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ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

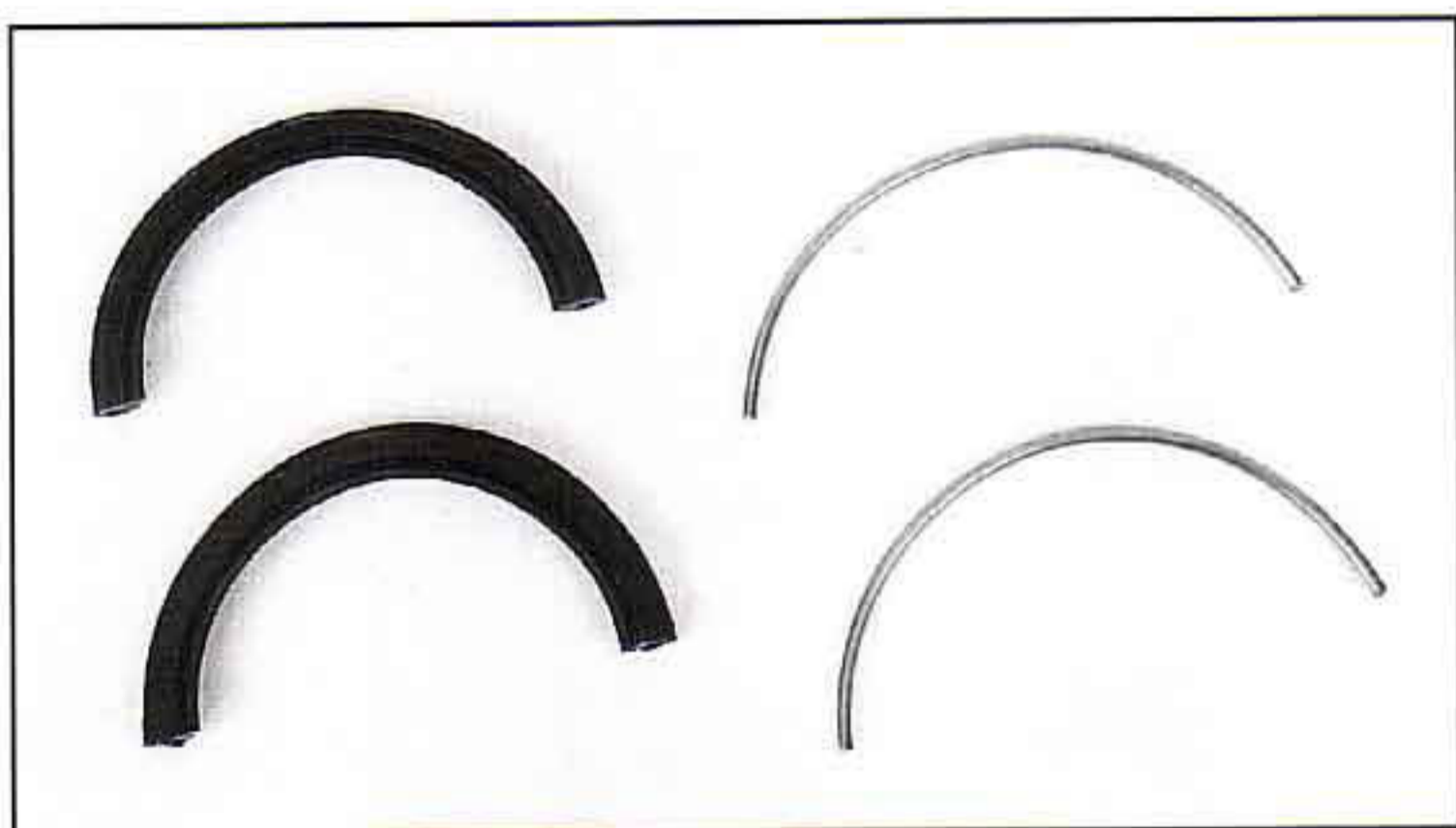
TECH HELP



Neoprene rear main seal conversion

One of the most frustrating things is to completely rebuild your 265 or 283 engine and replace all the gaskets and seals, then start the engine up and have the rear crank seal leak right from the start! No matter how much time you take installing the rear rope seal (being careful to not tear the rope packing and to cut it to the proper length), the seal ends up being fair at best. Now CCI offers a neoprene replacement. No cutting of the seal or machine work to the block is necessary. This seal will work in the OE groove at the block where the rope seal once was installed.

| <i>Part #</i> | <i>Description</i> |
|---------------|-----------------------------|
| 18-133 | Neoprene rear main seal kit |



