

Main Bearing

Clearance

1. To check main bearing clearance, remove the main cap and bearing halves.
2. Clean each main journal and bearing half with a clean shop rag.
3. Place one strip of plastigage across each main journal.

NOTE: If the engine is still in the car when you bolt the main cap down to check clearance, the weight of the crank and flywheel will flatten the plastigage further than just the torque on the cap bolts, and give you an incorrect reading. For an accurate reading, support the crank with a jack under the counterweights and check only one bearing at a time.

4. Reinstall the bearings and cap, then torque the bolts to 58 N·m (5.8 kg-m, 42 lb-ft).

NOTE: Do not rotate the crank during inspection.

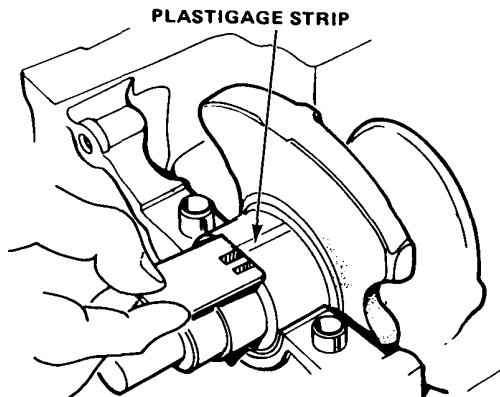
5. Remove the cap and bearings again, and measure the widest part of the plastigage.

Standard (New):

No. 1,2,4,5 Journal: 0.024–0.042 mm
(0.0009–0.0019 in.)

No. 3 Journal: 0.030–0.048 mm
(0.0012–0.0019 in.)

Service Limit: 0.05 mm (0.002 in.)



6. If the plastigage measures too wide or too narrow, (remove the engine if it's still in the car), remove the crank, remove the upper half of the bearing, then install a new, complete bearing with the same color code (select the color as shown on the next page), and recheck the clearance.

CAUTION: Do not file, shim, or scrape the bearings or the caps to adjust clearance.

7. If the plastigage shows the clearance is still incorrect, try the next larger or smaller bearing (the color listed above or below that one), and check again.

NOTE: If the proper clearance cannot be obtained by using the appropriate larger or smaller bearings, replace the crank and start over.

Rod Bearing

Clearance



1. Remove the connecting rod cap and bearing half.
2. Clean the crankshaft rod journal and bearing half with a clean shop rag.
3. Place plastigage across the rod journal.
4. Reinstall the bearing half and cap, and torque the nuts to 32 N·m (3.2 kg-m, 23 lb-ft).

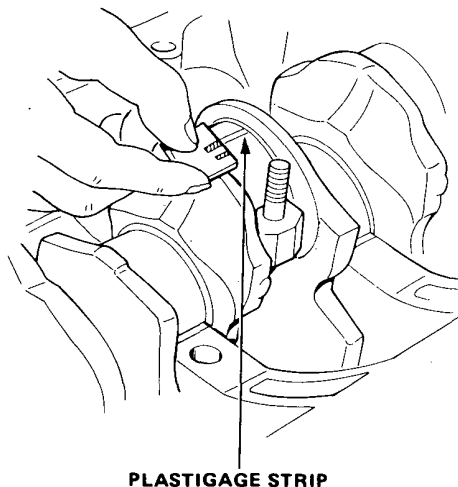
NOTE: Do not rotate the crank during inspection.

5. Remove the rod cap and bearing half and measure the widest part of the plastigage.

Connecting Rod Bearing Clearance:

Standard (New): 0.020–0.038 mm
(0.0008–0.0015 in.)

Service Limit: 0.05 mm (0.002 in.)



6. If the plastigage measures too wide or too narrow, remove the upper half of the bearing, install a new, complete bearing with the same color code (select color as shown on next page), and recheck the clearance.

CAUTION: Do not file, shim, or scrape the bearing or the caps to adjust clearance.

7. If the plastigage shows the clearance is still incorrect, try the next larger or smaller bearing (the color listed above or below that one), and check clearance again.

