430 1.1350 1.5950
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 1.8992/1.8997	 0.0010/0.0060 0.0010/0.0060	 0.0643 0.0643	 2.0297/2.0317 2.0297/2.0317	 1.0700 0.6900

● New Number ‡ Discontinued

COUNTER DATA				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
19	**400 CID (6.6L) 16V V8 Chevrolet** Years: 1970-1980				**4.125"/104.8mm x 3.750"/95.3mm**			**19**
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	2.2247/2.2252	0.7920
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-663HND**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-663HNDK**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-663HNK**	STD,1,10	2.0990/2.1000	0.0009/0.0030	0.0619	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-663HXN**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-663HXND**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-663HXNDK**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-663HXNK**	STD	2.0990/2.1000	0.0019/0.0040	0.0614	2.2247/2.2252	0.7920
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	**CB-663VN**	STD,1,10	2.0990/2.1000	0.0008/0.0028	0.0621	2.2247/2.2252	0.7920
NOTE: V-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	**CB-663VXN**	STD	2.0990/2.1000	0.0018/0.0038	0.0616	2.2247/2.2252	0.7920
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
19 (cont.) **400 CID (6.6L) 16V V8 Chevrolet** Years: 1970-1980				**4.125"/104.8mm x 3.750"/95.3mm**				**19 (cont.)**
Main Bearing Set	TM-77	**MS-1038H**	STD,1,9,10,11,19‡					
1-2-3-4		MB-2562H	20,21	2.6484/2.6493	0.0007/0.0031	0.0954	2.8406/2.8416	0.8070
5		MB-2563H(F)		2.6479/2.6488	0.0012/0.0036	0.0954	2.8406/2.8416	1.7180
NOTE: Engine Using 400 Crankshaft, H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1038HG**	STD					
1-2-3-4		MB-2562HG		2.6484/2.6493	0.0007/0.0031	0.0954	2.8406/2.8416	0.8070
5		MB-2563HG(F)		2.6479/2.6488	0.0012/0.0036	0.0954	2.8406/2.8416	1.7180
NOTE: Engine Using 400 Crankshaft, H-Series Performance Contains Full Grooved Bearings								
Main Bearing Set	TM-77	**MS-1038HK**	STD,10					
1-2-3-4		MB-2562H		2.6484/2.6493	0.0007/0.0031	0.0954	2.8406/2.8416	0.8070
5		MB-2563H(F)		2.6479/2.6488	0.0012/0.0036	0.0954	2.8406/2.8416	1.7180
NOTE: Engine Using 400 Crankshaft, H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-1038HX**	STD					
1-2-3-4		MB-2562HX		2.6484/2.6493	0.0017/0.0041	0.0949	2.8406/2.8416	0.8070
5		MB-2563HX(F)		2.6479/2.6488	0.0022/0.0046	0.0949	2.8406/2.8416	1.7180
NOTE: Engine Using 400 Crankshaft, H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-1038HXK**	STD					
1-2-3-4		MB-2562HX		2.6484/2.6493	0.0017/0.0041	0.0949	2.8406/2.8416	0.8070
5		MB-2563HX(F)		2.6479/2.6488	0.0022/0.0046	0.0949	2.8406/2.8416	1.7180
NOTE: Engine Using 400 Crankshaft, H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-1564P**	STD					
1-2-3-4		MB-2604P		2.4483/2.4493	0.0030/0.0045	0.1953	2.8406/2.8415	0.8070
5		MB-2548P(F)		2.4479/2.4488	0.0011/0.0039	0.0953	2.6406/2.6415	1.7180
5		MB-2878C				0.1003	2.8406/2.8415	1.5200
NOTE: Engine Using 350 Crankshaft, P-Series Performance Bearings For Position Number 5 with Full Grooved Main Bearings Bearings For Position Number 1, 2, 3, 4 Has Grooved Upper Half And Plain Lower Half Contains A Spacer To Be Used With Bearing In Position Number 5								
Cam Bearing Set	B-2	**SH-1349S**	STD					
1		SH-1349		1.8682/1.8692	0.0010/0.0048	0.0744	2.0190/2.0210	0.7450
2-5		SH-1350		1.8682/1.8692	0.0010/0.0048	0.0694	2.0090/2.0110	0.7450
3-4		SH-1351		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450
NOTE: Performance Bearing Set								
Cam Bearing Set	B-2	**SH-1772S**	STD					
1		SH-1351		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450
2-3-4-5		SH-2185		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.8650
NOTE: Aluminum Cylinder Block; Performance Bearing Set								
Cam Bearing Set	B-2	**SH-1796S**	STD					
1-2-3-4-5		SH-1351		1.8682/1.8692	0.0010/0.0048	0.0644	1.9990/2.0010	0.7450
NOTE: Oversize Align Bored Blocks with Housing Bore Size 1.9990" / 2.0010"; Performance Bearing Set								

● New Number ‡ Discontinued

COUNTER DATA				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.)
19 (cont.)	**400 CID (6.6L) 16V V8 Chevrolet** Years: 1970-1980			**4.125"/104.8mm x 3.750"/95.3mm**				**19** (cont.)
Connecting Rod Forging	3856239, 3856240, 3933174, 3951629							
Crankshaft Forging	3521, 353039, 359730, 3804816, 3836144, 3863144, 3874874, 3882841, 3882842, 3882847, 3882848, 3882849, 3887114, 3904815, 3904816, 3941180, 3942411, 3951528, 3951529D, 3962523, 3963523, 3963524, 3967463, 3975945, 6223, 7115, 7416, 9115, N353039, N853039, N853638							
20	**400 CID (6.6L) 16V V8 Oldsmobile** Years: 1968-1969			**3.875"/98.4mm x 4.250"/108.0mm**				**20**
	400 CID (6.6L) 16V V8 Oldsmobile Years: 1965-1967			**4.000"/101.6mm x 4.000"/101.6mm**				
	425 CID (7.0L) 16V V8 Oldsmobile Years: 1966-1967			**4.125"/104.8mm x 3.980"/101.0mm**				
	425 CID (7.0L) 16V V8 Years: 1965-1967			**4.125"/104.8mm x 3.980"/101.0mm**				
	455 CID (7.5L) 16V V8 Oldsmobile Years: 1968-1976			**4.125"/104.8mm x 4.250"/108.0mm**				
Rod Bearing (8)	TM-77	**CB-542HN**	STD,1,10,20	2.4988/2.4998	0.0007/0.0028	0.0620	2.6245/2.6250	0.7810
NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-542HXN**	STD	2.4988/2.4998	0.0017/0.0042	0.0615	2.6245/2.6250	0.7810
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-804H**	STD,1,10,20					
1		MB-2362H		2.9993/3.0003	0.0008/0.0038	0.0936	3.1880/3.1890	0.9800
2-4		MB-2163H		2.9993/3.0003	0.0008/0.0038	0.0936	3.1880/3.1890	0.9790
3		MB-2363H(F)		2.9993/3.0003	0.0008/0.0038	0.0936	3.1880/3.1890	1.1950
5		MB-2364H		2.9993/3.0003	0.0016/0.0049	0.0932	3.1880/3.1890	1.6290
NOTE: H-Series Performance Bearings For Position Number 2, 3, 4, 5 with Full Grooved Main Bearings Position Number 1 Has Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-804HX**	STD					
1		MB-2362HX		2.9993/3.0003	0.0018/0.0048	0.0931	3.1880/3.1890	0.9800
2-4		MB-2163HX		2.9993/3.0003	0.0018/0.0048	0.0931	3.1880/3.1890	0.9790
3		MB-2363HX(F)		2.9993/3.0003	0.0018/0.0048	0.0931	3.1880/3.1890	1.1950
5		MB-2364HX		2.9993/3.0003	0.0026/0.0059	0.0927	3.1880/3.1890	1.6290
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Bearings For Position Number 2, 3, 4, 5 with Full Grooved Main Bearings Position Number 1 Has Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-1	**SH-1354S**	STD					
1		SH-1354		2.0365/2.0373	0.0015/0.0050	0.0646	2.1680/2.1695	0.6930
2		SH-1355		2.0165/2.0173	0.0015/0.0050	0.0646	2.1480/2.1495	0.6930
3		SH1356		1.9965/1.9973	0.0015/0.0050	0.0646	2.1280/2.1295	0.6930
4		SH-1357		1.9765/1.9773	0.0015/0.0050	0.0646	2.1080/2.1095	0.6930
5		SH-1358		1.9565/1.9573	0.0015/0.0050	0.0646	2.0880/2.0895	0.6930
Connecting Rod Forging	384759, 397858, 401406, 401456, 410999							
Crankshaft Forging	230331, 230377, 230378, 230907, 230908, 384722, 390370, 397303, 397363, 400934, 403707, 405954, 584722							

● New Number ‡ Discontinued

COUNTER DATA				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								
21	**402 CID (6.6L) 16V V8 Chevrolet** Years: 1970-1972 **454 CID (7.4L) 16V V8** Years: 1974			**4.125"/104.8mm x 3.766"/95.7mm** **4.250"/108.0mm x 4.000"/101.6mm**				**21**
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 Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-743HND**	STD,1,9,10,11	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HNDK**	STD,1,10	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HNK**	STD,1,10	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-743HXN**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-743HXND**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HXNDK**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HXNK**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	**CB-743V**	STD,1,10	2.1990/2.2000	0.0009/0.0030	0.0619	2.3247/2.3252	0.8920
NOTE: V-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	**CB-743VND**	STD,1	2.1990/2.2000	0.0009/0.0034	0.0620	2.3247/2.3252	0.8420
NOTE: V-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								

● New Number ‡ Discontinued

COUNTER DATA				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.)
21 (cont.)	**402 CID (6.6L) 16V V8 Chevrolet** Years: 1970-1972 **454 CID (7.4L) 16V V8** Years: 1974			**4.125"/104.8mm x 3.766"/95.7mm** **4.250"/108.0mm x 4.000"/101.6mm**				**21** (cont.)
Rod Bearing (8) **NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	VP-2	**CB-743VNDX**	STD	2.1990/2.2000	0.0019/0.0044	0.0615	2.3247/2.3252	0.8420
Rod Bearing (8) **NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	VP-2	**CB-743VX**	STD	2.1990/2.2000	0.0019/0.0040	0.0614	2.3247/2.3252	0.8920
Rod Bearing (8) **NOTE: M-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod**	B-2	**CB-829M**	STD	2.1990/2.2000	0.0010/0.0031	0.0622	2.3247/2.3252	0.8920
Main Bearing Set	TM-77	**MS-829H**	STD,1,9,10,11,19					
1-2-3-4		MB-2403H	20,21,30	2.7482/2.7492	0.0007/0.0032	0.0936	2.9370/2.9380	1.0470
5		MB-2404H(F)		2.7478/2.7488	0.0012/0.0038	0.0936	2.9370/2.9380	1.8110
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-829HG**	STD					
1-2-3-4		MB-2403HG		2.7482/2.7492	0.0007/0.0032	0.0936	2.9370/2.9380	1.0470
5		MB-2404HG(F)		2.7478/2.7488	0.0012/0.0038	0.0936	2.9370/2.9380	1.8110
NOTE: H-Series Performance Contains Full Grooved Bearings								
Main Bearing Set	TM-77	**MS-829HK**	STD,1,10					
1-2-3-4		MB-2403H		2.7482/2.7492	0.0007/0.0032	0.0936	2.9370/2.9380	1.0470
5		MB-2404H(F)		2.7478/2.7488	0.0012/0.0038	0.0936	2.9370/2.9380	1.8110
NOTE: H-Series Performance with TriArmor Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	TM-77	**MS-829HX**	STD					
1-2-3-4		MB-2403HX		2.7482/2.7492	0.0017/0.0042	0.0931	2.9370/2.9380	1.0470
5		MB-2404HX(F)		2.7478/2.7488	0.0022/0.0048	0.0931	2.9370/2.9380	1.8110
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-829HXK**	STD					
1-2-3-4		MB-2403HX		2.7482/2.7492	0.0017/0.0042	0.0931	2.9370/2.9380	1.0470
5		MB-2404HX(F)		2.7478/2.7488	0.0022/0.0048	0.0931	2.9370/2.9380	1.8110
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half, Maximum Wall Does Not Include Coating Thickness								
Main Bearing Set	VP-2	**MS-829V**	STD,1,10					
1-2-3-4		MB-2403V		2.7482/2.7492	0.0007/0.0035	0.0937	2.9370/2.9380	1.0470
5		MB-2404V(F)		2.7478/2.7488	0.0011/0.0039	0.0937	2.9370/2.9380	1.8110
NOTE: V-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	VP-2	**MS-829VX**	STD					
1-2-3-4		MB-2403VX		2.7482/2.7492	0.0017/0.0045	0.0932	2.9370/2.9380	1.0470
5		MB-2404VX(F)		2.7478/2.7488	0.0021/0.0049	0.0932	2.9370/2.9380	1.8110
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half								

● New Number ‡ Discontinued

COUNTER DATA				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.)								
21 (cont.) **402 CID (6.6L) 16V V8 Chevrolet** Years: 1970-1972 **454 CID (7.4L) 16V V8** Years: 1974				**4.125"/104.8mm x 3.766"/95.7mm** **4.250"/108.0mm x 4.000"/101.6mm**				**21 (cont.)**
Main Bearing Set	B-2	**MS-1732M**	STD					
1-2-3-4		MB-3111M		2.7482/2.7492	0.0007/0.0037	0.0937	2.9370/2.9380	1.0470
5		MB-2404P(F)		2.7480/2.7490	0.0009/0.0039	0.0937	2.9370/2.9380	1.8110
NOTE: M-Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-2404H-1**	STD	2.7478/2.7488	0.0012/0.0038	0.0934	2.9370/2.9380	1.8110
NOTE: H-Series Performance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Main Bearing	TM-77	**MB-2404HX**	STD	2.7478/2.7488	0.0022/0.0048	0.0929	2.9370/2.9380	1.8110
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Flanged Bearing Only, Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-1	**SH-617S**	STD					
1-2-3-4-5		SH-617		1.9485/1.9495	0.0006/0.0046	0.0847	2.1195/2.1205	0.9900
NOTE: Align Bored Engine With 2.1195" / 2.1205" Housing Bore								
22 **403 CID (6.6L) 32V Turbo. V8 Duramax DIESEL** Years: 2001-2011				**4.055"/103.0mm x 3.898"/99.0mm**				**22**
Rod Bearing (8)	TM-77	**CB-1805H**	STD,.026mm,.25mm	2.4764/2.4772	0.0010/0.0034	0.0794	2.6372/2.6378	0.9340
NOTE: H-Series Performance No Dowel Hole In Cap Half Undersize Bearings can be used but the Crankshaft must be Rehardened with a Nitride Heat Treatment								
Rod Bearing (8)	TM-77	**CB-1805HX**	STD	2.4764/2.4772	0.0020/0.0044	0.0789	2.6372/2.6378	0.9340
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half Undersize Bearings can be used but the Crankshaft must be Rehardened with a Nitride Heat Treatment								
Main Bearing Set	TM-77	**MS-2218H**	STD,.026mm,.25mm					
1-2-3-4-5		MB-3776H		3.1459/3.1466	0.0009/0.0033	0.0994	3.3464/3.3472	0.8200
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half Undersize Bearings Can Be Used But The Crankshaft Must Be Rehardened With A Nitride Heat Treatment Use with Part Number TW-610S								
Main Bearing Set	TM-77	**MS-2218HX**	STD					
1-2-3-4-5		MB-3776HX		3.1459/3.1466	0.0019/0.0043	0.0989	3.3465/3.3472	0.8200
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Undersize Bearings Can Be Used But The Crankshaft Must Be Rehardened With A Nitride Heat Treatment								
Thrust Washer Set		**TW-610S**	STD					
		MB-3776W		3.5039/3.5137			4.2027/4.2125	0.1181
NOTE: Contains 3 Pieces, Position Number 1 And 5 Use with Part Number MS-2218H, MS-2218HX								
Cam Bearing Set	B-1	**SH-1999S**	STD					
1		SH-1999		2.3988/2.4000		0.0790	2.5590/2.5602	1.1250
2-3-4-5		SH-2006		2.3988/2.4000		0.0790	2.5590/2.5602	0.7100
Connecting Rod Forging 278410A								

