

## REVISED INSTRUCTIONS FOR FITTING A REAR CRANK SEAL

WARNING: Do not trial fit the seal into the housing as it has to be a very tight fit, so you will damage it upon removal.

1. Grind the rear crank shaft scroll off, to a finished diameter of 75mm.
2. Fit the wire seal spring over the crank, [it unscrews into a length]
3. Fit the seal to the crank then replace the spring back over the seal lip - make sure it is screwed back together.
4. Position the seal with the main cut at around the 10 o'clock position [engine block the correct way up or top part of the seal housing the correct way up]. The spring side of the seal obviously fits towards the engine.
5. Use a LIGHT smear of Silicon RTV or similar inside the seal housing, slightly more where the two splits in the seal will be e.g. 10 and 4 o'clock position.
6. Fit both parts of the housing over the seal, [remember 10 o'clock for the main cut] and screw the two halves of the housing together.
7. Check that there is no silicon in the area where the spring is fitted.
8. Use a slight smear of Silicon on the face of the housing that bolts to the block.
9. Fit the crank complete with the housing then bolt the housing to the block.
10. The top bolt will have to be shortened or replaced.

*Using the revised method the seal housing and seal can be removed and replaced without a complete engine strip down.*

*It makes fitting the crank shaft easier especially if you are fitting it on your own.*

*The positioning of the seal is easier as you are not trying to keep it in the 10 o'clock position whilst holding a crank trying to feed the seal into the housing.*