

CONNECTING ROD & BEARINGS

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'60' V8 Engine (1940)

Part Numbers (See Note)	Con. Rod Oversize	Crankpin Undersize
92A-6211-A3 or 92A-6211-A4	Std.	Std.
92A-6211-K	Std.	.0015"
92A-6211-M3 or 92A-6211-M4	Std.	.002"
92A-6211-B	Std.	.003"
92A-6211-C3 or 92A-6211-C4	Std.	.010"
92A-6211-L3 or 92A-6211-L4	Std.	.020"
92A-6211-H3 or 92A-6211-H4	.004"	Std.
92A-6211-N3 or 92A-6211-N4	.004"	.002"
92A-6211-D	.004"	.003"
92A-6211-G3 or 92A-6211-G4	.004"	.010"
92A-6211-J3 or 92A-6211-J4	.008"	Std.
92A-6211-P3 or 92A-6211-P4	.008"	.002"
92A-6211-F	.008"	.003"
92A-6211-E3 or 92A-6211-E4	.008"	.010"

1940 '60'—No end flanges on bearings (used only with 92A-6200 Rod & 022A-6303 Crankshaft).

Part No. Note—3 bearing types indicated:

Nickel Cadmium—92A-6211-B to 92A-6211-K.
Tin Base Babbitt—92A-6211-A3 to 92A-6211-P3.
Lead Base Babbitt—92A-6211-A4 to 92A-6211-P4.

'90' V8 Engine (1934-38)

IMPORTANT—Basic Part Number 48-6211 not listed in table below (suffix only listed). To obtain complete number, insert 48-6211 ahead of letter & number listed in table (48-6211-A2, etc.).

Bearing Types				Size	
Nickel Cadmium	Tin Base Babbitt	Lead Base Babbitt	Copper Lead Base	Con. Rod Overs.	Crank Pin Unders.
A2	A4	A5	A6	Std.	Std.
L				Std.	.0015"
X2	X4	X5	X6	Std.	.002"
B				Std.	.003"
C2	C4	C5	C6	Std.	.010"
M2	M4	M5	M6	Std.	.020"
Q2	Q4	Q5	Q6	Std.	.030"
	J4	J5	J6	.004"	Std.
	GG4	GG5	GG6	.004"	.002"
D				.004"	.003"
	G4	G5	G6	.004"	.010"
	N4	N5	N6	.004"	.020"
	T4	T5	T6	.004"	.030"
	K4	K5	K6	.008"	Std.
	HH4	HH5	HH6	.008"	.002"
F				.008"	.003"
	E4	E5	E6	.008"	.010"
	P4	P5	P6	.008"	.020"
	U4	U5	U6	.008"	.030"

NOTE—Use tool, #V-131, to check bearing fit with rod caps tightened. Tool grasps bearing flanges and allows bearings to be rotated to test fit. Bearings should rotate freely. If bearings cannot be turned or turn hard, check for bent rods, distorted bearings, or burrs. This tool now has serrations on the jaws to engage the smaller diameter flanges of the copper-lead type bearings. First type tool without serrations can be adapted by filing notches 1/16" wide on face of jaws.

'90' V8 Engine (1939-42)

IMPORTANT—Basic Part Number 81A-6211 not listed in table below (suffix only listed). To obtain complete number, insert 81A-6211 ahead of letter & number listed in table (81A-6211-A1, etc.).

Bearing Types—See Note						Size	
Type	Type	Type	Type	Type	Type	Con. Rod Overs.	Crank Pin Unders.
1	3	4	5	6			
A1	A3	A4	A5	A6		Std.	Std.
L						Std.	.0015"
V1	V3	V4	V5	V6		Std.	.002"
B						Std.	.003"
C1	C3	C4	C5	C6		Std.	.010"
W						Std.	.012"
H						Std.	.015"
M1	M3	M4	M5	M6		Std.	.020"
Q1	Q3	Q4	Q5	Q6		Std.	.030"
J1	J3	J4	J5	J6		.004"	Std.
HH1	HH3	HH4	HH5	HH6		.004"	.002"
D						.004"	.003"
G1	G3	G4	G5	G6		.004"	.010"
N1	N3	N4	N5	N6		.004"	.020"
T1	T3	T4	T5	T6		.004"	.030"
K1	K3	K4	K5	K6		.008"	Std.
JJ1	JJ3	JJ4	JJ5	JJ6		.008"	.002"
F						.008"	.003"
E1	E3	E4	E5	E6		.008"	.010"
P1	P3	P4	P5	P6		.008"	.020"
U1	U3	U4	U5	U6		.008"	.030"

Bearing Type Note—Type 1) Nickel Cadmium, 3) Tin Base Babbitt, 4) Lead Base Babbitt, 5) Copper Lead Base, 6) Tri-Alloy.

'100' V8 Engine (1939-42)

IMPORTANT—Basic Part Number 99A-6211 not listed in table below (suffix only listed). To obtain complete number, insert 99A-6211 ahead of letter & number listed in table (99A-6211-A1, etc.).

Bearing Types—See Note						Size	
Type	Type	Type	Type	Type	Type	Con. Rod Overs.	Crank Pin Unders.
1	3	4	5	6			
A1	A3	A4	A5	A6		Std.	Std.
L						Std.	.0015"
V1	V3	V4	V5	V6		Std.	.002"
J						Std.	.003"
K1	K3	K4	K5	K6		Std.	.010"
F						Std.	.015"
M1	M3	M4	M5	M6		Std.	.020"
Q1	Q3	Q4	Q5	Q6		Std.	.030"
G1	G3	G4	G5	G6		.004"	Std.
W1	W3	W4	W5	W6		.004"	.002"
B						.004"	.003"
E1	E3	E4	E5	E6		.004"	.010"
N1	N3	N4	N5	N6		.004"	.020"
T1	T3	T4	T5	T6		.004"	.030"
H1	H3	H4	H5	H6		.008"	Std.
X1	X3	X4	X5	X6		.008"	.002"
D						.008"	.003"
C1	C3	C4	C5	C6		.008"	.010"
P1	P3	P4	P5	P6		.008"	.020"
U1	U3	U4	U5	U6		.008"	.030"

Bearing Type Note—Type 1) Nickel Cadmium, 3) Tin Base Babbitt, 4) Lead Base Babbitt, 5) Copper Lead Base, 6) Tri-Alloy.