



About Us

Welcome to the Seals-it catalog. Our company has been in business for over 25 years and manufactures [seals](#) and other products for many industries including NASCAR, motorsports, 4 x 4 off road vehicles, industrial, medical, agricultural, aviation, aerospace, transportation, construction, mining and so much more.

Our company can mold and bond rubber to steel and along with our CNC equipment and CAD/CAM capabilities we can design, build and manufacture parts to meet your needs.

The company research and development team is always working on new products and constantly testing, redesigning and evaluating them. All of our parts are either patented or patent pending.

All of the products we produce must pass our extensive quality control process and that is not just one part but all parts! Our company goal is 100% customer satisfaction with everything we produce.

Seals-it Off Road

Since the beginning, Seals-it has been the leader in providing race teams with a superior product that could stand up to the punishment of a racecar. We now offer that same technology to the Jeep, 4x4 and off road market.

Our Seals-it Off Road Division offers products that will stand up to the mud, dirt and punishment that comes with this type of vehicle. Our products will keep the contaminants out while at the same time helping to protect your chassis and drive-line.

Company History

Stanley “Skip” Matczak is the founder and owner of Seals- it and Seals-it Off Road. The growth of Seals-it is the result of a long history of involvement in racing as a racecar owner and builder.

Skip’s introduction to racing occurred in 1960 when he was asked if his knowledge of machining would help him understand how to repair a Halibrand quick-change rear end. Once word got out that he could work on these relatively new units, he was drawn into the racing world.

His first experience as a car builder and owner came in 1962. After campaigning a stock car for a few years he jumped into the USAC Sprint Car world where he found himself competing against the Andretti’s, Al and Bobby Unser, Gordon Johncock, Wally Dallenbach, and other greats from that era. Skip’s racing came to an abrupt halt in 1972 when he acquired the Allyn Tool Co. in Hartford, Connecticut.

The racing “bug” did not go away however, and in 1974 he built a Super Modified and reentered racing in Oswego, New York. Oswego was, and still is, a hotbed of Super Modified racing. This is where Skip competed for many years with great success, winning the track championship three out of four years at one point. His success at this track was honored in 2005 when he was elected into the Oswego Speedway Hall Of Fame.

In 2000 he left the Super Modified division and went back to champ cars joining the premier USAC Silver Crown series. As a racecar owner and builder, Skip established a winning reputation during the 1960s, 1970s, 1980s, 1990s and 2000s.

Skip has extended his winning reputation with Seals-it and now Seals-it Off Road. The commitment to excellence is evident in the company’s products and customer service. The innovations that led to being a multiyear Champion are reflected in Seals-it development of new products. These products have become standard equipment at all levels of motorsports.

Product Information

Seals-it is the industry leader when it comes to producing a quality product that will last. All of our products have been designed and tested to make sure the end result will work for your application. Each product we carry has been patented or patent pending and we stand behind everything we sell.

Our goal is 100% customer satisfaction with every product.

*Due to the nature of products used on racecars, we cannot warranty any product that has been improperly installed or improperly used for its intended purpose.

Seals-it is continuously developing and testing new products. As the industry leader we work hard to make sure we can offer the products you need for the application you are working on.

Included with this CD are several of the company technical articles and product information sheets that will help you with the parts we manufacture.

Air Box Seals

Make sure no dirt enters around the base of the air box by using the Seals-it Air Box Seals. These seals are flexible rubber to ensure a great fit regardless of the vibrations or variations in tube diameters.

They have an aluminum base and are easy to fit!



SEIT-3001: Std air box seal for injector (4 req'd for V8) Fits 2.5"-2.75" diam (tube OD)

SEIT-3002: Air box seal for 360/305 Sprints & etc. (4 req'd for V8) Fits tubes less than 2"- 2.65" diam (tube OD)

