

Standard Motor Club

Installation Instructions for fitting a modern lip seal replacing the rear original scroll.

Notes on installation:

These instructions are a guide to removing the original oil scroll from the back of your engine and replacing it with a modern lip seal that has been re engineered and fitted into an original scroll cover. They assume some DIY engineering expertise and we suggest you read all of the instructions prior to starting the job!

Important note: **Never use heat to install SKF Speedi Sleeve**

This task can only performed with the engine removed from the vehicle, or the gearbox removed as you need access to remove the clutch, and Flywheel, and the engines sump!(**Note it is always worthwhile marking the position of the cover plate of the clutch to the flywheel and Flywheel to crank just in case at some point in the past these have been balanced together.**)

Contents of your kit

Kit 1:

Oil Seal (small)
Fitting Tool.
Rear engine to cover plate gasket
Fitting Instructions

Kit 3

Oil Seal (large)
Fitting Tool
Rear engine to cover plate gasket
Fitting Instructions

Kit 2

As Kit 1 plus
Sump gasket
Rear engine to cover plate gasket
Tube of Loctite 638
Length of Locking wire

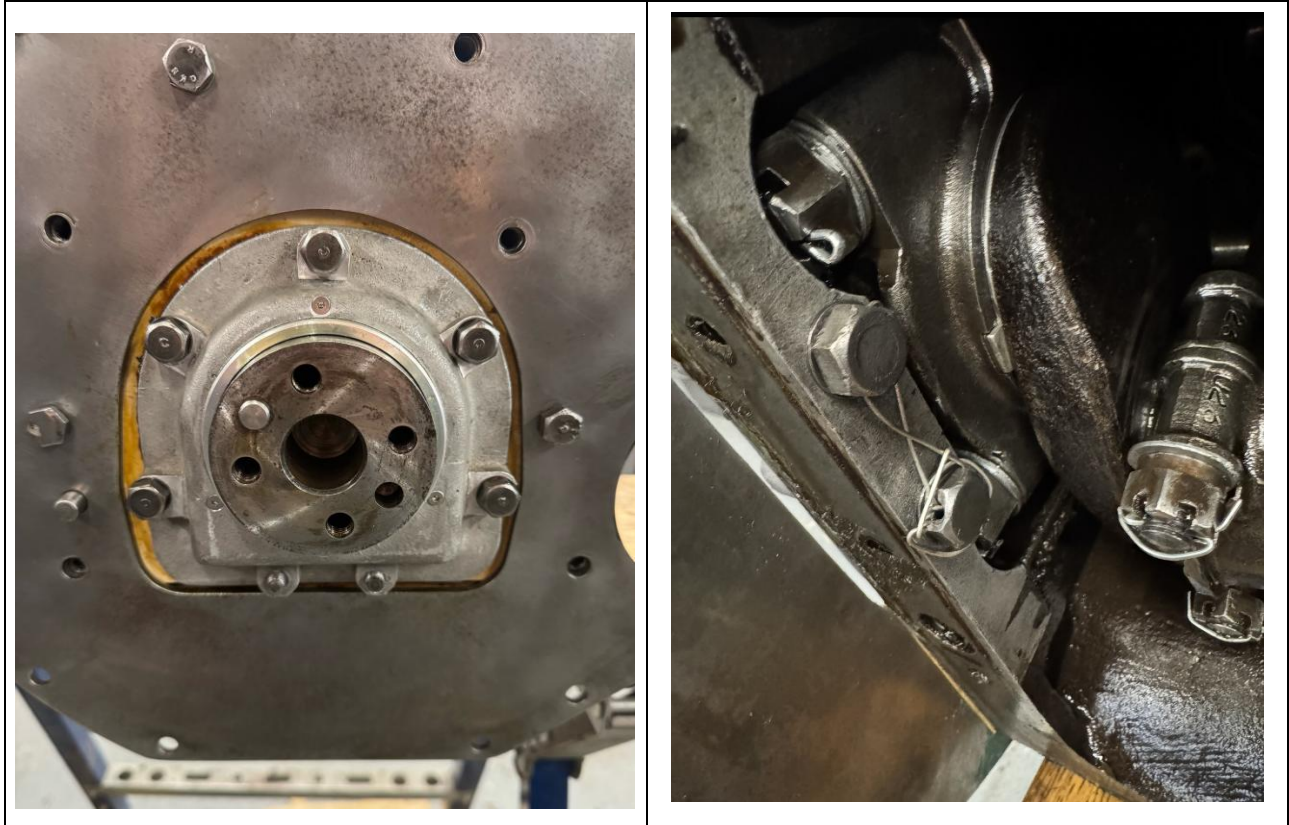
Kit 4

As Kit 3 plus
Sump Gasket
Rear engine to cover plate gasket
Tube of Loctite 638
Length of Locking wire

Fitting Instructions:

