

170

TECHNICAL REPORT

Assembly of radial oil seal part
number 15084000



01 introduction

This technical report describes the recommendations and installation procedure required to ensure optimal sealing performance of the Ajusa 1508400 radial shaft seal. It outlines the key aspects that must be taken into account during installation to ensure proper operation and prevent premature oil leaks.

The Ajusa 1508400 reference is designed to seal the crankshaft where it interfaces with the flywheel housing and is used in a wide range of vehicle models from various automotive manufacturers.

Compatible engines

Grupo VAG (AUDI, BENTLEY, CUPRA, LAMBORGHINI, PORSCHE, VW: Fitted to petrol and diesel engines from 2.4 l to 5.2 l with 5-cylinder, V6, V8 and V10 configurations.

Other (CITROËN, DS, PEUGEOT, OPEL, VAUXHALL, MINI, FORD, MAZDA, VOLVO, FIAT, TOYOTA, SUZUKI, SANTANA, MITSUBISHI): engines 1.4 l y 1.6 l Diesel with 4 cylinders



Ajusa part number 1508400

Dimensions 85 mm x 105 mm x 8,8 mm.

[SEE PRODUCT](#)

*Consult our online or printed catalogue to verify compatibility with your vehicle.

02 preliminary observations

Oil seals are components that require high manufacturing precision; therefore, **special care must be taken during installation** to ensure their service life. We must take into account the following preliminary considerations, such as:

- ✓ **Proper housing:** it must be clean and in good condition, with no debris or imperfections, and the shaft must be checked to ensure that it has no damage that could cut the lip of the seal.
- ✓ **Use of sealants:** sealant may not be used on the outer diameter or in the housing.
- ✓ **Correct engine operation:** in addition, the crankshaft must rotate without unusual vibrations and the engine crankcase ventilation system (PCV) must operate correctly to prevent overpressure causing leaks. Crankcase gases are vented through the PCV valve to prevent excessive pressure on the seal.

03 special features of PTFE seals

PTFE (Teflon) is a material with a very wide temperature range, superior to that of the elastomers used in seals. In addition, it offers high chemical resistance, high mechanical strength and very low wear, making it particularly suitable for seals subjected to demanding conditions.

- ✓ **It is not recommended to remove the plastic applicator:** where the PTFE seal is mounted until it is ready to be installed in the housing, to prevent the lip from losing its sealing properties and being damaged during handling.
- ✓ Ensure that both the housing and the PTFE seal are dry before assembly. Unlike other oil seals, **PTFE seals should NEVER be lubricated.**
- ✓ Allow a minimum of four hours to pass between installing the seal and starting the engine, to allow the seal to fully adapt to its housing.



04 assembly

01 | After cleaning and checking the condition of the shaft and housing, without oil, align the seal, without removing the applicator, with the shaft.

02 | Slide the retainer carefully along the applicator and place it on the shaft until the plastic applicator is released.

03 | Remove the plastic applicator and check that the lips of the seal on the shaft are in good position.

04 | Using apropiated tool (Audi 10122-A) or similar (D1 = 85 mm, D2 = 105 mm), insert the seal until it reaches the tool stop.

05 | Once in place, remove the tool and check that the outer lip is in good position.

06 | Wait 4 hours before starting the engine to allow the lip to settle.

