



RACE
S E R I E S

ENGINE BEARINGS

Excellence in engineering, design and metallurgy produce outstanding engine bearings.

Designed with a medium
degree of eccentricity.

Main bearing grooves occupy
only 3/4 of the circumference
thereby providing optimum
oil supply while increasing
the surface area for better
load-carrying capacity.

Large chamfers are designed
and precision machined to
allow use of crankshafts with
larger fillets where applicable.



Tight, consistent wall tolerances
($\pm 0.004\text{mm}$ / $\pm 0.00015''$) help
maintain accurate clearances.

Improved overlay and reduced
overlay thickness where applicable
increases fatigue strength.

Increased crush and the
elimination of flash plating
improve seating of bearings in
their housing for better thermal
transfer from bearings to rods
and block.

Connecting rod bearings have
hardened steel backing which
helps maintain their crush under
high load and temperature
conditions during operation.



RACE SERIES

Also Available from ACL is a range of:



Hyperlite™ Forged Pistons with low friction, high strength racing rings



Race Series Gaskets



Revolutionary Heat Shield Material (HR140-GTR)

For more information on these or other ACL Race Series products contact your ACL State Office:



www.acl.com.au

ACL Bearing Company
253 Georgetown Road
Rocherlea
Tasmania 7248

T: (03) 6324 4600
F: (03) 6326 6666

Automotive Components Limited
Level 8, 390 St Kilda Road
Melbourne, Victoria 3004
ABN 51 006 542 785

Marketing Enquiries

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| Melbourne | T: 03 9285 4000 | F: 03 9866 4300 |
| Sydney | T: 0500 576 139 | F: 02 9729 1987 |
| Perth | T: 08 9455 5444 | F: 08 9455 5500 |

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RACE SERIES

ENGINE BEARINGS

New ACL Race Series Engine Bearings – winners for



Design!



Metallurgy!



Engineering!

**If you place demands on your engine
you must demand the best!**

High performance driving demands that you use the best parts and Larry Perkins does. He relies on ACL's New Race Series engine bearings to perform to exacting race standards. These New Race Series engine bearings provide the dependability it takes to hold up under higher RPM conditions. The unique combination of design, metallurgy and engineering come together to deliver what drivers expect from high performance Trimetal engine bearings. These New Race Series engine bearings go the distance!

So, if you're looking for the best result demand the best – demand ACL New Race Series.

For a faxed list of your nearest ACL stockists call (03) 9866 4349 or telephone (03) 9285 4000.