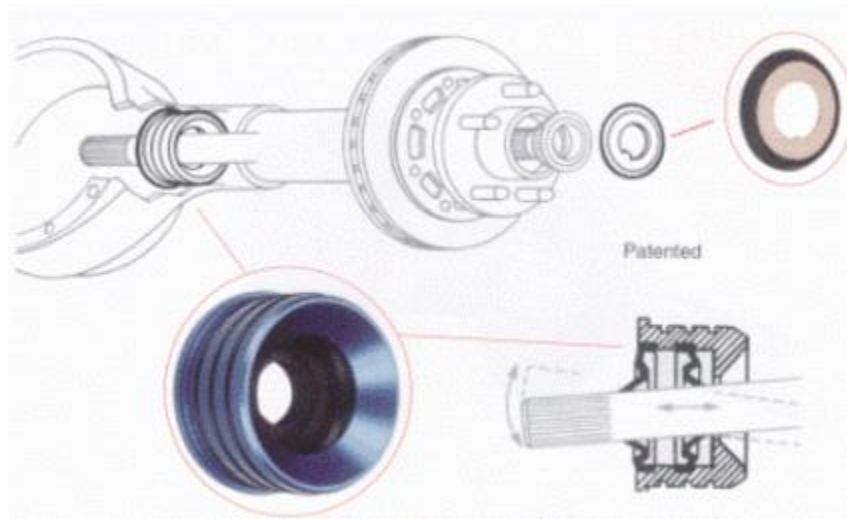
SEIT-3003: Air box seal for 3" injector (4 req'd for V8) Fits most Engler injectors ad tubes 2.75"-3.150" diam (tube OD)

SSI6-4, 5: Single stack injector seal (8 req'd for V8) For Ford, Chrysler, Midget, motorcycles and custom installation. Easily modified for varying diam, fits 2'- 2.75" tubes (tube OD)

Axle Seals

High cornering forces the gear lube out of the center section and down the axle tube leaving your ring and pinion dry! Seals-it has the solution with this billet aluminum seal that has three O-rings that seal it to the axle tube and two bonded, heavy duty neoprene inner seals designed to compensate for any amount of axle shaft run-out.

A must for cambered rear ends!



Axle Seals

Color	Tubing	Housing
Gold	2.500"	2.470"
Blue	2.560"	2.540"
Red	2.625"	2.605"
Silver	2.750"	2.720"

Outer Hub Seals

Inner	Outer
1.812"	3.130"
2.187"	3.850"

Lite Weight Axle Seals

New from Seals-it is this lite weight axle seal that is half the weight of our current axle seal. High cornering forces the gear lube out of the center section and down the axle tube leaving your ring and pinion dry! We have the solution with this billet aluminum seal by Seals-it that has three O-rings that seal it to the axle tube and two bonded, heavy duty neoprene inner seals designed to compensate for any amount of axle shaft run-out.

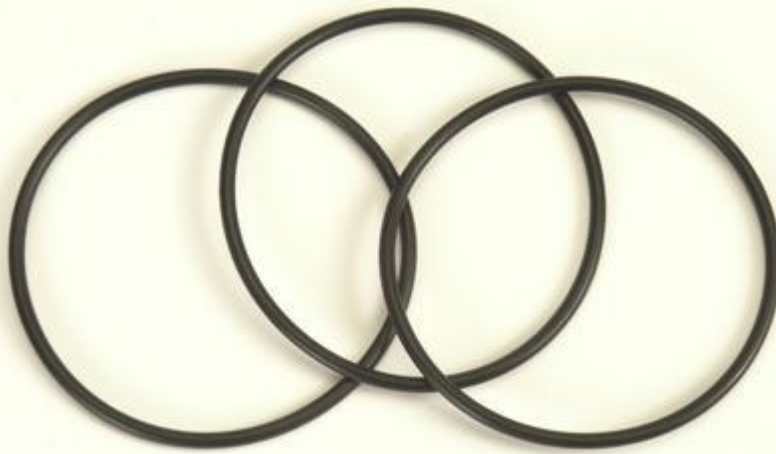
A must for cambered rear ends!



Color	Tubing	Housing
Blue	2.560"	2.540"
Red	2.625"	2.605"

Axle Seal & Tube Seal O-Ring Kit

Each O-Ring kit includes the 3 O-Rings needed for one of our seal cartridges.



	Seal Color
Axle/Tube Seal	Blue
Axle/Tube Seal	Red
Axle/Tube Seal	Silver
Axle/Tube Seal	Gold

Axle Seal/Tube Seal - Replacement Seal

This replacement seal includes the seal for one seal cartridge. You need to replace both seals in the cartridge to help prevent fluid leakage.

