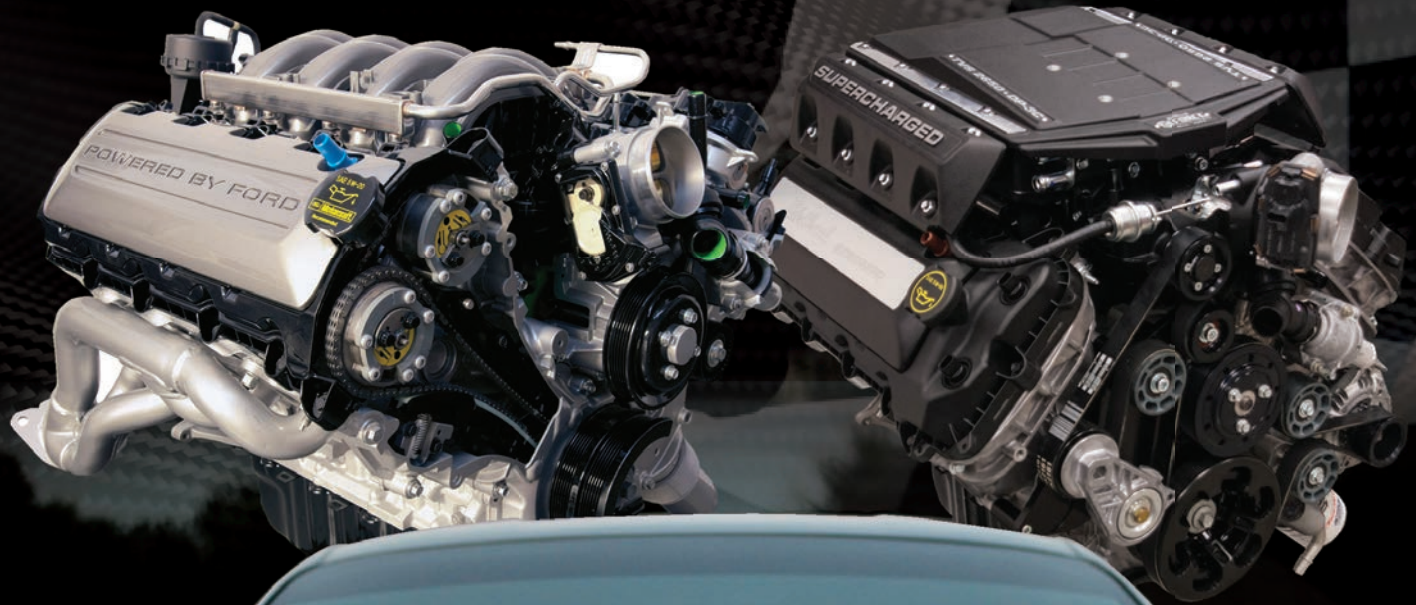




RACE SERIES

PERFORMANCE ENGINE BEARINGS



FORD APPLICATION GUIDE 2024

FORD – WE HAVE YOU COVERED!

YOUR #1 FORD SOLUTION

Ford is one of the oldest and most iconic automotive producers in the world. Throughout its history Ford has produced a diverse range of passenger and commercial vehicles. Ford also has a long history of involvement in many forms of racing, often with a great degree of success. The company has for a large part of its history catered to the car enthusiast by creating performance variants of many of its vehicles. Many of these variants have become classics which are treasured and sought after to this day.

ACL has a proud and rich history in Motorsport – it is in our DNA. There is no better proving ground than the racetrack whatever its configuration. In the heat of competition proven technology always comes through.

The ACL RACE Series performance engine bearings of today has a strong pedigree in motorsport and traces its roots back to the 1960's with the manufacture of engine bearings for use in the world conquering Brabham Formula 1.

Further experience in the Australian Supercars Championship & numerous other race codes has culminated in the current ACL RACE Series technology platform. The unique combination of design, metallurgy, engineering, precision manufacturing and quality control come together to deliver what engine builders expect from performance engine bearings.