#18-133

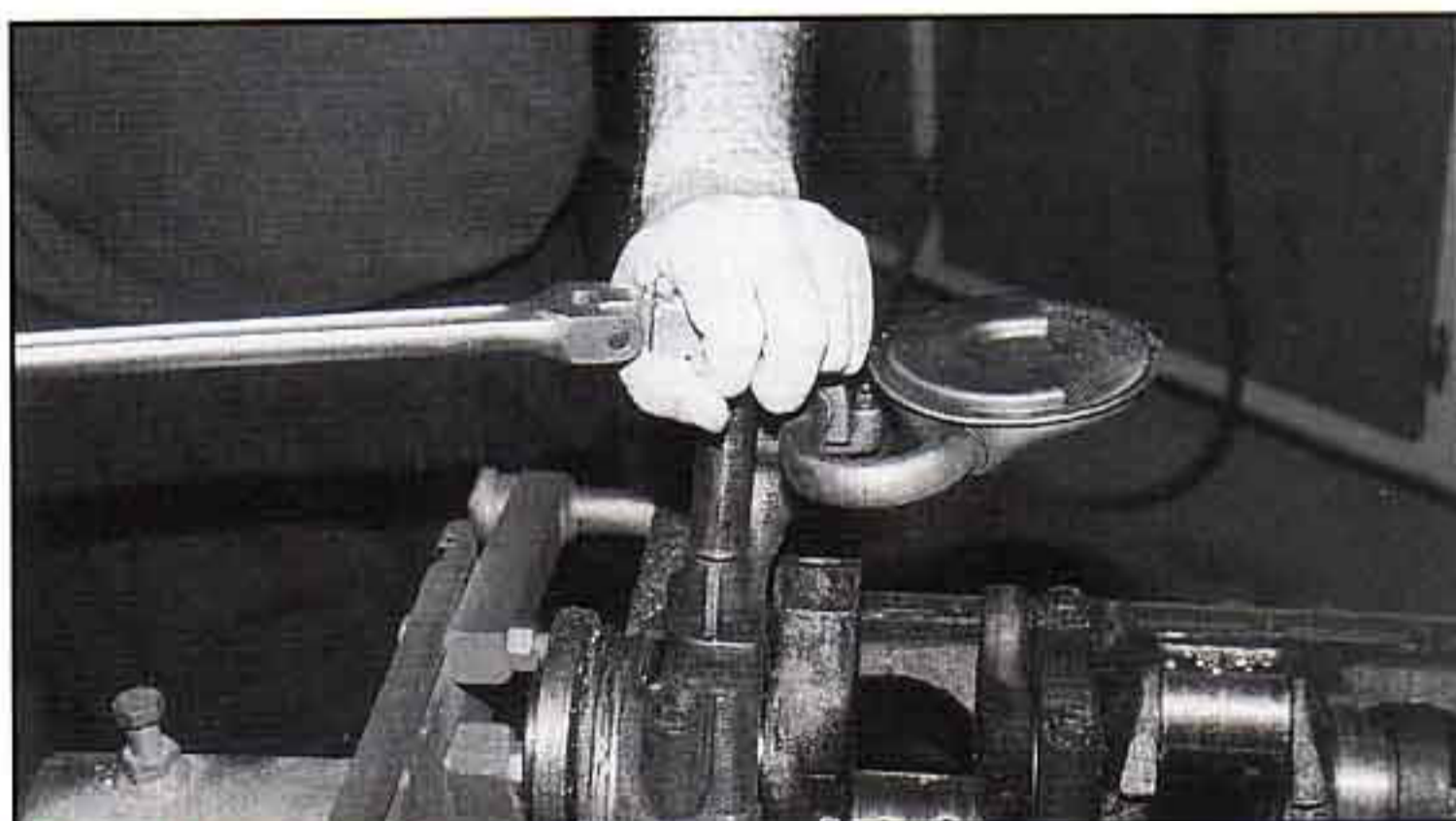


Photo #1



Photo #2

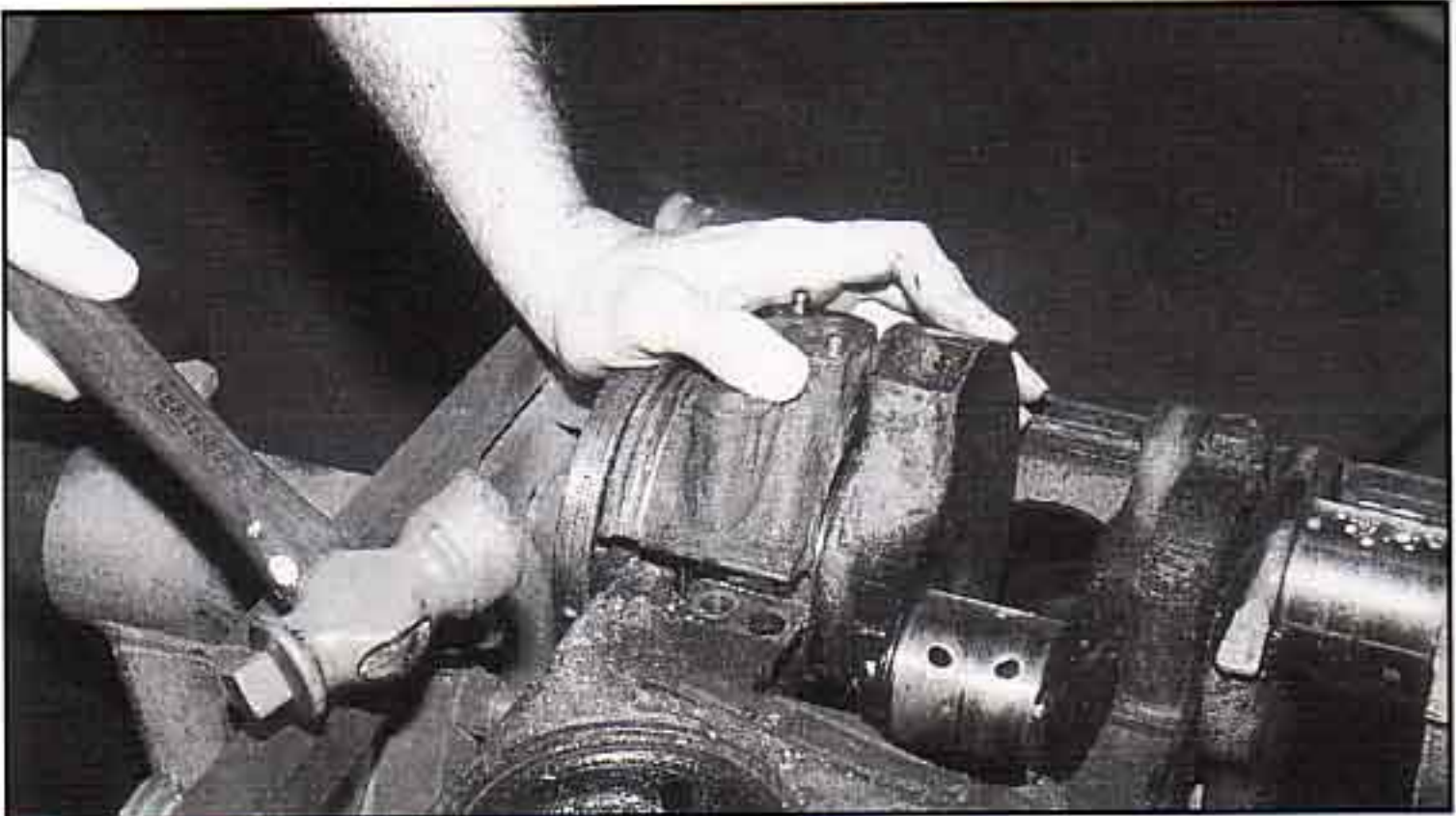


Photo #3

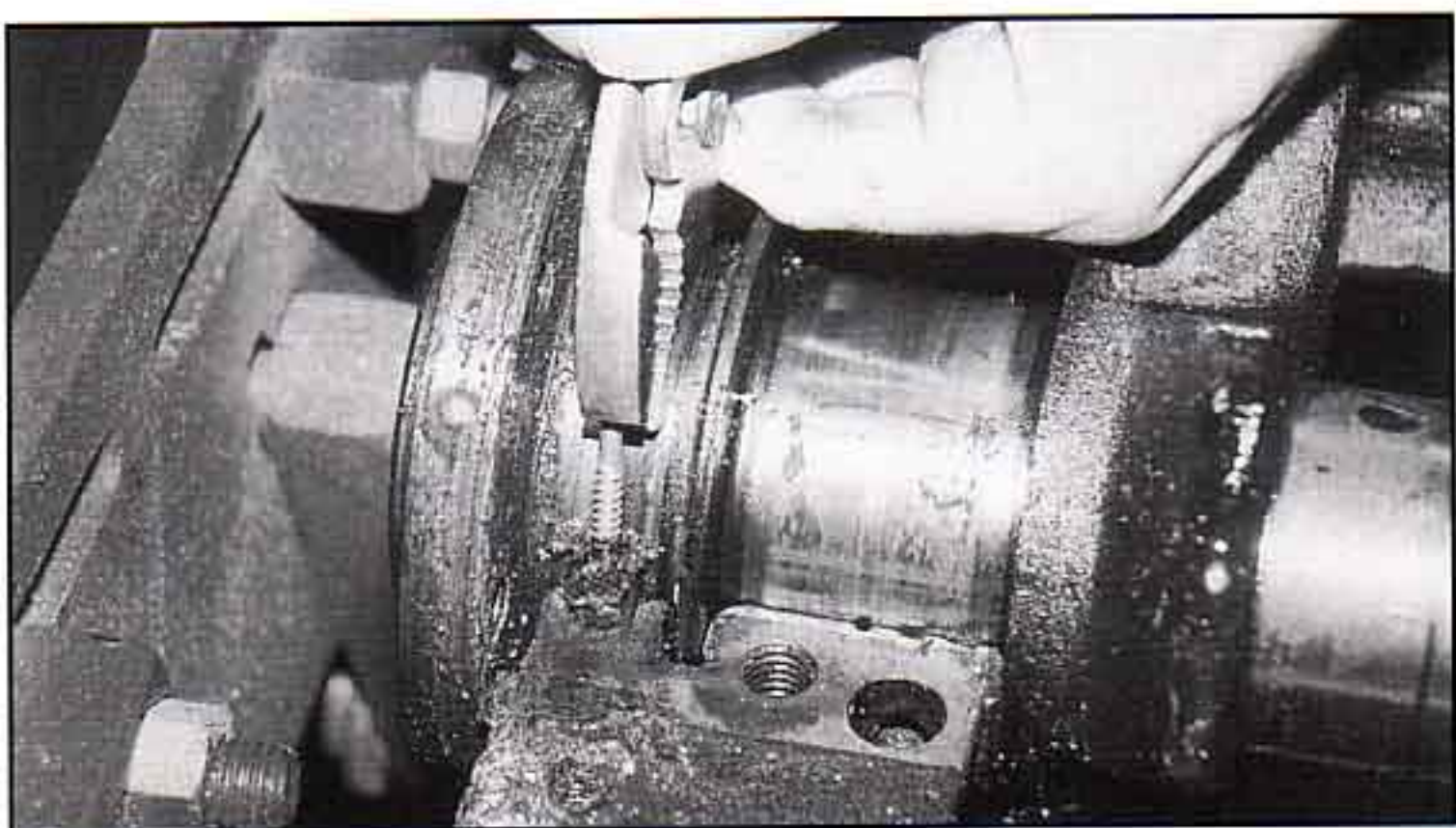


Photo #4



Photo #5

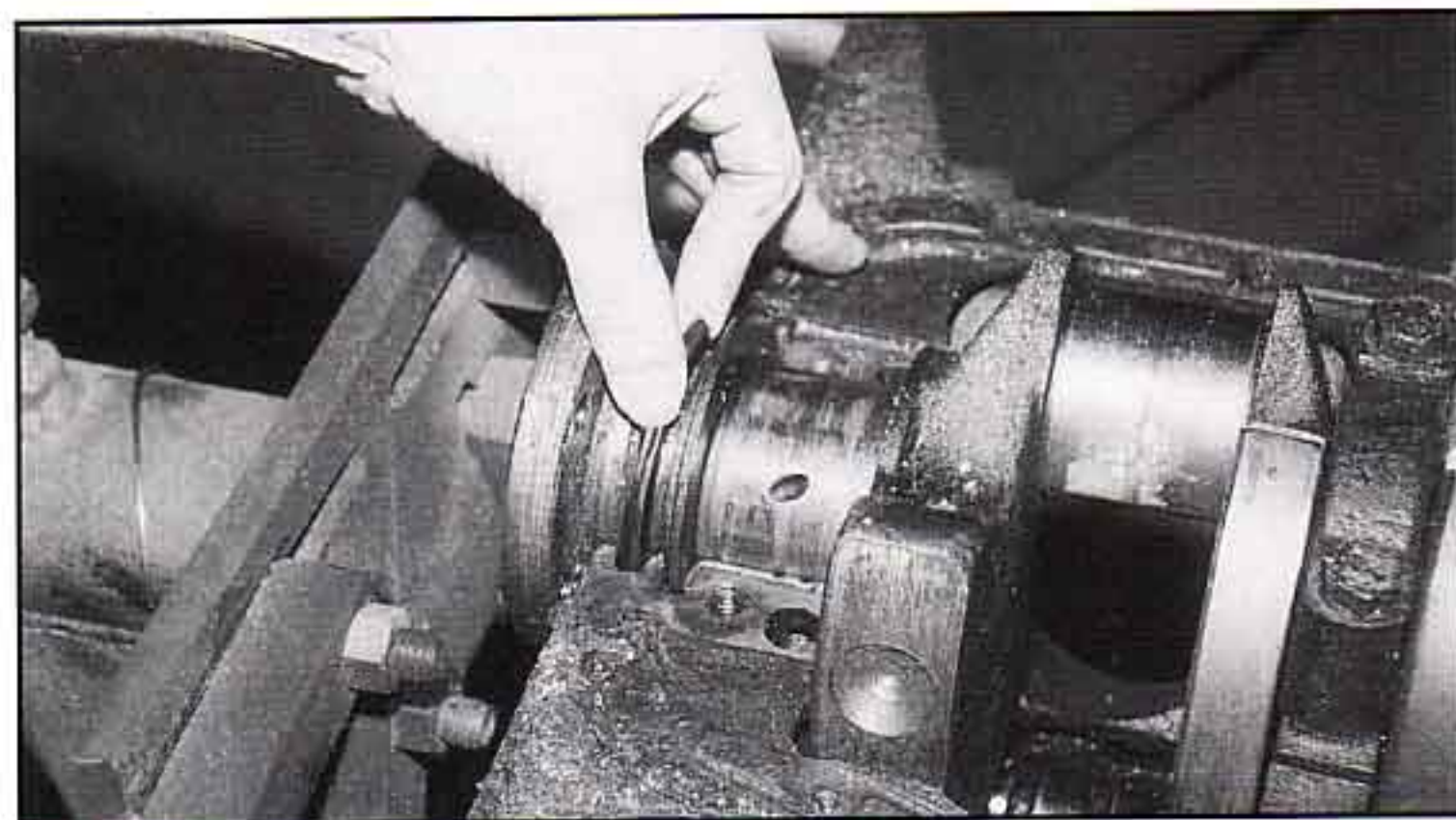


Photo #6

1. First remove the oil pump assembly from the rear main cap. This is held on with one 7/16-in. righthand bolt. After removing the bolt, the oil pump will lift off the main cap with the oil pump drive attached to it with a nylon coupler. Always use a breaker bar to do this procedure, not an impact gun. (See Photo #1.)
2. Now remove the rear main cap. This is held in place with two 7/16-in. right hand bolts. (See Photo #2.)
3. Using a plastic mallet, hit on one side of the main cap and it will lift up out of the machined groove in the block. (See Photo #3.)
