

Fel-Pro Rear Main Seal Suit Holden V8 253/308 & 161-202 Inline 6

The knurling on the crankshaft must be finished off for the best results using these rear main seals.



The back of the seal needs to be sealed against the block and cap groove you only need to apply a small amount of sealer here a 1-2 mm layer is plenty too much sealer will squeeze up and get under the lip of the seal once the crank weight is applied to it the lip will be glued down causing the seal to leak



Once you have applied the sealer on the back of the seal place each half in the block and cap with the seal offset about 10 mm



Make sure the lip of the seal is facing towards the front of the engine

The ends of the seal halves need to be sealed, a tiny bit of sealer needs to be applied. The ends are precision machined and do not need large amounts of sealer. TO MUCH SEALER will squeeze out and stick to the crank and destroy the seal lip remember JUST A WIPE.....



Apply some rubber grease or Vaseline in the area marked in white marker do not go to the edge of the seal about 10mm from each end is plenty.

Apply sealer to the cap and block matting faces and fit cap, set the thrust bearing and torque up the cap bolts/studs. Your finished....