



Rear Main Seal Conversion Adapter

Chevrolet 1986-Up, V6 262 CID & V8 Small Block - use early or late style oil pan. Enables installation of a crank that originally accepted a two-piece seal in a one-piece seal type block. Billet aluminum construction.



Follow These Steps:

1. Check mounting surface on rear of block. Sometimes the factory does not finish machining the area above the two upper mounting holes. If this is the case, use a file or deburring tool to smooth this area.
2. Install small diameter end of alignment tool ALL26127 into rear main bearing housing bore without a bearing. The larger diameter end of the installation tool will protrude from the rear of the casting. Install the rear main bearing cap and torque main bearing bolts to 50lb/ft.
3. Apply a light amount of oil on the protruding end of tool.
4. Apply a light film of RTV sealer to block contact half of ALL26125 / ALL26126 Seal Holder. At this point assemble the two halves of seal holder and evenly tighten the retaining bolts so that ALL26125 / ALL26126 will slide freely on the alignment tool without binding.
5. Gently push ALL26125 / ALL26126 against the block (CAUTION: Do NOT install holder alignment dowel in block.) making certain that there is no movement of ALL26127 tool as you do so. NOTE: There may be a small difference in length between the oil pan rail of the block casting and the seal holder; this is normal and will be taken up by the oil pan gasket and a small amount of RTV sealer. DO NOT ATTEMPT TO ALTER THE ALIGNMENT OF THE SEAL HOLDER FOR THIS REASON.
6. Install Loctite #262 or equivalent on all four mounting bolts. Install bolts in rear of block casting and torque to specifications in an appropriate sequential pattern.

Without the use of ALL26127 Alignment Tool or the appropriate use of a dial indicator to verify the alignment of the seal holder with the center line of the crankshaft, severe leaks and engine failure may occur.

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