4. Next, using a #6 screw, screw it down in the center of the rope seal about 3/4-inch. Then, using a pair of pliers, pull on the screw and rotate the crankshaft in the direction in which you are pulling. This will rotate the rope seal out. (See Photo #4.)
5. Using a lightweight oil, lubricate the new seal. This will let it slide in the groove smoothly and not tear. (See Photo #5.)
6. Start the seal in on one side about an inch, then rotate the crankshaft in the same direction until the seal is flush on each side. Make sure the lip of the seal is facing forward. (See Photo #6.)
7. After installing the seal you see there is a small gap in the groove of the block front to rear. (See Photo #7.)
8. Now install the wire spacer supplied with the kit to the rear of the seal. This will keep the seal true and tight in the groove. (See Photo #8.)
9. Next install the seal and wire spacer in the main cap. (See Photo #9.)
10. Re-install the main to the block. Always use a lightweight oil on the threads and under the head of the box when assembling. (See Photo #10.)
11. Torque the two bolts, first to 40 lbs., then to a fixed torque of 65 lbs. (See Photo #11.)
12. Now install the oil pump assembly to the main cap, making sure the oil pump drive keys back up into the bottom of the distributor and making sure the oil pump case is now flush up against the main cap. Using oil, torque this bolt to 45 lbs. (See Photo #12.) Now finish reassembling the engine and you're ready to go. Good luck! 🚗

