

Application	King Part Number	Qty	ACL Ref
1.5L SOHC 8v/16v D15B, D15Z	CR4046XPC pMaxKote™	4 Pairs	4B1956H
	MB5244AM**	5 Pairs	5M1932
	TW 110AM	1 Pair	1T1952
1.6L DOHC 16v B16A 1.7L DOHC 16v B17A1 1.8L DOHC 16v B18A, B18A1, B18B1, B18B2 2.0L DOHC 16v B20B3, B20B9	CR 439XPC pMaxKote™	4 Pairs	4B1946H
	CR 439XPD with dowel hole	4 Pairs	4B1946HD
	CR 439XPDC pMaxKote™ with dowel hole	4 Pairs	
	MB5259XPC pMaxKote™	5 Pairs	5M1959HC
	TW 140AM	1 Pair	1T1957
1.6L SOHC/DOHC 16v D16A, D16B, D16V, D16Z 1.6L SOHC 16v D16W 1.6L SOHC/DOHC 8v/16v ZC 1.7L SOHC 16v D17A, D17Z	CR4046XPC pMaxKote™	4 Pairs	4B1956H
	MB5568XP	5 Pairs	5M1957H
	TW 140AM	1 Pair	1T1957
	CR4512SI**	4 Pairs	4B1980
1.8L SOHC 12v A18A 1.8L SOHC 12v ES, ET 1.8L SOHC 16v F18B 2.0L SOHC 12v A20A	MB5568XP	5 Pairs	5M1957H
	TW 140AM	1 Pair	1T1957
	CR 439XPC pMaxKote™	4 Pairs	4B1946H
	CR 439XPD with dowel hole	4 Pairs	4B1946HD
	CR 439XPDC pMaxKote™ with dowel hole	4 Pairs	
2.0L SOHC 16v F20B	MB5168XP	5 Pairs	
	TW 110AM	1 Pair	1T1952
	CR 439XPC pMaxKote™	4 Pairs	4B1946H
	CR 439XPD with dowel hole	4 Pairs	4B1946HD
	CR 439XPDC pMaxKote™ with dowel hole	4 Pairs	
1.8L DOHC VTEC 16v B18C1, B18C5	MB5168XP	5 Pairs	
	TW 152AM	1 Pair	1T1937
	CR4287XPC	4 Pairs	4B1925H
	CR4287XPD with dowel hole	4 Pairs	4B1925HD
	CR4287XPDC pMaxKote™ with dowel hole	4 Pairs	
2.0L SOHC 12v B20A3	MB5259XPC pMaxKote™	5 Pairs	5M1959HC
	TW 140AM	1 Pair	1T1957
	CR 439XPC pMaxKote™	4 Pairs	4B1946H
	CR 439XPD with dowel hole	4 Pairs	
	CR 439XPDC pMaxKote™ with dowel hole	4 Pairs	
	MB5568XP	5 Pairs	5M1957H
	TW 140AM	1 Pair	1T1957

Application	King Part Number	Qty	ACL Ref
2.0L DOHC 16v B20B4, B20Z2	CR4046XPC pMaxKote™	4 Pairs	4B1956H
	MB5259XPC pMaxKote™	5 Pairs	5M1959HC
	TW 140AM	1 Pair	1T1957
2.0L DOHC 16v F20C 2.2L DOHC 16v F22C	CR4033XP	4 Pairs	4B1912H
	MB5673XP	5 Pairs	5M1913H
	TW 140AM	1 Pair	1T1957
2.0L DOHC 16v K20A2, K20Z1 2.4L DOHC 16v K24A, K24Z1	CR4542XPC pMaxKote™	4 Pairs	4B1972HC
	CR4542XPD	4 Pairs	4B1972HD
	CR4542XPDC pMaxKote™ with dowel hole	4 Pairs	
	MB5259XPC pMaxKote™	5 Pairs	5M1959HC
2.0L DOHC 16v K20A3	TW 140AM	1 Pair	1T1957
	CR4541XP	4 Pairs	4B1906H
	MB5259XPC pMaxKote™	5 Pairs	5M1959HC
2.0L DOHC 16v B20A5 2.1L DOHC 16v B21A1	TW 140AM	1 Pair	1T1957
	CR4033XP	4 Pairs	4B1912H
	MB5568XP	5 Pairs	5M1957H
2.2L DOHC 16v H22A1 2.2L SOHC 16v F22A1, F22A4, F22A6, F22B1, F22B2, F22B6 2.3L DOHC 16v H23A1	TW 140AM	1 Pair	1T1957
	CR4033XP	4 Pairs	4B1912H
	MB5168XP	5 Pairs	
	TW 152AM	1 Pair	1T1937
2.2L DOHC 16v H22A4, H22Z	CR4033XP	4 Pairs	4B1912H
	MB5568XP	5 Pairs	5M1957H
	TW 140AM	1 Pair	1T1957
2.3L SOHC 16v F23A, F23Z	CR4541XP	4 Pairs	4B1906H
	MB5568XP	5 Pairs	5M1957H
	TW 140AM	1 Pair	1T1957
3.2L SOHC 24v V6 J32 3.5L SOHC 24v V6 J35	CR6837XP	6 Pairs	6B1995H
	MB4508XP	4 Pairs	4M1996H
	TW1015SI	1 Pair	
* Available sizes: STDX, STD, 0.26, 0.25, 0.5 * OE replacement bearing			

