

TBS2A07
SEALS-IT TORQUE BALL SEAL "DMI" STYLE

This design is for a Chevrolet crankshaft with 3.580" bolt pattern (2 piece rear main seal style).

The bell housing casting should be a "DMI" steel type or similar.

("MPD" type steel housing use TBS1A07).

The engine plate should be a 3/8" nominal thickness (+/- 1/64") and should have a 6.0" (+/- 1/64") thru hole.

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SPRINT CAR

Torque-Ball Seal

Keeps the dirt out and the lube in!

- Keeps the elements out of the torque-ball area
- There is no contact between seal and crankshaft, so there is no added drag
- Does not interfere with fast engine removal

rubber seal is bonded by a patented special process to precision machined anodized aluminum

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Install "cup" between crank flange and U joint adapter (face of cup contacts crank flange).

Lip of cup should point towards the back of the car.

The rubber on the seal goes to the inside of the bell housing casting. Check for interference – you may have to remove small amounts of material near bolt clearance areas on the inside of casting to ensure cup and seal do not touch.

These guide lines refer to the following:

- TBS2A07 – Torque ball seal assembly – seal and cup – DMI style housing
- TBS2S07 – Torque ball seal only – no cup – DMI style
- TBS2C07 – Torque ball cup only (hard coated) – no seal – DMI style