



SST BEARINGS INSTALL NOTES



PLEASE READ BEFORE INSTALLATION!



Cranks and rods like oil films. Our SST bearing (Dry Film Lubricant) coating minimizes lubrication issues that bare metal bearings can exhibit. It will retain oil longer onto the bearing's surface thus increasing the oil's effectiveness. It will protect in the event of an oil film failure. To top it all off, with SST's very low coefficient of friction, this will free up some extra horsepower. In summation, using SST is added insurance to have a longer lasting race engine. All good things!

As an assembler, what do you have to do for all of this goodness?

Our SST coating's thickness is close to only .0001-.0003" thick on each shell once burnished. Once the bearing is put into service, the coating could possibly "burnish" to near zero. The amount of burnishing depends on the amount of load and lubrication issues involved with your motor. However, some motors do not "burnish in" the bearings at all. That said when checking your clearances with these coated bearings, you have two options. One is to add approximately .0003" to the measurement gotten with your dial bore gauge. If that measurement is within the range of your target clearance, it is ready to assemble. The second option (and most often used) is to NOT account for the coating's thickness and take your measurements as if the bearing was uncoated. Either way is up to you on how you want to address the clearing of your motor.

If you have received SST main bearings, we do coat the thrust bearing surfaces (if a "full thrust" bearing) but because we have never put together a motor that did not need a clearance increase in the thrust for high performance applications, the coating has been completely removed from only the thrust surface. But the important thing here to know is, the coating might not be *seen* on the thrust surface, but it's there! By opening up the pores of the alloy using our blaster set to a specific pressure and using specific media, the coating will fill those newly opened pores at the microscopic level. Your thrust surface will still have the same protective qualities of SST even though you cannot see it!

It is also perfectly acceptable to remove a bit of the coating to achieve your target clearance by using 0000 Steel Wool. Do this procedure with the bearing DRY. Not "wet" (as in a solvent tank) to scrub the bearings. It won't take much so don't get too crazy with the Steel Wool. Take it slow and measure, re-measure, and then measure again. If you find that you'll have to remove quite a bit to hit your clearance target, then chances are you have a clearance issue to address between the crank journal and the rod's bore. In that case, you will either have to use "X" size bearings to get your added clearance, (in moderation) scrub the backside of the bearings, or re-grind the crank to the proper spec.

That's it and enjoy!



Warranty Disclaimer: Due to the intended use, there is NO warranty stated or implied to Racing Components, as we have no control over their installation or use.