



RACE BEARINGS

PERFORMANCE ENGINE BEARINGS

CBAG20



COATED PERFORMANCE

ENGINE BEARING

APPLICATION GUIDE

2020



COATED BEARINGS

ACL proudly partners with Calico Coatings to provide the high performing coated bearings for the motorsports industry.

Our coated bearings are coated with Calico's CT-1 Dry Film Lubricant coating. This coating helps reduce friction and abrasive wear. It provides intermittent dry lubrication and is not affected by dust or dirt. CT-1 is specifically engineered to withstand the extreme conditions of today's high performance engines. Professional engine builders enjoy a higher level of confidence with increased embedability, strength and durability.



DESCRIPTION

CT-1 is a Dry Film Lubricant coating that helps reduce friction and abrasive wear. It provides intermittent dry lubrication and is not affected by dust or dirt. CT-1 is specifically engineered to withstand the extreme conditions of today's high performance engines. Professional engine builders enjoy a higher level of confidence with increased embedability, strength and durability.

SUBSTRATE(S)

Copper

Tin

Lead

Aluminum

Steel

Stainless Steel

Some Plated Materials

TEMP. RATINGS

Process Temp: 350°(176°C)

Max Temp: 500°(260°C)

Int. Temp: 600°(315°C)

THICKNESS

Thickness (mil): 0.2 - 0.4

COLOR(S)

Gray

APPLICATIONS

Conrad Bearings

Main Bearings

Cam Bearings

Thrust Washes

PROCESS

CT-1 Dry Film Lubricant coating is applied as a spray process. Different surface preparation methods appropriate for the substrates will be used prior to the coating process. Coating thickness is varied to suit the application. Typical coating thickness for engine bearings is 0.00025" to 0.00030" inch (6 to 7.5 microns).

ADVANTAGES

Provides intermittent dry lubrication, Not affected by dust or dirt, Low coefficient of friction, Increases load carrying capacity, Thin coating to accommodate assembly constraints, Chemical resistance, Corrosion protection, Reduced friction and drag resulting in decreased parasitic load

- Corrosion Protection
- Increased Lubricity
- Low Coefficient of Friction
- Oil and Fuel Resistant

EMBEDED ABILITY

CT-1 coated bearings have excellent embedability characteristics, allowing debris contaminants to embed in the bearing, avoiding damage to the crank.

INCREASED LOAD CARRYING CAPACITY

Under normal conditions performance bearing overlays withstand 12,000psi. CT-1 coated bearings increase this load capacity to 180,000psi.

EXTREME OIL TEMPERATURES

CT-1 coated bearings have shown a reduction in oil temperatures as much as 15°F - 20°F. Lower oil temperatures also aid in the loss of viscosity due to extreme heat.

LOW OIL PRESSURE/OIL STARVATION

Theoretically a crankshaft rides on a thin film of oil that protects both the crank and bearing. Real world experience such as cold starts and rough terrain conditions have proven otherwise. CT-1 coated engine bearings provide a dry film lubricant that protects against intermediate oil starvation.

