NEW RELEASE INFORMATION Vol.380

COMPETITION BEARING SERIES



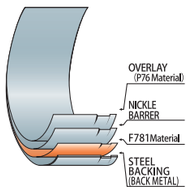
Finally! Undersize Main Bearings for EJ Engines Are Here!

*The photo shows the main inner, main center, and connecting rod bearings for the EJ engine.

Durability & Reliability, The Answer for All Professionals!!

When tuning engines for higher power output and high RPM the bearings are subjected to extreme load conditions. These harsh conditions require the bearings to be able to cope with excessive loads and stress conditions. The TOMEI Competition Bearing series are designed for fatigue resistance, durability, effective lubrication and resistance to scoring. Designed for use on engines that will be outputting 1,000 HP and at over 10,000RPM. These advanced designed bearings are suitable for the serious professionals in mind whom need results. We also have 3 grades available on all engine applications.

■MATERIALS

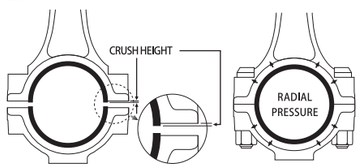


OVERLAY (P76 Material)
The P76 material is used for it's superior abrasion and fatigue resistance. The elimination of the tin flash plating improves the heat transfer through the bearing.

F781 Material
The F781 material is used on connecting rod bearings for high performance engines. It has a hardened steel backing to improve the support of the bearing lining and assist bearing retention in the housing.

The combination of these material enhancements optimize bearing performance under high loads and temperatures.

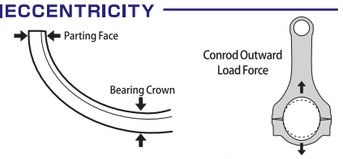
■CRUSH



The Competition Bearing Series are designed with an increased crush (i.e. extra bearing length of typically 0.100-0.175mm). The extra crush improves the retention of the bearing in it's housing.

Crush Height: The crush height is based on the bearing being a fraction longer than the housing seating so that a small section protrudes above the rod bore parting surface. When the rod halves are drawn together, the inserts touch before the halves, thus forcing the inserts tightly into place.

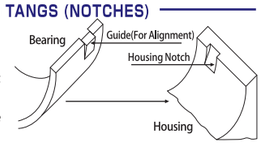
■ECCENTRICITY



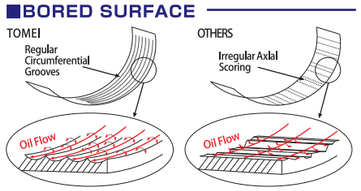
The wall thickness at the crown of the shell is thicker than the wall at 3/8" down from the parting face. These Competition Bearing Series have an increased amount of eccentricity to compensate for the bearing housing bore elongation in extreme conditions and to help create an effective hydrodynamic oil film.

■LOCATING TANGS (NOTCHES)

These Notches help with bearing alignment during fitment. They do not hold the bearings in place during operation, that is the function of "Crush".

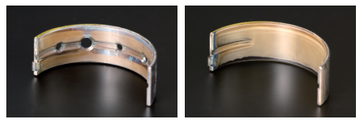


■BORED SURFACE

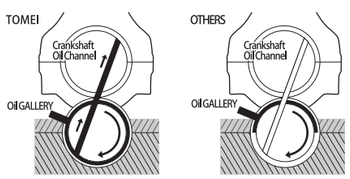


The bore bearing surface finish method helps promote effective oil flow and to maintain adequate lubrication for both the bearings and other moving parts.

■BORED SURFACE

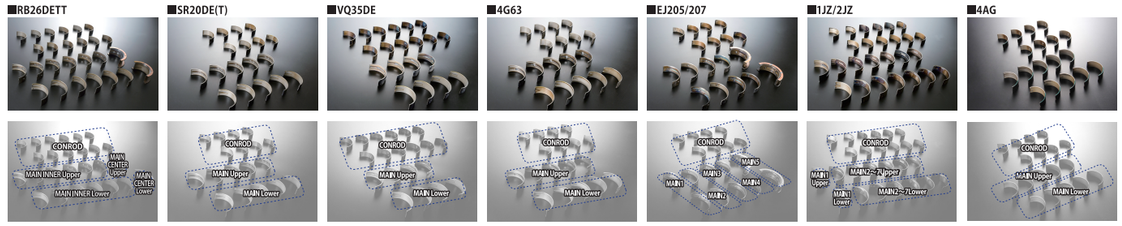


The design of the oil grooves on the lower main bearing shell is always a trade off between oil supply to the Conrods and the bearings load carrying capacity. These TOMEI Competition Bearings generally have a 3/4 groove to give optimum balance of oil flow whilst keeping optimum load carrying capacity.



Oil will frow to connecting rod be aring at times with groove upper and lower main bearings.

No oil flow to connecting rod bearing over 180deg of the crank rotation when ungrooved lower main bearing is fitted.