● New Number ‡ Discontinued

COUNTER DATA					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
23	**421 CID (6.9L) 16V V8 Pontiac** Years: 1961-1966				**4.094"/104.0mm x 4.000"/101.6mm**				23
	428 CID (7.0L) 16V V8 Pontiac Years: 1967-1969				**4.120"/104.6mm x 4.000"/101.6mm**				
	455 CID (7.5L) 16V V8 HO Years: 1971-1972				**4.150"/105.4mm x 4.210"/107.0mm**				
	455 CID (7.5L) 16V V8 Pontiac Years: 1970-1976				**4.150"/105.4mm x 4.210"/107.0mm**				
	455 CID (7.5L) 16V V8 Pontiac Super Duty Years: 1972-1974				**4.150"/105.4mm x 4.210"/107.0mm**				
Rod Bearing (8) **NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-758HN**	STD,1,10		2.2487/2.2497	0.0012/0.0033	0.0619	2.3745/2.3750	0.8460
Rod Bearing (8) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-758HXN**	STD		2.2487/2.2497	0.0021/0.0042	0.0614	2.3745/2.3750	0.8460
Main Bearing Set 1-2-3 4 5 **For Year(s): 1963-1976** **NOTE: H-Series Performance Bearings For Position Number 4, 5 with Full Grooved Main Bearings Position Number 1, 2, 3 Has Grooved Upper Half And Plain Lower Half**	TM-77	**MS-667H** MB-2215H MB-2216H(F) MB-2217H	STD,1,10		 3.2490/3.2500 3.2490/3.2500 3.2490/3.2500	 0.0005/0.0035 0.0005/0.0035 0.0005/0.0035	 0.0939 0.0939 0.0939	 3.4380/3.4390 3.4380/3.4390 3.4380/3.4390	 0.9430 1.1950 1.5950
Main Bearing Set 1-2-3 4 5 **For Year(s): 1963-1976** **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Bearings For Position Number 4, 5 with Full Grooved Main Bearings Position Number 1, 2, 3 Has Grooved Upper Half And Plain Lower Half**	TM-77	**MS-667HX** MB-2215HX MB-2216HX(F) MB-2217HX	STD		 3.2490/3.2500 3.2490/3.2500 3.2490/3.2500	 0.0015/0.0045 0.0015/0.0045 0.0015/0.0045	 0.0934 0.0934 0.0934	 3.4380/3.4390 3.4380/3.4390 3.4380/3.4390	 0.9430 1.1950 1.5950
Cam Bearing Set 1-2-3-4-5 **For Year(s): 1963-1976**	B-1	**SH-292S** SH-292	STD		 1.8992/1.8997	 0.0010/0.0060	 0.0643	 2.0297/2.0317	 0.6900
Crankshaft Forging	496453, 542990, 9770488, 9773384, 9782769, 9783787, 9799103								
24	**496 CID (8.1L) 16V V8 Vortec** Years: 2001-2007				**4.250"/108.0mm x 4.370"/111.0mm**				24
Rod Bearing (8) **NOTE: H-Series Performance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	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
Rod Bearing (8) **NOTE: H-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance**	TM-77	**CB-743HND**	STD,1,9,10,11		2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420

● New Number ‡ Discontinued

COUNTER DATA				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.)								
24 (cont.)	**496 CID (8.1L) 16V V8 Vortec** Years: 2001-2007			**4.250"/108.0mm x 4.370"/111.0mm**				**24 (cont.)**
Rod Bearing (8)	TM-77	**CB-743HNDK**	STD,1,10	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HNK**	STD,1,10	2.1990/2.2000	0.0010/0.0031	0.0619	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-743HXN**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	TM-77	**CB-743HXND**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HXNDK**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half, Maximum Wall Does Not Include Coating Thickness May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	TM-77	**CB-743HXNK**	STD	2.1990/2.2000	0.0020/0.0041	0.0614	2.3247/2.3252	0.8420
NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, Narrowed On One Side For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	**CB-743V**	STD,1,10	2.1990/2.2000	0.0009/0.0030	0.0619	2.3247/2.3252	0.8920
NOTE: V-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (8)	VP-2	**CB-743VND**	STD,1	2.1990/2.2000	0.0009/0.0034	0.0620	2.3247/2.3252	0.8420
NOTE: V-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	VP-2	**CB-743VNDX**	STD	2.1990/2.2000	0.0019/0.0044	0.0615	2.3247/2.3252	0.8420
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod Narrowed On One Side For Increased Crank Fillet Clearance								
Rod Bearing (8)	VP-2	**CB-743VX**	STD	2.1990/2.2000	0.0019/0.0040	0.0614	2.3247/2.3252	0.8920
NOTE: V-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Rod Bearing (8)	B-2	**CB-829M**	STD	2.1990/2.2000	0.0010/0.0031	0.0622	2.3247/2.3252	0.8920
NOTE: M-Series Performance Dowel Hole In Cap Half May Be Used In Engines Without Doweled Connecting Rod								

● New Number ‡ Discontinued

COUNTER DATA				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.)
24 (cont.)	496 CID (8.1L) 16V V8 Vortec Years: 2001-2007			4.250"/108.0mm x 4.370"/111.0mm				24 (cont.)
Main Bearing Set	TM-77	**MS-2327H**	STD•,10•					
1-2-3-4		MB-3774H		2.7482/2.7489	0.0008/0.0031	0.0937	2.9370/2.9380	1.0470
5		MB-3775H(F)		2.7482/2.7489	0.0007/0.0030	0.0937	2.9370/2.9380	1.8110
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half								
Cam Bearing Set	B-1	**SH-617S**	STD					
1-2-3-4-5		SH-617		1.9485/1.9495	0.0006/0.0046	0.0847	2.1195/2.1205	0.9900
NOTE: Align Bored Engine With 2.1195" / 2.1205" Housing Bore								
Cam Bearing Set	B-2	**SH-2144S**	STD					
1		SH-2144		1.9487/1.9497	0.0011/0.0047	0.0941	2.1390/2.1410	0.8650
2-5		SH-2145		1.9487/1.9497	0.0011/0.0047	0.0891	2.1290/2.1310	0.9850
3-4		SH-2146		1.9487/1.9497	0.0011/0.0047	0.0841	2.1190/2.1210	0.9850
NOTE: Performance, Bearing Set								

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

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

COUNTER DATA				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
4 CYL								
1	**1590 CC (1.6L) SOHC 8V L4 D16B5 CNG** Years: 1998-2000			**2.953"/75.0mm x 3.543"/90.0mm**				**1**
Rod Bearing (4) **NOTE: H Series Performance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1461HN**	STD,.026mm,.25mm	1.7707/1.7717	0.0008/0.0015	0.0592	1.8898/1.8907	0.6780
Rod Bearing (4) **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1461HXN**	STD	1.7707/1.7717	0.0018/0.0025	0.0587	1.8898/1.8907	0.6780
2	**1590 CC (1.6L) SOHC 16V L4 D16A6** Years: 1988-1991 **1590 CC (1.6L) SOHC 16V L4 D16Y7** Years: 1996-2000 **1590 CC (1.6L) SOHC 16V L4 VTEC D16Y5** Years: 1996-2000 **1590 CC (1.6L) SOHC 16V L4 VTEC D16Y8** Years: 1996-2000 **1590 CC (1.6L) SOHC 16V L4 VTEC D16Z6** Years: 1992-1995			**2.953"/75.0mm x 3.543"/90.0mm** **2.953"/75.0mm x 3.543"/90.0mm** **2.953"/75.0mm x 3.543"/90.0mm** **2.953"/75.0mm x 3.543"/90.0mm** **2.953"/75.0mm x 3.543"/90.0mm**				**2**
Rod Bearing (4) **NOTE: H Series Performance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1461HN**	STD,.026mm,.25mm	1.7707/1.7717	0.0008/0.0015	0.0592	1.8898/1.8907	0.6780
Rod Bearing (4) **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1461HXN**	STD	1.7707/1.7717	0.0018/0.0025	0.0587	1.8898/1.8907	0.6780

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL (cont.)
2 (cont.)	**1590 CC (1.6L) SOHC 16V L4 D16A6** Years: 1988-1991			**2.953"/75.0mm x 3.543"/90.0mm**				2 (cont.)
	1590 CC (1.6L) SOHC 16V L4 D16Y7 Years: 1996-2000			**2.953"/75.0mm x 3.543"/90.0mm**				
	1590 CC (1.6L) SOHC 16V L4 VTEC D16Y5 Years: 1996-2000			**2.953"/75.0mm x 3.543"/90.0mm**				
	1590 CC (1.6L) SOHC 16V L4 VTEC D16Y8 Years: 1996-2000			**2.953"/75.0mm x 3.543"/90.0mm**				
	1590 CC (1.6L) SOHC 16V L4 VTEC D16Z6 Years: 1992-1995			**2.953"/75.0mm x 3.543"/90.0mm**				
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-1804H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-1804HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
Thrust Washer Set **NOTE: Contains 2 Pieces, Position Number 4 Use with Part Number MS-1804H, MS-1804HX**		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
3	**1595 CC (1.6L) DOHC 16V L4 VTEC B16A2** Years: 1996-1997, 1999-2000			**3.189"/81.0mm x 3.047"/77.4mm**				3
	1595 CC (1.6L) DOHC 16V L4 VTEC B16A3 Years: 1994-1995			**3.189"/81.0mm x 3.047"/77.4mm**				
Rod Bearing (4) **NOTE: H-Series Performance No Dowel Hole In Cap Half** *(To Be Replaced By CB-1353H)*	TM-77	**CB-1777H**	STD,.25mm	1.7707/1.7717	0.0014/0.0043	0.0590	1.8898/1.8907	0.7677
Rod Bearing (4) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half** *(To Be Replaced By CB-1353HX)*	TM-77	**CB-1777HX**	STD	1.7707/1.7717	0.0024/0.0053	0.0585	1.8898/1.8907	0.7677
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-2095H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-2095HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
Thrust Washer Set **NOTE: Contains 2 Pieces; Position Number 4; Use with Part Number MS-2095H, MS-2095HX**		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980

● New Number ‡ Discontinued

COUNTER DATA					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
4 CYL									
4	**1829 CC (1.8L) SOHC 12V L4 A18A1** Years: 1987				**3.150"/80.0mm x 3.583"/91.0mm**				**4**
	1829 CC (1.8L) SOHC 8V L4 ES1 Years: 1983				**3.150"/80.0mm x 3.583"/91.0mm**				
	1829 CC (1.8L) SOHC 12V L4 ES2 Years: 1984-1985				**3.150"/80.0mm x 3.583"/91.0mm**				
	1829 CC (1.8L) SOHC 12V L4 ES3 Years: 1985				**3.150"/80.0mm x 3.583"/91.0mm**				
	1829 CC (1.8L) SOHC 8V L4 ET2 Years: 1984-1986				**3.150"/80.0mm x 3.583"/91.0mm**				
	1955 CC (2.0L) SOHC 12V L4 A20A1 Years: 1987-1989				**3.258"/82.8mm x 3.583"/91.0mm**				
	1955 CC (2.0L) SOHC 12V L4 A20A3 Years: 1987-1989				**3.258"/82.8mm x 3.583"/91.0mm**				
	1955 CC (2.0L) SOHC 12V L4 BS Years: 1986				**3.258"/82.8mm x 3.583"/91.0mm**				
	1955 CC (2.0L) SOHC 12V L4 BT Years: 1986				**3.258"/82.8mm x 3.583"/91.0mm**				
	1955 CC (2.0L) SOHC 12V L4 BTI Years: 1985-1987				**3.258"/82.8mm x 3.583"/91.0mm**				
Rod Bearing (4) **NOTE: H-Series Performance No Dowel Hole In Cap Half with Oil Hole in Bearing**	TM-77	**CB-1353H**	STD,.026mm,.25mm		1.7707/1.7717	0.0005/0.0034	0.0590	1.8898/1.8907	0.7680
Rod Bearing (4) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half with Oil Hole in Bearing**	TM-77	**CB-1353HX**	STD		1.7707/1.7717	0.0015/0.0044	0.0586	1.8898/1.8907	0.7680
5	**1958 CC (2.0L) SOHC 12V L4 B20A3** Years: 1988-1990				**3.189"/81.0mm x 3.740"/95.0mm**				**5**
Rod Bearing (4) **NOTE: H-Series Performance No Dowel Hole In Cap Half with Oil Hole in Bearing**	TM-77	**CB-1353H**	STD,.026mm,.25mm		1.7707/1.7717	0.0005/0.0034	0.0590	1.8898/1.8907	0.7680
Rod Bearing (4) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half with Oil Hole in Bearing**	TM-77	**CB-1353HX**	STD		1.7707/1.7717	0.0015/0.0044	0.0586	1.8898/1.8907	0.7680
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-1804H** MB-3760H	STD,.026mm,.25mm		2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-1804HX** MB-3760HX	STD		2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
Thrust Washer Set **NOTE: Contains 2 Pieces, Position Number 4 Use with Part Number MS-1804H, MS-1804HX**		**TW-473S** MB-3176W	STD		2.4114/2.4213			3.2185/3.2283	0.0980