Application	Rod Bearing Set	Sizes	Main Bearing Set	Sizes	Thrustwasher Set	Size
Audi 1595cc, 1781cc (incl. Turbo), 1994cc A3, A4, A6, TT, 80, 90, 100 (1983-2001)	4B1606HC	Std., .025, .25	5M1644HC	Std., .25	2T1644C	Std
	4B1606HXC	Std	5M1644HXC	Std		
Custom Performance (1.889" journal, 0.792" wide)	8B1663HC	Std,001,010				
	8B1663HXC	Std				
Chev 262, 267, 302, 305, 307, 327, 350 ci V8 - Small Block	8B663HC	Std,001,010	5M909HC	Std,001,010		
	8B663HXC	Std	5M909HXC	Std		
Chev 265, 283, 302, 327 ci V8	8B745HC	Std,001,010	5M429HC	Std,001,010		
	8B745HXC	Std	5M429HXC	Std		
Chev 4.8L & 5.3 L (Gen III & IV), 5.7L LS1, LS6 Gen III, 6.0L LS2, Vortec (Gen III & IV), 6.2L LS3, Vortec (Gen IV)	8B663HC	Std,001,010	5M7298HC	Std,001,010		
	8B663HXC	Std	5M7298HXC	Std		
Chev 366, 396, 402, 427 454 ci V8 Big Block	8B743HC	Std,001,010	5M829HC	Std,001,010		
	8B743HXC	Std	5M829HXC	Std		
	8B743HDC	Std,001,010	5M829HNC (Modified)	Std,001		
	8B743HXDC	Std	5M829HXNC (Modified)	Std		
	8B743HXXDC	Std				
Ford 221, 255, 260, 289, 302 ci Windsor V8	8B634HC	Std,001,010	5M590HC	Std,001,010		
	8B634HXC	Std	5M590HXC	Std		
Ford 302/351ci Cleveland V8	8B927HC	Std,001,010	5M1010HC	Std,001,010		
			5M1010HXC	Std		
Ford 377ci Cleveland stroker (using Chev conrods)	8B1227HC	Std,01,10	5M1010HC	Std,001,010		
	8B1227HXC	Std	5M1010HXC	Std		
Ford 370, 429, 460 ci V8	8B818HC	Std,001,010	5M1039HC	Std,001,010		
			5M1039HXC	Std		
Honda/Acura K20A2 / K20Z1 / K24A / K24Z1 1998cc/2354cc Inline 4	4B1972HC	Std.,.025,.25	5M1959HC	Std.,.025,.25	1T1957C	Std
	4B1972HXC	Std	5M1959HXC	Std		
Honda K20C1 (Type R, 2015 on) 1998cc Turbo Inline 4	4B1972HC	Std.,.025,.25			1T1957C	Std
	4B1972HXC	Std				
Nissan RB25DE, RB25DETT 2.5L Inline 6	6B2960HC	Std.,.025,.25	7M2394HC	Std.,.025,.25		
	6B2960HXC	Std	7M2394HXC	Std		
Nissan RB26DETT 2.6L Inline 6	6B2960HC	Std.,.025,.25	7M2428HC	Std.,.025,.25		
	6B2960HXC	Std	7M2428HXC	Std		
Nissan RB30/RB30ET 3.0L Inline 6	6B2390HC	Std.,.025,.25	7M2394HC	Std.,.025,.25		
	6B2390HXC	Std	7M2394HXC	Std		
Nissan SR20DE/DET (non GTiR) 2.0L Inline 4	4B2960HC	Std.,.025,.25	5M2964HC	Std.,.025,.25	1T2964C	Std
	4B2960HXC	Std	5M2964HXC	Std		
Subaru EJ18/EJ20/EJ22/EJ25 EJ20T/EJ20TT/EJ22T/EJ25T Turbo/Twin Turbo 1820cc/1994cc/2212cc/2457cc H4	4B8296HC (suits 52 mm journal size)	Std.,.025,.25	5M8309HC (for thrust in #5 position)	Std.,.025,.25		
	4B8296HXC	Std	5M8309HXC	Std		
Toyota/Lexus 1JZ6E/1JZ6TE 2492cc 2JZ6E/2JZ6TE 2997cc Inline 6	6B8100HC	Std.,.025,.25	7M8103HC	Std.,.025,.25	2T8103C	Std
	6B8100HXC	Std	7M8103HXC	Std		
VW 1595cc,1781cc (incl. Turbo),1984cc,1998cc Polo, Caddy, Golf, Jetta, Passat (1983-2003)	4B1606HC	Std.,.025,.25,	5M1644HC	Std.,.25,.50	2T1644C	Std
	4B1606HXC	Std	5M1644HXC	Std		



YOUR ENGINE BEARING STOCKIST



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