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TECHNICAL REPORT

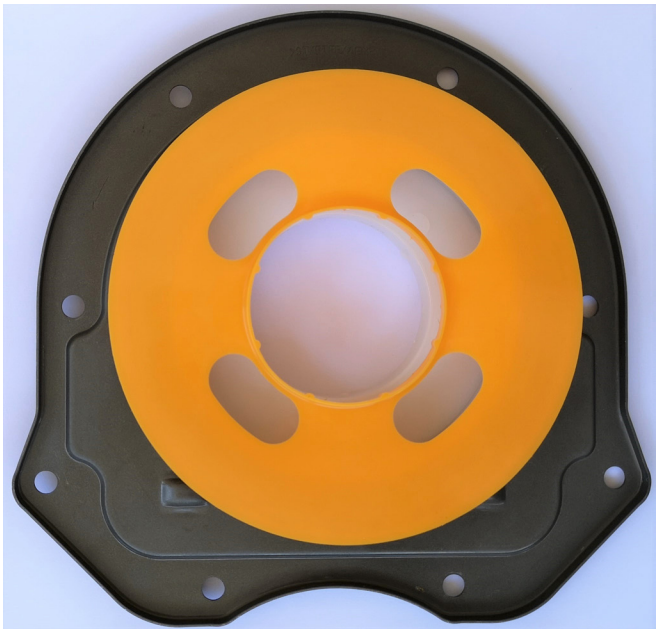
Assembly instructions for ref: 71001800 in Ford 2.0, 2.2 & 2.4 diesel engines

SCOPE

Show the assembly instructions of the **oil seal crankshaft** (gearbox side) ref: **71001800** that mounts in FORD engines with 2.0, 2.2, and 2.4cc, and engines brands like, LAND ROVER, PSA Group and FIAT.

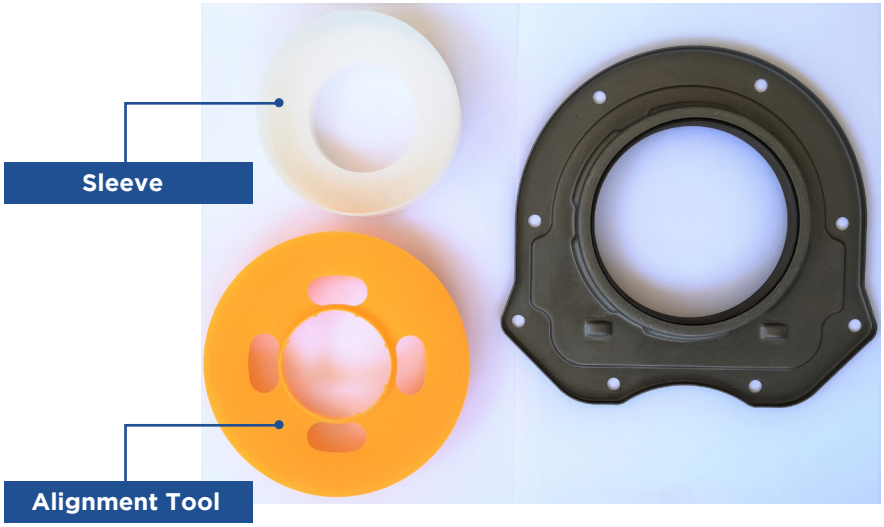
DESCRIPTION

In some occasions, the assembly of the oil seal **requires tools** for the alignment with the shaft, as is the case of the reference of this TIP.



AJUSA includes a tool seal alignment with the oil seal so that the customer has no doubts and uses it, ensuring a correct assembly and operation.

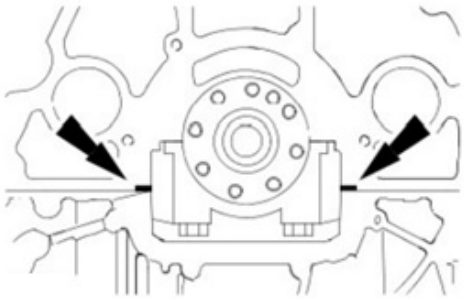
In this case is extremely important because there is a certain clearance between the bolt holes of the oil seal case and the bolt holes of the block. In case of not using the alignment tool, the oil seal will not be completely centered with the shaft. Existing this NON-Alignment, in the bottom part of the oil seal will be produced lower pressure between the contact with the shaft, producing oil leakage.



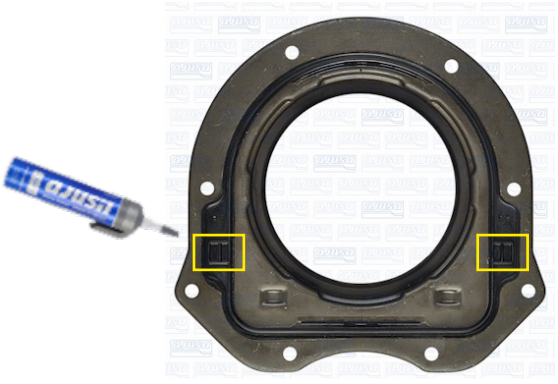
ASSEMBLY

1 **Clean the surface of the crankcase and oil-pan** leaving them free of grease, oil and dirty.

2 **Check** that the foam pads are situated between the crankcase and the oil-pan marked in the following area.