Larry Perkins – 6 times Bathurst winner



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ENGINE BEARINGS

www.acl.com.au

| Application | Con Rod bearings | Sizes | Medium Eccentricity | High Crush | Hard Back | O.5. Chamfers | Thin Overlay | High Strength Overlay | No Flash Plating | Reduced Wall Tolerance | Dowel Hole | Main bearings | Sizes | Medium Eccentricity | High Crush | O.5. Chamfers | High Strength Overlay | No Flash Plating | Reduced Wall Tolerance | 3/4 Grooving | Camshaft / Thrust bearings | Sizes | Camshaft Material | |
|---|---|-------------------------|---------------------|------------|-----------|---------------|--------------|-----------------------|------------------|------------------------|------------|-----------------|-------------------------|---------------------|------------|---------------|-----------------------|------------------|------------------------|--------------|---|---|-------------------|---|
| Chev 262, 267, 302, 305, 307, 327, 350 ci | 8B663H (for 53.34mm journal) | Std,001,009,010,011,020 | X | X | X | X | X | X | X | X | X | 5M909H | Std,001,009,010,011,020 | X | X | X | X | X | X | X | 5C3349C | Std | A | |
| | 8B663HX (for 53.34mm journal) | Std | X | X | X | X | X | X | X | X | X | 5M909HX | Std | X | X | X | X | X | X | X | 5C3346C (housing bores constant at 1.999/2.001" (50.775/50.825mm)) | Std | A | |
| | | | | | | | | | | | | | | | | | | | | | | 5C0044A (+0.010" OD, hsg bore 2.029/2.031" (51.537/51.587mm), customer to drill oil holes) | Std | A |
| | | | | | | | | | | | | | | | | | | | | | | 5C0048S (+0.020" OD, hsg bore 2.039/2.041" (51.791/51.841mm), customer to drill oil holes) | Std | A |
| Chev/Holden 5.7L LS1 (Gen III) | 8B663H | Std,001,009,010,011,020 | X | X | X | X | X | X | X | X | X | 5M7297H | Std,001,010,020 | X | X | X | X | X | X | X | 5C1000S | Std | B | |
| | 8B663HX | Std | X | X | X | X | X | X | X | X | X | 5M7297HX | Std | X | X | X | X | X | X | X | 5C3349C | Std | A | |
| | 8B745H (for 50.8mm journal) | Std,001,010 | X | X | X | X | X | X | X | X | X | 5M429H | Std,001,010 | X | X | X | X | X | X | X | 5C3346C (housing bores constant at 1.999/2.001" (50.775/50.825mm)) | Std | A | |
| | 8B745HX (for 50.8mm journal) | Std | X | X | X | X | X | X | X | X | X | 5M429HX | Std | X | X | X | X | X | X | X | 5C0044A (+0.010" OD, hsg bore 2.029/2.031" (51.537/51.587mm), customer to drill oil holes) | Std | A | |
| Chev 400 ci | 8B663H | Std,001,009,010,011,020 | X | X | X | X | X | X | X | X | X | 5M1038H | Std,001,010 | X | X | X | X | X | X | X | 5C3349C | Std | A | |
| | 8B663HX | Std | X | X | X | X | X | X | X | X | X | 5M1038HX | Std | X | X | X | X | X | X | X | 5C3346C (housing bores constant at 1.999/2.001" (50.775/50.825mm)) | Std | A | |
| | | | | | | | | | | | | | | | | | | | | | 5C0044A (+0.010" OD, hsg bore 2.029/2.031" (51.537/51.587mm), customer to drill oil holes) | Std | A | |
| | | | | | | | | | | | | | | | | | | | | | | 5C0048S (+0.020" OD, hsg bore 2.039/2.041" (51.791/51.841mm), customer to drill oil holes) | Std | A |
| Chev 366,396,402, 427,454 ci | 8B743H | Std,001,009,010,011,020 | X | X | X | X | X | X | X | X | X | 5M829H | Std,001,009,010,011,020 | X | X | X | X | X | X | X | | Std | A | |
| | 8B743HX | Std | X | X | X | X | X | X | X | X | X | 5M829HX | Std | X | X | X | X | X | X | X | | Std | A | |
| Chrysler 273, 318 ci | 8B481H | Std,001,010 | X | X | X | X | X | X | X | X | X | 5M540P** | Std,010,020,030,040 | | | | | | | | 5C4636 | Std | B | |
| | 8B481HX | Std | X | X | X | X | X | X | X | X | X | 5M540P** | Std | | | | | | | | | Std | B | |
| Chrysler 318 ci LA/ Magnum | 8B481H | Std,001,010 | X | X | X | X | X | X | X | X | X | 5M540P** | Std,010,020,030,040 | | | | | | | | 5C4636 (1967-1978) | Std | B | |

