

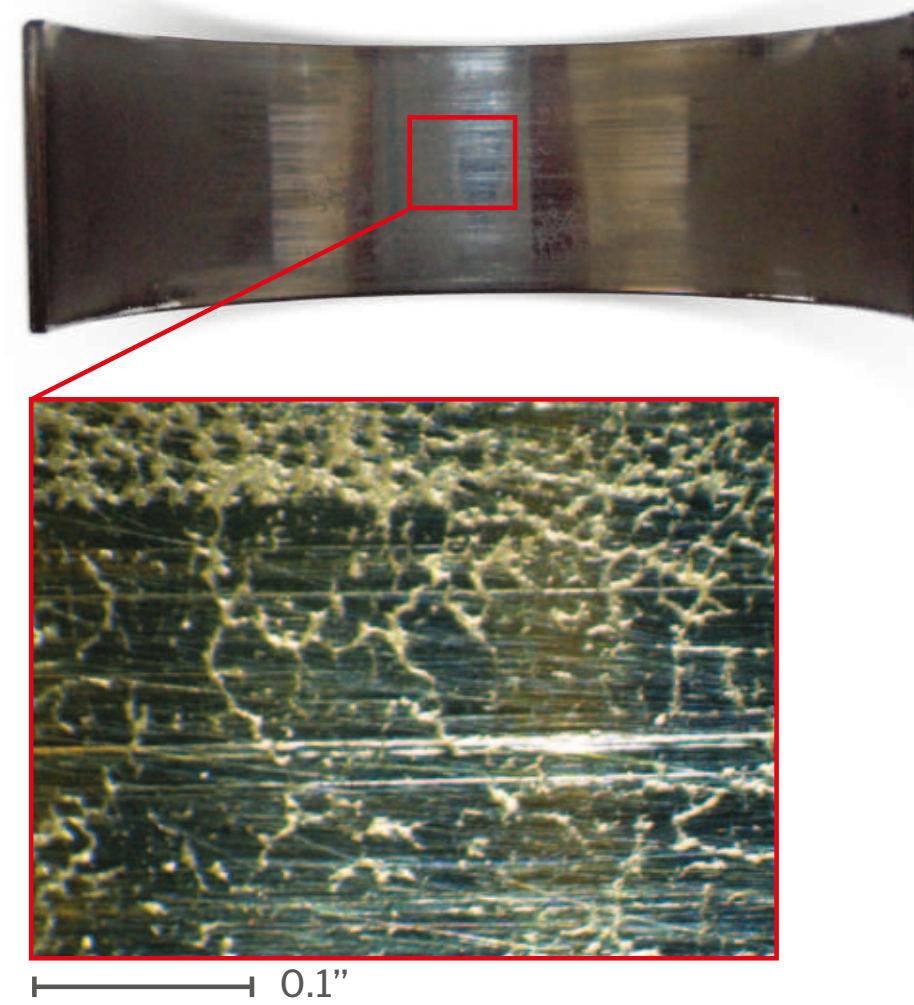
Today's engines are more demanding than ever. Can your bearings handle it?



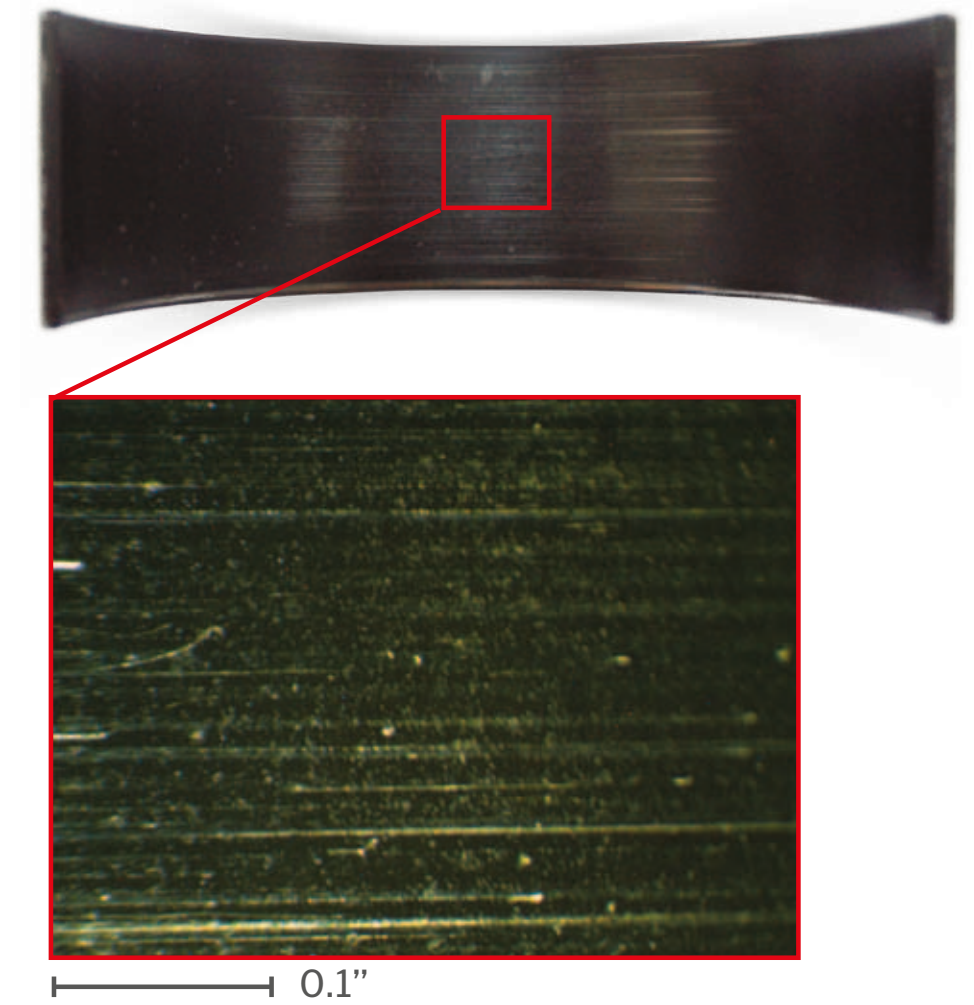
King's superior materials and construction meet or exceed the toughest demands of all market segments: automotive, heavy duty, industrial, aviation, marine, and high performance.

