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AGE OILITE™ BRONZE PILOT BUSHINGS

MAKE	NOTES	INSIDE DIAMETER	OUTSIDE DIAMETER	LENGTH	AGE NUMBER
CHEVROLET	STANDARD	.592/.593	1.0955/1.0930	0.720	0-127-006
	EXTENDED (2)	.592/.593	1.0955/1.0930 (4)	0.870	0-127-010
	EXTENDED (3)	.592/.593	1.0955/1.0930 (4)	1.000	0-127-015
	POWERGLIDE (5)	.592/.593	1.0625/1.0620	0.720	0-127-017
	OVERSIZE (6)	.592/.593	1.151/1.150	0.720	0-127-018
BUICK/OLDS/ PONTIAC	STANDARD	.592/.593	1.3782/1.3877	0.420	0-127-007
	EXTENDED (2)	.592/.593	1.3782/1.3877 (4)	0.670	0-127-014
	EXTENDED (3)	.592/.593	1.3782/1.3877 (4)	0.890	0-127-016
	OVERSIZE (6)	.592/.593	1.441/1.440	0.420	0-127-019
FORD	GM GEARBOXES (1)	.592/.593	1.3780/1.3785	0.720	0-127-011
	FE ENGINES	.6705/.6715	1.8504/1.8499	0.500	0-127-013

Notes:

- (1) Use with small block Ford engines (Cleveland/Windsor).
- (2) Use with AGE SuperCase and GM maindrives.
- (3) Use with 'blocksavers', AGE SuperCase and GM maindrives.
- (4) Active diameter; shoulder diameter may be larger.
- (5) Use with engines originally built for Powerglide automatics.
- (6) Use 'oversize' bushings with unfinished or mis-machined crankshafts. Turn OD as required.