We also sell the replacement O-Ring seals for the outside of the seal cartridge. The O-Ring seals are a must when rebuilding the seal cartridge.

We also sell the Seal Installation Tool to make installing the replacement seals into the cartridge an easy job. Part #ASAT9000

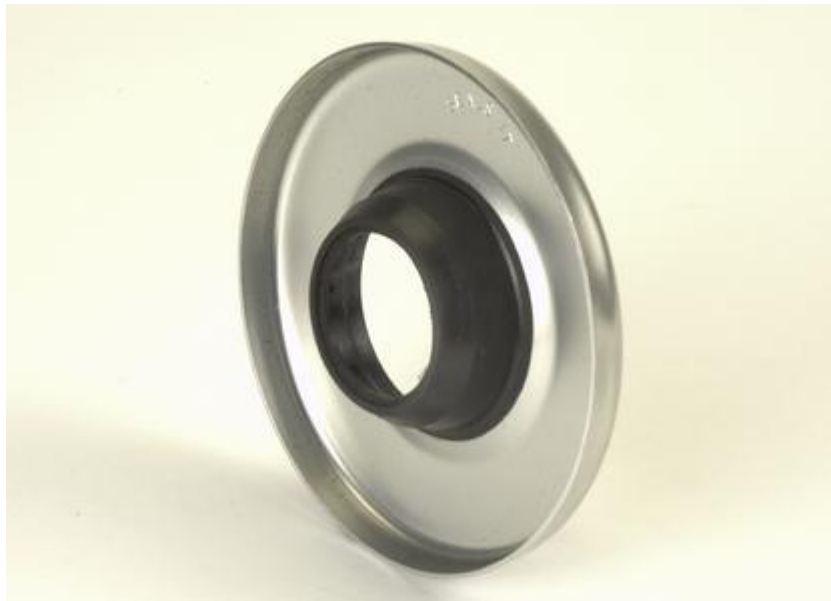


Drive Plate Seals

This product is an example of Seals-it innovation at its best! In their relentless pursuit of more speed and better handling, NASCAR teams determined that a little positive camber in the left rear helped the racecar turn better. But the result of this was an increase in spline failures. The increase in camber caused the grease to be displaced resulting in failure of the splines and wheel bearings. Seals-it development team was asked to find a solution to this issue and they did.

The Seals-it Drive Plate Seal took care of the problem and now
100% of all NASCAR teams use this product.

Drive Plate Seal DP-5001



DP 5001
DP 5002 (Speedway Flat)
DP 5007 (Quarter Master)

Drive Plate Installation Tool DP-5001 Tool

Makes installing our Drive Plate seals easy!



DP 5001-Install Tool

Economy Axle Seal

This is one of the most exciting products Seals-it has ever introduced to the racing world who already knew that we produce the highest quality axle seal that money can buy! With this seal you get the Seals-it quality which is something you cannot get from anyone else, period!



Economy Axle Seal EAS15 Group:

EAS15100
EAS15125
EAS15132

Economy Axle Seal EAS25 Group:

EAS25875
EAS25100
EAS25125
EAS25132

Economy Axle Seal EAS35 Group:

EAS35875
EAS35100
EAS35125

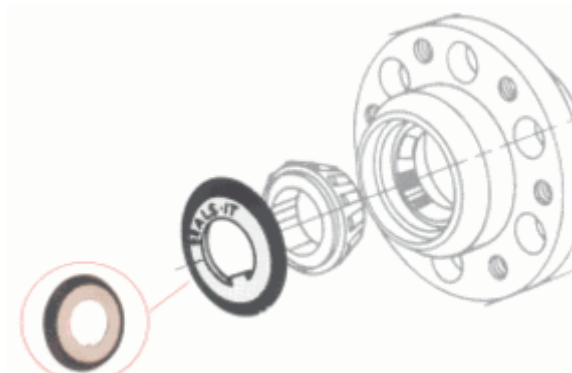
Front Hub Seals

Seals-it front hub seals will keep the grease in and the dirt out of the wheel bearings. These thick neoprene seals are bonded to heavy duty washers that replace the standard lock nut washers. Our hub seals work to keep the dirt and water out of critical areas!