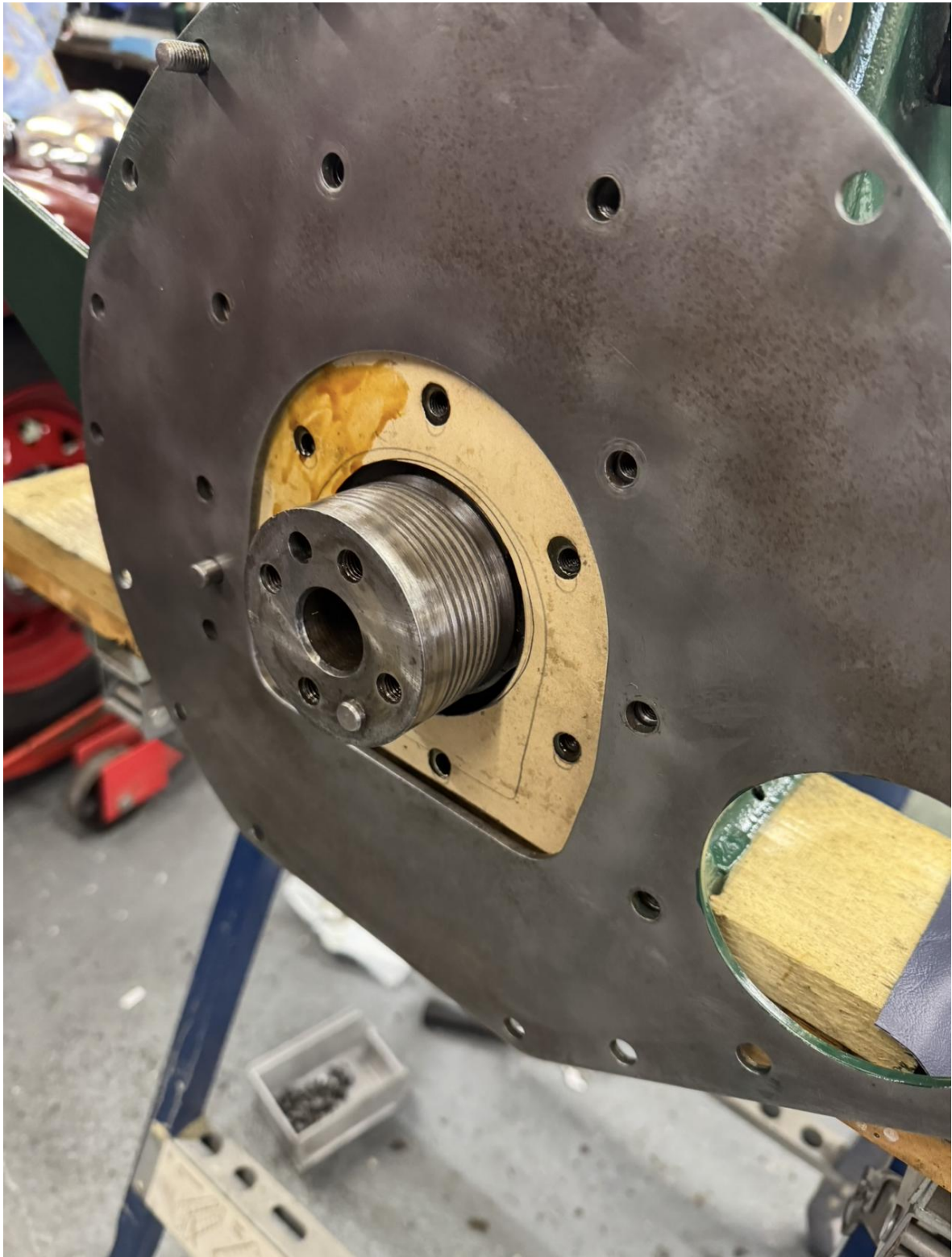
1. With the engine suitably supported on the bench or in the car, remove the bolts that hold the scroll cover to the back of the engine. With the sump removed you will be able remove the two bolts that are fed inside out, you will also need to remove the wire lock and remember to replace it, noting the way it's wrapped.

IMG 1 and 2



2. Clean and de grease the rear of the engine and the scroll on the end of the crank where the new cover plate and sleeve is going to be fitted.

IMG 3



3. Gently file down and polish any burrs or rough spots on the crankshaft and offer up the sleeve to ensure fitment over the end of the crank. When you're happy that the sleeve will fit as an interference fit on the end of the crankshaft, it is time to add the Loctite over the end of the crank in effect