APPLICATION

MANUFACTURERS	ENGINE	MODEL	PART		GRADE	SIZE	COLOR	STD GRADE	P/N	JPY (¥)	QTY per car
NISSAN	RB26DETT RB25DE(T)	R32 R33 R34	MAIN INNER	Upper/ Lower Set	A	1.818～1.821	Black	0	126100	5,400	6set
					B	1.821～1.824	Green	1	126101		
					C	1.824～1.827	Yellow	2	126102		
					D	1.827～1.830	Red	3	126103		
			MAIN CENTER	Upper/ Lower Set	A	1.818～1.821	Black	0	126104	19,000	1set
					B	1.821～1.824	Green	1	126105		
					C	1.824～1.827	Yellow	2	126106		
					D	1.827～1.830	Red	3	126107		
			CONROD	Upper/ Lower Set	A	1.500～1.503	Black	0	127100	6,100	6set
					B	1.503～1.506	Green	1	127101		
					C	1.506～1.509	Yellow	2	127102		
	SR20DE(T)	(R)PS13 S14 S15	MAIN	Upper/ Lower Set	A	1.977～1.980	Black	0	126108	6,100	5set
					B	1.980～1.983	Green	1	126109		
					C	1.983～1.986	Yellow	2	126110		
			CONROD	Upper/ Lower Set	A	1.500～1.503	Black	0	127100	5,000	4set
					B	1.503～1.506	Green	1	127101		
					C	1.506～1.509	Yellow	2	127102		
	VQ35DE	Z33 V35 *Z33 HR Engines Non Compatible.	MAIN	Upper/ Lower Set	A	2.003～2.006	Black	1	126111	7,200	4set
					B	2.006～2.009	Green	2	126112		
					C	2.009～2.012	Yellow	3	126113		
			CONROD	Upper/ Lower Set	A	1.503～1.506	Black	1	127103	5,000	6set
					B	1.506～1.509	Green	2	127104		
					C	1.509～1.512	Yellow	-	127105		
MITSUBISHI	4G63 EVO5～	CP9A CT9A	MAIN	Upper/ Lower Set	A	1.985～1.988	Black	-	126300	5,400	5set
					B	1.988～1.991	Green	-	126301		
					C	1.991～1.994	Yellow	-	126302		
			CONROD	Upper/ Lower Set	A	1.488～1.491	Black	-	127300	5,000	4set
					B	1.491～1.494	Green	-	127301		
					C	1.494～1.497	Yellow	-	127302		
SUBARU	EJ205 EJ207 EJ20Y EJ255 EJ257	GD# GR#	MAIN 1&3	Upper/ NEW Lower Set	UA	1.984～1.992	White	-	126409	5,800	2set
					A	1.998～2.001	Black	-	126400		
					B	2.001～2.004	Green	-	126401		
					C	2.004～2.007	Yellow	-	126402		
			MAIN 2&4	Upper/ NEW Lower Set	UA	1.984～1.992	White	-	126410	5,200	2set
					A	1.998～2.001	Black	-	126403		
					B	2.001～2.004	Green	-	126404		
					C	2.004～2.007	Yellow	-	126405		
			MAIN 5	Upper/ NEW Lower Set	UA	1.984～1.992	White	-	126411	16,600	1set
					A	1.998～2.001	Black	-	126406		
					B	2.001～2.004	Green	-	126407		
					C	2.004～2.007	Yellow	-	126408		
			CONROD	Upper/ Lower Set	A	1.485～1.488	Black	-	127400	4,800	4set
					B	1.488～1.491	Green	-	127401		
					C	1.491～1.494	Yellow	-	127402		
					D	1.494～1.497	Red	-	127403		
TOYOTA	1JZ 2JZ	JZA70 JZA80 JZX90 JZX100 JZX110 JZZ30 JZS171 JZS161※1	MAIN 1	Upper/ Lower Set	A	1.992～1.996	Black	1	126200	9,600	1set
					B	1.996～2.000	Green	2	126201		
					C	2.000～2.004	Yellow	3	126202		
			MAIN 2～7	Upper/ Lower Set	A	1.992～1.996	Black	1	126203	5,600	6set
					B	1.996～2.000	Green	2	126204		
					C	2.000～2.004	Yellow	3	126205		
			CONROD	Upper/ Lower Set	A	1.490～1.494	Black	2	127200	5,000	6set
					B	1.494～1.498	Green	3	127201		
					C	1.498～1.502	Yellow	4	127202		
					D	1.502～1.506	Red	5	127203		
					E	1.506～1.510	Bule	6	127204		
	4AG	AE92	MAIN	Upper/ Lower Set	A	1.996～2.000	Black	-	126206	Planned Restock	5set
					B	2.000～2.004	Green	1	126207		
					C	2.004～2.008	Yellow	2	126208		
			CONROD	Upper/ Lower Set	A	1.486～1.490	Black	1	127205		4set
					B	1.490～1.494	Green	2	127206		
					C	1.494～1.498	Yellow	3	127207		

※1：With the JZS161 models, the Conrod Bearings can be used on models from Aug 1997- Aug 2001 & the Main Bearings can be used on models Aug 1997- Jun 2001.

The reason why TOMEI Competition Bearing Series do not have the final tin flash plating.

General standard grade bearings will have a Tin flash plating over the entire bearing to give them the grey silver finish. Since these bearings are designed for high end race purposes, the use of the final tin flash is not required as it gives no added benefit. Therefore, these bearings may show different colouring, which is normal.

The disadvantages of using the Tin Flash Plating are 1. Heat dissapation will be reduced. 2. The tin on the bearing back can act as a lubricant at high temperatures, and reduce the friction between the bearing and its housing. 3. At high loads and temperatures the tin plating on the bearing back can break down and "pool" to create hot spots.

To ensure the optimum bearing performance, the TOMEI Competition Bearing Series has not adopted this type of final tin flash plating. Thus the appearance of uneven colouring on our bearings. This poses no issues with performance and bearing efficiency so please do not be alarmed by it. There is a protective oil coating administered during packaging for protection against the elements. Please remove this oil coating prior to use.
The protective oil coating will allow the bearings to have a storage shelf life of up to 3 years.

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