By using lightweight fluids and grease in the wheel bearings, the fastest racers in the country do better at time trials over their competition because they know our seals will keep those fluids and grease in and the contaminants out.



I.D.	O.D.	Thickness
1.812	3.130	.060
2.187	3.850	.060



Fuel Pump Seals

This Seals-it product originated from our work with Robert Yates Racing and after the research, engineering and a year of having it on the Roush Yates Racing engines, we introduced the product to the market for Ford and GM applications. The fuel pump seal was designed to keep lubrication inside the fuel pump cavity in order to keep the pump arm lubricated. The kit will keep hot engine oil in the engine and out of the fuel pump where it could damage the pump.

Our fuel pump seal kit uses a molded neoprene seal bonded to an alloy plate to seal around the fuel pump arm which will keep hot oil out of the fuel pump cavity. Included in each kit is a special insulation gasket along with sleeved insulated bolts that will also cut down on heat being transferred to the fuel pump.

*Please note that the fuel pump seals are intended for racing applications only.

Carburetor Make

Chevy	Carter
Chevy	Holley
Ford	Carter
Ford	Holley

Drive Cable Seal



Grommet Seals

Grommet seals have many applications such as racecars and off road vehicles to help keep the unwanted smoke and fumes from entering the driver's area while protecting lines from chafing on rough surfaces. In hot rods and custom car applications they provide the perfect finishing touch. Seals-it patented grommet seals will give your car that professional appearance you want.

All of our patented grommet seals have many uses including off road vehicles, racecars, marine, commercial equipment, motor homes, airplanes and so much more...

For blank no hole seals we recommend the use of a "cookie cutter" type of punch along with a block of wood or similar base to lay the seal on. The use of scissors, power drills, etc. are not recommended as they can produce poor results and damage the seal.

We also offer a Punch Hole Tool Kit



**NERF Bar Seal
NBGS-1.5
1.50 I.D. Center Hole**

Our NERF Bar Seal has many applications such as racecars and off road vehicles to help keep the unwanted smoke and fumes from entering the driver's area and this NERF Bar Seal does just that.

Requires 2 per side.

For blank no hole seals we recommend the use of a "cookie cutter" type of punch along with a block of wood or similar base to lay the seal on. The use of scissors, power drills, etc. are not recommended as they can produce poor results and damage the seal.

We also offer a Punch Hole Tool Kit.



Panhard Gear Adjuster Seal

The benefits of the rear panhard gear adjuster are widely accepted and appreciated but the fact that the fully exposed gears are prone to jam-ups as a result of dirt build up is not acceptable or appreciated.

The Seals-it Panhard Gear Adjuster Seal eliminates the problem by totally enclosing the gears in a flexible enclosed environment away from the dirt and grime. The seals allow for lubrication (packing) of the gear assembly and facilitates post-race cleaning without the inevitable rust build up.

In addition to the seal, we also have the gear unit available for purchase and can be sold as a complete assembly ready to go.



Part #
PH5003

Description
Panhard Gear Seal

Rod End Seals

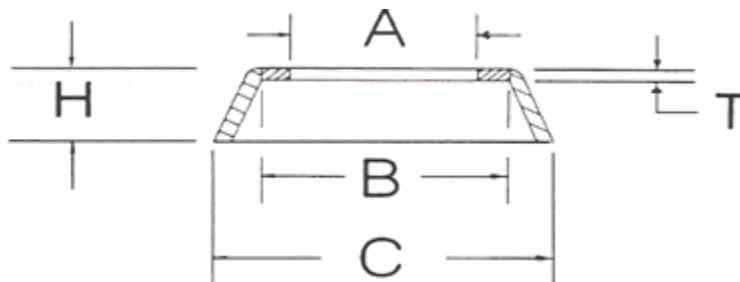
Rod end seals have many applications from off road to asphalt and dirt track racing to precision flaps on aircraft wings, Seals-it rod end seals will get the job done. Our rod end seals will prevent dirt, water and other contaminants from damaging the performance of your rod ends. Exposed rod ends will let the lubrication out and dirt in, so have our rod end seals protect those vital parts.

Use Seals-it rod end seals and be good to go!

Each package contains 6 rod end seals.