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL
6	**1958 CC (2.0L) DOHC 16V L4 B20A5** Years: 1988-1991				**3.189"/81.0mm x 3.740"/95.0mm**			6
	2056 CC (2.1L) DOHC 16V L4 B21A1 Years: 1990-1991				**3.268"/83.0mm x 3.740"/95.0mm**			
	2157 CC (2.2L) DOHC 16V L4 VTEC H22A4 Years: 1997-2001				**3.425"/87.0mm x 3.571"/90.7mm**			
Rod Bearing (4) **NOTE: H-Series Performance No Dowel Hole In Cap Half with Oil Hole in Bearing**	TM-77	**CB-1780H**	STD,.25mm	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650
Rod Bearing (4) **NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half**	TM-77	**CB-1780HK**	STD	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650
Rod Bearing (4) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1780HX**	STD	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	0.7650
Rod Bearing (4) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half**	TM-77	**CB-1780HXK**	STD	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	0.7650
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-1804H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-1804HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
Thrust Washer Set **NOTE: Contains 2 Pieces, Position Number 4 Use with Part Number MS-1804H, MS-1804HX**		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
7	**1972 CC (2.0L) DOHC 16V L4 B20B4** Years: 1997-1998				**3.307"/84.0mm x 3.504"/89.0mm**			7
	1972 CC (2.0L) DOHC 16V L4 B20Z2 Years: 1999-2001				**3.307"/84.0mm x 3.504"/89.0mm**			
Rod Bearing (4) **NOTE: H Series Performance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1461HN**	STD,.026mm,.25mm	1.7707/1.7717	0.0008/0.0015	0.0592	1.8898/1.8907	0.6780
Rod Bearing (4) **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1461HXN**	STD	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 Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-2095H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870

● New Number ‡ Discontinued

COUNTER DATA				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
4 CYL (cont.)								
7 (cont.)	**1972 CC (2.0L) DOHC 16V L4 B20B4** Years: 1997-1998 **1972 CC (2.0L) DOHC 16V L4 B20Z2** Years: 1999-2001			**3.307"/84.0mm x 3.504"/89.0mm** **3.307"/84.0mm x 3.504"/89.0mm**				**7 (cont.)**
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-2095HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
Thrust Washer Set **NOTE: Contains 2 Pieces; Position Number 4; Use with Part Number MS-2095H, MS-2095HX**		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
8	**1997 CC (2.0L) DOHC 16V L4 VTEC F20C1** Years: 2000-2003			**3.420"/87.0mm x 3.310"/84.0mm**				**8**
Rod Bearing **NOTE: H-Series Performance No Dowel Hole In Cap Half with Oil Hole in Bearing**	TM-77	**CB-1780H**	STD,.25mm	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650
Rod Bearing **NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half**	TM-77	**CB-1780HK**	STD	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650
Rod Bearing **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1780HX**	STD	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	0.7650
Rod Bearing **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half**	TM-77	**CB-1780HXK**	STD	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	0.7650
Main Bearing Set 1-5 **NOTE: H Series Performance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-2309H** MB-3962H	STD•,.026mm•	2.1644/2.1654	0.0004/0.0028	0.0982	2.3622/2.3630	0.7870
Main Bearing Set 1-5 **NOTE: H Series Performance Bearing Wall .005" Thinner For .010" More Oil Clearance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-2309HX** MB3962HX	STD•	2.1644/2.1654	0.0014/0.0038	0.0977	2.3622/2.3630	0.7870
Thrust Washer Set **NOTE: Contains 2 Pieces, Position Number 4 Use with Part Number MS2309H, MS2309HX**		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
9	**1998 CC (2.0L) DOHC 16V L4 VTEC K20A3** Years: 2002-2005			**3.390"/86.1mm x 3.386"/86.0mm**				**9**
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-2095H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL (cont.)
9 (cont.)	1998 CC (2.0L) DOHC 16V L4 VTEC K20A3 Years: 2002-2005				3.390"/86.1mm x 3.386"/86.0mm			9 (cont.)
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-2095HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
Thrust Washer Set **NOTE: Contains 2 Pieces; Position Number 4; Use with Part Number MS-2095H, MS-2095HX**		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
10	1998 CC (2.0L) DOHC 16V L4 VTEC K20Z3 Years: 2006-2011				3.390"/86.1mm x 3.386"/86.0mm			10
Rod Bearing **NOTE: H Series Performance**	TM-77	**CB-1861H**	STD•	1.8888/1.8898	0.0005/0.0029	0.0588	2.0079/2.0087	0.6100
Rod Bearing **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance**	TM-77	**CB-1861HX**	STD•	1.8888/1.8898	0.0015/0.0039	0.0583	2.0079/2.0087	0.6100
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-2095H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-2095HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
Thrust Washer Set **NOTE: Contains 2 Pieces; Position Number 4; Use with Part Number MS-2095H, MS-2095HX**		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
11	2156 CC (2.2L) SOHC 16V L4 F22A1 Years: 1990-1996 2156 CC (2.2L) SOHC 16V L4 F22A4 Years: 1990-1991 2156 CC (2.2L) SOHC 16V L4 F22A6 Years: 1991-1993 2156 CC (2.2L) SOHC 16V L4 F22B2 Years: 1994-1997 2156 CC (2.2L) SOHC 16V L4 F22B6 Years: 1995-1997 2156 CC (2.2L) SOHC 16V L4 VTEC F22B1 Years: 1994-1997 2157 CC (2.2L) DOHC 16V L4 VTEC H22A1 Years: 1993-1996 2259 CC (2.3L) DOHC 16V L4 H23A1 Years: 1992-1996					3.346"/85.0mm x 3.740"/95.0mm 3.346"/85.0mm x 3.740"/95.0mm 3.346"/85.0mm x 3.740"/95.0mm 3.346"/85.0mm x 3.740"/95.0mm 3.346"/85.0mm x 3.740"/95.0mm 3.346"/85.0mm x 3.740"/95.0mm 3.425"/87.0mm x 3.571"/90.7mm 3.425"/87.0mm x 3.740"/95.0mm			11
Rod Bearing (4) **NOTE: H-Series Performance No Dowel Hole In Cap Half with Oil Hole in Bearing**	TM-77	**CB-1780H**	STD,.25mm	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650

● New Number ‡ Discontinued

COUNTER DATA				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
4 CYL (cont.)								
11 (cont.)	**2156 CC (2.2L) SOHC 16V L4 F22A1** Years: 1990-1996			**3.346"/85.0mm x 3.740"/95.0mm**				**11** (cont.)
	2156 CC (2.2L) SOHC 16V L4 F22A4 Years: 1990-1991			**3.346"/85.0mm x 3.740"/95.0mm**				
	2156 CC (2.2L) SOHC 16V L4 F22A6 Years: 1991-1993			**3.346"/85.0mm x 3.740"/95.0mm**				
	2156 CC (2.2L) SOHC 16V L4 F22B2 Years: 1994-1997			**3.346"/85.0mm x 3.740"/95.0mm**				
	2156 CC (2.2L) SOHC 16V L4 F22B6 Years: 1995-1997			**3.346"/85.0mm x 3.740"/95.0mm**				
	2156 CC (2.2L) SOHC 16V L4 VTEC F22B1 Years: 1994-1997			**3.346"/85.0mm x 3.740"/95.0mm**				
	2157 CC (2.2L) DOHC 16V L4 VTEC H22A1 Years: 1993-1996			**3.425"/87.0mm x 3.571"/90.7mm**				
	2259 CC (2.3L) DOHC 16V L4 H23A1 Years: 1992-1996			**3.425"/87.0mm x 3.740"/95.0mm**				
Rod Bearing (4) **NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half**	TM-77	**CB-1780HK**	STD	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650
Rod Bearing (4) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1780HX**	STD	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	0.7650
Rod Bearing (4) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half**	TM-77	**CB-1780HXK**	STD	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	0.7650
12	**2157 CC (2.2L) DOHC 16V L4 VTEC F22C1** Years: 2004-2009			**3.425"/87.0mm x 3.571"/90.7mm**				**12**
Rod Bearing (4) **NOTE: H-Series Performance No Dowel Hole In Cap Half with Oil Hole in Bearing**	TM-77	**CB-1780H**	STD,.25mm	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650
Rod Bearing (4) **NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half**	TM-77	**CB-1780HK**	STD	1.8888/1.8898	0.0008/0.0036	0.0589	2.0079/2.0087	0.7650
Rod Bearing (4) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1780HX**	STD	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	0.7650
Rod Bearing (4) **NOTE: H-Series Performance with TriArmor Bearing Wall .0005" Thinner For .0010" More Oil Clearance Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half**	TM-77	**CB-1780HXK**	STD	1.8888/1.8898	0.0018/0.0046	0.0584	2.0079/2.0087	0.7650
Main Bearing Set 1-5 **NOTE: H Series Performance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S**	TM-77	**MS-2309H** MB-3962H	STD•,.026mm•	2.1644/2.1654	0.0004/0.0028	0.0982	2.3622/2.3630	0.7870

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL (cont.)
12 (cont.)	2157 CC (2.2L) DOHC 16V L4 VTEC F22C1 Years: 2004-2009			3.425"/87.0mm x 3.571"/90.7mm				12 (cont.)
Main Bearing Set 1-5	TM-77	**MS-2309HX** MB3962HX	STD•	2.1644/2.1654	0.0014/0.0038	0.0977	2.3622/2.3630	0.7870
NOTE: H Series Performance Bearing Wall .005" Thinner For .010" More Oil Clearance Contains Full Grooved Bearings Requires Thrust Washer Set, Not Included Use with Part Number TW-473S								
Thrust Washer Set		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
NOTE: Contains 2 Pieces, Position Number 4 Use with Part Number MS2309H, MS2309HX								
13	2354 CC (2.4L) DOHC 16V L4 i-VTEC K24Z1 Years: 2007-2009			3.420"/87.0mm x 3.890"/99.0mm				13
	2354 CC (2.4L) DOHC 16V L4 i-VTEC K24Z2 Years: 2008-2011			3.420"/87.0mm x 3.890"/99.0mm				
	2354 CC (2.4L) DOHC 16V L4 i-VTEC K24Z3 Years: 2008-2011			3.420"/87.0mm x 3.890"/99.0mm				
	2354 CC (2.4L) DOHC 16V L4 i-VTEC K24Z6 Years: 2010-2011			3.420"/87.0mm x 3.890"/99.0mm				
	2354 CC (2.4L) DOHC 16V L4 VTEC K24A1 Years: 2002-2006			3.420"/87.0mm x 3.890"/99.0mm				
	2354 CC (2.4L) DOHC 16V L4 VTEC K24A4 Years: 2003-2006			3.420"/87.0mm x 3.890"/99.0mm				
	2354 CC (2.4L) DOHC 16V L4 VTEC K24A8 Years: 2006-2011			3.420"/87.0mm x 3.890"/99.0mm				
Rod Bearing (4)	TM-77	**CB-1861H**	STD•	1.8888/1.8898	0.0005/0.0029	0.0588	2.0079/2.0087	0.6100
NOTE: H Series Performance								
Rod Bearing (4)	TM-77	**CB-1861HX**	STD•	1.8888/1.8898	0.0015/0.0039	0.0583	2.0079/2.0087	0.6100
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
Main Bearing Set 1-2-3-4-5	TM-77	**MS-2095H** MB-3760H	STD,.026mm,.25mm	2.1644/2.1654	0.0002/0.0027	0.0781	2.3228/2.3237	0.7870
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S								
Main Bearing Set 1-2-3-4-5	TM-77	**MS-2095HX** MB-3760HX	STD	2.1644/2.1654	0.0012/0.0037	0.0776	2.3228/2.3237	0.7870
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-473S								
Thrust Washer Set		**TW-473S** MB-3176W	STD	2.4114/2.4213			3.2185/3.2283	0.0980
NOTE: Contains 2 Pieces; Position Number 4; Use with Part Number MS-2095H, MS-2095HX								

● New Number ‡ Discontinued

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	PART NUMBER	AVAILABLE UNDERSIZES	STD SHAFT DIAMETER	VERT OIL CLEARANCE	MAX WALL	BRG O.D. OR HOUSING BORE	MAX LENGTH
4 CYL								
1	**1998 CC (2.0L) DOHC 16V L4 Nissan SR20DE** Years: 1991-1996, 1999-2002			**3.390"/86.1mm x 3.386"/86.0mm**				**1**
Rod Bearing (4) **NOTE: H Series Performance**	TM-77	**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 Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance**	TM-77	**CB-1629HX**	STD•	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 Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-590S**	TM-77	**MS-2015H** MB3478H	STD•	2.1636/2.1646	0.0004/0.0030	0.0778	2.3206/2.3216	0.0755
Main Bearing Set 1-5 **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-590S**	TM-77	**MS-2015HX** MB3478HX	STD•	2.1636/2.1646	0.0014/0.0040	0.0773	2.3206/2.3216	0.0755
Thrust Washer Set **NOTE: Contains 2 Pieces; Position Number 2; Use with Part Number MS-2015H, MS-2095HX**		**TW-590S** MB-3478W	STD	2.4314			3.2878	0.0770

MAZDA

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	3.268in/83.0mm	1	B5A-6303-B	3.268in/83.0mm	1	B6S	3.307in/84.0mm	2
B4A-6303-B	3.268in/83.0mm	1	B630	3.307in/84.0mm	2	DOHC	3.307in/84.0mm	2
B4A-B	3.268in/83.0mm	1	B657	3.307in/84.0mm	2			

COUNTER DATA				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
								4 CYL
1	1489 CC (1.5L) DOHC 16V L4 Z5-DE Years: 1995-1998			2.965"/75.3mm x 3.268"/83.0mm				1
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-472S**	TM-77	**MS-1802H** MB3961H	STD,.026mm•	1.9661/1.9668	0.0005/0.0023	0.0792	2.1257/2.1262	0.6700
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-472S**	TM-77	**MS-1802HX** MB3961HX	STD	1.9661/1.9668	0.0015/0.0033	0.0787	2.1257/2.1262	0.6700
Thrust Washer Set **NOTE: Contains 2 Pieces, Position Number 4 Use with Part Number MS-1802H, MS-1802HX**		**TW-472S** MB-3173W	STD	2.2539			2.7165	0.1000
Crankshaft Forging	B3C7, B4A-6303-B, B4A-B, B5A-6303-B							

