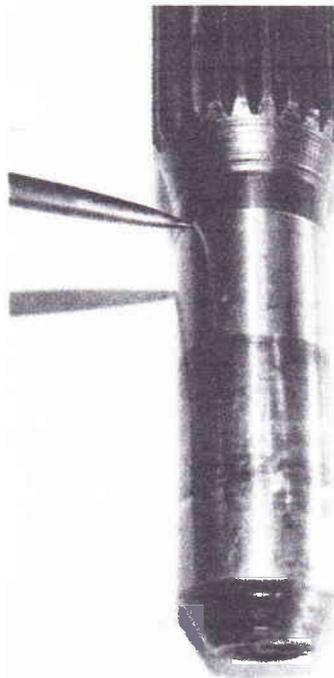
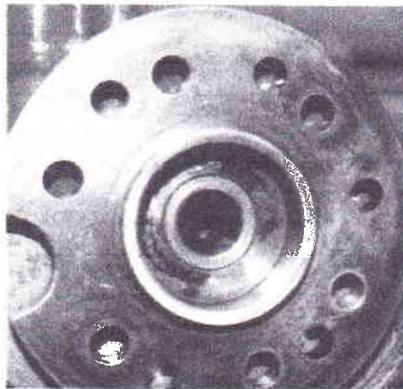




Here's two different pilot bushings and one pilot bearing. On the left is a pilot bushing from Brewer's Performance (.940-inch od, .754-inch id, Brewer's PN PB329, MSRP \$3.95) for an original four-speed crankshaft. To the far right is a pilot roller bearing/adapter (Brewer's PN PB5300, MSRP \$18.95) for the larger 1.815-inch diameter hole of the crankshaft. The pilot bearing/adapter is used in automatic crankshafts to enable use of the A833 four-speed. In the center is a Chevy pilot bushing (1.094-inch od, .650-inch id, Lakewood PN 15976, MSRP 20.95) that will fit our Scat crankshaft.



The raised lip on the A833 input shaft will bind and gall the edge of the pilot roller bearing/adapter if it is not dressed-down to size. The proper way to trim down the lip is to disassemble the trans and cut the input shaft on a lathe. We've seen many input shafts cut off an inch from the end to fit the automatic crankshaft and make use of the pilot roller bearing/adapter.



All of Scat's 340/360 crankshafts are drilled for the Chevy-size (1.094-inch) pilot bushing. Our friends at IDM Speed and Machine used their lathe to precisely drill the Chevy bushing to the Mopar id size of .754 inch. We choose to use a pilot bushing—notice it sits deeper inside of the crankshaft to offer more support for the input shaft.