Technical Specifications - Rod End Seals-WS Series



NOTE: One (1) rod end requires two (2) rod end seals

* Standard packaging is six (6) seals per package

* One (1) pack seals three (3) rod ends

Rod End Seals Size Chart

Size	A	B	C	H	T
3/16"	0.200	0.326	0.442	0.095	0.020
1/4"	0.260	0.375	0.500	0.120	0.027
5/16"	0.322	0.487	0.700	0.200	0.047
3/8"	0.385	0.530	0.800	0.220	0.047
7/16"	0.448	0.626	0.875	0.250	0.047
1/2"	0.510	0.730	1.125	0.250	0.047
5/8"	0.635	0.882	1.235	0.267	0.047
3/4"	0.760	1.006	1.381	0.367	0.047
7/8"	0.885	1.125	1.890	0.315	0.042
1"	1.010	1.230	2.100	0.500	0.50
5mm	5.25	8.28	11.22	2.41	0.50
6mm	6.25	9.53	12.70	3.05	1.69
8mm	8.25	12.37	17.78	5.08	1.20
10mm	10.25	13.46	20.32	5.59	1.20
12mm	12.25	18.54	28.58	6.35	1.20
14mm	14.25	18.54	28.57	6.35	1.20
16mm	16.25	22.40	31.70	6.80	1.20
18mm	18.25	22.60	32.69	8.25	1.20
20mm	20.25	25.15	38.10	10.16	1.20
25mm	25.25	33.80	53.30	12.70	1.50
30mm	30.25	55.88	13.97	1.53	2.03

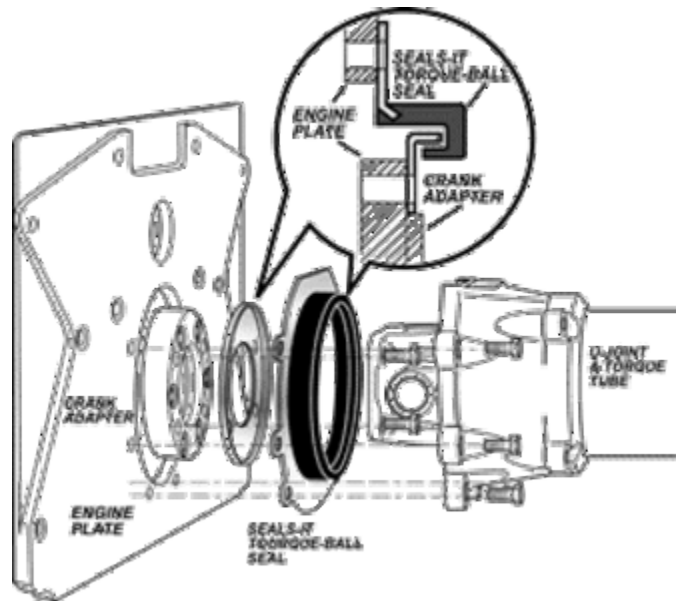
Torque Ball Seal

The torque ball seal we produce are for the Aluminum MPD style housing and the steel DMI style housing. These two housings are the only ones where we have physically confirmed the fit.

To our knowledge, these housing comprise the vast majority of the parts in the field and other housings such as the Winters aluminum one and the DMI aluminum housing appear similar to the MPD. However the ownership of making sure the torque ball seal fits is on the customer to trail fit the parts and confirm fitment.

As with any racing part, there are numerous copies and "one-offs" of these parts and Seals-it does not and cannot represent that we will fit those "one-off" or copied parts.

All parts will be supplied with a "black" anodized ring around the seal and a "hard coat" anodize on the cup.