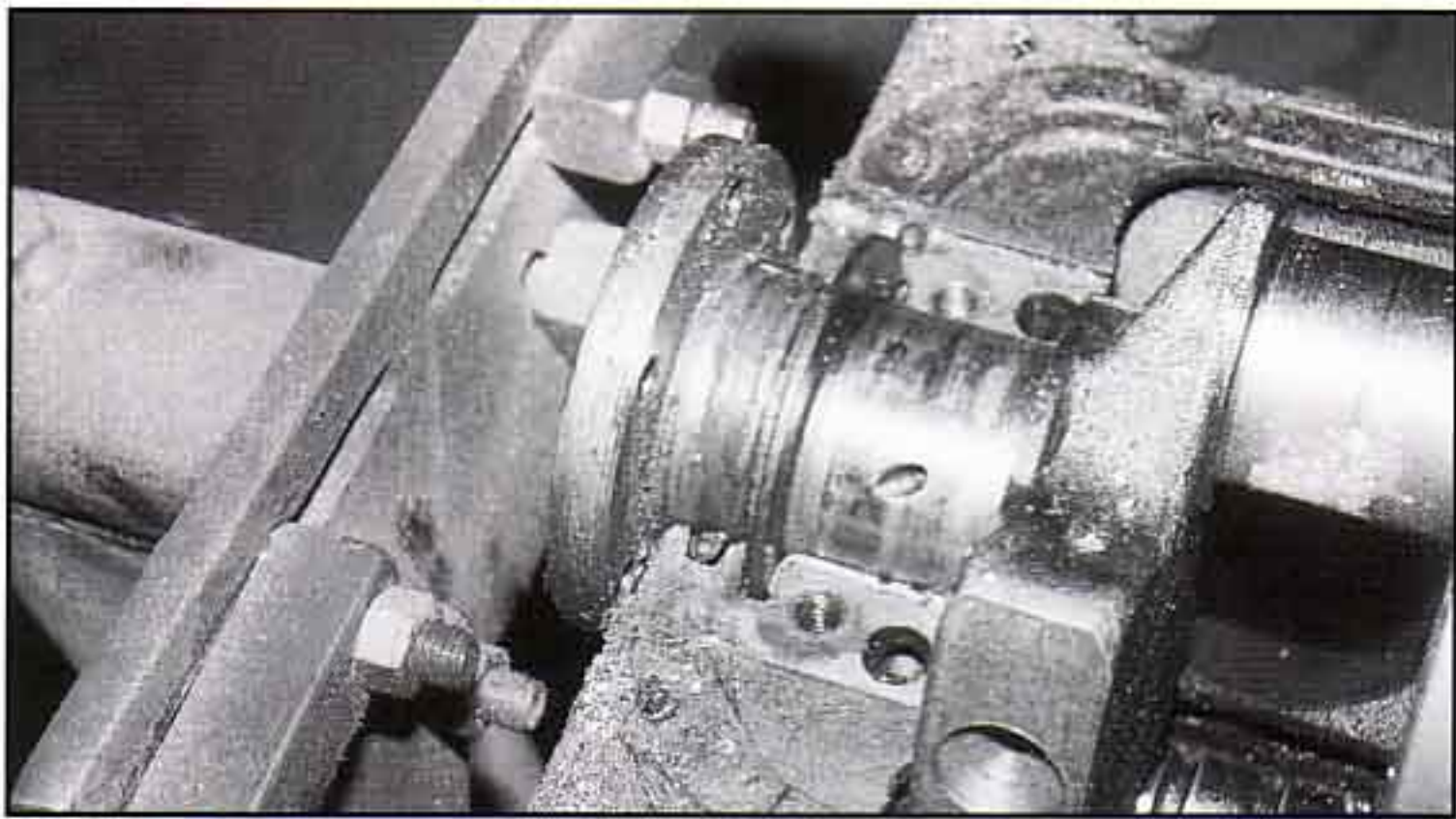


Photo #7

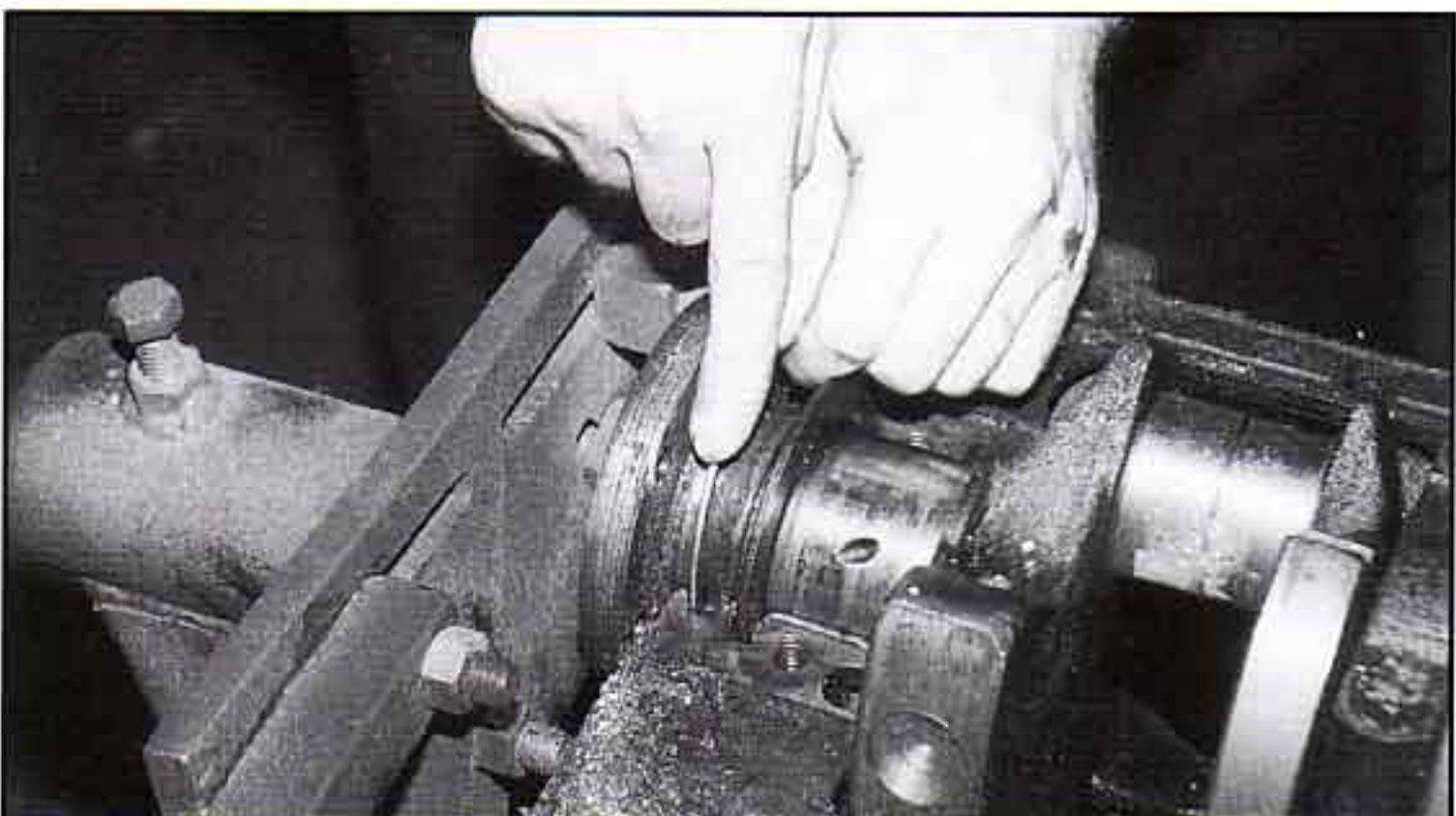


