

OIL SEAL AND HOUSING KIT - REAR CRANKSHAFT

Triumph TR2-4A

Part Number: 60862RCT



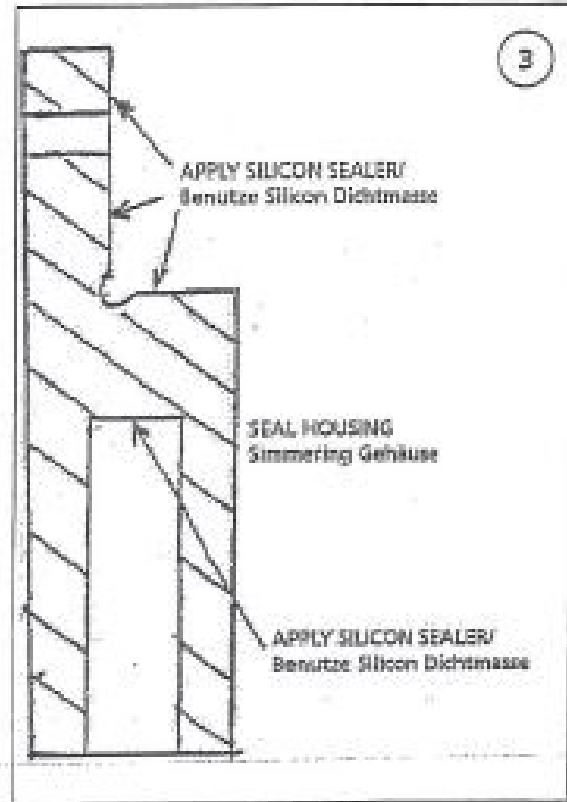
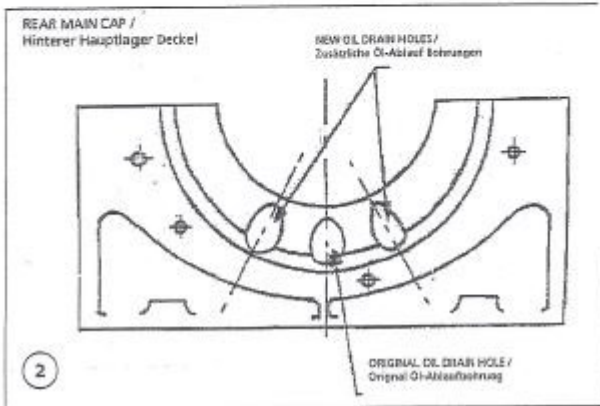
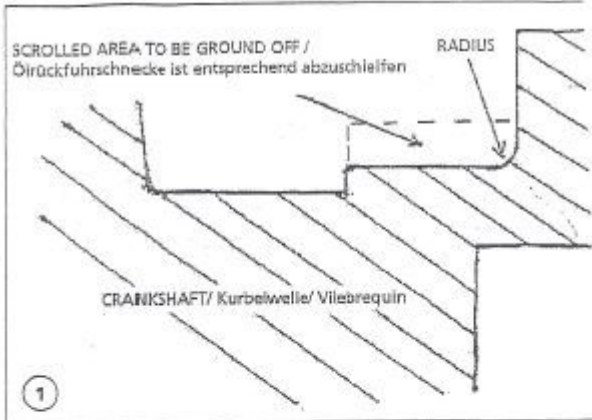
1. First priority is to regrind the scrolled area of the crankshaft to 2,500" +0.005" -0.000" (63,50m +0.1-0.0mm). This will be slightly more expensive than a normal journal grind due to the amount of material to be removed. A clean radius of approx 3/16" should be requested. NOT a sharp corner. (as shown in Fig.1).
2. Drill 2 extra 3/8" (10mm) dia. Oil drain holes in the bottom of the rear main cap (one each side of the original) at a similar angle. This will remove all unnecessary pressure from the seal and will not affect your oil pressure or the main bearing lubrication. (as shown in Fig.3).
3. Assuming a thoroughly cleaned block and crankshaft is ready, fit the crankshaft to the block without the seal or housing to prove main bearing fit and ascertain correct end float. (.004 - .006") by selective use of the thrust washers, as per workshop manual.
4. Remove crankshaft.
5. Assemble the two split lip seal alloy housings onto the block and rear bearing cap after first lightly smearing them with silicone sealer, (NOT Hylomar). Also apply a little into the groove to seal the outside of the seal.
6. Using the (supplied) grease, coat the split seal on the lip, and also the crankshaft on its newly ground surface. Spread the lip seal JUST sufficiently to be fitted onto the crankshaft and slide it into the place on this newly ground surface, (the correct way round). Fit the spring with its joint 45° from the split in the seal. The split in the seal should be roated on the crankshaft so that it will sit upper-most in the block when the engine is the correct way up.
7. Carefully lower the crankshaft into the block ensuring the split lip seal goes cleanly into its alloy housing.
8. Equally carefully fit the rear bearing cap ensuring it also aligns with the lip seal.
9. As per workshop manual, tighten the main bearing cap bolts. (85-90ft/lbs).
10. Tighten the alloy seal housing screws (8-10ft/lbs). wipe off excess sealing compound.
11. Check that the crankshaft rotates freely and ensure the lip seal appears fitted satisfactorilly.

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