● New Number ‡ Discontinued

COUNTER DATA				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
4 CYL								
2	**1597 CC (1.6L) SOHC 16V L4 B6** Years: 1992-1993			**3.071"/78.0mm x 3.307"/84.0mm**				**2**
	1597 CC (1.6L) SOHC 8V L4 B6B Years: 1986-1994			**3.071"/78.0mm x 3.307"/84.0mm**				
	1597 CC (1.6L) DOHC 16V L4 B6-ZE Years: 1990-1996			**3.071"/78.0mm x 3.307"/84.0mm**				
	1597 CC (1.6L) DOHC 16V Turbo. L4 B6E Years: 1988-1989			**3.071"/78.0mm x 3.307"/84.0mm**				
	1839 CC (1.8L) SOHC 8V L4 BPE Years: 1990-1994			**3.268"/83.0mm x 3.346"/85.0mm**				
	1839 CC (1.8L) DOHC 16V L4 BP-4W Years: 1999-2000			**3.268"/83.0mm x 3.346"/85.0mm**				
	1839 CC (1.8L) DOHC 16V L4 BP-Z3 Years: 2001-2005			**3.268"/83.0mm x 3.346"/85.0mm**				
	1839 CC (1.8L) DOHC 16V L4 BP-ZE Years: 1994-1997			**3.268"/83.0mm x 3.346"/85.0mm**				
	1839 CC (1.8L) DOHC 16V L4 BPD Years: 1990-1998			**3.268"/83.0mm x 3.346"/85.0mm**				
Rod Bearing (4) **NOTE: H Series Performance**	TM-77	**CB-1453H**	STD,.026mm	1.7693/1.7699	0.0005/0.0023	0.0592	1.8898/1.8904	0.6750
Rod Bearing (4) **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance**	TM-77	**CB-1453HX**	STD	1.7693/1.7699	0.0015/0.0033	0.0587	1.8898/1.8904	0.6750
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-472S**	TM-77	**MS-1802H** MB3961H	STD,.026mm•	1.9661/1.9668	0.0005/0.0023	0.0792	2.1257/2.1262	0.6700
Main Bearing Set 1-2-3-4-5 **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-472S**	TM-77	**MS-1802HX** MB3961HX	STD	1.9661/1.9668	0.0015/0.0033	0.0787	2.1257/2.1262	0.6700
Thrust Washer Set **NOTE: Contains 2 Pieces, Position Number 4 Use with Part Number MS-1802H, MS-1802HX**		**TW-472S** MB-3173W	STD	2.2539			2.7165	0.1000
Crankshaft Forging	B630, B657, B6S, DOHC							
3	**122 CID (2.0L) DOHC 16V L4 Ford Zetec** Years: 2001-2004			**3.339"/84.8mm x 3.461"/87.9mm**				**3**
Rod Bearing (4) **NOTE: H-Series Performance No Dowel Hole In Cap Half**	TM-77	**CB-1774H**	STD,.026mm,.25mm	1.8461/1.8468	0.0008/0.0017	0.0585	1.9642/1.9650	0.8020
Rod Bearing (4) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1774HX**	STD	1.8461/1.8468	0.0018/0.0027	0.0580	1.9642/1.9650	0.8020
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2208HX** MB-3753HX MB-3754HX(F)	STD	2.2827/2.2834 2.2827/2.2834	0.0013/0.0026 0.0017/0.0040	0.0837 0.0837	2.4522/2.4528 2.4522/2.4528	0.7710 0.9730

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL
4	**1998 CC (2.0L) DOHC 16V L4 LFD** Years: 2004-2011			**3.440"/87.5mm x 3.270"/83.1mm**				**4**
Rod Bearing **NOTE: H-Series Performance No Dowel Hole In Cap Half**	TM-77	**CB-1840H**	STD	1.8496/1.8503	0.0010/0.0020	0.0599	1.9694/1.9702	0.6653
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2245H** MB-3822H MB-3823H(F)	STD	 2.0464/2.0472 2.0464/2.0472	 0.0004/0.0024 0.0006/0.0027	 0.0986 0.0985	 2.2448/2.2455 2.2448/2.2455	 0.7520 1.0140
5	**140 CID (2.3L) DOHC 16V L4 Ford Duratec** Years: 2001-2009 **140 CID (2.3L) DOHC 16V L4 Ford MZR L3V** Years: 2003-2010 **140 CID (2.3L) DOHC 16V L4 Ford MZR L3X** Years: 2007-2009 **140 CID (2.3L) DOHC 16V L4 Ford Duratec Hybrid** Years: 2008			**3.440"/87.4mm x 3.700"/94.0mm** **3.440"/87.4mm x 3.700"/94.0mm** **3.440"/87.4mm x 3.700"/94.0mm** **3.440"/87.4mm x 3.700"/94.0mm**				**5**
Rod Bearing (4) **NOTE: H-Series Performance No Dowel Hole In Cap Half**	TM-77	**CB-1838H**	STD,.25mm	1.9677/1.9685	0.0010/0.0020	0.0598	2.0875/2.0883	0.6653
Rod Bearing (4) **NOTE: H-Series Performance with TriArmor Maximum Wall Does Not Include Coating Thickness, No Dowel Hole In Cap Half**	TM-77	**CB-1838HK**	STD‡	1.9677/1.9685	0.0010/0.0020	0.0598	2.0875/2.0883	0.6653
Rod Bearing (4) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1838HX**	STD	1.9677/1.9685	0.0020/0.0030	0.0593	2.0875/2.0883	0.6653
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2245H** MB-3822H MB-3823H(F)	STD	 2.0464/2.0472 2.0464/2.0472	 0.0004/0.0024 0.0006/0.0027	 0.0986 0.0985	 2.2448/2.2455 2.2448/2.2455	 0.7520 1.0140
6	**140 CID (2.3L) DOHC 16V Turbo. L4 Ford MZR L3T** Years: 2006-2012			**3.440"/87.4mm x 3.700"/94.0mm**				**6**
Rod Bearing **NOTE: H Series Performance**	TM-77	**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 Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance**	TM-77	**CB-1925HX**	STD	2.0465/2.0472	0.0014/0.0032	0.0583	2.1667/2.1667	0.6650
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2245H** MB-3822H MB-3823H(F)	STD	 2.0464/2.0472 2.0464/2.0472	 0.0004/0.0024 0.0006/0.0027	 0.0986 0.0985	 2.2448/2.2455 2.2448/2.2455	 0.7520 1.0140
7	**152 CID (2.5L) DOHC 16V L4 Ford Duratec** Years: 2009-2011 **152 CID (2.5L) DOHC 16V L4 Ford Duratec Hybrid** Years: 2009			**3.500"/88.9mm x 3.940"/100.1mm** **3.500"/88.9mm x 3.940"/100.1mm**				**7**
Main Bearing Set 1-2-4-5 3 **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half**	TM-77	**MS-2245H** MB-3822H MB-3823H(F)	STD	 2.0464/2.0472 2.0464/2.0472	 0.0004/0.0024 0.0006/0.0027	 0.0986 0.0985	 2.2448/2.2455 2.2448/2.2455	 0.7520 1.0140

● New Number ‡ Discontinued

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

FORGING NO	STROKE	BLOCK	FORGING NO	STROKE	BLOCK
72G	2.992in/76.0mm	10	72W	2.992in/76.0mm	10

CRANKSHAFT FORGING NUMBERS

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/76.0mm	10

COUNTER DATA				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
4 CYL								
1	**1595 CC (1.6L) DOHC 16V L4 4G61** Years: 1991-1992			**3.240"/82.3mm x 2.953"/75.0mm**				1
	1595 CC (1.6L) DOHC 16V Turbo. L4 4G61 Years: 1989-1990			**3.240"/82.3mm x 2.953"/75.0mm**				
	1597 CC (1.6L) SOHC 8V Turbo. L4 G32B Years: 1985-1988			**3.028"/76.9mm x 3.386"/86.0mm**				
	1755 CC (1.8L) SOHC 8V L4 4G37 Years: 1989-1994			**3.173"/80.6mm x 3.386"/86.0mm**				
	1794 CC (1.8L) SOHC 8V L4 G62B Years: 1983			**3.173"/80.6mm x 3.460"/88.0mm**				
	1794 CC (1.8L) SOHC 8V Turbo. L4 G62B Years: 1984-1988			**3.173"/80.6mm x 3.460"/88.0mm**				

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL (cont.)
1 (cont.)	**1595 CC (1.6L) DOHC 16V L4 4G61** Years: 1991-1992			**3.240"/82.3mm x 2.953"/75.0mm**				1 (cont.)
	1595 CC (1.6L) DOHC 16V Turbo. L4 4G61 Years: 1989-1990			**3.240"/82.3mm x 2.953"/75.0mm**				
	1597 CC (1.6L) SOHC 8V Turbo. L4 G32B Years: 1985-1988			**3.028"/76.9mm x 3.386"/86.0mm**				
	1755 CC (1.8L) SOHC 8V L4 4G37 Years: 1989-1994			**3.173"/80.6mm x 3.386"/86.0mm**				
	1794 CC (1.8L) SOHC 8V L4 G62B Years: 1983			**3.173"/80.6mm x 3.460"/88.0mm**				
	1794 CC (1.8L) SOHC 8V Turbo. L4 G62B Years: 1984-1988			**3.173"/80.6mm x 3.460"/88.0mm**				
Rod Bearing (4) NOTE: H-Series Performance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half	TM-77	**CB-1120HN**	STD,.026mm,.25mm	1.7710/1.7717	0.0006/0.0027	0.0587	1.8897/1.8905	0.8550
Rod Bearing (4) NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half	TM-77	**CB-1120HXN**	STD	1.7710/1.7717	0.0016/0.0037	0.0582	1.8897/1.8905	0.8550
Crankshaft Forging	G37							
2	**1997 CC (2.0L) SOHC 8V L4 4G63** Years: 1989-1992			**3.346"/85.0mm x 3.465"/88.0mm**				2
	1997 CC (2.0L) DOHC 16V L4 4G63 Years: 1989-1994			**3.346"/85.0mm x 3.465"/88.0mm**				
Rod Bearing (4) For Year(s): 1992-1994 NOTE: H Series Performance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half	TM-77	**CB-1643H**	STD,.026mm,.25mm	1.7710/1.7717	0.0004/0.0025	0.0589	1.8897/1.8905	0.8320
Rod Bearing (4) For Year(s): 1992-1994 NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half	TM-77	**CB-1643HX**	STD	1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.8905	0.8320
Rod Bearing (4) For Year(s): 1989-1992 NOTE: H-Series Performance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half (Thru 3/92)	TM-77	**CB-1120HN**	STD,.026mm,.25mm	1.7710/1.7717	0.0006/0.0027	0.0587	1.8897/1.8905	0.8550
Rod Bearing (4) For Year(s): 1989-1992 NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half (Thru 3/92)	TM-77	**CB-1120HXN**	STD	1.7710/1.7717	0.0016/0.0037	0.0582	1.8897/1.8905	0.8550
Main Bearing Set 1-2-4-5	TM-77	**MS-2039H** MB-3504H	STD,.026mm,.25mm	2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
3		MB-3505H(F)		2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
For Year(s): 1992-1994 NOTE: H Series Performance Grooved Upper Half And Plain Lower Half (From 4/92)								

● New Number ‡ Discontinued

COUNTER DATA				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
4 CYL (cont.)								
2 (cont.)	**1997 CC (2.0L) SOHC 8V L4 4G63** Years: 1989-1992 **1997 CC (2.0L) DOHC 16V L4 4G63** Years: 1989-1994			**3.346"/85.0mm x 3.465"/88.0mm** **3.346"/85.0mm x 3.465"/88.0mm**				**2 (cont.)**
Main Bearing Set 1-2-4-5 3 **For Year(s): 1992-1994** **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance** **(From 4/92)**	TM-77	**MS-2039HX** MB-3504HX MB-3505HX(F)	STD	 2.2435/2.2441 2.2435/2.2441	 0.0015/0.0035 0.0015/0.0035	 0.0780 0.0780	 2.4016/2.4024 2.4016/2.4024	 0.8050 0.8050
Balance Shaft Bearing Set LH; Rear RH; Front RH; Rear	AL-3	**SH-1469S** SH-1468 SH-1467 SH-1469	STD	 1.6129 1.6526 1.6129	 0.0010/0.0031 0.0010/0.0031 0.0010/0.0031	 0.0589 0.0593 0.0589	 1.7333 1.7726 1.7333	 0.8268 0.7480 0.8268
3	**1997 CC (2.0L) SOHC 16V L4 4G63** Years: 1993 **2351 CC (2.4L) SOHC 8V L4 4G64** Years: 1989-1996 **2351 CC (2.4L) DOHC 16V L4 4G64** Years: 1994			**3.346"/85.0mm x 3.465"/88.0mm** **3.406"/86.5mm x 3.937"/100.0mm** **3.406"/86.5mm x 3.937"/100.0mm**				**3**
Rod Bearing (4) **For Year(s): 1992-1996** **NOTE: H Series Performance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1643H**	STD,.026mm,.25mm	1.7710/1.7717	0.0004/0.0025	0.0589	1.8897/1.8905	0.8320
Rod Bearing (4) **For Year(s): 1992-1996** **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1643HX**	STD	1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.8905	0.8320
Main Bearing Set 1-2-4-5 3 **For Year(s): 1992-1994** **NOTE: H Series Performance Grooved Upper Half And Plain Lower Half** **(From 4/92)**	TM-77	**MS-2039H** MB-3504H MB-3505H(F)	STD,.026mm,.25mm	 2.2435/2.2441 2.2435/2.2441	 0.0005/0.0025 0.0005/0.0025	 0.0785 0.0785	 2.4016/2.4024 2.4016/2.4024	 0.8050 0.8050
Main Bearing Set 1-2-4-5 3 **For Year(s): 1992-1994** **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance** **(From 4/92)**	TM-77	**MS-2039HX** MB-3504HX MB-3505HX(F)	STD	 2.2435/2.2441 2.2435/2.2441	 0.0015/0.0035 0.0015/0.0035	 0.0780 0.0780	 2.4016/2.4024 2.4016/2.4024	 0.8050 0.8050
Balance Shaft Bearing Set LH; Rear RH; Front RH; Rear	AL-3	**SH-1469S** SH-1468 SH-1467 SH-1469	STD	 1.6129 1.6526 1.6129	 0.0010/0.0031 0.0010/0.0031 0.0010/0.0031	 0.0589 0.0593 0.0589	 1.7333 1.7726 1.7333	 0.8268 0.7480 0.8268