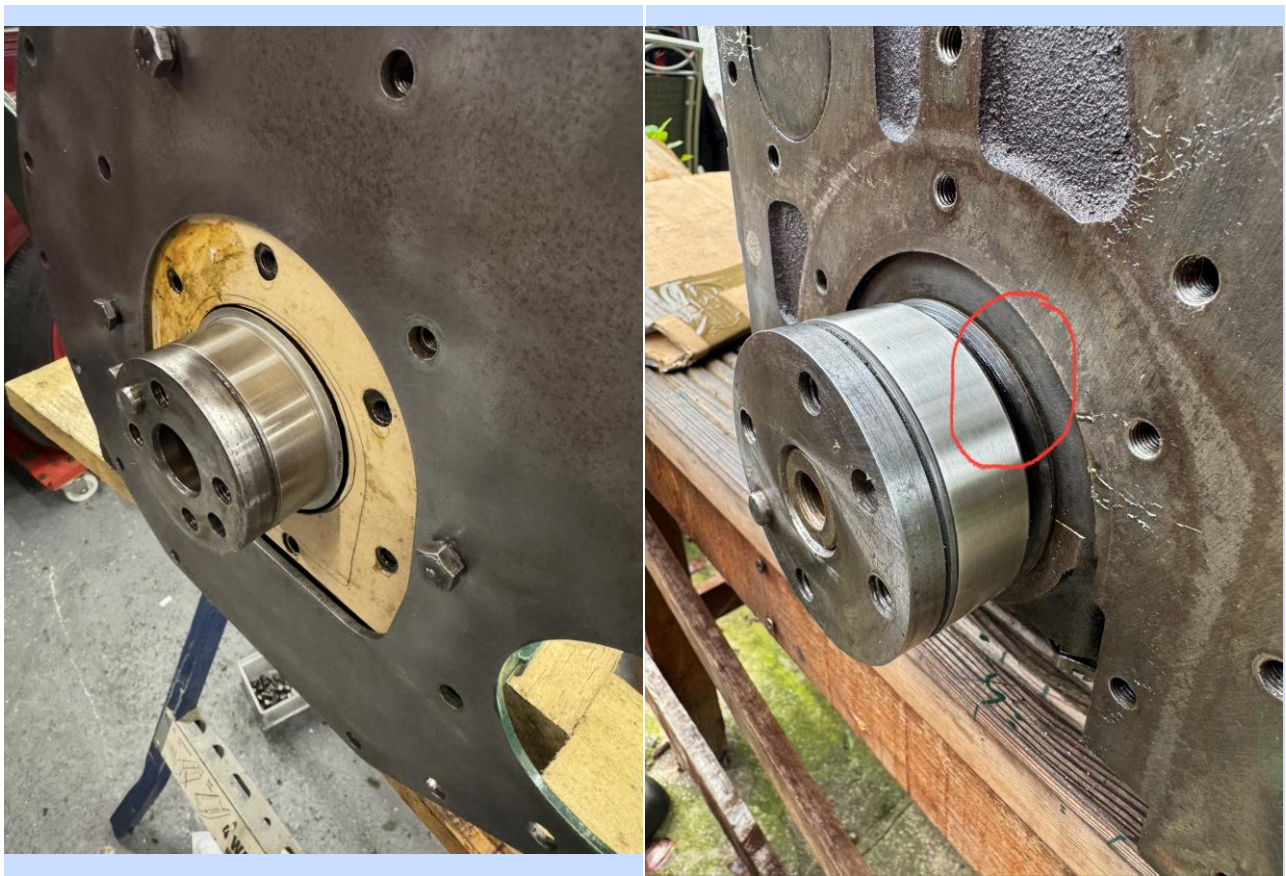
this will fill the old scroll grooves and once set and the job is complete this will stop any oil passing under the sleeve!

4. Gently tap the centre of the sleeve fitting tool that comes with the kit until the sleeve is fully home, by home we mean the flange is sat touching the tapered face of the crankshaft, you'll note there is a hole in the tool this is it will pass the dowel in the end of the crank back plate. **(using a feeler gauge check the clearance between the flange and taper on the crankshaft as in IMG 4. Ideally you would not be able to get a single 1 tho feeler gauge between both faces. it is possible to remove the flange once fitted, should you wish to do this please read the instructions on how to do in the instructions supplied with the speedi sleeve)**

IMG 4a

and

4



5. After the sleeve is installed, check again for burrs that could damage the seal, and wipe away any excess Loctite from both ends of the sleeve.

6. Our advice is at this point to leave overnight to ensure that the Loctite sets and that you don't get any running onto the sleeve surface that could stick to the lip seal.

7. At this point, fit the new paper gasket (If Required) to the rear of the engine with a small amount of gasket compound (**enough to hold it in place**).

8. You can now fit the lip seal into the cover plate, if this hasn't been done on your kit!. (**note the lip seal fits into the cover plate so once installed you can still see the lip, this is an interference fit and needs to be pressed in squarely**).

IMG 5



9. Note the sleeves are immensely sharp on the edges if there is a step between the crank and the sleeve before you lubricated it wrap some insulation tape all the way around the crank to reduce the step but don't put the tape onto the sleeve this will help create a smoother surface, pop some

grease or soap on the tape so that you don't damage the lip seal on installation, the tape can be removed once the lip seal is in place.

10. Once you have the cover plate and lip seal in the correct place pop all bolts in finger tight and using a 1 to 2 tho feeler gauge, just check that the new cover plate doesn't touch the crank. Note don't push the feeler gauge all the way inwards as you may damage the lip of the lip seal!

IMG 6



11. Tighten all bolts holding the cover plate, including those through the rear of the engine, re wire up and re fit the sump.

The job is now complete.