Photo #8

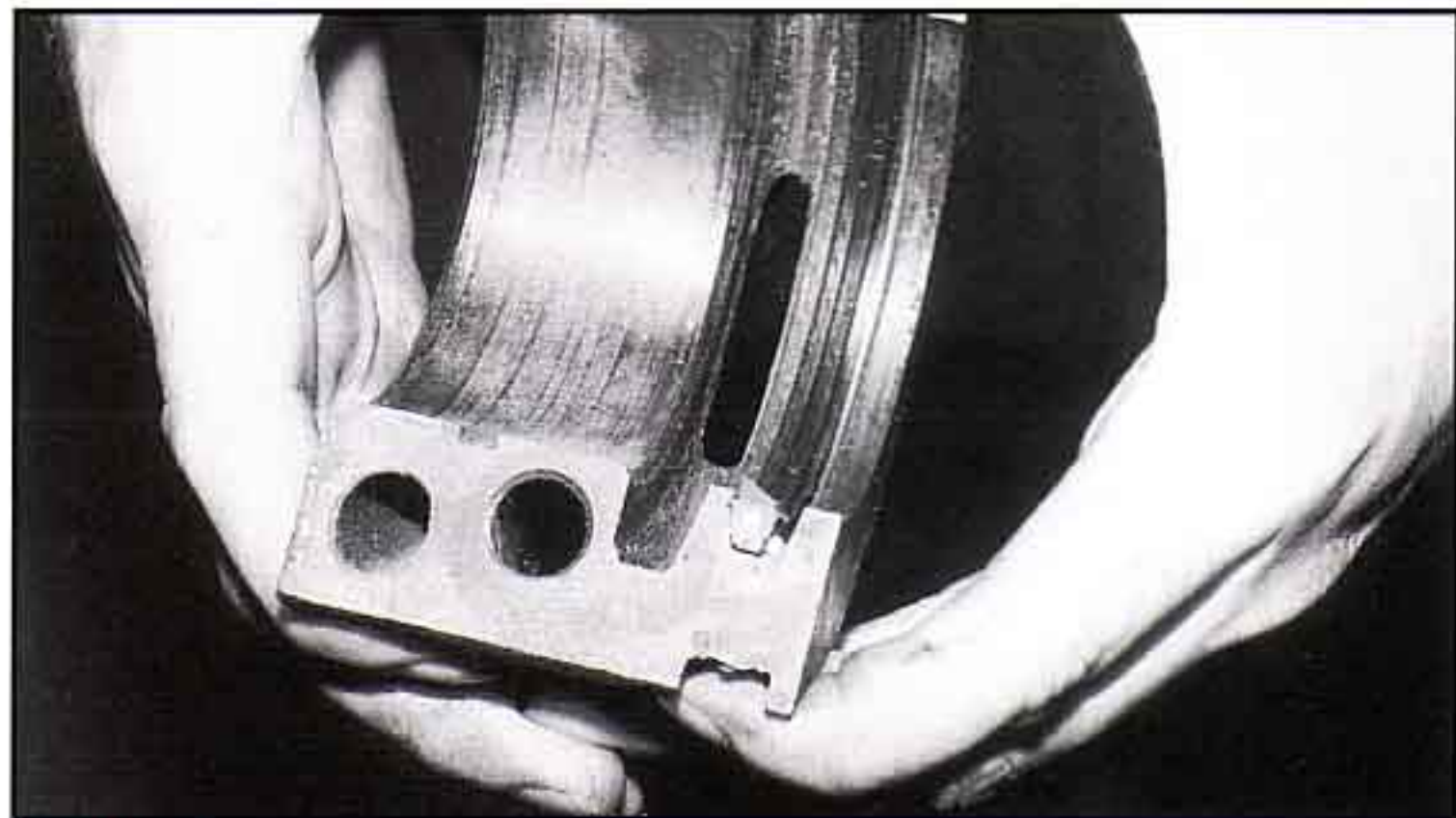


Photo #9