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL
4	**1997 CC (2.0L) SOHC 8V L4 G63B** Years: 1983-1989 **2351 CC (2.4L) SOHC 8V L4 G64B** Years: 1985-1988				**3.346"/85.0mm x 3.465"/88.0mm** **3.406"/86.5mm x 3.937"/100.0mm**			**4**
Rod Bearing (4) **NOTE: H-Series Performance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1120HN**	STD,.026mm,.25mm	1.7710/1.7717	0.0006/0.0027	0.0587	1.8897/1.8905	0.8550
Rod Bearing (4) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1120HXN**	STD	1.7710/1.7717	0.0016/0.0037	0.0582	1.8897/1.8905	0.8550
5	**1997 CC (2.0L) DOHC 16V Turbo. L4 4G63T** Years: 1990-1999, 2003-2006				**3.346"/85.0mm x 3.465"/88.0mm**			**5**
Rod Bearing (4) **For Year(s): 1992-2006** **NOTE: H Series Performance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1643H**	STD,.026mm,.25mm	1.7710/1.7717	0.0004/0.0025	0.0589	1.8897/1.8905	0.8320
Rod Bearing (4) **For Year(s): 1992-2006** **NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1643HX**	STD	1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.8905	0.8320
Rod Bearing (4) **For Year(s): 1990-1992** **NOTE: H-Series Performance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half** **(Thru 3/92)**	TM-77	**CB-1120HN**	STD,.026mm,.25mm	1.7710/1.7717	0.0006/0.0027	0.0587	1.8897/1.8905	0.8550
Rod Bearing (4) **For Year(s): 1990-1992** **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Narrowed For Increased Crank Fillet Clearance No Dowel Hole In Cap Half** **(Thru 3/92)**	TM-77	**CB-1120HXN**	STD	1.7710/1.7717	0.0016/0.0037	0.0582	1.8897/1.8905	0.8550
Main Bearing Set 1-2-3-4-5 **For Year(s): 1997-2006** **NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-677S**	TM-77	**MS-2261H** MB-3504H	STD,.026mm,.25mm	2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
Main Bearing Set 1-2-3-4-5 **For Year(s): 1997-2006** **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-677S**	TM-77	**MS-2261HX** MB-3504HX	STD	2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
Main Bearing Set 1-2-4-5 3 **For Year(s): 1992-1999** **NOTE: H Series Performance Grooved Upper Half And Plain Lower Half** **(From 4/92)**	TM-77	**MS-2039H** MB-3504H MB-3505H(F)	STD,.026mm,.25mm	2.2435/2.2441 2.2435/2.2441	0.0005/0.0025 0.0005/0.0025	0.0785 0.0785	2.4016/2.4024 2.4016/2.4024	0.8050 0.8050

● New Number ‡ Discontinued

COUNTER DATA				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
4 CYL (cont.)								
5 (cont.) 1997 CC (2.0L) DOHC 16V Turbo. L4 4G63T Years: 1990-1999, 2003-2006				**3.346"/85.0mm x 3.465"/88.0mm**				**5 (cont.)**
Main Bearing Set	TM-77	**MS-2039HX**	STD					
1-2-4-5		MB-3504HX		2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
3		MB-3505HX(F)		2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
For Year(s): 1992-1999								
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance (From 4/92)								
Thrust Washer Set		**TW-677S**	STD					
		MB-3854W		2.4842/2.4941			3.1693/3.1791	0.0830
For Year(s): 1997-2006								
NOTE: Contains 2 Pieces, Position Number 3 Use with Part Number MS-2261H, MS-2261HX								
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	0.0593	1.7726	0.7480
RH; Rear		SH-1469		1.6129	0.0010/0.0031	0.0589	1.7333	0.8268
For Year(s): 1990-1999								
6 1998 CC (2.0L) DOHC 16V Turbo. L4 MIVEC 4B11 Years: 2008-2011				**3.400"/86.0mm x 3.400"/86.0mm**				**6**
Rod Bearing	TM-77	**CB-1918H**	STD•,.026mm•	2.0454/2.0461	0.0005/0.0021	0.0589	2.1654/2.1657	0.6750
NOTE: H Series Performance								
Rod Bearing	TM-77	**CB-1918HX**	STD•	2.0454/2.0461	0.0015/0.0031	0.0584	2.1654/2.1657	0.6750
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
Main Bearing Set	TM-77	**MS-2307H**	STD•,.026mm•					
1-2-3-4-5		MB3952H		2.0462/2.0467	0.0004/0.0022	0.7880	2.2047/2.2054	0.7100
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-694S								
Main Bearing Set	TM-77	**MS-2307HX**	STD•					
1-2-3-4-5		MB3952HX		2.0462/2.0467	0.0014/0.0032	0.0783	2.2047/2.2054	0.7100
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-694S								
Thrust Washer Set		**TW-694S**	STD					
		MB3948W		2.0462/2.0467			2.2047/2.2054	0.0770
NOTE: Contains 2 Pieces, Position Number 3 Use with Part Number MS-2307H, MS-2307HX								
7 2351 CC (2.4L) SOHC 16V L4 4G64 Years: 1993-2005				**3.406"/86.5mm x 3.937"/100.0mm**				**7**
Rod Bearing (4)	TM-77	**CB-1643H**	STD,.026mm,.25mm	1.7710/1.7717	0.0004/0.0025	0.0589	1.8897/1.8905	0.8320
For Year(s): 1993-2003								
NOTE: H Series Performance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								
Rod Bearing (4)	TM-77	**CB-1643HX**	STD	1.7710/1.7717	0.0014/0.0035	0.0583	1.8897/1.8905	0.8320
For Year(s): 1993-2003								
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Larger Chamfer For Increased Crank Fillet Clearance No Dowel Hole In Cap Half								

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL (cont.)
7 (cont.) **2351 CC (2.4L) SOHC 16V L4 4G64** Years: 1993-2005						**3.406"/86.5mm x 3.937"/100.0mm**		**7** (cont.)
Main Bearing Set	TM-77	**MS-2261H**	STD,.026mm,.25mm					
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): 1997-2005								
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-677S								
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): 1997-2005								
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-677S								
Main Bearing Set	TM-77	**MS-2039H**	STD,.026mm,.25mm					
1-2-4-5		MB-3504H		2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
3		MB-3505H(F)		2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
For Year(s): 1993-1997								
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half								
Main Bearing Set	TM-77	**MS-2039HX**	STD					
1-2-4-5		MB-3504HX		2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
3		MB-3505HX(F)		2.2435/2.2441	0.0015/0.0035	0.0780	2.4016/2.4024	0.8050
For Year(s): 1993-1997								
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
Thrust Washer Set		**TW-677S**	STD					
		MB-3854W		2.4842/2.4941			3.1693/3.1791	0.0830
For Year(s): 1997-2005								
NOTE: Contains 2 Pieces, Position Number 3 Use with Part Number MS-2261H, MS-2261HX								
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	0.0593	1.7726	0.7480
RH; Rear		SH-1469		1.6129	0.0010/0.0031	0.0589	1.7333	0.8268
8 **2378 CC (2.4L) SOHC 16V L4 4G69** Years: 2004						**3.420"/87.0mm x 3.940"/100.0mm**		**8**
Main Bearing Set	TM-77	**MS-2261H**	STD,.026mm,.25mm					
1-2-3-4-5		MB-3504H		2.2435/2.2441	0.0005/0.0025	0.0785	2.4016/2.4024	0.8050
NOTE: H-Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-677S								
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
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-677S								
Thrust Washer Set		**TW-677S**	STD					
		MB-3854W		2.4842/2.4941			3.1693/3.1791	0.0830
NOTE: Contains 2 Pieces, Position Number 3 Use with Part Number MS-2261H, MS-2261HX								

● New Number ‡ Discontinued

COUNTER DATA				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
4 CYL (cont.)								
8 (cont.)	**2378 CC (2.4L) SOHC 16V L4 4G69** Years: 2004			**3.420"/87.0mm x 3.940"/100.0mm**				**8 (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	0.0593	1.7726	0.7480
RH; Rear		SH-1469		1.6129	0.0010/0.0031	0.0589	1.7333	0.8268
6 CYL								
9	**2497 CC (2.5L) SOHC 24V V6 6G73** Years: 1995			**3.290"/83.5mm x 2.992"/76.0mm**				**9**
Rod Bearing (6)	TM-77	**CB-1411H**	STD•,.026mm•	1.9677/1.9685	0.0007/0.0027	0.0587	2.0866/2.0868	0.6120
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (6)	TM-77	**CB-1411HX**	STD•	1.9670/1.9674	0.0017/0.0037	0.0582	2.0866/2.0874	0.6120
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Thrust Washer Set		**TW-458S**	STD					
		MB-3108W(L)		2.5984/2.6083			3.0492/3.0594	0.0778
		MB-3108W(U)		2.5984/2.6083			3.0492/3.0594	0.0778
NOTE: Contains 4 Pieces, Position Number 3 Use with Part Number MS-2226H, MS-2226HX								
10	**2972 CC (3.0L) SOHC 12V V6 6G72** Years: 1988-1999			**3.587"/91.1mm x 2.992"/76.0mm**				**10**
	2972 CC (3.0L) SOHC 24V V6 6G72 Years: 1995-2005			**3.587"/91.1mm x 2.992"/76.0mm**				
	2972 CC (3.0L) DOHC 24V V6 6G72 Years: 1991-1999			**3.587"/91.1mm x 2.992"/76.0mm**				
	2972 CC (3.0L) DOHC 24V Turbo. V6 6G72T Years: 1991-1999			**3.587"/91.1mm x 2.992"/76.0mm**				
Rod Bearing (6)	TM-77	**CB-1411H**	STD•,.026mm•	1.9677/1.9685	0.0007/0.0027	0.0587	2.0866/2.0868	0.6120
NOTE: H-Series Performance No Dowel Hole In Cap Half								
Rod Bearing (6)	TM-77	**CB-1411HX**	STD•	1.9670/1.9674	0.0017/0.0037	0.0582	2.0866/2.0874	0.6120
NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half								
Main Bearing Set	TM-77	**MS-2226H**	STD•,.026mm•					
1-2-3-4		MB3791H		2.3614/2.3622	0.0007/0.0032	0.0783	2.5197/2.5204	0.7120
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-458S								
Main Bearing Set	TM-77	**MS-2226HX**	STD•					
1-2-3-4		MB3791HX		2.3614/2.3622	0.0017/0.0042	0.0778	2.5197/2.5204	0.0712
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-458S								
Thrust Washer Set		**TW-458S**	STD					
		MB-3108W(L)		2.5984/2.6083			3.0492/3.0594	0.0778
		MB-3108W(U)		2.5984/2.6083			3.0492/3.0594	0.0778
NOTE: Contains 4 Pieces, Position Number 3 Use with Part Number MS-2226H, MS-2226HX								
Connecting Rod Forging	72G, 72W							
Crankshaft Forging	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	BRG O.D. OR HOUSING BORE	MAX LENGTH
								4 CYL
1	**1998 CC (2.0L) DOHC 16V L4 SR20DE** Years: 1991-2001				**3.390"/86.1mm x 3.386"/86.0mm**			**1**
Rod Bearing (4)	TM-77	**CB-1629H**	STD•	1.8880/1.8890	0.0006/0.0026	0.0592	2.0079/2.0084	0.6750
NOTE: H Series Performance								
Rod Bearing (4)	TM-77	**CB-1629HX**	STD•	1.8880/1.8890	0.0016/0.0036	0.0587	2.0079/2.0084	0.6750
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
Main Bearing Set 1-2-3-4-5	TM-77	**MS-2015H** MB3478H	STD•	2.1636/2.1646	0.0004/0.0030	0.0778	2.3206/2.3216	0.0755
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-590S								
Main Bearing Set 1-5	TM-77	**MS-2015HX** MB3478HX	STD•	2.1636/2.1646	0.0014/0.0040	0.0773	2.3206/2.3216	0.0755
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-590S								
Thrust Washer Set		**TW-590S** MB-3478W	STD	2.4314			3.2878	0.0770
NOTE: Contains 2 Pieces; Position Number 2; Use with Part Number MS-2015H, MS-2095HX								

SUBARU

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

● New Number ‡ Discontinued

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

COUNTER DATA				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
4 CYL								
1	**1820 CC (1.8L) SOHC 16V H4**			**3.461"/87.9mm x 2.953"/75.0mm**				**1**
	1994 CC (2.0L) DOHC 16V Turbo. H4			**3.620"/92.0mm x 2.950"/75.0mm**				
	2212 CC (2.2L) SOHC 16V H4			**3.815"/96.9mm x 2.953"/75.0mm**				
	2212 CC (2.2L) SOHC 16V Turbo. H4			**3.815"/96.9mm x 2.953"/75.0mm**				
	2457 CC (2.5L) SOHC 16V H4			**3.917"/99.5mm x 3.110"/79.0mm**				
	2457 CC (2.5L) DOHC 16V Turbo. H4			**3.917"/99.5mm x 3.110"/79.0mm**				
	2457 CC (2.5L) DOHC 16V H4			**3.917"/99.5mm x 3.110"/79.0mm**				
Rod Bearing (4)	TM-77	**CB-1657H**	STD•,.25mm•	2.0466/2.0472	0.0002/0.0021	0.0590	2.1654/2.1661	0.0650
NOTE: H Series Performance								
Rod Bearing (4)	TM-77	**CB-1657HX**	STD•	2.0466/2.0472	0.0012/0.0031	0.0585	2.1654/2.1661	0.0650
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
Main Bearing Set	TM-77	**MS-2258H**	STD•,.25mm•					
1-3		MB3981H		2.3616/2.3622	0.0003/0.0016	0.0789	2.5197/2.5204	0.7530
2-4		MB3982H		2.3616/2.3622	0.0003/0.0016	0.0789	2.5197/2.5204	0.5950
5		MB3840H(F)		2.3616/2.3622	0.0003/0.0016	0.0789	2.5197/2.5204	0.9030
NOTE: H Series Performance For Engines With #5 Thrust Position								
Main Bearing Set	TM-77	**MS-2258HX**	STD•					
1-3		MB3552HXA		2.3616/2.3622	0.0012/0.0032	0.0784	2.5197/2.5205	0.7480
2-4		MB3552HXB		2.3616/2.3622	0.0012/0.0032	0.0784	2.5197/2.5205	0.5905
5		MB3804HX(F)		2.3616/2.3622	0.0012/0.0032	0.0784	2.5197/2.5205	0.9030
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance For Engines With #5 Thrust Position								