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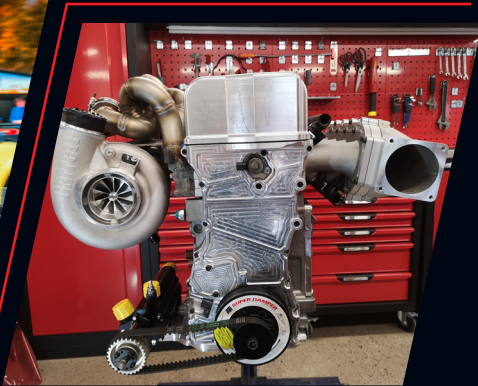
Rev up your Honda Dominance Power

Race versions of Honda engines can face a myriad of challenges on the track, where precision and endurance are paramount. Among these challenges, fatigue is a relentless foe, which is why King offers the **pMaxBlack™** solution. This tri-metal structure is fortified by a proprietary nano-scaled hardening process, creating a black, fatigue-resistant shield that grants a remarkable 17% greater fatigue resistance. King's unique **U-Groove™** design, featuring a 90° degree oil groove shape, expands the bearing's surface area while preserving oil flow capacity, enhancing load capacity for Honda race engines.

Another critical challenge is oil starvation, a formidable adversary on the track. To combat this, King offers **pMaxKote™**, a nano-composite polymer coating. It is meticulously applied over the **pMaxBlack™** overlay at the King factory as part of the bearing manufacturing process. This remarkable coating not only enhances wear resistance without altering the bearing's original precision wall thickness dimension but also provides superior protection against oil starvation. It's your assurance of peak performance when it matters most on the race course.

In pursuit of consistency, King's **Bull's Eye Tolerance™** production technology surpasses industry wall thickness tolerances, ensuring minimal thickness variation shell-to-shell. For hydrodynamic lubrication, **EccentriX™** optimizes eccentricity values through advanced computerized simulations and elasto-hydrodynamic analysis, ensuring stable lubrication and optimal oil wedge formation.

Spun bearings, a racer's nightmare, are mitigated by **RadialLock™**, which achieves optimal crush height values through precise computerized simulations, reducing the likelihood of a spun bearing.



Choose King Bearings for your Honda race engine and experience the advantages of precision, durability, and performance. Don't just race; dominate with King.

Design Features for King Honda Bearings*

U-Groove™

a unique 90° oil groove that increases bearing load capacity by expanding the surface area, while keeping oil flow capacity intact.

Tri-Metal pMaxBlack™ Construction

Hardened lead-tin-copper overlay with multi-layer SecureBond™ adhesion provides 17% greater load capacity and superior structural integrity.

MB5259XPC Main Bearing

pMaxKote™

A forth layer of nano-composite, factory applied polymer coating. Enhances seizure, cavitation and wear resistance, increases protection against oil starvation.

CR4542XPC Rod Bearing

EccentriX™

An optimized eccentricity value reached through elasto-hydrodynamic analysis and dynamic calculations.

RadialLock™ Crush Height

Optimum crush height value, determined by King's ENSIM™ power modeling analytical & design software. Ensures optimal press fit for better heat transfer and reduced fretting.

Dowel Hole

Improves bearing stability, that may be compromised by excessive housing expansion & losing press fit (in extreme heat conditions)

* For applicable applications/versions