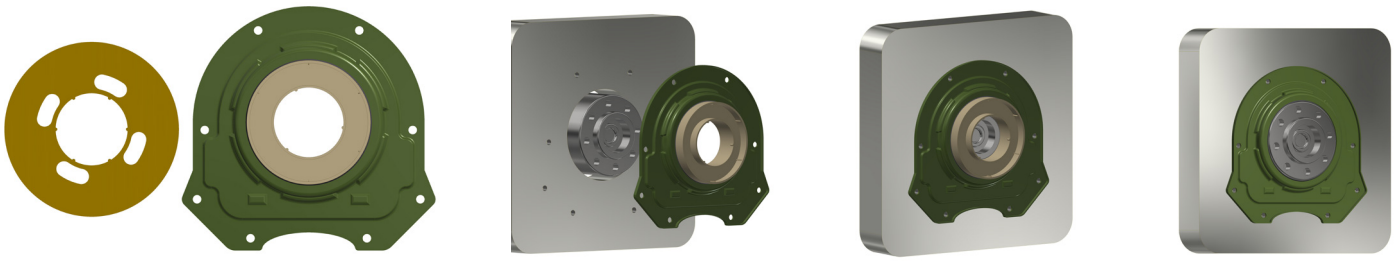
3 Apply a small amount of sealant, **in the reverse side of the case, filling the rectangular area shown in the next picture:**



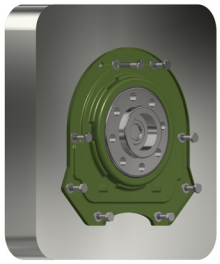
WARNING

- *Limit the use of sealant in the specified area. The thickness of the sealant must not exceed the specified thickness, otherwise the excess of the sealant could enter and obstruct different holes or even reach the sealing lip producing leakage.*
- *The drying time of the sealant must also be considered. In our case, Ajusil, begins to dry at 10 or 15 minutes, reaching the total drying at 18 hours*

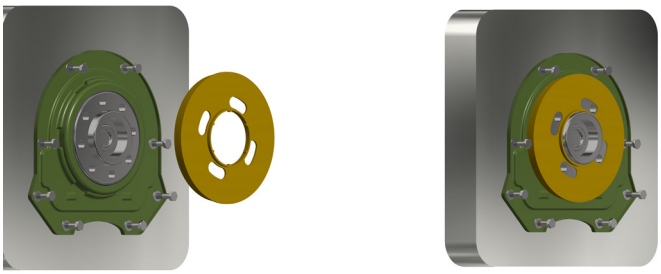
4 **Place the oil seal on the crankshaft with the sleeve (white tool),** which prevents the sealing lip from being damaged by the shaft. For this step, it's necessary to remove the alignment tool (orange). Once positioned, don't move the oil seal case to prevent the sealant from being lost. Once placed, remove the sleeve (white tool).



5 **Place all the screws without tightening them,** so that they allow a slight movement of the housing and remove the applicator.

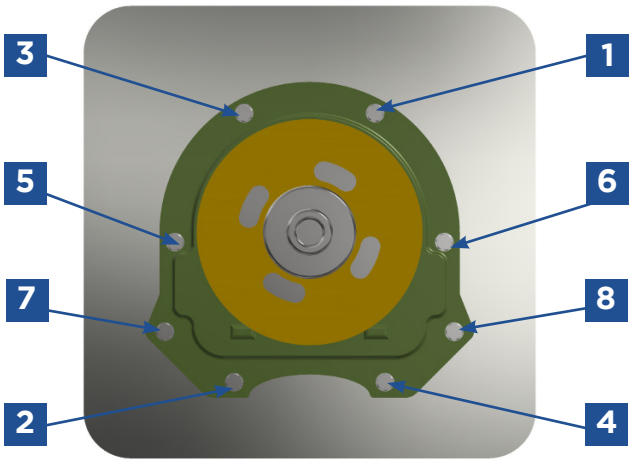


6 Place the **alignment tool (orange)** back on the oil seal and center the oil seal case with the shaft.

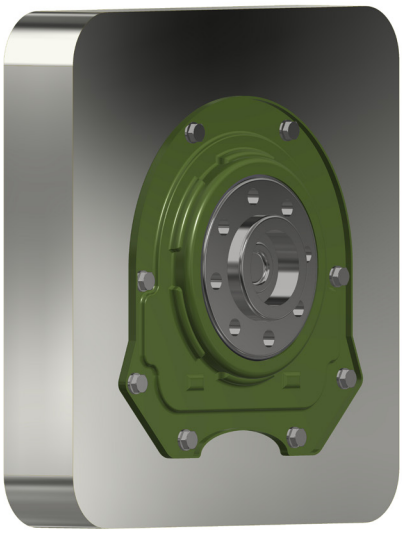


7 **Tighten the screws (1 to 8)** in the sequence shown:

Tighten: 10 Nm / 7 lb.ft



8 Remove the alignment tool (orange).



9 **PTFE OIL SEAL (Polytetrafluoroethylene, Teflon): wait 4 hours until start the engine.** This time must be waited because the lip will suffer a deformation during the assembly process produced by the applicator, so it takes a while to recover the initial state and to adapt the area of the shaft.