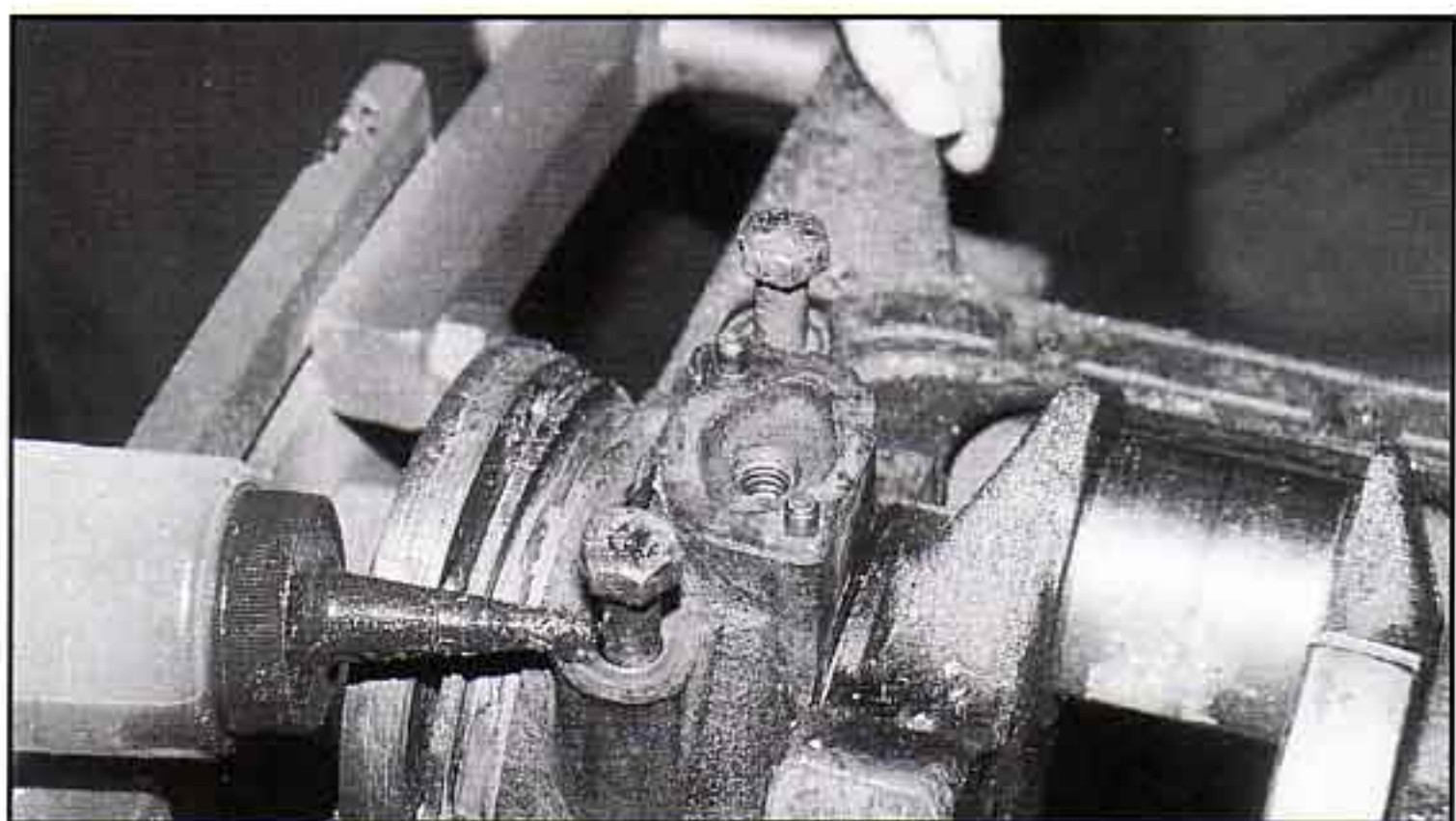


Photo #10

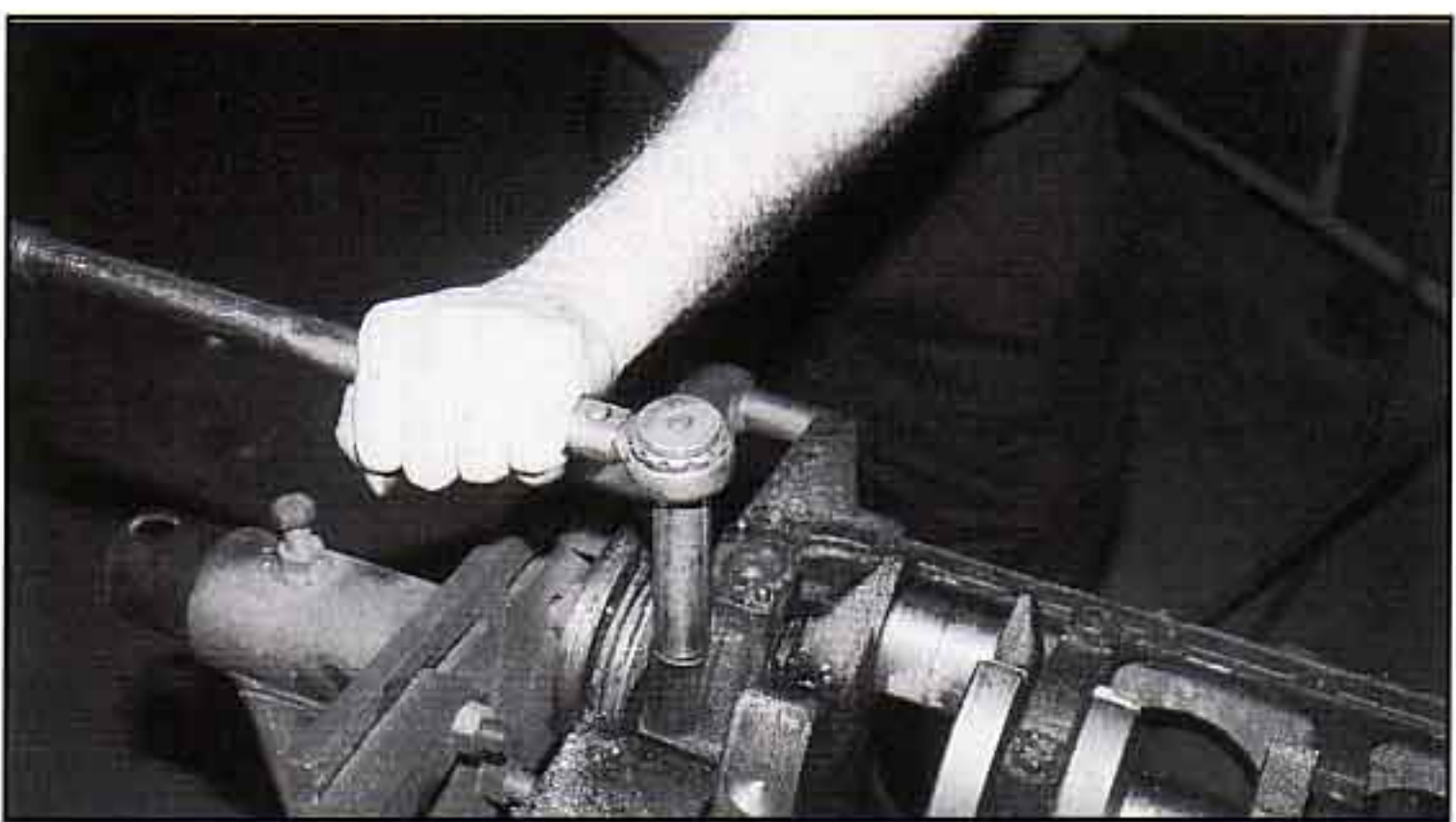


