

# Strange

Engineering

## BILLET ALUMINIUM MAIN BEARING CAPS

Installation to be performed by a qualified technician.

### RaceStrange

- Billet aluminium material
- 35% Weight loss
- Thicker cap for additional strength
- Withstands abusive car launches

| Kit # | Application   | SHC Screw                             | Torque [ft-lbs] | "D" $\pm 0.002$ [in] | Tap Depth [in] |
|-------|---------------|---------------------------------------|-----------------|----------------------|----------------|
| H1120 | 8.5 GM        | $\frac{7}{16}$ -14 x 2- $\frac{1}{4}$ | 60              | 2.891                | 1              |
| H1121 | 12-bolt Chevy | $\frac{7}{16}$ -14 x 2- $\frac{1}{4}$ | 60              | 3.062                | $\frac{7}{8}$  |
| H1122 | Dana 60       | $\frac{1}{2}$ -13 x 3                 | 75              | 3.812                | 1              |
| H1124 | 8.8 Ford      | $\frac{1}{2}$ -13 x 2- $\frac{1}{4}$  | 75              | 3.062                | 1              |

#### Note:

Refer to the table above to determine screw thread and size for each billet aluminium main bearing cap kit. The referenced "D" dimension in the table is the bore diameter which must be measured once the main caps have been machined and installed. The tap depth is the thread engagement the screw must have into the housing. Refer to the figure below.

#### Installation:

1. Remove the cover and spool or differential from the housing.



Ensure to keep the carrier shims with their respective sides.

2. Install all four screws into the housing without caps to measure thread engagement. Refer to the table above and ensure the measured thread engagement of the screw is equal to the tap depth listed. If the thread engagement is less than the specified tap depth, the holes must be re-tapped. Ensure to use a bottoming chamfer tap. Do not use a standard plug chamfer tap.
3. Install the billet aluminium main caps. Mark the caps left and right for future reference. Measure the distance under each cap and subtract the listed "D" distance. The result is the amount needed to be milled off the bottom of each cap mating face. Remove the caps and machine to spec. Recheck the "D" dimension and ensure it is  $\pm 0.002$  within spec.
4. Reinstall the shims, spool or differential and bearing caps and screws.
5. Seal and install rear end cover.

Note: Ensure the gasket surfaces are clean.

Covers are generally installed with either a gasket or RTV sealant and not a combination of the two. LPW covers are suggested to be installed with RTV sealant.

6. Use SAE 80W-90 for street use.  
Use SAE 85W-140 for drag racing use.

