



GMB11 REAR CRANK SEAL CONVERSION

- JAGUAR XK 120-140-150 PARTS SPECIALISTS -
BROADACRES, WALL HILL ROAD, CORLEY, COVENTRY CV7 8AD
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Before Machining



After Machining

FITMENT:

DO NOT trial fit the seal into the housing, it has to be a very tight fit and you will damage the seal on removal.

1. Crank must be machined to 75mm (see photos to the left)



2. Before fitting the crank, fit the wire seal. Insert this over the crank (it unscrews into a length as seen in photo - left)



3. Then fit the seal over the crank.



4. Position the seal with the main cut over the dowel hole and affix with super glue.



5. Screw the wire back together and fit over the seal.

6. Fit the crank

7. Apply a light smear of silicone RTV sealant inside the seal groove in the housing outside edge before clamping metal housing around lip-seal.

8. Fit the seal housing around the seal, then bolt it to the block using a short reach 5/16" UNF bolt on the top part of the housing. (NOTE: Check for excess silicone in drain hole)

WARNING: check the flywheel bolts when fitted do not interfere with the seal housing. If contact is made – fit shorter flywheel bolts from later XJ6.

