



## REAR MAIN SEAL ADAPTER P/N 38415

### PARTS LIST

- |                           |                               |
|---------------------------|-------------------------------|
| (1) Seal Adapter Assembly | (2) 1/4-20 x 1-5/8" Cap Screw |
| (1) Gasket, Seal Adapter  | (2) 1/4-20 x 3/4" Cap Screw   |
| (2) Locating Studs        |                               |

This Rear Main Seal Adapter fits a Small Block Chevy with 1-piece rear main seal using early crankshaft and early oil pan.

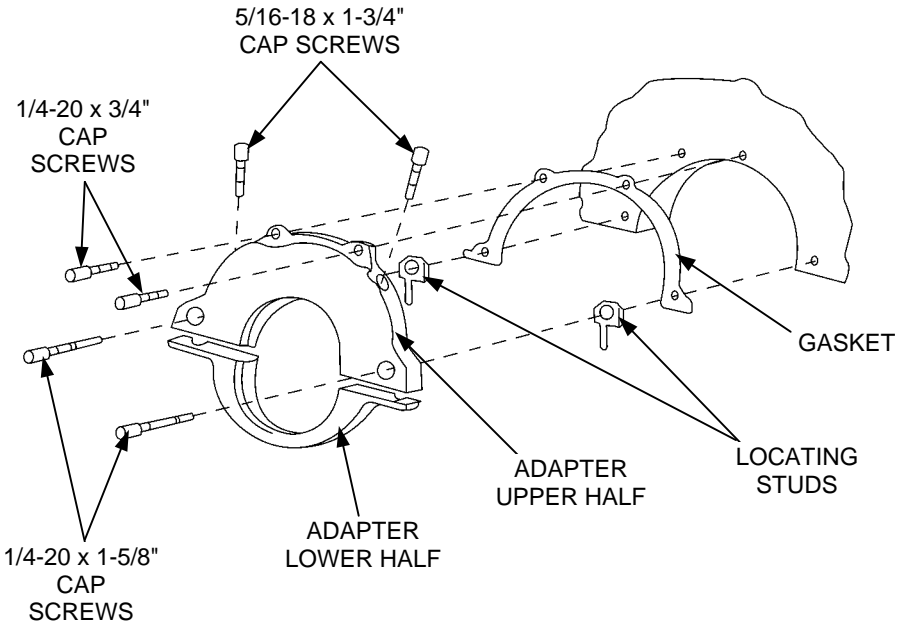
The mounting surface of the block should be inspected. The factory does not always finish machining the area above the two upper mounting holes. It may be necessary to clean up this area with a file or de-burring tool. If there is an alignment pin in the lower mounting hole on the passenger side of the engine block, it should be removed now.

Place the Locating Studs onto the Adapter with the Studs sitting in the slots. Remove the 5/16-18 x 1-3/4" cap screws securing the top and bottom halves of the Adapter. Install the rear main seal. Attach the upper half of the Adapter and Locating Studs with the supplied G.M. Gasket to the block using the 1/4-20 x 1-5/8" cap screws in the lower set of holes and the 1/4-20 x 3/4" cap screws in the upper holes, (refer to figure A). Hand-tighten these cap screws at this time. (The included G.M. Gasket, part # 12555714, is being replaced by a new G.M. part #12555771; so either one may be supplied with this kit). Use a small amount of silicone sealant where the rear main seal surfaces will meet. Attach the bottom half of the Adapter to the top using the removed 5/16-18 x 1-3/4" cap screws and torque to 80 in.-lbs. Torque the four 1/4-20 cap screws holding the Adapter to 190 in.-lbs.

The Adapter is designed for use with a G.M oil pan seal, and must be modified by cutting the ends flush. (Refer to figure B). To prevent a possible leak, use a small amount of silicone sealant at the corners where the seal meets the Adapter. After the oil pan is installed, torque the nuts on the Locating Studs to 84 in.-lbs.

**NOTE:** in most cases, a misalignment of up to .015" will seal properly. If it is necessary to indicate the Adapter, you may have to remove and turn down the O.D. of the dowels to gain movement in the block. It may be necessary to heat the Adapter to remove the dowels. After indicating the Adapter, it should be pinned to the block. If there is a history of rear seal leakage, or there is a groove in the sealing surface of the crank, we recommend using a FEL PRO #BS 11829 rear seal.

**Figure A**



**Figure B**