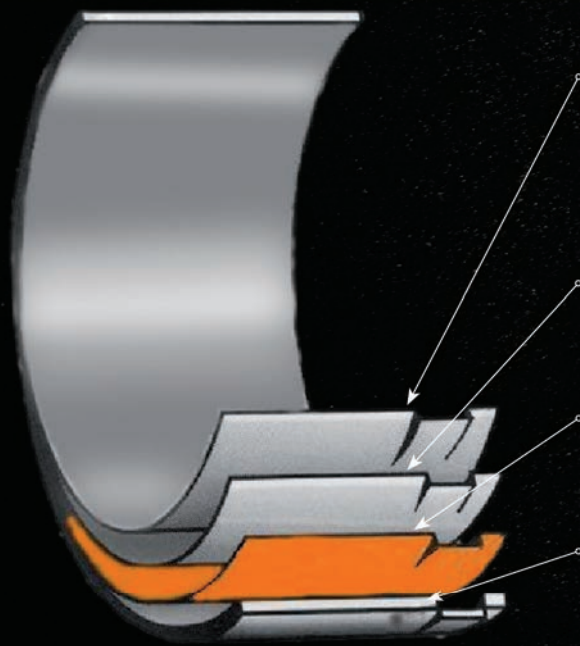
ACL has also had a long history (over 50 years) as an OEM supplier to the Australian vehicle manufacturing industry, including to the Ford Motor Company of Australia.

ACL offers a comprehensive range of ACL RACE Series Performance engine bearings for many Ford engines from the small 1.0L Ecoboost 3 cylinder to the 7.3L Godzilla V8. For your next Ford engine build, ACL offers a range of performance engine bearings to cover what you need. If you are looking for the best – demand the best.

BEARING MATERIAL ENHANCEMENTS

A blend of characteristics to provide high strength and excellent seizure resistance.

No flash plating is applied to further improve bearing retention and maximize heat transfer.



| | |
|--|------------------------|
| LAYER | Alloy |
| OVERLAY | Lead - Tin - Copper |
| Thickness (Typical) 0.013* - 0.018mm / 0.0005" - 0.0007" | |
| *Connecting Rod Bearings Only - Reduced for increased fatigue resistance | |
| Seizure Resistant - Low friction and deformable | |
| BARRIER | Nickel |
| Thickness (Typical) 0.001mm / 0.00004" | |
| Separation Layer | |
| LINING | Copper - Lead - Tin |
| Thickness (Typical) 0.3mm / 0.012" | |
| Fatigue Strength - Strong yet deformable | |
| STEEL | SAE1010 (High tensile) |
| Thickness Remainder | |
| High Strength - Supports bearing lining | |

