

# Technical Bulletin

## Big End/Connecting Rod Bearings

Engine Bearings are carefully specified for individual applications. In a number of cases, the Big End Bearing can use common upper and lower halves, which are the same shells just in reverse to one another. However, in most modern applications the upper half needs to be a higher specification, with technology such as Start/Stop additional strain is placed on the Thrust side of the Connecting Rod.

### Upper (Thrust) Rod / Piston Side



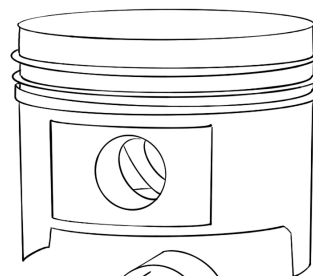
The upper half is recognised as the thrust side as during the combustion cycle, it is subject to the highest load. The composition of the upper half big end bearing can vary, most widely used is LC/LCX, a heavy duty specification. The colour of the upper shell is usually a matte white/grey, usually darker than the lower shell.

### Lower Cap Side

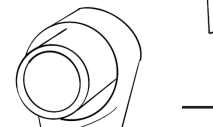


The lower half big end bearing, is most commonly composed of an aluminium design, with standard overlays. The colour of the lower shell is usually a plain silver/aluminium, with a slightly reflective finish.

Piston



Gudgeon Pin



Small End

Connecting Rod

Big End

Rod Cap



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