Photo #11

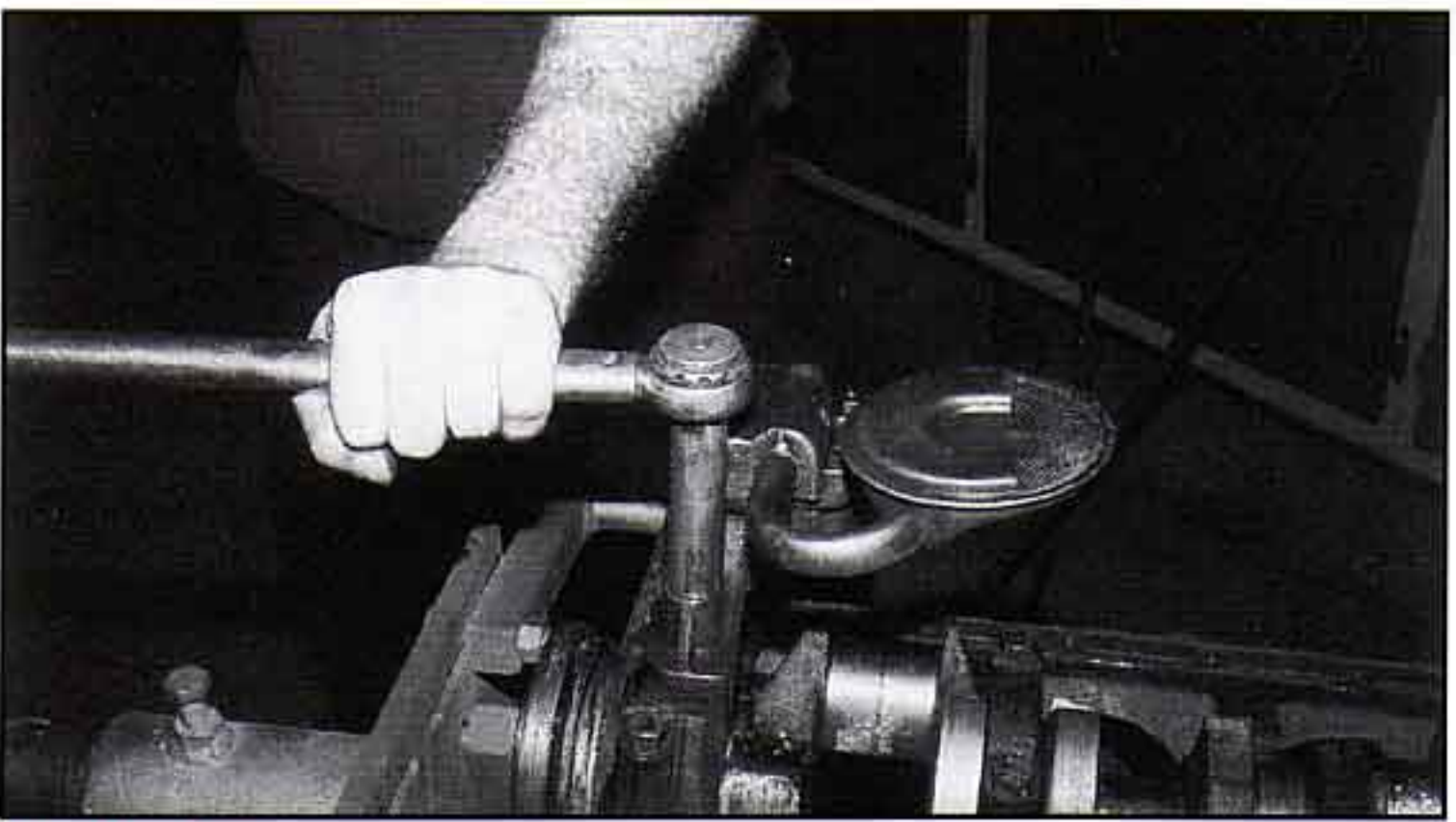


Photo #12