TOYOTA

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

● New Number ‡ Discontinued

COUNTER DATA				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
								4 CYL
1	**1796 CC (1.8L) DOHC 16V L4 2ZZGE** Years: 2000-2006				**3.230"/82.0mm x 3.350"/85.0mm**			1
Rod Bearing (4) **NOTE: H Series Performance**	TM-77	**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 Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance**	TM-77	**CB-1920HX**	STD•	1.7713/1.7717	0.0015/0.0034	0.0583	1.8898/1.8907	0.6250
								6 CYL
2	**2997 CC (3.0L) DOHC 24V L6 2JZGE** Years: 1993-1998				**3.386"/86.0mm x 3.386"/86.0mm**			2
	2997 CC (3.0L) DOHC 24V Turbo. L6 2JZGTE Years: 1993-1998				**3.386"/86.0mm x 3.386"/86.0mm**			
Rod Bearing (6) **NOTE: H-Series Performance No Dowel Hole In Cap Half**	TM-77	**CB-1628H**	STD,.25mm‡	2.0465/2.0472	0.0014/0.0021	0.0595	2.1663/2.1670	0.7600
Rod Bearing (6) **NOTE: H-Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance No Dowel Hole In Cap Half**	TM-77	**CB-1628HX**	STD	2.0465/2.0472	0.0024/0.0031	0.0590	2.1663/2.1670	0.7600
Main Bearing Set	TM-77	**MS-2014H**	STD•					
1		MB3477H		2.4403/2.4409	0.0005/0.0023	0.0789	2.5992/2.5998	0.7850
2-3-4-5-6-7		MB-3550H		2.4403/2.4409	0.0005/0.0023	0.0789	2.5992/2.5998	0.9050
NOTE: H Series Performance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-589S								
Main Bearing Set	TM-77	**MS-2014HX**	STD•					
1		MB-3477HX		2.4403/2.4409	0.0015/0.0033	0.0784	2.5992/2.5998	0.0785
2-3-4-5-6-7		MB-3550HX		2.4403/2.4409	0.0015/0.0033	0.0784	2.5992/2.5998	0.9050
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance Grooved Upper Half And Plain Lower Half Requires Thrust Washer Set, Not Included Use with Part Number TW-589S								
Thrust Washer Set		**TW-589S**	STD					
		MB-3477W(L)		2.6535			3.2244	0.0776
		MB-3477W(U)		2.6535			3.2244	0.0776
NOTE: Contains 4 Pieces, Position Number 3 Use with Part Number MS-2014H								

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

● New Number ‡ Discontinued

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 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
4 CYL								
1	1588 CC (1.6L) SOHC 8V L4 DIESEL			3.012"/76.5mm x 3.385"/86.0mm				1
	1588 CC (1.6L) SOHC 8V Turbo. L4 DIESEL			3.012"/76.5mm x 3.385"/86.0mm				
	1780 CC (1.8L) SOHC 8V L4			3.189"/81.0mm x 3.386"/86.0mm				
	1780 CC (1.8L) DOHC 16V L4			3.189"/81.0mm x 3.386"/86.0mm				
	1781 CC (1.8L) SOHC 8V SC L4			3.190"/81.0mm x 3.400"/86.4mm				
	1781 CC (1.8L) DOHC 20V Turbo. L4			3.190"/81.0mm x 3.400"/86.4mm				
	1984 CC (2.0L) SOHC 8V L4			3.248"/82.5mm x 3.650"/92.7mm				

● New Number ‡ Discontinued

	1984 CC (2.0L) DOHC 16V L4					**3.248"/82.5mm x 3.650"/92.7mm**		
Rod Bearing (4)	TM-77	**CB-1426H**	STD•,.026mm•	1.8802/1.8810	0.0005/0.0027	0.0553	1.9921/1.9929	0.7470
NOTE: H Series Performance								
Rod Bearing (4)	TM-77	**CB-1426HX**	STD•	1.8802/1.8810	0.0015/0.0037	0.0548	1.9921/1.9929	0.7470
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
								5 CYL
2	**2144 CC (2.1L) SOHC 10V L5**					**3.130"/79.5mm x 3.400"/86.4mm**		**2**
	2226 CC (2.2L) SOHC 10V L5					**3.189"/81.0mm x 3.386"/86.0mm**		
Rod Bearing (5)	TM-77	**CB-1426H**	STD•,.026mm•	1.8802/1.8810	0.0005/0.0027	0.0553	1.9921/1.9929	0.7470
NOTE: H Series Performance								
Rod Bearing (5)	TM-77	**CB-1426HX**	STD•	1.8802/1.8810	0.0015/0.0037	0.0548	1.9921/1.9929	0.7470
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								
Crankshaft Forging	035D							
3	**2459 CC (2.5L) SOHC 10V L5 Audi**					**3.190"/81.0mm x 3.760"/95.5mm**		**3**
Rod Bearing	TM-77	**CB-1426H**	STD•,.026mm•	1.8802/1.8810	0.0005/0.0027	0.0553	1.9921/1.9929	0.7470
NOTE: H Series Performance								
Rod Bearing	TM-77	**CB-1426HX**	STD•	1.8802/1.8810	0.0015/0.0037	0.0548	1.9921/1.9929	0.7470
NOTE: H Series Performance Bearing Wall .0005" Thinner For .0010" More Oil Clearance								

● New Number ‡ Discontinued

ACL	Clevite
1B1442H-.025	CB-1442H-.026mm
1B1442H-.25	CB-1442H-.25mm
1B1442H-STD	CB-1442H
1B1442HX-STD	CB-1442HX
1B1663H-001	CB-1663H-1
1B1663H-010	CB-1663H-10
1B1663H-STD	CB-1663H
1B1663HX-STD	CB-1663HX
1B1665HD-001	CB-1665HD-1
1B1665HD-001	CB-1665HND1
1B1665HD-STD	CB-1665HD
1B1665HD-STD	CB-1665HND
1B1665HXD-STD	CB-1665HXD
1B1665HXD-STD	CB-1665HXND
1B1808H-.025	CB-1808HN-.026mm
1B1808H-.25	CB-1808HN-.25mm
1B1808H-STD	CB-1808HN
1B1808HX-STD	CB-1808HXN
1B481H	CB-481H
1B481H-001	CB-481HN-1
1B481H-01	CB-481H-1
1B481H-010	CB-481HN-10
1B481H-1	CB-481H-1
1B481H-10	CB-481H-10
1B481H-STD	CB-481HN
1B481HX	CB-481HX
1B481HX-STD	CB-481HXN
1B527HD	CB-527HD
1B527HD-01	CB-527HD-1
1B527HD-010	CB-527HND-10
1B527HD-10	CB-527HD-10
1B527HD-STD	CB-527HND
1B527HDX-STD	CB-527HXND
1B527HXD	CB-527HXD
1B634H	CB-634H
1B634H-001	CB-634HN-1
1B634H-009	CB-634HN-9
1B634H-01	CB-634H-1
1B634H-010	CB-634HN-10
1B634H-011	CB-634HN-11
1B634H-1	CB-634H-1
1B634H-10	CB-634H-10
1B634HD-010	CB-634HND-10
1B634HD10	CB-634HD-10
1B634HD-STD	CB-634HD
1B634HD-STD	CB-634HND
1B634H-STD	CB-634HN
1B634HX	CB-634HX
1B634HX-STD	CB-634HXN
1B663H	CB-663H

ACL	Clevite
1B663H	CB-663HN-30
1B663H-001	CB-663HN-1
1B663H-009	CB-663HN-9
1B663H-010	CB-663HN-10
1B663H-011	CB-663HN-11
1B663H-020	CB-663HN-20
1B663H-09	CB-663H-9
1B663H-1	CB-663H-1
1B663H-10	CB-663H-1
1B663H-10	CB-663H-10
1B663H-11	CB-663H-11
1B663H-20	CB-663H-20
1B663H-30	CB-663HN-30
1B663HD-01	CB-663HD-1
1B663HD-01	CB-663HND-1
1B663HD-010	CB-663HND-10
1B663HD-10	CB-663HD-10
1B663HD-STD	CB-663HD
1B663HD-STD	CB-663HND
1B663H-STD	CB-663HN
1B663HXD-STD	CB-663HXD
1B663HXD-STD	CB-663HXND
1B663HX-STD	CB-663HX
1B663HX-STD	CB-663HXN
1B743H	CB-743HN-30
1B743H-01	CB-743H-1
1B743H-01	CB-743HN-1
1B743H-09	CB-743H-9
1B743H-09	CB-743HN-9
1B743H-1	CB-743H-1
1B743H-10	CB-743H-10
1B743H-10	CB-743HN-10
1B743H-11	CB-743H-11
1B743H-11	CB-743HN-11
1B743H-20	CB-743H-20
1B743H-20	CB-743HN-20
1B743H-30	CB-743HN-30
1B743HD-01	CB-743HD-1
1B743HD-01	CB-743HND-1
1B743HD-10	CB-743HD-10
1B743HD-10	CB-743HND-10
1B743HD-STD	CB-743HD
1B743HD-STD	CB-743HND
1B743H-STD	CB-743H
1B743H-STD	CB-743HN
1B743HXD-STD	CB-743HXD
1B743HXD-STD	CB-743HXND
1B743HX-STD	CB-743HX
1B743HX-STD	CB-743HXN
1B745H-01	CB-745H-1

ACL	Clevite
1B745H-01	CB-745HN-1
1B745H-1	CB-745H-1
1B745H-10	CB-745H-10
1B745H-10	CB-745HN-10
1B745HD-10	CB-745HD-10
1B745HD-10	CB-745HND-10
1B745HD-STD	CB-745HD
1B745HD-STD	CB-745HND
1B745H-STD	CB-745H
1B745H-STD	CB-745HN
1B745HX-STD	CB-745HX
1B745HX-STD	CB-745HXN
1B818H-10	CB-818H-10
1B818H-10	CB-818HN-10
1B818H-STD	CB-818H
1B818H-STD	CB-818HN
1B927H-01	CB-927H-1
1B927H-1	CB-927H-1
1B927H-10	CB-927H-10
1B927H-10	CB-927HN-10
1B927H-STD	CB-927H
1B927H-STD	CB-927HN
4B1146H-.025	CB-1120HN-.026mm
4B1146H-.25	CB-1120HN-.25mm
4B1146H-STD	CB-1120HN
4B1146HX-STD	CB-1120HXN
4B1185H-.025	CB1643HN026MM
4B1185H-.025	CB-1643H-.026MM
4B1185H-.25	CB1643HN25MM
4B1185H-.25	CB-1643H-.25MM
4B1185H-STD	CB-1643HN
4B1185H-STD	CB-1643H
4B1185HX-STD	CB1643HXN
4B1185HX-STD	CB-1643HX
4B1236H-025MM	CB-1918H-.026MM
4B1236H-STD	CB-1918H
4B1236HX-STD	CB-1918HX
4B1606H-.025	CB-1426H-.026MM
4B1606H-STD	CB-1426H
4B1606HX-STD	CB-1426HX
4B1856HSTD	CB-1920H
4B1856HXSTD	CB-1920HX
4B1912H-.25	CB-1780H-.25mm
4B1912H-STD	CB-1780H
4B1912HX-STD	CB-1780HX
4B1925H-.25	CB-1785H-.25mm
4B1925H-STD	CB-1785H
4B1925HX-STD	CB-1785HX
4B1946H-.025	CB-1353H-.026mm
4B1946H-.25	CB-1353H-.25mm

ACL	Clevite
4B1946H-STD	CB-1353H
4B1946HX-STD	CB-1353HX
4B1956H-.025	CB-1461HN-.026mm
4B1956H-.25	CB-1461HN-.25MM
4B1956H-STD	CB-1461HN
4B1956HX-STD	CB-1461HXN
4B1972H-STD	CB-1861H
4B1972HX-STD	CB-1861HX
4B2960H-010	CB-1629HX
4B2960H-STD	CB-1629H
4B4390H-.025	CB-1840H-.026mm
4B4390H-.25	CB-1840H-.25mm
4B4390H-STD	CB-1840H
4B4390HX-STD	CB-1840HX
4B8170H.025	CB-1838H-.026mm
4B8170H.25	CB-1838H-.25mm
4B8170H-STD	CB-1838H
4B8170HX-STD	CB-1838HX
4B8172HSTD	CB-1925H
4B8172HXSTD	CB-1925HX
4B8296H-.025	CB-1657H026MM
4B8296H-.25	CB-1657H-.25MM
4B8296H-STD	CB-1657H
4B8296HX-STD	CB-1657HX
4B8351H-025	CB-1453H-.026MM
4B8351H-STD	CB-1453H
4B8351HX-STD	CB-1453HX
5M1010H-01	MS-1010H-1
5M1010H-10	MS-1010H-10
5M1010H-STD	MS-1010H
5M1010HX-STD	MS-1010HX
5M1038H-01	MS-1038H-1
5M1038H-10	MS-1038H-10
5M1038H-STD	MS-1038H
5M1038HX-STD	MS-1038HX
5M1039H-01	MS-1039H-1
5M1039H-10	MS-1039H-10
5M1039H-STD	MS-1039H
5M1039HX-STD	MS-1039HX
5M1186H-.25	MS-2039H-.25MM
5M1186H-025	MS-2039H-.026MM
5M1186H-STD	MS-2039H
5M1186HX-STD	MS-2039HX
5M1219H-.025	MS-2261H-.026mm
5M1219H-.25	MS-2261H-.25mm
5M1219H-STD	MS-2261H
5M1219HX-STD	MS-2261HX
5M1237H-025MM	MS-2307H-.026MM
5M1237H-STD	MS-2307H
5M1237HX-STD	MS-2307HX

ACL	Clevite
5M1432H-01	MS-1432H-1
5M1432H-10	MS-1432H-10
5M1432H-STD	MS-1432H
5M1432HX-STD	MS-1432HX
5M1799H	MB-3852H
5M1799H1	MB-3852H-1
5M1799H1X	MB-3852HX
5M1913H-.025MM	MS-2309H-.026MM
5M1913H-STD	MS-2309H
5M1913HX-STD	MS-2309HX
5M1957H-.025	MS-1804H-.026MM
5M1957H-.25	MS-1804H-.25MM
5M1957H-STD	MS-1804H
5M1957HX-STD	MS-1804HX
5M1959H-.025	MS-2095H-.026MM
5M1959H-.25	MS-2095H-.25MM
5M1959H-STD	MS-2095H
5M1959HX-STD	MS-2095HX
5M2220H-.025	MS-2220H-.026mm
5M2220H-.25	MS-2220H-.25mm
5M2220H-STD	MS-2220H
5M2220HX-STD	MS-2220HX
5M2964H-.25	MS-2015HX
5M2964H-STD	MS-2015H
5M429H-01	MS-429H-1
5M429H-10	MS-429H-10
5M429H-STD	MS-429H
5M429HX-STD	MS-429HX
5M5645HSTD	MS-2293H
5M5645HXSTD	MS-2293HX
5M5647H-STD	MS-2259H
5M5647HX	MS-2259HX
5M590H-01	MS-590H-1
5M590H-09	MS-590H-9
5M590H-10	MS-590H-10
5M590H-11	MS-590H-11
5M590H-STD	MS-590H
5M590HX-STD	MS-590HX
5M7296H-.025	MS-2202H-.026mm
5M7296H-.25	MS-2202H-.25mm
5M7296H-STD	MS-2202H
5M7296HX-STD	MS-2202HX
5M7298H-01	MS-2199H-1
5M7298H-10	MS-2199H-10
5M7298H-STD	MS-2199H
5M7298HX-STD	MS-2199HX
5M829H-01	MS-829H-1
5M829H-09	MS-829H-9
5M829H-10	MS-829H-10
5M829H-11	MS-829H-11

