



FEL-PRO INSTALLATION TIPS

REAR MAIN BEARING SEAL

The current O.E.M. seal is a 2 piece rope packing. Rope packing seals are designed to accommodate a wide range of machining tolerances typically associated with the rear seal cavity dimensions.

Fel-Pro offers an alternative method to accommodate installers who want to replace the rope packing seal using a 2 piece rubber seal. However, if this alternative method results in unsatisfactory performance then the rope packing seal, Set No. BS 13044-2, must be installed.

CLEAN MATING SURFACES (cap, block and grooves of cap and block). You may wish to use a degreaser.

Check cap and block for steel pins. If steel pins exist in the casting grooves remove pins before installing molded rubber seals (presence of pins indicate prior installation of rope type seals).

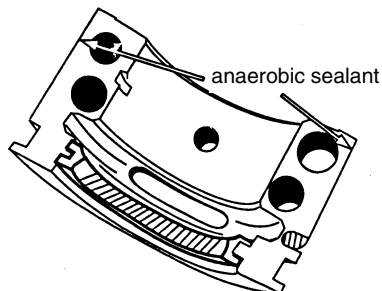
REMOVE NICKS AND SCRATCHES (IF ANY) FROM THE CRANKSHAFT SEALING SURFACE using a crocus cloth.

INSTALL SEAL HALVES into the grooves of the cap and block. The seals are properly installed when its largest raised sealing lip is toward the **front** of the engine. Make certain that the ends of the seals are flush with the face of the cap and block.

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LUBRICATE SURFACE of seal lip and crankshaft by applying a thin coat of motor oil or grease. If engine will not be started within several days, grease is recommended.

IMPORTANT: Never install any seal without break-in lubricant protection.



PRIOR TO INSTALLING THE REAR MAIN BEARING CAP apply an anaerobic sealant to either the rear main bearing cap or cylinder block mating surfaces. **Never** apply sealant on the ends of the seals.

REINSTALL SEAL RETAINER TO CYLINDER BLOCK. Torque to OEM specifications.

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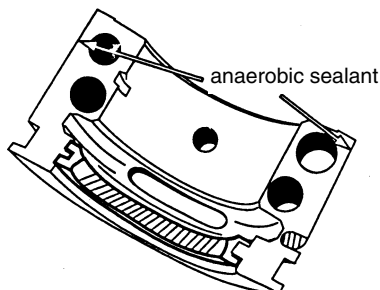
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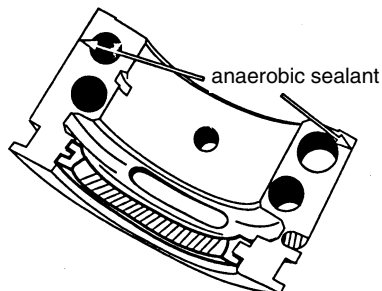
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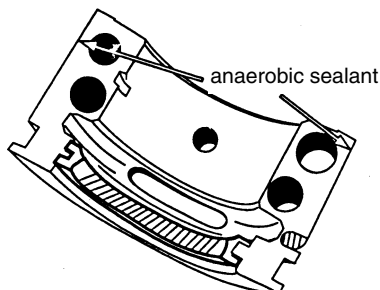
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