Part #	Part Description
TBS1A-07	Seal assembly for MPD style aluminum housing
TBS2A-07	Seal assembly for DMI style steel housing
TBS1S-07	Seal only for MPD style aluminum housing
TBS2S-07	Seal only for DMI style steel housing
TBS1C-07	Cup only for MPD style aluminum housing
TBS2C-07	Cup only for DMI style steel housing

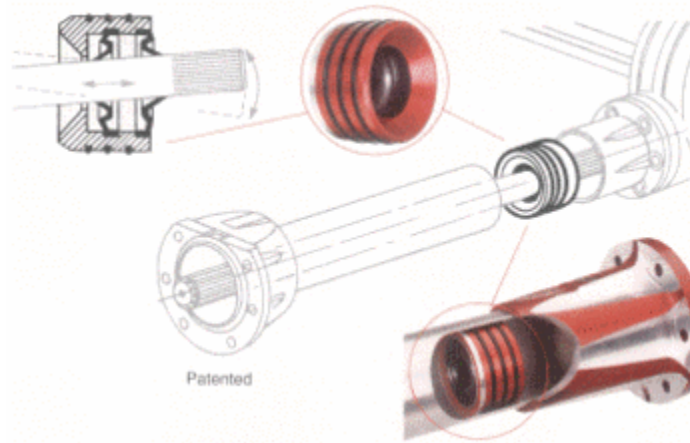
Tube Seal

This seal is installed in the axle tube or torque tube to prevent the rear end lube from leaking out.

The seal consist of an aluminum housing with three O-rings on the outside and two patented, grease resistant, high temperature seals on the inside.

This product is available in 4 sizes to fit most racecars.

This Seals-it product will keep the lube where it belongs, in the rear end!



Color	Tubing Size	Part #
Gold	2.5000	TT4500
Blue	2.5620	TT4562
Red	2.6250	TT4625
Silver	2.7500	TT4750

Our Tube Seals can be rebuilt using our seal rebuild kit.

Lite Weight Tube Seal

This Tube Seal by Seals-it is half the weight of our current seal and is installed in the axle tube or torque tube to prevent the rear end lube from leaking-out. The seal consist of an aluminum housing with three O-rings on the outside and two patented, grease resistant, high temperature seals on the inside.

This Seals-it product will keep the lube where it belongs!



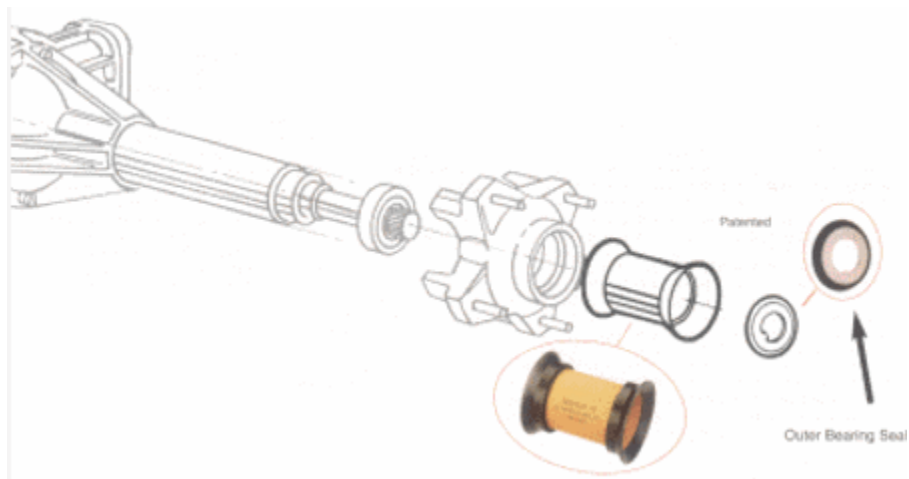
Color	Tubing	Housing
Blue	2.560"	2.540"
Red	2.625"	2.605"

Wide Five Hub Seal

The centrifugal force from racing can throw the lube out of the housing and into the wide five hub. This can cause a wheel imbalance and the bearings to run dry plus makes for a real mess to clean up.

Seals-it has the solution to this problem with our Wide 5 Hub Seals.

- Wide 5 Hub Seals keeps the lube out of the hub and grease in the bearings.
- Made of lightweight aluminum with bonded neoprene seals.
- Installs by hand, no need to remove the bearing races.
- Works on front hubs too!
- Can be used with our Outer Hub Seal.



Air Cleaner Dirt Dish Seal

The recess in your air cleaner top does a good job of directing air under it and into your carburetor but also does a good job of collecting dirt. With the Seals-it Dirt Dish Seal you can stop the dirt from falling into the carburetor when you remove the air cleaner top. Our seal is handy, easy to use and permanently bonded to the aluminum nut.