ACL	Clevite
5M829H-20	MS-829H-20
5M829H-30	MS-829H-30
5M829H-STD	MS-829H
5M829HX-STD	MS-829HX
5M8309H-.025	MS-2258H026MM
5M8309H-.25	MS-2258H-.25MM
5M8309H-STD	MS-2258H
5M8309HX-STD	MS-2258HX
5M8353H025MM	MS-1802H-.026MM
5M8353H-STD	MS-1802H
5M8353HX-STD	MS-1802HX
5M909H-01	MS-909H-1
5M909H-09	MS-909H-9
5M909H-10	MS-909H-10
5M909H-11	MS-909H-11
5M909H-20	MS-909H-20
5M909H-30	MS-909H-30
5M909H-STD	MS-909H
5M909HX-STD	MS-909HX
6B8100H-.25	CB-1628H-.25mm
6B8100H-STD	CB-1628H
6B8100HX-STD	CB-1628HX
7M8103H-STD	MS-2014H
7M8103HX-STD	MS-2014HX
8B1442H-.025	CB-1442H-.026mm
8B1442H-.25	CB-1442H-.25mm
8B1442H-STD	CB-1442H
8B1442HX-STD	CB-1442HX
8B1663H-001	CB-1663H-1
8B1663H-010	CB-1663H-10
8B1663H-STD	CB-1663H
8B1663HX-STD	CB-1663HX
8B1665HD-001	CB-1665HD-1
8B1665HD-001	CB-1665HND1
8B1665HD-STD	CB-1665HD
8B1665HD-STD	CB-1665HND
8B1665HXD-STD	CB-1665HXD
8B1665HXD-STD	CB-1665HXND
8B1808H-.025	CB-1808HN-.026mm
8B1808H-.25	CB-1808HN-.25mm
8B1808H-STD	CB-1808HN
8B1808HX-STD	CB-1808HXN
8B481H-001	CB-481HN-1
8B481H-010	CB-481HN-10
8B481H-STD	CB-481HN
8B481HX-STD	CB-481HXN
8B527HD-010	CB-527HND-10
8B527HD-STD	CB-527HND
8B527HXD-STD	CB-527HXND
8B634H-001	CB-634HN-1

ACL	Clevite
8B634H-009	CB-634HN-9
8B634H-010	CB-634HN-10
8B634H-011	CB-634HN-11
8B634HD-010	CB-634HND-10
8B634HD-STD	CB-634HND
8B634H-STD	CB-634HN
8B634HX-STD	CB-634HXN
8B663H-001	CB-663HN-1
8B663H-009	CB-663HN-9
8B663H-010	CB-663HN-10
8B663H-011	CB-663HN-11
8B663H-020	CB-663HN-20
8B663HD-001	CB-663HND-1
8B663HD-010	CB-663HND-10
8B663HD-STD	CB-663HND
8B663H-STD	CB-663HN
8B663HXD-STD	CB-663HXD
8B663HX-STD	CB-663HXN
8B743H-01	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	CB-927HN-10
8B927H-STD	CB-927HN

King	Clevite
5568XP-010	MS-1804H-.25MM
CR4002XP-STD	CB-1453H
CR4033XP-.25	CB-1780H-.25mm
CR4033XP-STD	CB-1780H
CR4033XPX	CB-1780HX
CR4046XP-STD	CB-1461HN
CR4120XP-STD	CB-1643H
CR4125XP	CB-1657H
CR4136XP-.25	CB-1629HX
CR4136XP-STD	CB-1629H
CR426M.75MM	CB-1590A-.75MM(4)
CR426M.75MM	CB-1590A-.75MM
CR4287HP-010	CB-1785H-.25mm
CR4287XP	CB-1785H
CR4287XP-STDX	CB-1785HX
CR4337HP	CB-1353H
CR4337HP-010	CB-1353H-.25mm
CR4337HP-STDX	CB-1353HX
CR4375HP	CB-1785H
CR4375HP-010	CB-1785H-.25mm
CR4375HP-STDX	CB-1785HX
CR439XP-010	CB-1353H-.25mm
CR439XP-STD	CB-1353H
CR439XP-STDX	CB-1353HX
CR4481XP-STD	CB-1120HN
CR6754XP	CB-1628H
CR8008HP	CB-481HN
CR8008HP-001	CB-481HN-1
CR8008HP-010	CB-481HN-10
CR8008HP-STDX	CB-481HXN
CR8011HP	CB-831HN
CR8011HP-001	CB-831HN-1
CR8011HP-010	CB-831HN-10
CR8011HP-STDX	CB-831HXN
CR8025XP-001	CB-663HN-1
CR8025XP-010	CB-663HN-10
CR8025XP-010X	CB-663HN-9
CR8025XP-011	CB-663HN-11
CR8025XP-020	CB-663HN-20
CR8025XP-020X	CB-663HN-19
CR8025XP-021	CB-663HN-21
CR8025XP-030	CB-663HN-30
CR8025XP-STD	CB-663HN
CR8025XP-STDX	CB-663HXN
CR8026XP-001	CB-743HN-1
CR8026XP-010	CB-743HN-10
CR8026XP-010X	CB-743HN-9
CR8026XP-011	CB-743HN-11
CR8026XP-020	CB-743HN-20
CR8026XP-020X	CB-743HN-19

King	Clevite
CR8026XP-021	CB-743HN-21
CR8026XP-030	CB-743HN-30
CR8026XP-STD	CB-743HN
CR8026XP-STDX	CB-743HXN
CR8027XP-001	CB-1665HND1
CR8027XP-010	CB-1665HND-10
CR8027XP-STD	CB-1665HND
CR8027XP-STDX	CB-1665HXND
CR8028XP-001	CB-1663H-1
CR8028XP-010	CB-1663H-10
CR8028XP-STD	CB-1663H
CR8028XP-STDX	CB-1663HX
CR803HPN	CB-745HN
CR803HPN-001	CB-745HN-1
CR803HPN-010	CB-745HN-10
CR803HPN-STDX	CB-745HXN
CR803XPN	CB-745HN
CR803XPN-001	CB-745HN-1
CR803XPN-010	CB-745HN-10
CR803XPN-STDX	CB-745HXN
CR804HPN-010	CB-634HN-10
CR804HPN-STD	CB-634HN
CR804HPN-STDX	CB-634HXN
CR804XPN-010	CB-634HN-10
CR804XPN-STD	CB-634HN
CR804XPN-STDX	CB-634HXN
CR805XPN-001	CB-481HN-1
CR805XPN-010	CB-481HN-10
CR805XPN-STD	CB-481HN
CR805XPN-STDX	CB-481HXN
CR806HPHD-STD	CB-527HND
CR806HPND-001	CB-527HND-1
CR806HPND-010	CB-527HND-10
CR806HPND-STDX	CB-527HXND
CR806XPND-001	CB-527HND-1
CR806XPND-010	CB-527HND-10
CR806XPND-STD	CB-527HND
CR806XPND-STDX	CB-527HXND
CR807HPN-001	CB-663HN-1
CR807HPN-010	CB-663HN-10
CR807HPN-010X	CB-663HN-9
CR807HPN-011	CB-663HN-11
CR807HPN-020	CB-663HN-20
CR807HPN-020X	CB-663HN-19
CR807HPN-021	CB-663HN-21
CR807HPN-030	CB-663HN-30
CR807HPND-001	CB-663HND-1
CR807HPND-010	CB-663HND-10
CR807HPND-STD	CB-663HND
CR807HPND-STDX	CB-663HXND

CLEVITE®

King	Clevite
CR807HPN-STD	CB-663HN
CR807HPN-STDX	CB-663HXN
CR807XPN-001	CB-663HN-1
CR807XPN-010	CB-663HN-10
CR807XPN-010X	CB-663HN-9
CR807XPN-011	CB-663HN-11
CR807XPN-020	CB-663HN-20
CR807XPN-020X	CB-663HN-19
CR807XPN-021	CB-663HN-21
CR807XPN-030	CB-663HN-30
CR807XPND-001	CB-663HND-1
CR807XPND-010	CB-663HND-10
CR807XPND-STD	CB-663HND
CR807XPND-STDX	CB-663HXND
CR807XPN-STD	CB-663HN
CR807XPN-STDX	CB-663HXN
CR808HPN-001	CB-743HN-1
CR808HPN-010	CB-743HN-10
CR808HPN-010X	CB-743HN-9
CR808HPN-020	CB-743HN-20
CR808HPN-030	CB-743HN-30
CR808HPND-001	CB-743HND-1
CR808HPND-010	CB-743HND-10
CR808HPND-010X	CB-743HND-9
CR808HPND-STD	CB-743HND
CR808HPND-STDX	CB-743HXND
CR808HPN-STD	CB-743HN
CR808HPN-STDX	CB-743HXN
CR808XPN-001	CB-743HN-1
CR808XPN-010	CB-743HN-10
CR808XPN-010X	CB-743HN-9
CR808XPN-011	CB-743HN-11
CR808XPN-020	CB-743HN-20
CR808XPN-020X	CB-743HN-19
CR808XPN-030	CB-743HN-30
CR808XPND-001	CB-743HND-1
CR808XPND-010	CB-743HND-10
CR808XPND-STD	CB-743HND
CR808XPND-STDX	CB-743HXND
CR808XPN-STD	CB-743HN
CR808XPN-STDX	CB-743HXN
CR814XPN-001	CB-831HN-1
CR814XPN-010	CB-831HN-10
CR814XPN-STD	CB-831HN
CR814XPN-STDX	CB-831HXN
CR848HP	CB-663HN
CR848HP-001	CB-663HN-1
CR848HP-009	CB-663HN-9
CR848HP-010	CB-663HN-10
CR848HP-011	CB-663HN-11

King	Clevite
CR848HP-020	CB-663HN-20
CR848HP-020X	CB-663HN-19
CR848HP-021	CB-663HN-21
CR848HP-030	CB-663HN-30
CR848HP-STDX	CB-663HXN
CR849HP	CB-743HN
CR849HP-001	CB-743HN-1
CR849HP-010	CB-743HN-10
CR849HP-010X	CB-743HN-9
CR849HP-011	CB-743HN-11
CR849HP-020	CB-743HN-20
CR849HP-020X	CB-743HN-19
CR849HP-021	CB-743HN-21
CR849HP-030	CB-743HN-30
CR849HP-STDX	CB-743HXN
CR850HP-001	CB-663HND-1
CR850HP-010	CB-663HND-10
CR850HP-STD	CB-663HND
CR850HP-STDX	CB-663HXND
CR851HP	CB-745HN
CR851HP-001	CB-745HN-1
CR851HP-010	CB-745HN-10
CR851HP-020	CB-745HN-20
CR851HP-STDX	CB-745HXN
CR852HP	CB-745HND
CR852HP-010	CB-745HND-10
CR853HP	CB-743HND
CR853HP-001	CB-743HND-1
CR853HP-010	CB-743HND-10
CR853HP-010X	CB-743HND-9
CR853HP-011	CB-743HND-11
CR853HP-STDX	CB-743HXND
CR854HP	CB-634HN
CR854HP-001	CB-634HN-1
CR854HP-010	CB-634HN-10
CR854HP-011	CB-634HN-11
CR854HP-STDX	CB-634HXN
CR855HP	CB-634HND
CR855HP-010	CB-634HND-10
CR863HP	CB-1512MU(30)
CR863HP	CB-1512M(U)
CR867HP	CB-1856HN
CR867XPN-001	CB-1856HN-1
CR867XPN-010	CB-1856HN-10
CR867XPN-STD	CB-1856HN
CR868HPN-001	CB-1442H-.026mm
CR868HPN-010	CB-1442H-.25mm
CR868HPN-STD	CB-1442H
CR868HPN-STDX	CB-1442HX
CR868XPN-001	CB-1442H-.026mm

King	Clevite
CR868XPN-010	CB-1442H-.25mm
CR868XPN-STD	CB-1442H
CR868XPN-STDX	CB-1442HX
CR874HP	CB-818HN
CR874HP-010	CB-818HN-10
CR874HP-011	CB-818HN-11
CR889HP	CB-1442H
CR889HP-001	CB-1442H-.026mm
CR889HP-010	CB-1442H-.25mm
CR889HP-STDX	CB-1442HX
MB 5112HP	MS-1010H
MB5013HP	MS-2199H
MB5013HP-001	MS-2199H-1
MB5013HP-010	MS-2199H-10
MB5013HP-STDX	MS-2199HX
MB5013XP-001	MS-2199H-1
MB5013XP-010	MS-2199H-10
MB5013XP-STD	MS-2199H
MB5013XP-STDX	MS-2199HX
MB509HP-001	MS-1038H-1
MB509HP-010	MS-1038H-10
MB509HP-020	MS-1038H-20
MB509HP-STD	MS-1038H
MB509HP-STDX	MS-1038HX
MB509XP	MS-1038H
MB509XP-001	MS-1038H-1
MB509XP-010	MS-1038H-10
MB509XP-010X	MS-1038H-9
MB509XP-020	MS-1038H-20
MB509XP-021	MS-1038H-21
MB509XP-STDX	MS-1038HX
MB5116HP-010	MS-2233HG-10
MB5116HP-STD	MS-2233HG
MB5116XP-010	MS-2233HG-10
MB5116XP-STD	MS-2233HG
MB5142HP	MS-909H
MB5142HP-001	MS-909H-1
MB5142HP-010	MS-909H-10
MB5142HP-010X	MS-909H-9
MB5142HP-011	MS-909H-11
MB5142HP-020	MS-909H-20
MB5142HP-020X	MS-909H-19
MB5142HP-021	MS-909H-21
MB5142HP-030	MS-909H-30
MB5142HP-STDX	MS-909HX
MB5143HP	MS-1038H
MB5143HP-001	MS-1038H-1
MB5143HP-010	MS-1038H-10
MB5143HP-010X	MS-1038H-9
MB5143HP-011	MS-1038H-11