Bearing fatigue test

Nearest competitor



King



These tests were conducted in King's Test Lab. They were performed under a bearing load of 10,200 psi for 4,300,000 cycles. Both the competitor and the King bearings had the same dimensions to ensure an accurate comparison.

Advanced Materials for Superior Performance

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|--|--|--|--|--|---|
| | <p>AM Standard aluminum based material, equivalent to SAE-783, for low and medium load engines.</p> <p>Load Capacity: [Progressive bar]</p> <p>Anti Seizure: [Progressive bar]</p> <p>Wear Resistance: [Progressive bar]</p> <p>Conformability/Embedability: [Progressive bar]</p> | <p>Aluminum bearing alloy</p> <p>Aluminum bonding layer</p> <p>Steel back</p> | | <p>SX/XA Strengthened copper based material, with higher tin content, for medium and high load engines.</p> <p>Load Capacity: [Progressive bar]</p> <p>Anti Seizure: [Progressive bar]</p> <p>Wear Resistance: [Progressive bar]</p> <p>Conformability/Embedability: [Progressive bar]</p> | <p>Babbitt overlay</p> <p>Nickel barrier</p> <p>Intermediate lead bronze layer</p> <p>Steel back</p> |
| | <p>SI/HP Aluminum based material, strengthened by 2.5-3% silicon, for medium load engines or nodular cast iron crankshafts.</p> <p>Load Capacity: [Progressive bar]</p> <p>Anti Seizure: [Progressive bar]</p> <p>Wear Resistance: [Progressive bar]</p> <p>Conformability/Embedability: [Progressive bar]</p> | <p>Aluminum bearing alloy</p> <p>Aluminum alloyed bonding layer</p> <p>Steel back</p> | | <p>XP (pMax Black™) Unique tri-metal structure for race applications. Overlay features proprietary nano-scaled hardening process producing superior load capacity.</p> <p>Load Capacity: [Progressive bar]</p> <p>Anti Seizure: [Progressive bar]</p> <p>Wear Resistance: [Progressive bar]</p> <p>Conformability/Embedability: [Progressive bar]</p> | <p>Surface hardened overlay</p> <p>Nickel barrier</p> <p>Intermediate lead bronze layer</p> <p>Steel back</p> |
| | <p>SM The strongest aluminum based material. The alloy is strengthened by the addition of manganese and chrome (Mn, Cr), for high load applications.</p> <p>Load Capacity: [Progressive bar]</p> <p>Anti Seizure: [Progressive bar]</p> <p>Wear Resistance: [Progressive bar]</p> <p>Conformability/Embedability: [Progressive bar]</p> | <p>Aluminum bearing alloy</p> <p>Aluminum alloy bonding layer (AlMn)</p> <p>Steel back</p> | | <p>SV A lead free silver based overlay material containing solid lubricant additives distributed throughout the silver matrix. For extreme load engines. Can be used as a sputter replacement.</p> <p>Load Capacity: [Progressive bar]</p> <p>Anti Seizure: [Progressive bar]</p> <p>Wear Resistance: [Progressive bar]</p> <p>Conformability/Embedability: [Progressive bar]</p> | <p>Silver based overlay</p> <p>Intermediate lead free bronze layer</p> <p>Steel back</p> |
| | <p>CP/CA Standard copper based material, equivalent to SAE-794, for medium load engines.</p> <p>Load Capacity: [Progressive bar]</p> <p>Anti Seizure: [Progressive bar]</p> <p>Wear Resistance: [Progressive bar]</p> <p>Conformability/Embedability: [Progressive bar]</p> | <p>Babbitt overlay</p> <p>Nickel barrier</p> <p>Intermediate lead bronze layer</p> <p>Steel back</p> | | <p>SP Lead free or leaded material with sputter overlay (plated by Physical Vapor Deposition) for extreme loads.</p> <p>Load Capacity: [Progressive bar]</p> <p>Anti Seizure: [Progressive bar]</p> <p>Wear Resistance: [Progressive bar]</p> <p>Conformability/Embedability: [Progressive bar]</p> | <p>Sputter overlay</p> <p>Nickel barrier (NiCr)</p> <p>Intermediate lead bronze layer</p> <p>Steel back</p> |