Part #- CARB-3001:
.250-20 Thread 1/4"

Part #- CARB-3002:
.312-18 Thread 5/16"

(Note: fits deep air cleaner cover)

Boot Installation Tool

Seals-it has introduced the new Boot Installation Tool to help make installing our rod end boots quick and easy. This tool is currently only available from us directly.



Makes installing our rod boots easy!



Camber Adjustment Kit

The Seals-it Camber Sleeve Adjustment Kit is being used by dirt and asphalt teams all across the country. We redesigned our original kit to allow teams to change the front geometry at the track in minutes. This kit allows for the perfect axle angle, placing the front tires flat on the racing surface.

Do you race different tracks each week? Does the racing surface change during the race? With our kit you can quickly adjust to those changing conditions!

The full kit as pictured includes 4 sleeves at 0, 1/2, 1 and 1 1/2 degrees, a sealed roller bearing which eliminates dirt and grime issues and a knockout pin for easy installation.

Our new design is currently in championship winning Silver Crown, Sprint, Midget, Modified and Super Modified racecars at dirt and asphalt tracks from coast to coast.



Part information follows on the next page.

Camber Adjustment Kit Part Information

Midget Camber Sleeves

Midget camber sleeve- Gold- 0 degree
Midget camber sleeve - Silver - .5 degree
Midget camber sleeve - Blue - 1 degree
Midget camber sleeve - Red - 1.5 degree
Midget camber sleeve - Kit
Sleeve Knock Out

Sprint Camber Sleeves

Sprint camber sleeve - Gold - 0 degree
Sprint camber sleeve - Silver - .5 degree
Sprint camber sleeve - Blue - 1 degree
Sprint camber sleeve - Red - 1.5 degree
Sprint camber sleeve- Kit
.860 x 1.37 Sealed Thrust Bearing
Sleeve Knock Out

Boss King Pin

Length	Diameter	
2.050	1.37	Midget
2.670	1.37	Midget

Elastomer "G" Body Trailing Arm Bushing Insert

If you're "G" body General Motors race or street car uses stock trailing arms then take a look at what Seals-it has for you!

Many racers and car buffs want the advantages of a monoball type insert but are prohibited by sanctioning rules or do not like the noise, harshness or vibration of the monoball style.

Seals-it has solved the problem with our Trailing Arm Bushing Insert for the G.M. "G" body cars. Using an Elastomer bearing, the part replaces the hard, deteriorating or worn out stock rubber bushings and provides movement like a monoball. The construction of the part will satisfy many sanctioning rule requirements requiring "rubber only" but be sure to check your rules before ordering.

This part is constructed with an alloy steel housing and inside sleeve and they are bonded and molded using Seals-it proprietary process.



Part #	Part Description
GBTA-109	G Body Trailing Arm Bushing

French Distributor Clamp

Designed by Fuel and Ignition wizard, French Grimes, the Universal Magneto/Distributor Clamp allows the racer to remove and re-install their ignition system *without* having to time the engine again. Made of billet aluminum, this patented French Clamp allows you to change the ignition quickly so you can get back to racing!



Gauge Isolators

Do not let track conditions or suspension settings be a factor in reading your gauges. These Seals-it made isolators dampen the vibration so you can read the gauges easier and also increase gauge life. They are also great for fixing that occasional mistake when making a dash panel!

Our gauge isolators are available in a variety of sizes plus custom applications.

Installation Tech Tip: after placing the isolator in the proper size hole, you may experience resistance when attempting to insert the gauge. Seals-it has found that lubricating the rubber isolator with liquid window cleaner helps with the installation.



For: 2 1/6" Gauge and 2 5/8" Gauge

Drag/Power Boat Seal

Do you race in one of the many drag boat or power boat associations? Have you had issues with the prop shaft tube becoming contaminated with water or debris? Then Seals-it can help you with this 10203A seal. The seal is designed to keep the debris and other contaminants out of the prop shaft tube & hull and includes a grease fitting so you can keep the prop shaft well lubricated.

Fits shaft diameter from .875 to 1.850

So don't let your prop shaft tube give you the shaft, use Seals-it products.



Grommet Seal Hole Punch

Our Grommet Hole Punch has everything you need to make a clean hole in any blank seal that we sell.

