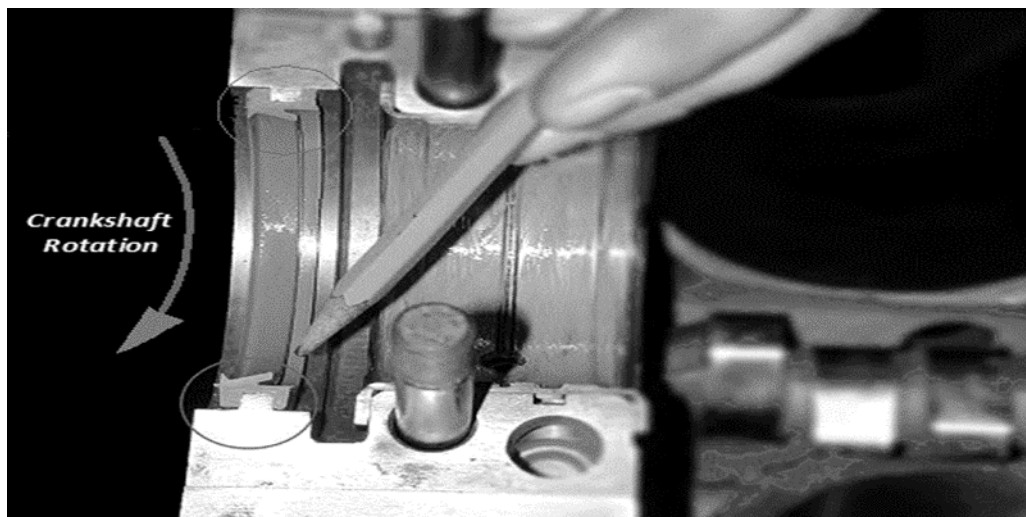




SPLIT REAR MAIN SEALS



Installation Instructions

Note:

Rotation: Upon close inspection you will notice fine ribs or “vanes” on the seal contact surface. The vanes of automotive rear main seals are molded directionally to ‘pump’ oil toward the crankcase with standard counterclockwise or “left rotation” when viewed from the driver’s seat (arrow). Many marine engines are “right rotation” also called “reverse rotation”, correct rear main seals for these marine engines will have vanes molded in the opposite direction from the image above.

Steps:

1. Sealant: SCE recommends a light layer of Gasgacinch (SCE p/n G1616) on the seal backing and on the main-cap-to-block mating surface outboard of the seal. Do not use silicone on the seal backing.
2. Alignment: split rear seals are designed to be installed with seal ends even with block/cap mating surfaces so that the seal ends butt at the parting line of the block & cap. Do not rotate.
3. Seal Orientation: correctly installed as shown above, the lip should extend inwardly, toward the engine crank case (circles). This orientation of the seal causes the seal lip to be pressed against the crankshaft as crankcase pressure increases.
4. Lubrication: use clean motor oil to pre-lubricate the seal contact surface prior to crankshaft installation.
5. Repeat all steps for opposite seal-half before cap installation.