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TECHNICAL BULLETIN		Mfg: CUMMINS
	December 2003 TB 2125	Model: L10
		Liter: 10.0L
		V I N:
		Year: 85-90

Cam Bearing Bore Repair For
Cummins 1985-2003 L10 & M11 Engines

The AERA Technical Committee offers the following information on an alternative cam bearing bore repair for Cummins L10 & M11 engines. The recent availability of an oversize outside diameter cam bearing has been announced. This new bearing will allow a single repair operation to many engine blocks, which will allow them to be put back into service.

These engines have been prone to engine failure related to cam bearing movement during engine operation. The cam bores generally were enlarged to a degree that sleeve installation in the affected bore was required. The standard cam bearing was then pressed back into the bore, in effect putting a sleeve inside a sleeve. In many instances, that process did not make a long lasting repair as many engines suffered subsequent failures. This new .170" (4.3 mm) wall thickness bearing combines both processes into one and should allow a reliable repair for many otherwise discarded blocks.

This bearing combines the thickness of the Cummins supplied repair sleeve Part #3824894 and standard cam bearing Part # 3820566 into one component. This bearing has almost twice as much wall thickness as the standard cam bearing.

To install this bearing, first determine a .0020-.0025" interference fit before align boring the camshaft housing bore. This bushing Part # MCB7025 is currently available from one aftermarket supplier. Please contact AERA Technical Services at 1/888-324-2372 for an update on aftermarket suppliers of this type bearing.

The AERA Technical Committee

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Bulletin Diagram: FIGURE 1, OVERSIZE CAM BEARING - CYLINDER BLOCK



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