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In Line A Series rear main seal kit fitting instructions

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To be able to install this kit, the rear main cap needs the original oil-catcher section machining off so that the rear face is flush with the rear block face. This needs to be machined as accurately as possible to ensure the seal is held square-on to the relevant sealing faces. These are the rear face of the oil thrower and the flat journal surface between the end of the scroll and the flywheel boss. An accurate measurement taken from the rear edge outside diameter of the main cap locating dowel holes and rear block face is generally sufficient, but having the block on hand means it can be done with 100% accuracy.

Once the cap is machined flat, the five seal carrier retaining screw holes need to be drilled and tapped. This can be done from the drawing supplied, or from very careful positioning of the carrier on the cap and spotting through the holes.

If using the latter method take extreme care to get the carrier piece in the correct position in alignment with the carrier that fits to the block.

Because both areas the seal lip will be running on are not generally precision machined/ground, some attention to smoothing these areas as much as is feasible will help seal longevity.

If you come across any problems please contact us for further help.