

MATERIAL DESIGNATIONS

- B** Rolled Bronze.
- 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).
- C-1** Steel backed copper-lead matrix without overlay.
- TM-1** Steel backed copper-lead matrix with overlay.
- TM-** 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 TERMINOLOGY

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.