| | Application | Rod Bearing Set | Sizes | Main Bearing Set | Sizes | Cam Set | Sizes |
|------|--|---|--|--|---|---------|-------|
| Ford | 1.0L Ecoboost 3 Cyl. Turbo (Fiesta, Focus) | 3B7328H 3B7328HX | Std.,.025,.25 Std | 4M7330H 4M7330HX | Std.,.025,.25 Std | | |
| Ford | 1.6L Duratec 4 Cyl. (Fiesta, Focus) | 4B7267H 4B7267HX | Std.,.025,.25 Std | 5M7250A** 5M7253A** | Std.,.25,.50,.75,1.00 .25,.50,.75,1.00 | | |
| Ford | 1.6L Ecoboost 4 Cyl. Turbo (Fiesta ST, Focus) | 4B7267H 4B7267HX | Std.,.025,.25 Std | 5M7250A** 5M7253A** | Std.,.25,.50,.75,1.00 .25,.50,.75,1.00 | | |
| Ford | 2.0L, 2.3L Ecoboost 4 Cyl. Turbo (Mustang, Focus RS) | 4B8171H (No notch) 4B8171HX 4B8172H (With notch) 4B8172HX | Std.,.025,.25 Std Std.,.025,.25 Std | 5M8174H 5M8174HX | Std.,.025,.25 Std | | |
| Ford | 2.0L Duratec 4 Cyl. (Mazda LF) | 4B4390H 4B4390HX | Std.,.025,.25 Std | 5M8174H 5M8174HX | Std.,.025,.25 Std | | |
| Ford | 2.3L Duratec 4 Cyl. (Mazda L3) | 4B8170H 4B8170HX | Std.,.025,.25 Std | 5M8174H 5M8174HX | Std.,.025,.25 Std | | |
| Ford | 2.5L Duratec 4 Cyl. (Mazda L5-VE) | 4B8171H 4B8171HX | Std.,.025,.25 Std | 5M8174H 5M8174HX | Std.,.025,.25 Std | | |
| Ford | 3.5L Ecoboost V6 Twin Turbo | 6B4380H * 6B4380HX | Std.,.025,.25 Std | 4M4382A+3T includes thrust washer set | Std.,.25 | | |
| Ford | 4.6L VIN 6,W,X Windsor SOHC 5.4L SOHC V8 | 8B1442H (For OE Cranks) 8B1442HX 8B1442HN (for aftermarket cranks) 8B1442HXN | Std.,.025,.25 Std Std.,.025,.25 Std | 5M7296H 5M7296HX | Std.,.025,.25 Std | | |
| Ford | 4.6L SOHC 16V, SOHC 24V, DOHC 32V V8 Romeo, Triton, InTech, SC Vin 8,H,R,V,Y | 8B1442H (For OE Cranks) 8B1442HX 8B1442HN (for aftermarket cranks) 8B1442HXN | Std.,.025,.25 Std Std.,.025,.25 Std | 5M5647H 5M5647HX | Std.,.025,.25 Std | | |
| Ford | "221ci 3.6L, 255ci 4.2L, 260ci 4.3L, 289ci 4.7L, 302ci 5.0L Windsor" V8 OHV | 8B634H 8B634HX 8B634HD 8B634HDX | Std,001,009,010,011,020 Std Std,001,010 Std | 5M590H 5M590HX | Std,001,009,010,011,020 Std | 5C5616C | Std |
| Ford | 5.0L 302 Coyote V8 Mustang (2010 on) | 8B1442H (For OE Cranks) 8B1442HX 8B1442HN (for aftermarket cranks) 8B1442HXN | Std.,.025,.25 Std Std.,.025,.25 Std | 5M5655H 5M5655HX | Std.,.025,.25 Std | | |
| Ford | 5.4L DOHC 24V (Supercharged) V8 Aluminum Block (2011 on) | 8B1442H (For OE Cranks) 8B1442HX 8B1442HN (for aftermarket cranks) 8B1442HXN | Std.,.025,.25 Std Std.,.025,.25 Std | 5M5645H 5M5645HX | Std.,.025,.25 Std | | |
| Ford | 5.8L 351ci Windsor V8 OHV | 8B831A** 8B831AO/S2*** | Std, 010, 020, 030 10, 20, 30 | 5M1432H 5M1432HX | Std,001,010 Std | 5C5616C | Std |
| Ford | 5.8L 351ci Cleveland V8 OHV | 8B927H | Std,001,010,020 | 5M1010H 5M1010HX | Std,001,010,020 Std | | |
| Ford | 6.2L 379ci Boss V8 SOHC F-Series Trucks | 8B7255A** | Std.,.25,.50 | 5M7257A** | Std.,.25,.50 | | |
| Ford | 6.8L Triton V10 SOHC 20V & 30V | 10B1442H (For OE Cranks) 10B1442HX 10B1442HN (for aftermarket cranks) 10B1442HXN | Std.,.025,.25 Std Std.,.025,.25 Std | 6M7296H 6M7296HX | Std.,.025,.25 Std | | |
| Ford | 7.0L 429ci, 7.5L 460ci V8 OHV | 8B818H | Std,001,010 | 5M1039H 5M1039HX | Std,001,010 Std | | |
| Ford | 7.3L Godzilla V8 OHV | 8B4396H * 8B4396HX * | Std.,.025,.25 Std | 5M4397H * 5M4397HX * | Std.,.025,.25 Std | | |

* In Development
 ** Available only as Aluglide
 *** O/S2 oversized O.D. .002" Aluglide only
 HX - 0.001" extra clearance on Standard journal.
 HD - Bearing has dowel hole location.

ACL offers a selection of the range on this page in our Calico Coated range – refer to our Calico Brochure CBAG21

Australian Engineering Excellence



NO RISK | NO COMPROMISE | TOTAL PERFORMANCE



YOUR ENGINE BEARINGS STOCKIST



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  ACL Race Series

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