

Enginetech Inc
Tech Assistance 800-410-3664 ext. 340 or 237

TECHNICAL BULLETIN	
	October 1995 TB 1271
Mfg:	GM
Model:	MONTE CARLO
Liter:	5.0L
V I N:	M
Year:	96-00

Premature Thrust Bearing Failure On
1986-95 GM 4.3, 5.0 & 5.7L Engines

The AERA Technical Committee advises membership of a possible cause of premature thrust bearing failure on 1986-95 GM 4.3, 5.0 & 5.7L Chevrolet engines. The cause of this failure may be related to an assembly error after seemingly correct crankshaft end-play has been verified.

If the end play measurement is made without the engine's oil supply pump attached to the rear main bearing cap, the clearance may change after installation. If the engines oil pump mounting bolt is overtorqued, crankshaft end-play may be altered and possibly cause bearing damage as soon as the crankshaft is rotated.

These engines use a one piece rear main seal crankshaft and an oil pump that bolts to the bottom of the rear main cap. This rear main bearing cap also contains a flanged thrust bearing and provides the oil pumping mounting surface. If the oil pump mounting bolt is overtorqued, distortion of the cap and bearing may reduce the amount of bearing clearance. The correct torque value for the oil pump mounting bolt is 65 ft. lbs.

If a block requires align boring/honing, some AERA machine shops install the oil pump and torque it down before machining the main bearing housing bores. This will limit the amount of undesired distortion in that area after final assembly.

The AERA Technical Committee

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Reference:	
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