

Connecting Rod Bearings

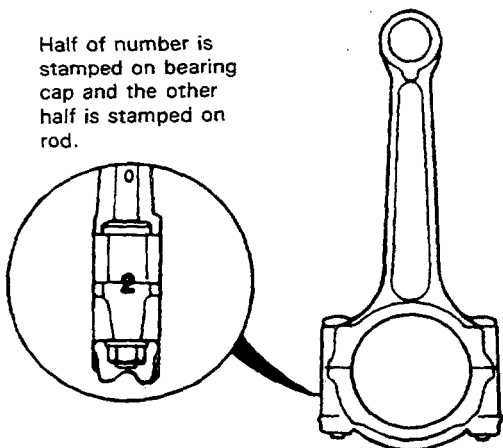
Selection

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.

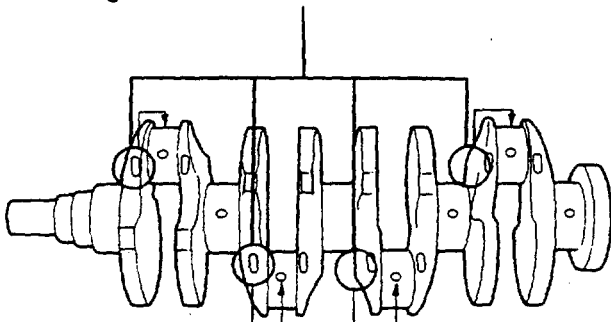
Connecting Rod Code Location (Numbers)

Numbers 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 stamped on the crankshaft (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 rod.



Connecting Rod Journal Code Locations (Letters)



Bearing Identification

Color code is on the edge of the bearing. → Larger big end bore

1	2	3	4
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→ Smaller bearing (thicker)

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

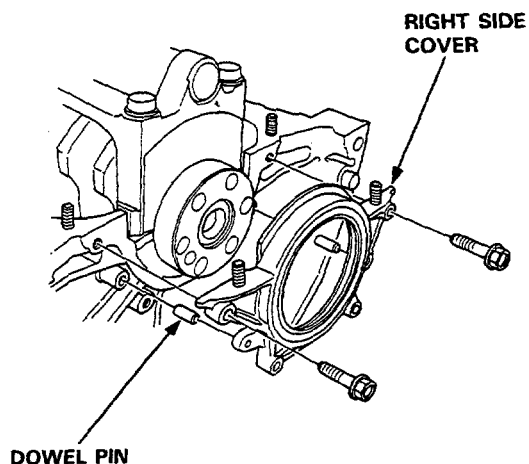
Smaller rod journal Smaller bearing (thicker)

Red	Pink	Yellow	Green
Pink	Yellow	Green	Brown
Yellow	Green	Brown	Black
Green	Brown	Black	Blue

