

REAR MAIN BEARING SEAL

This seal contained in this set has a preinstalled plastic installation tool. The tool protects the seal at time of installation and must be removed after the seal is installed.

Fel-Pro does not recommend the use of a repair sleeve with this seal.

INSTALL SEAL into the recessed cavity of the seal retainer or into the cylinder block (depending upon engine model).

IMPORTANT: This Teflon* seal must be installed DRY. Do not lubricate seal lip or the crankshaft.

FLYWHEEL BOLTS

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.

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FEL-PRO INSTALLATION TIPS

GENERAL INSTRUCTIONS

CLEAN MATING SURFACES. Use a degreaser.

CLEAN THREADS of bolts/studs; for nuts/threaded holes use a bottoming tap.

BOLT PREPARATION: Those **entering** coolant passages require pliable non-hardening sealer on threads and underside of bolt heads. Those **not entering** coolant passages require oil on threads and underside of bolt heads. **Exhaust Assembly:** Apply high temperature anti-seize lubricant to threadings.

CHECK CASTINGS for flatness. Straighten, resurface or replace if needed.

CYLINDER HEAD AND BLOCK: Refer to OEM manual to determine flatness tolerances and resurfacing limitations.

FINAL ASSEMBLY: Torque all fasteners to OEM specifications unless noted. CYLINDER HEAD torquing is critical; we recommend that you confirm with OEM.

MISCELLANEOUS FLUID SEALING GASKET(S)/SEAL(S)

ATTACH AND ALIGN GASKET(S)/SEAL(S): If supplementary sealer is desired, apply a thin coat of gasket sealer to both sides of gasket(s). However, molded rubber gasket(s) or those with colored sealing beads, install DRY.

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