For blank no hole seals we recommend the use of a "cookie cutter" type of punch along with a block of wood or similar base to lay the seal on. The use of scissors, power drills, etc. are not recommended as they can produce poor results and damage the seal.



Sealflex Elastomer Rod End

Seals-it has for several years, devoted a great deal of time and effort to develop products to enhance rod end performance.

Seals-it patented Rod End Seals and Rod End Boots are products that were developed to provide protection from exposure to dirt, grit, water and other contaminants thus improving rod end performance and extending the service life of that part.



After years of protecting rod ends, Seals-it has developed and brought to market the Sealflex Elastomer Rod End. This is a complete rod end that eliminates metal to metal contact which in turn absorbs harshness and vibration with the added benefit of compensating for misalignment without the binding and ultimate failure of a conventional rod end.

Sealflex Elastomer Rod End

Product information

- Housing is carbon steel and plated with zinc yellow dichromate finish.
- Bushings are carbon steel.
- Mounting should be double shear type and allow for rotation of bushing around bolt/shaft.

- Standard sizes listed below but other sizes and special applications are available which would be subject to minimum lot and tooling charges.

- Single shear mounts should use a shoulder type bolt to allow bushing rotation and a "safety" washer on the side away from the mount which is also a good standard practice for any rod end mounted in single shear.

Remember to also order your Rod End Seals and Boots to help you rod ends last longer!

Part #	Description
SF1212R	3/4" fine thread, right hand, 3/4" dia thru hole (std. bolt clearance)
SF1210R	3/4" fine thread, right hand, 5/8" dia thru hole (std. bolt clearance)
SF1010R	5/8" fine thread, right hand, 5/8" dia thru hole (std. bolt clearance)
SF108R	5/8" fine thread, right hand, 1/2" dia thru hole (std. bolt clearance)
SF88R	1/2" fine thread, right hand, 1/2" dia thru hole (std. bolt clearance)

Rod End Boots

Preventing rod end failures has been a high priority goal for Seals-it since the company's inception. Rod end boots were in fact the product that started our company into the manufacturing business several years ago.

Seals-it now offers the RODOBAL line of rod end boots. In some cases the fully enclosed boot may best satisfy the needs of an application where anything less than a complete rod end isolation from the elements will not provide the desired protection.

We currently offer boots in several sizes which are listed on the following page. And do not forget when you purchase those boots you should also purchase the Boot Installation Tool to make installing our boots fast and easy.



Rod End Boots

Product Information

Rod End Boots - Standard Sizes (6 per pack)

Part #	Description
RERS-1	Male end: 3/16", 1/4", 5/16" Female end: 3/16", 1/4", 5/16"
RERS-2	Male end: 3/8", 7/16" Female end: 3/8", 7/16"
RERS-3	Male end: 1/2", 5/8", 3/4" Female end: 1/2", 5/8", 3/4"
RERS-4	Male end: 7/8", 1" Female end: 7/8", 1"
RERS-5	Male end: 1 1/4" Female End: 1 1/4"

Rod End Boots - Metric Sizes (6 per pack)

Part #	Description
RERS-1	Male end: 6mm, 8mm Female end: 6mm, 8mm
RERS-2	Male end: 10mm, 12mm Female end: 10mm, 12mm
RERS-3	Male end: 14mm, 16mm, 18mm Female end: 14mm, 16mm, 18mm
RERS-4	Male end: 20mm, 22mm, 25mm Female end: 20mm, 22mm, 25mm
RERS-5	Male end: 30mm, 35mm Female end: 30mm, 35mm

RERS-Tool	Boot Installation Tool
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Jeep/4x4 Axle Seal

Do you have a Jeep or off road vehicle with a Dana 30, 44 or 60 axle? Then we have the seals for your needs! The axle seal pictured below will keep the grease in but the dirt and grime out. This seal mounts inside the axle housing tube at the end. Applications: Fits Jeep: 1997 to present TJ, XJ, and ZJ with model 30 front axles. Fits Dana 44 on Rubicon including front. Will work on older YJ/XJ if using the one piece pass axle conversion but not with OEM two piece axle shafts.

If you wish to purchase this seal, 2 are required.



Dana 30 or 44
Economy Axle Seal Dana 30/44
Dana 60