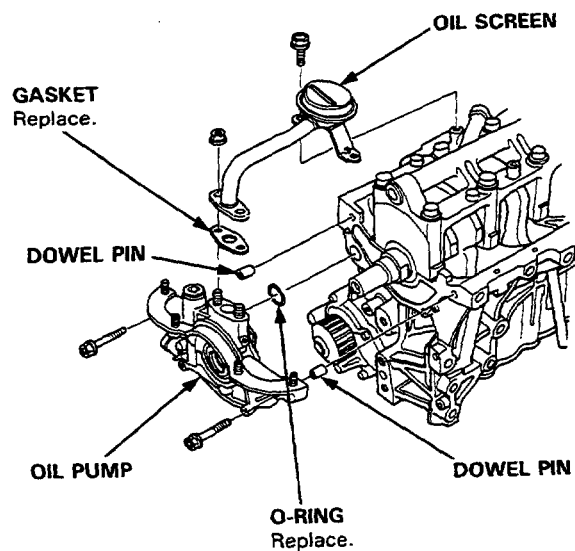
Pistons and Crankshaft

Removal

1. Remove the oil pan assembly.
2. Remove the right side cover.



3. Remove the oil screen.
4. Remove the oil pump.

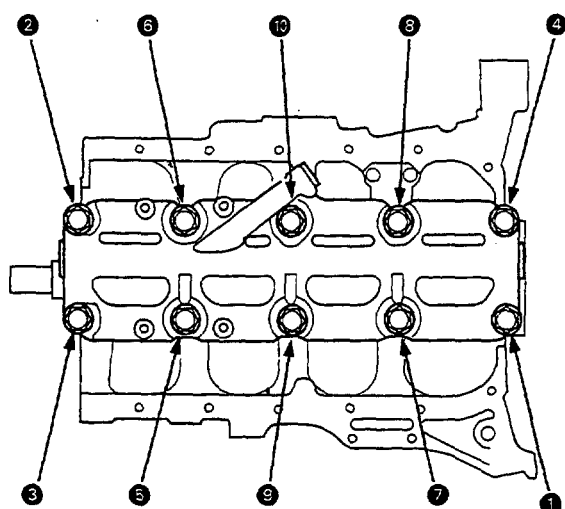




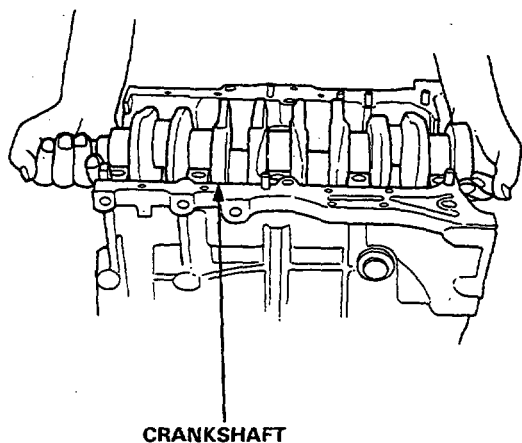
5. Remove the bolts and the bearing cap.

CAUTION: To prevent warpage, unscrew the bolts in sequence 1/3 turn at a time; repeat the sequence until all bolts are loosened.

MAIN BEARING CAP BOLTS LOOSENING SEQUENCE

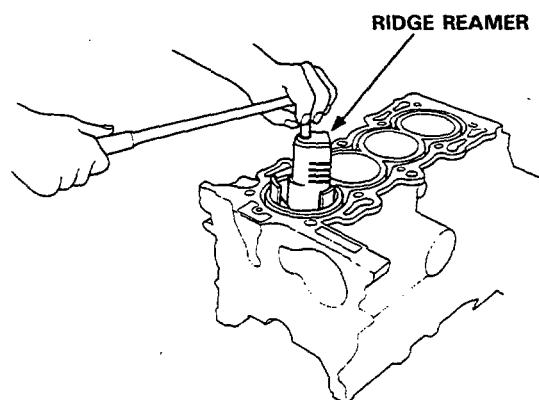


6. Remove the rod caps/bearings and main caps/bearings. Keep all caps/bearings in order.
7. Lift the crankshaft out of the engine, being careful not to damage journals.

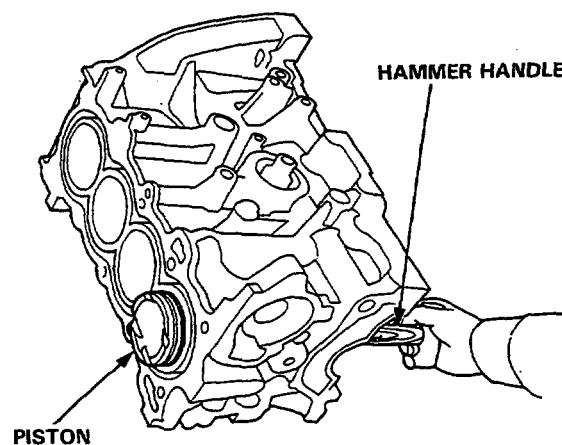


8. Remove the upper bearing halves from the connecting rods and set them aside with their respective caps.
9. Reinstall the main caps and bearings on the engine in proper order.
10. If you can feel a ridge of metal or hard carbon around the top of each cylinder, remove it with a ridge reamer. Follow the reamer manufacturer's instructions.

CAUTION: If the ridge is not removed, it may damage the pistons as they are pushed out.



11. Use the wooden handle of a hammer to drive the pistons out.



12. Reinstall the connecting rod bearings and caps after removing each piston/connecting rod assembly.
13. Mark each piston/connecting rod assembly with its cylinder number to avoid mixup on reassembly.

NOTE: The existing number on the connecting rod does not indicate its position in the engine, it indicates the rod bore size.