



FEL-PRO INSTALLATION TIPS

REAR MAIN BEARING SEAL

CAUTION: This seal may look different than the OEM seal being removed. On some late model vehicles, the original seal may be a reverse lay-down seal. A reverse lay-down type seal is installed in the opposite direction of a conventional type seal.

Failure to install the Fel-Pro seal properly may result in oil leakage. The Fel-Pro seal must be installed using the pre-installed plastic installation sleeve and must be installed with the flat rubber coated side of the seal facing outward or towards the air side. The open end of the seal should be facing inward or towards the oil side.

FEL-PRO DOES NOT RECOMMEND THE USE OF A REPAIR SLEEVE WITH THIS SEAL.

TO INSTALL THE SEAL: The seal should be installed dry, do not lubricate the crankshaft or the main sealing lip of the seal. Without removing the protective plastic sleeve from the seal, slip the larger end of the sleeve over the crankshaft flange. Slide the seal over the plastic sleeve and crankshaft, and install the seal into the housing bore. It may be necessary to remove the sleeve in order to fully seat the seal into the housing bore. The plastic installation sleeve can be removed once the seal lip has cleared the crankshaft flange.

FLYWHEEL BOLT CAUTION: On some engines, the flywheel bolt holes may go completely through the crankshaft flange to the crankcase. To prevent oil seepage in these areas, coat the flywheel bolts with a thread locking compound or sealer prior to installation. Torque all flywheel bolts to factory specifications to prevent crankshaft flange distortion.



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