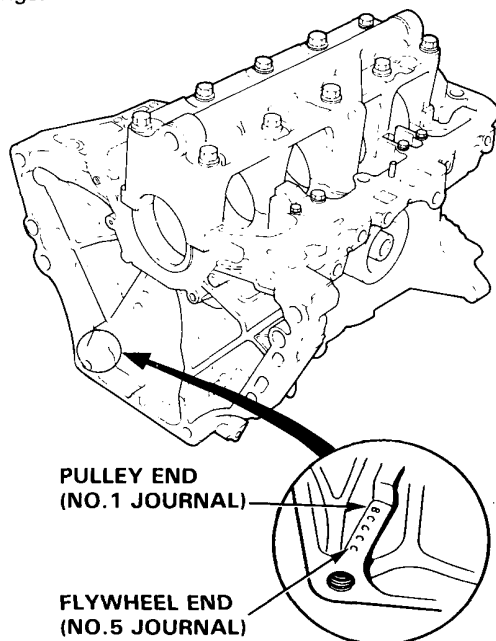
NOTE: If the proper clearance cannot be obtained by using the appropriate larger or smaller bearings, replace the crank and start over.

Main Bearing

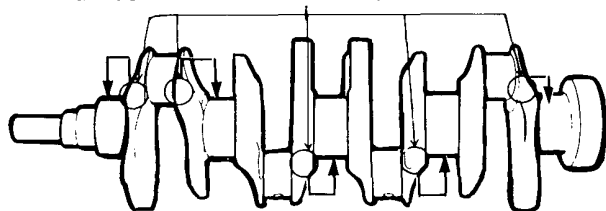
Selection

Crank Bore Code Location (Marks)

Marks have been stamped on the end of the block as a code for the size of each of the 5 main journal bores. Use them, and the numbers stamped on the crank (codes for main journal size), to choose the correct bearings.

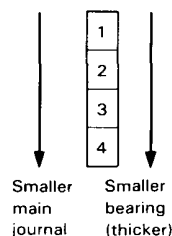


Main Journal Code Locations (Numbers)



Bearing Identification

Color code is on the edge of the bearing



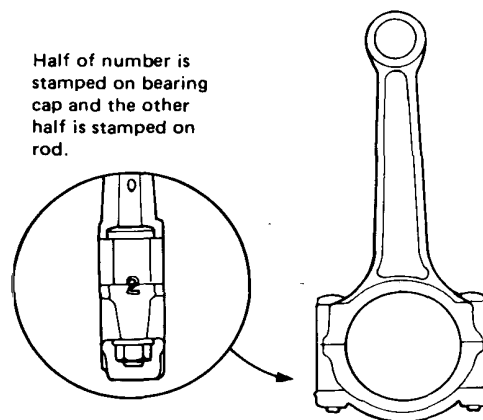
Larger crank bore			
A	B	C	D
Smaller bearing (thicker)			
Red	Pink	Yellow	Green
Pink	Yellow	Green	Brown
Yellow	Green	Brown	Black
Green	Brown	Black	Blue

Rod Bearing

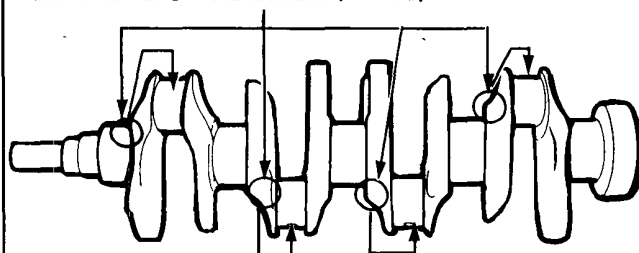
Selection

Rod Code Location (Numbers)

Numbers have been stamped on the side of each connecting rod as a code for the size of the big end. Use them, and the letters stamped on the crank (codes for rod journal size), to choose the correct bearings.

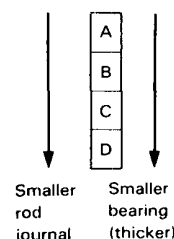


Rod Journal Code Locations (Letters)



Bearing Identification

Color code is on the edge of the bearing



Larger big end bore			
1	2	3	4
Smaller bearing (thicker)			
Red	Pink	Yellow	Green
Pink	Yellow	Green	Brown
Yellow	Green	Brown	Black
Green	Brown	Black	Blue