| Part No. | Part Description | Std. | HX | + | 0.001" | extra oil clearance | D | Dowel hole | Material Type |
|--|--|-------------------|----|---|--------|---------------------|---|------------|---------------|
| Honda B17A1 (1678cc) | 4B1946H | Std.,.025,.25 | X | X | X | X | X | X | Use 1T1957 |
| B18A1/B18B1 (1834cc) | 4B1946HX | Std | X | X | X | X | X | X | |
| Honda B18C1 VTEC | 4B1925H | Std.,.025,.25 | X | X | X | X | X | X | Use 1T1957 |
| B18C5 VTEC (1797cc) | 4B1925HX | Std | X | X | X | X | X | X | |
| Honda H22A1/H22A4 (Mains for H22A4 only) | 4B1912H | Std.,.025,.25 | X | X | X | X | X | X | Use 1T1957 |
| Mazda B6-T (1597cc) | 4B8351H | Std.,.025,.25,.50 | X | X | X | X | X | X | Use 1T18353 |
| BP-T (1839 cc) | 4B8351HX | Std | X | X | X | X | X | X | |
| Mitsubishi 4G63/4G64 | 4B1185H | Std.,.025,.25 | X | X | X | X | X | X | |
| 4G63T (1992 on) | 4B1185HX | Std | X | X | X | X | X | X | |
| Mitsubishi 4G63/4G64 4G63T (1997 on) 4B1185HX (for 2.1mm journal) 4B1185HX (for 2.1mm journal) | 4B1185H | Std.,.025,.25 | X | X | X | X | X | X | Use 1T1219 |
| 4G63T (1997 on) 4B1185HX (for 2.1mm journal) | 4B1185HX | Std | X | X | X | X | X | X | |
| Nissan SR20DE / SR20DET (1998cc) | 4B2960H | Std.,.025,.25 | X | X | X | X | X | X | Use 1T2964 |
| SR20DET (1998cc) | 4B2960HX | Std | X | X | X | X | X | X | |
| Nissan CA16DET | 4B1630H | Std.,.025,.25,.50 | X | X | X | X | X | X | |
| CA18ET, CA20ET | 4B1630HX | Std | X | X | X | X | X | X | |
| Nissan RB25DETT | 6B2960H | Std.,.025,.25 | X | X | X | X | X | X | |
| RB26DETT | 6B2960HX | Std | X | X | X | X | X | X | |
| Nissan RB30/RB30ET | 6B2390H | Std.,.025,.25,.50 | X | X | X | X | X | X | |
| 3.0L L6 | 6B2390HX | Std | X | X | X | X | X | X | |
| Nissan VG30DE | 6B2390H | Std.,.025,.25,.50 | X | X | X | X | X | X | |
| VG30DETT (3.0L V6) | 6B2390HX | Std | X | X | X | X | X | X | |
| Subaru EJ16/EJ18 | 4B8296H | Std.,.025,.25,.50 | X | X | X | X | X | X | |
| EJ20/EJ22/EJ25 | 4B8296HX | Std | X | X | X | X | X | X | |
| Subaru EJ16/EJ18 (for 48 mm journal) | 4B8320H | Std.,.025,.25,.50 | X | X | X | X | X | X | |
| EJ20/EJ22/EJ25 | 4B8320HX | Std | X | X | X | X | X | X | |
| Toyota 4AGE | 4B1780H | Std.,.025,.25,.50 | X | X | X | X | X | X | Use 2T1695 |
| 4AGEZ (1.6L) | 4B1780HX | Std | X | X | X | X | X | X | |
| Toyota 3SGTE | 4B8366H | Std.,.025,.25,.50 | X | X | X | X | X | X | Use 2T1689 |
| | 4B8366HX | Std | X | X | X | X | X | X | |
| Toyota/Lexus 2JZGE | 6B8100H | Std.,.025,.25 | X | X | X | X | X | X | Use 2T18103 |
| 2JZGTE (3.0L) | 6B8100HX | Std | X | X | X | X | X | X | |
| Toyota/Lexus 1UZFE | 8B8091H | Std.,.025,.25,.50 | X | X | X | X | X | X | Use 2T18092 |
| 4.0L V8 | 8B8091HX | Std | X | X | X | X | X | X | |
| Custom Performance | 8B1663H (with 1.889" (47.981mm) journal size) | Std,001,010 | X | X | X | X | X | X | |
| Custom Performance | 8B1663HX (with 1.889" (47.981mm) journal size) | Std | X | X | X | X | X | X | |

** = "Duraglide" bearing
H = Standard oil clearance
HX = +0.001" extra oil clearance
D = Dowel hole
Material Type - A = Aluminium Tin (Heavy Duty)
- B = Babbitt Lead