King	Clevite
MB5143HP-020	MS-1038H-20
MB5143HP-021	MS-1038H-21
MB5143HP-STDX	MS-1038HX
MB5147HP	MS-829H
MB5147HP-001	MS-829H-1
MB5147HP-010	MS-829H-10
MB5147HP-010X	MS-829H-9
MB5147HP-011	MS-829H-11
MB5147HP-020	MS-829H-20
MB5147HP-020X	MS-829H-19
MB5147HP-030	MS-829H-30
MB5147HP-STDX	MS-829HX
MB5160HP	MS-909HG
MB5161HP	MS-590H
MB5161HP-001	MS-590H-1
MB5161HP-010	MS-590H-10
MB5161HP-STDX	MS-590HX
MB5164HP	MS-829HG
MB5169HP	MS-1010H
MB5169HP-010	MS-1010H-10
MB5169HP-STDX	MS-1010HX
MB5209XP-STD	MS-2039H
MB5243XP-.25	MS-2015HX
MB5243XP-STD	MS-2015H
MB5259XP-010	MS-2095H-.25MM
MB5259XP-STD	MS-2095H
MB5259XP-STDX	MS-2095HX
MB5280HP-STD	MS-2202H
MB5280XP-STD	MS-2202H
MB5282HP	MS-2007H
MB5282HP-001	MS-2007H-.026mm
MB5282HP-010	MS-2007H-.25mm
MB5282HP-STDX	MS-2007HX
MB5283HP	MS-2259H
MB5283HP-001	MS-2259H-.026mm
MB5283HP-010	MS-2259H-.25mm
MB5283HP-STD	MS-2259H
MB5283HP-STDX	MS-2259HX
MB5283XP-010	MS-2259H-.25mm
MB5283XP-STD	MS-2259H
MB5283XP-STDX	MS-2259HX
MB529HP-010	MS-590H-10
MB529HP-STD	MS-590H
MB529HP-STDX	MS-590HX
MB529XP-010	MS-590H-10
MB529XP-STD	MS-590H
MB529XP-STDX	MS-590HX
MB5304XP-STD	MS-1802H
MB5315XP-STD	MS-2261H
MB5353HP-001	MS-2007H-.026mm

King	Clevite
MB5353HP-010	MS-2007H-.25mm
MB5353HP-STD	MS-2007H
MB5353XP-001	MS-2007H-.026mm
MB5353XP-010	MS-2007H-.25mm
MB5353XP-STD	MS-2007H
MB5382XP-STD	MS-2258H
MB5385HP	MS-540H
MB5385HP	MS-1344V
MB5385HP-001	MS-540H-1
MB5385HP-STDX	MS-540HX
MB5392HP	MS-1432H
MB5392HP-010	MS-1432H-10
MB5392HP-STDX	MS-1432HX
MB5407HP	MS-2202H
MB5407HP-001	MS-2202H-.026mm
MB5407HP-010	MS-2202H-.25mm
MB5407HP-STDX	MS-2202HX
MB5420HP	MS-2067V
MB5425XP-001	MS-909H-1
MB5425XP-010	MS-909H-10
MB5425XP-010X	MS-909H-9
MB5425XP-011	MS-909H-11
MB5425XP-020	MS-909H-20
MB5425XP-020X	MS-909H-19
MB5425XP-021	MS-909H-21
MB5425XP-030	MS-909H-30
MB5425XP-STD	MS-909H
MB5425XP-STDX	MS-909HX
MB5426XP-001	MS-829H-1
MB5426XP-010	MS-829H-10
MB5426XP-010X	MS-829H-9
MB5426XP-011	MS-829H-11
MB5426XP-020	MS-829H-20
MB5426XP-020X	MS-829H-19
MB5426XP-021	MS-829H-21
MB5426XP-030	MS-829H-30
MB5426XP-STD	MS-829H
MB5426XP-STDX	MS-829HX
MB5503XP-010	MS-1010H-10
MB5503XP-STD	MS-1010H
MB5503XP-STDX	MS-1010HX
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
MB556HP-011	MS-829H-11

King	Clevite
MB556HP-020	MS-829H-20
MB556HP-020X	MS-829H-19
MB556HP-030	MS-829H-30
MB556HP-STD	MS-829H
MB556HP-STDX	MS-829HX
MB556XP-001	MS-829H-1
MB556XP-010	MS-829H-10
MB556XP-010X	MS-829H-9
MB556XP-011	MS-829H-11
MB556XP-020	MS-829H-20
MB556XP-020X	MS-829H-19
MB556XP-030	MS-829H-30
MB556XP-STD	MS-829H
MB556XP-STDX	MS-829HX
MB557HP-001	MS-909H-1
MB557HP-010	MS-909H-10
MB557HP-010X	MS-909H-9
MB557HP-011	MS-909H-11
MB557HP-020	MS-909H-20
MB557HP-020X	MS-909H-19
MB557HP-021	MS-909H-21
MB557HP-030	MS-909H-30
MB557HP-STD	MS-909H
MB557HP-STDX	MS-909HX
MB557XP-001	MS-909H-1
MB557XP-010	MS-909H-10
MB557XP-010X	MS-909H-9
MB557XP-011	MS-909H-11
MB557XP-020	MS-909H-20
MB557XP-020X	MS-909H-19
MB557XP-021	MS-909H-21
MB557XP-030	MS-909H-30
MB557XP-STD	MS-909H
MB557XP-STDX	MS-909HX
MB5650HP-010	MS-1039V-10
MB5650HP-STD	MS-1039V
MB5650XP-010	MS-1039V-10
MB5650XP-STD	MS-1039V
MB5673XP-.025MM	MS-2309H-.026MM
MB5673XP-STD	MS-2309H
MB5673XP-STD	MS-2309HX

Sealed Power	Clevite
108M	MS-804H
108M10	MS-804H-10
108M1X	MS-804HX
108M20	MS-804H-20
126M	MS-1010H
126M10	MS-1010H-10
126M1X	MS-1010HX
129M	MS-590H
129M1	MS-590H-1
129M10	MS-590H-10
129M1X	MS-590HX
130M	MS-1432H
130M10	MS-1432H-10
130M1X	MS-1432HX
130M1X	MS-1432HXK
134M	MS-1039V
134M	MS-1039H
134M10	MS-1039V-10
134M10	MS-1039H-10
134M1X	MS-1039HX
136M	MS-1732M
138M	MS-429H
138M1	MS-429H-1
138M10	MS-429H-10
139M	MS-909H
139M1	MS-909H-1
139M10	MS-909H-10
139M11	MS-909H-11
139M19	MS-909H-19
139M1X	MS-909HX
139M20	MS-909H-20
139M21	MS-909H-21
139M30	MS-909H-30
139M9	MS-909H-9
140M	MS-1038H
140M1	MS-1038H-1
140M10	MS-1038H-10
140M11	MS-1038H-11
140M1X	MS-1038HX
140M20	MS-1038H-20
140M21	MS-1038H-21
140M9	MS-1038H-9
1415SB10	CB-503B-10
1415SB30	CB-503B-30
141M	MS-829H
141M1	MS-829H-1
141M10	MS-829H-10
141M11	MS-829H-11
141M19	MS-829H-19
141M1X	MS-829HX

Sealed Power	Clevite
141M20	MS-829H-20
141M21	MS-829H-21
141M30	MS-829H-30
141M9	MS-829H-9
144M	MS-2256H
144M10	MS-2256H-10
145MSEMI	MS-2254-SEMI
146M	MS-1010H
146M10	MS-1010H-10
146M1X	MS-1010HX
147MSEMI	MS-2255-SEMI
148M	MS-2007H
148M.026MM	MS-2007H-.026mm
148M.25MM	MS-2007H-.25mm
148M026X	MS-2007HX
149M	MS-2259H
149M.026MM	MS-2259H-.026mm
149M.026X	MS-2259HX
149M.25MM	MS-2259H-.25mm
151M	MS-667H
151M10	MS-667H-10
152M	MS-2199H
152M1	MS-2199H-1
152M10	MS-2199H-10
152M1X	MS-2199HX
153M	MS-2202H
153M.026MM	MS-2202H-.026mm
153M.25MM	MS-2202H-.25mm
153M026X	MS-2202HX
154M	MS-2203H
156M	MS-2253H
156M1	MS-2253H-1
156M1X	MS-2253HX
158M.026MM	MS-2208H-.026mm
159M	MS-2095H
159M.026MM	MS-2095H-.026MM
159M.026X	MS-2095HX
159M.25MM	MS-2095H-.25MM
160M	MS-1804H
2210SB20	CB-436B-20
2570SA10	CB-673B-10
3645CP	CB-979M
3645CP10	CB-979M-10
3735SB	CB-1221M
3735SB10	CB-1221M-10
4-7195CH	CB-1780H
4-7195CH10	CB-1780H-.25mm
4-7195CH1X	CB-1780HX
4-7305CH	CB-1774H
4-7305CH.026MM	CB-1774H-.026mm

Sealed Power	Clevite
6-1415SB10	CB-503B-10
6-1415SB30	CB-503B-30
6-7120CH	CB-1398H
6-7120CH1	CB-1398H-1
6-7120CH10	CB-1398H-10
7100CH	CB-663HN
7100CH1	CB-663HN-1
7100CH10	CB-663HN-10
7100CH1X	CB-663HXN
7100CH20	CB-663HN-20
7100CH30	CB-663HN-30
7125CH	CB-481HN
8-7040CH	CB-542HN
8-7040CH10	CB-542HN-10
8-7040CH1X	CB-542HXN
8-7040CH20	CB-542HN-20
8-7050CH	CB-758HN
8-7050CH1	CB-758HN-1
8-7050CH10	CB-758HN-10
8-7050CH1X	CB-758HXN
8-7065CH	CB-745HN
8-7065CH1	CB-745HN-1
8-7065CH10	CB-745HN-10
8-7065CH1X	CB-745HXN
8-7065CHA	CB-745HND
8-7065CHA10	CB-745HND-10
8-7095CH	CB-663HN
8-7095CH1	CB-663HN-1
8-7095CH10	CB-663HN-10
8-7095CH1X	CB-663HXN
8-7095CH20	CB-663HN-20
8-7095CH30	CB-663HN-30
8-7100CH	CB-663HN
8-7100CH1	CB-663HN-1
8-7100CH10	CB-663HN-10
8-7100CH11	CB-663HN-11
8-7100CH19	CB-663HN-19
8-7100CH1X	CB-663HXN
8-7100CH20	CB-663HN-20
8-7100CH21	CB-663HN-21
8-7100CH30	CB-663HN-30
8-7100CH9	CB-663HN-9
8-7100CHA	CB-663HND
8-7100CHA1	CB-663HND-1
8-7100CHA10	CB-663HND-10
8-7100CHA1X	CB-663HXND
8-7125CH	CB-481HN
8-7125CH10	CB-481HN-10
8-7135CH	CB-527HND
8-7135CH10	CB-527HND-10

Sealed Power	Clevite
8-7155CH	CB-831HN
8-7155CH10	CB-831HN-10
8-7160CH	CB-634HN
8-7160CH10	CB-634HN-10
8-7160CH1X	CB-634HXN
8-7175CH10	CB-927HN-10
8-7185CH	CB-818HN
8-7185CH10	CB-818HN-10
8-7195CH	CB-1780H
8-7195CH10	CB-1780H-.25mm
8-7195CH1X	CB-1780HX
8-7200CH	CB-743HN
8-7200CH1	CB-743HN-1
8-7200CH10	CB-743HN-10
8-7200CH11	CB-743HN-11
8-7200CH1X	CB-743HXN
8-7200CH20	CB-743HN-20
8-7200CH21	CB-743HN-21
8-7200CH30	CB-743HN-30
8-7200CH9	CB-743HN-9
8-7200CHA11	CB-743HND-11
8-7200CHA9	CB-743HND-9
8-7250CH	CB-1442H
8-7250CH.026MM	CB-1442H-.026mm
8-7250CH.026X	CB-1442HX
8-7250CH.25MM	CB-1442H-.25mm
8-7300SHA	CB-1512V
8-7300SHA	CB-1512M
8-7300SHA10	CB-1512V-10
10-7250CH	CB-1442H
10-7250CH.026MM	CB-1442H-.026mm
10-7250CH.026X	CB-1442HX
C8-7065CH	CB-745HNK
C8-7065CHA	CB-745HNDK
C8-7100CH	CB-663HNK
C8-7100CH-1	CB-663HNK-1
C8-7100CH-10	CB-663HNK-10
C8-7100CH1X	CB-663HXNK
C8-7100CHA	CB-663HNDK
C8-7155CH	CB-831HNK
C8-7155CH10	CB-831HNK-10
C8-7160CH	CB-634HNK
C8-7160CH10	CB-634HNK-10
C8-7200CH	CB-743HNK
C8-7200CH10	CB-743HNK-10
C8-7200CH1X	CB-743HXNK
C8-7200CHA	CB-743HNDK
C8-7200CHA10	CB-743HNDK-10
C129M	MS-590HK
C129M10	MS-590HK-10

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

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

(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)	.075mm - .175mm)
2.813"-3.500"	.005" - .009"
(71mm-88mm)	(.125mm - .225mm)
3.500" or over	.007" - .011"
(89mm or over)	(.175mm - .275mm)

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 1.000" (25mm) length	.0001"-.003mm for HD or 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" (50mm) or longer	.0003"-.008mm for HD or 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"

Fraction	Decimal	MM
1/64	.01563	.3969
1/32	.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

Fraction	Decimal	MM
1/2	.50000	12.7000
	.51181	13.0000
33/64	.51563	13.0969
17/32	.53125	13.4938
35/64	.54688	13.8906
	.55118	14.0000
9/16	.56250	14.2875
37/64	.57813	14.6844
	.59055	15.0000
19/32	.59375	15.0813
39/64	.60938	15.4781
5/8	.62500	15.8750
	.62992	16.0000
41/64	.64063	16.2719
21/32	.65625	16.6688
	.66929	17.0000
43/64	.67188	17.0656
11/16	.68750	17.4625
45/64	.70313	17.8594
	.70866	18.0000
23/32	.71875	18.2563
47/64	.73438	18.6531
	.74803	19.0000
3/4	.75000	19.0500
49/64	.76563	19.4469
25/32	.78125	19.8438
	.78740	20.0000
51/64	.79688	20.2406
13/16	.81250	20.6375
	.82677	21.0000
53/64	.82813	21.0344
27/32	.84375	21.4313
55/64	.85938	21.8281
	.86614	22.0000
7/8	.87500	22.2250
57/64	.89063	22.6219
	.90551	23.0000
29/32	.90625	23.0188
59/64	.92188	23.4156
15/16	.93750	23.8125
	.94488	24.0000
61/64	.95313	24.2094
31/32	.96875	24.6063
	.98425	25.0000
63/64	.98438	25.0031
1	1.00000	25.4000

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

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