



Connecting Rod Bearings

Clearance

1. Remove the connecting rod cap and bearing half.
2. Clean the crankshaft rod journal and bearing half with a clean shop towel.
3. Place a plastigage across strip the rod journal.
4. Reinstall the bearing half and cap, and torque the nuts to 44 N-m (4.5 kgf-m, 33 lbf-ft).

NOTE: Do not rotate the crankshaft during inspection.

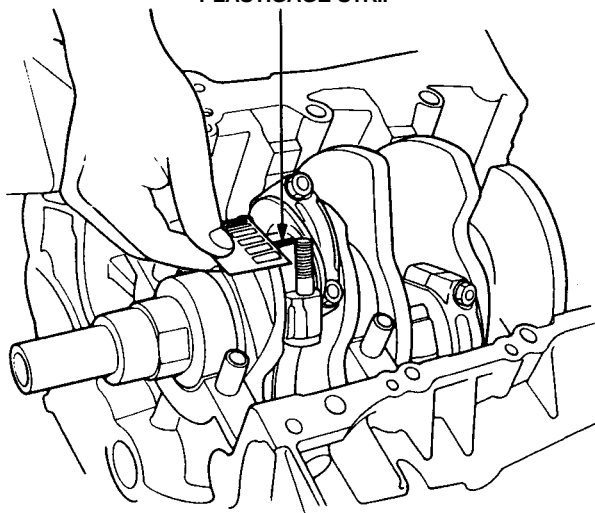
5. Remove the rod cap and bearing half, and measure the widest part of the plastigage.

Connecting Rod Bearing-to-Journal Oil Clearance:

Standard (New): 0.022 - 0.046 mm
(0.0009 - 0.0018 in)

Service Limit: 0.05 mm (0.002 in)

PLASTIGAGE STRIP



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 the color as shown in the right column of this 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 clearance again.

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

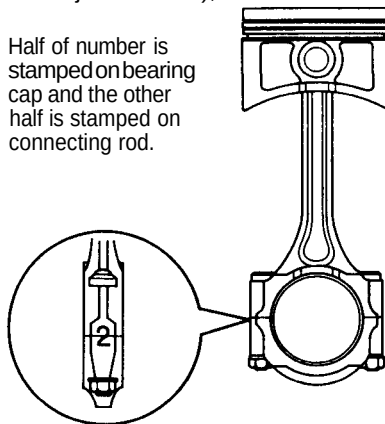
Selection

CAUTION: If the codes are indecipherable because of an accumulation of dirt and dust, do not scrub them with a wire brush or scraper. Clean them only with solvent or detergent.

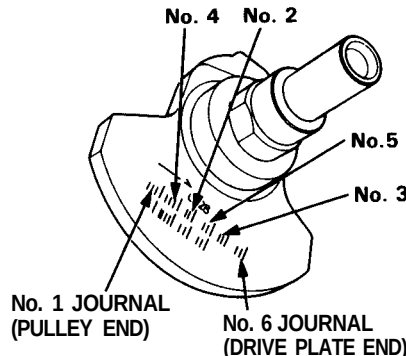
Connecting Rod Code Location

Numbers or bars 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 or bars stamped on the crank (codes for rod journal size), to choose the correct bearings.

Half of number is stamped on bearing cap and the other half is stamped on connecting rod.



Connecting Rod Journal Code Locations (Letters or Bars)



Bearing Identification

Color code is on the edge of the bearing.

Smaller rod journal

A or I
B or II
C or III
D or IIII
E or IIII
F or IIII

Smaller bearing (thicker)

→ Larger big end bore
→ Small bearing (thicker)

1 or I	2 or II	3 or III	4 or IIII
Pink	Pink Yellow	Yellow	Yellow Green
Pink Yellow	Yellow	Yellow Green	Green
Yellow	Yellow Green	Green	Green Brown
Yellow Green	Green	Green Brown	Brown
Green	Green Brown	Brown	Brown Black
Green Brown	Brown	Brown Black	Black

NOTE: When using bearing halves of different colors, it does not matter which color is used in the top or bottom.