

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.

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

REINSTALL FLYWHEEL to crankshaft. Note: On some engines that use a one-piece rear main bearing seal, a condition may exist where the bolt holes in the crankshaft rear flange have been drilled too deep by the manufacturer. This can result in oil seepage which may be misdiagnosed as coming from the oil pan or rear main bearing seal. To prevent seepage, coat bolt threads with thread locking sealer. Torque securely to OEM specifications.

© 2000 Federal-Mogul Corporation Printed in U.S.A.
Form No. I-1918 (Rev. 9/00)

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.

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

REINSTALL FLYWHEEL to crankshaft. Note: On some engines that use a one-piece rear main bearing seal, a condition may exist where the bolt holes in the crankshaft rear flange have been drilled too deep by the manufacturer. This can result in oil seepage which may be misdiagnosed as coming from the oil pan or rear main bearing seal. To prevent seepage, coat bolt threads with thread locking sealer. Torque securely to OEM specifications.

© 2000 Federal-Mogul Corporation Printed in U.S.A.
Form No. I-1918 (Rev. 9/00)



FEL-PRO INSTALLATION TIPS REAR MAIN BEARING SEAL

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

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

INSTALL NEW SEAL(S):

INSTALL SEAL into the recessed cavity of the seal retainer. The seal is properly installed when its largest raised sealing lip is toward the front of the engine. (Seals with a metal garter spring require the spring to face toward the front of the engine.)

CREATE SEAL RETAINER GASKET by applying a continuous 1/8" bead of anaerobic gasket compound, such as a Flange Sealant, to the mating surface of the retainer.

THIS WARNING MESSAGE IS SPECIFIC FOR 221L PROLOCK FLANGE SEALANT

WARNING! EYE AND SKIN IRRITANT.

This product contains bisphenol-A fumerate resin and cumene hydroperoxide. Avoid contact with eyes and skin. In case of skin contact wash thoroughly with soap and water. For contact with eyes flush with water for 15 minutes and call a physician.

KEEP AWAY FROM CHILDREN.

WARNING: This product contains a chemical known to the State of California to cause cancer.

- Continued -



FEL-PRO INSTALLATION TIPS REAR MAIN BEARING SEAL

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

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

INSTALL NEW SEAL(S):

INSTALL SEAL into the recessed cavity of the seal retainer. The seal is properly installed when its largest raised sealing lip is toward the front of the engine. (Seals with a metal garter spring require the spring to face toward the front of the engine.)

CREATE SEAL RETAINER GASKET by applying a continuous 1/8" bead of anaerobic gasket compound, such as a Flange Sealant, to the mating surface of the retainer.

THIS WARNING MESSAGE IS SPECIFIC FOR 221L PROLOCK FLANGE SEALANT

WARNING! EYE AND SKIN IRRITANT.

This product contains bisphenol-A fumerate resin and cumene hydroperoxide. Avoid contact with eyes and skin. In case of skin contact wash thoroughly with soap and water. For contact with eyes flush with water for 15 minutes and call a physician.

KEEP AWAY FROM CHILDREN.

WARNING: This product contains a chemical known to the State of California to cause cancer.

- Continued -

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.

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

REINSTALL FLYWHEEL to crankshaft. Note: On some engines that use a one-piece rear main bearing seal, a condition may exist where the bolt holes in the crankshaft rear flange have been drilled too deep by the manufacturer. This can result in oil seepage which may be misdiagnosed as coming from the oil pan or rear main bearing seal. To prevent seepage, coat bolt threads with thread locking sealer. Torque securely to OEM specifications.

© 2000 Federal-Mogul Corporation Printed in U.S.A.
Form No. I-1918 (Rev. 9/00)

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.

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

REINSTALL FLYWHEEL to crankshaft. Note: On some engines that use a one-piece rear main bearing seal, a condition may exist where the bolt holes in the crankshaft rear flange have been drilled too deep by the manufacturer. This can result in oil seepage which may be misdiagnosed as coming from the oil pan or rear main bearing seal. To prevent seepage, coat bolt threads with thread locking sealer. Torque securely to OEM specifications.

© 2000 Federal-Mogul Corporation Printed in U.S.A.
Form No. I-1918 (Rev. 9/00)



FEL-PRO INSTALLATION TIPS REAR MAIN BEARING SEAL

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

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

INSTALL NEW SEAL(S):

INSTALL SEAL into the recessed cavity of the seal retainer. The seal is properly installed when its largest raised sealing lip is toward the front of the engine. (Seals with a metal garter spring require the spring to face toward the front of the engine.)

CREATE SEAL RETAINER GASKET by applying a continuous 1/8" bead of anaerobic gasket compound, such as a Flange Sealant, to the mating surface of the retainer.

THIS WARNING MESSAGE IS SPECIFIC FOR 221L PROLOCK FLANGE SEALANT

WARNING! EYE AND SKIN IRRITANT.

This product contains bisphenol-A fumerate resin and cumene hydroperoxide. Avoid contact with eyes and skin. In case of skin contact wash thoroughly with soap and water. For contact with eyes flush with water for 15 minutes and call a physician.

KEEP AWAY FROM CHILDREN.

WARNING: This product contains a chemical known to the State of California to cause cancer.

- Continued -



FEL-PRO INSTALLATION TIPS REAR MAIN BEARING SEAL

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

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

INSTALL NEW SEAL(S):

INSTALL SEAL into the recessed cavity of the seal retainer. The seal is properly installed when its largest raised sealing lip is toward the front of the engine. (Seals with a metal garter spring require the spring to face toward the front of the engine.)

CREATE SEAL RETAINER GASKET by applying a continuous 1/8" bead of anaerobic gasket compound, such as a Flange Sealant, to the mating surface of the retainer.

THIS WARNING MESSAGE IS SPECIFIC FOR 221L PROLOCK FLANGE SEALANT

WARNING! EYE AND SKIN IRRITANT.

This product contains bisphenol-A fumerate resin and cumene hydroperoxide. Avoid contact with eyes and skin. In case of skin contact wash thoroughly with soap and water. For contact with eyes flush with water for 15 minutes and call a physician.

KEEP AWAY FROM CHILDREN.

WARNING: This product contains a chemical known to the State of California to cause cancer.

- Continued -