

RSH349

Rear Seal Conversion Adaptor



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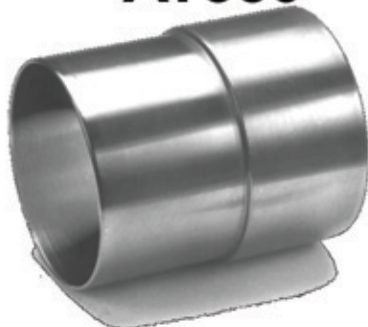
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AT350



Conversion Rear Main Seal Holders

Chevrolet 1986-Up, V6 262 CID & V8 Small Block

The choice is yours - use early oil pan. Enables a rebuilder to install a 2-pc. design crankshaft in a 1-pc. seal design application. Manufactured from billet aluminum.

Follow these steps...

1. Check mounting surface on back of block. Sometimes the factory does not finish machining the area above the two upper mounting holes. If this is apparent, then take a file or deburring tool and flatten this area.
2. Install small diameter of alignment tool AT350 into rear main bearing housing bore without a bearing. The large diameter of the installation tool will now protrude from the rear of the casting. Install the rear main bearing cap and torque main bearing bolts to 50 lb/ft.
3. Apply light amount of oil on the protruding (large diameter) of tool.
4. Apply a light film of RTV sealer to block contact half of the RSH349 seal holder. At this point install two halves of seal holder together and evenly tighten the retaining bolts so that the RSH349 will slide on the alignment tool but not tight against it.
5. Gently slide the RSH349 against the block (NOTE: Do NOT install holder alignment dowel in block.) making certain that there is no movement of the AT350 tool as you do so. CAUTION: There may be a small difference between the oil pan rail of the block casting and the seal holder; this is normal and will be taken up by the oil pan gasket. DO NOT ATTEMPT TO ALTER THE ALIGNMENT OF THE SEAL HOLDER FOR THIS REASON.
6. Install Loctite #262 or equivalent on all four mounting bolts. Install bolts in rear of block casting, and torque to specifications in an appropriate sequential pattern to 11ft. lbs.
7. Apply a bead of RTV sealer to fill completely the groove in the lower half of seal adaptor. This will insure a proper seal between oil pan and the adaptor.

Enginequest assumes no liability for the accuracy of the installation of the RSH349 Seal Holder. Without the use of AT350 Alignment Tool or the appropriate use of a dial indicator to verify the alignment of the seal holder with the center-line of the crankshaft severe oil leaks and engine failure may occur.

