

FITTING INSTRUCTIONS

Rear crankshaft lip seal conversion

Partnumber: 011.626

- Remove the crankshaft.
- Machine the area of the scroll on the back of the crank down to the size of 2.500", leaving as larger radius in corner as possible.
- Unbolt and remove the scroll housing off the rear face of the block.
- Machine the scroll housing of the main bearing cap to be flush with the back plate face of the block.



NOTE: This need not necessarily be flush with the flat position of the cap.

- If your main cap has only one oil drain hole, it is recommended that you also drill an extra hole in the cap as per the later engines. This is done as number 6.
- After completing the last machining operation (no.4), place the rounded half of the new seal housing onto the cap, then scribe around the cut out and mark the cap. A 3/8" dia hole at 33° should then be drilled on the centre of this scribed mark, making sure not to get too close to the bearing face (1/8" minimum). See drawing.
- Refit the crankshaft and main bearing caps.
- Position crankshaft so that the flywheel mounting holes are forming a horizontal box configuration, i.e. and jam the crank.
- Using screwed drilling bush (supplied) in each of the flywheel mounting bolt holes drill 4.2mm dia. x 10mm deep and tap M5 x 0.8mm pitch x 8mm deep (4 positions). NOTE: Lubricate drilling bush before drilling through it.
- Open split seal over crankshaft with seal internal groove towards bearing cap. Seal must be lubricated with grease supplied.
- Mount spring by clipping together and rolling into seal groove, ensuring that the eyelets are 45° from seal split line.
- Position seal split line at 12 o'clock with block upright.
- Lightly smear SILICONE instant gasket on reverse side of housings (NOT HYLOMAR). Position housings over seal, taking care to locate seal within the step of the housings.
- Position the chamfered housing to the bottom of the block and lightly screw on using the M5 x 12mm allen screws supplied.
- Screw the 2 off M5 x 40mm long socket head cap screws together and finally tighten M5 x 12m screws.
- Replace backplate ensuring clearance around oil seal housing.

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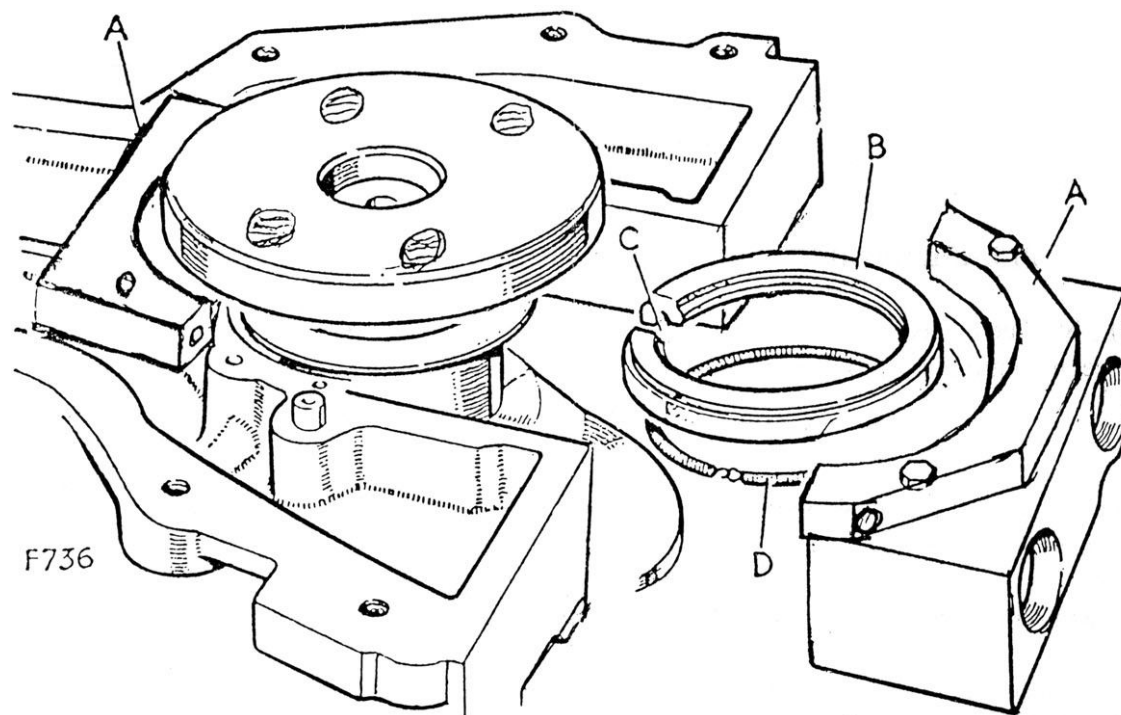


Fig1. Retainer halves, oil seal and garter spring, A : Retainer halves, B : Split oil seal, C : Split line of seal towards top of engine, D : Garter spring, hook and eye midway between split and hinge of oil seal.

