Service-Information

Group 11 Engine	February 1980	Bulletin No. 11 015 80(2017)

- For U.S.A. and Canada Only -

Subject: Improved Rear Main Engine Seal

The introduction of the new Viton rear main engine seal,

Part No. 11 11 1 335 654

requires additional procedures and care in installation to insure proper operation.

This new seal is now available through normal parts channels. It is also used in motorcycle engine production as standard equipment starting with the following V.I.N. numbers:

R 65	6 381 434
R 80/7	6 126 106
R 100 T	6 170 406
R 100 S	6 165 104
R 100 RS	6 185 415
R 100 RT	6 195 851

This new seal is easily identified by its black color. The outer shell of the seal is considerably stiffer than that of earlier seals, therefore, installation must be done by pressing in with a suitable tool. Also, due to changes in the sealing lip location, relative to the outside body of the seal, special techniques must be observed.

Do not press the seal fully into the crankcase, as in many cases this will cause the sealing lip to miss the flywheel sealing surface and allow severe leakage to occur.

To properly mount the new seal, either of the two methods described below must be used.

1. Press in the seal using BMW tool #11 1 890, fitted with seal installer #11 1 880. This installer is specially designed to place the seal at the correct depth.

2. Install 1.5 mm of shims (two, Part No. 33 12 1 230 540 from rear drive housing cover) into the seal bore, then press in seal until it seats fully against the shims.

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To prevent damage to the special coating on the outer diameter of the sealing ring during installation, carefully radius the edge of the seal bore in the crankcase. It is also essential to wet the seal ring completely with oil before assembly.

To check the seal lip location on the flywheel surface with molylidenum grease (Assembly Lube) and temporarily install the flywheel. Remove and check the contact area where the grease is wiped off. Be sure that the seal lip does not run too close to the beveled edge on the flywheel. If there is a groove worn in the flywheel by the old seal, the flywheel must be re-ground or replaced.

Take care when installing and removing the rear main seal and flywheel, to insure that the crankshaft is not pushed forward, causing the inner thrust washer to disengage its mounting pins.

For final installation, note the following points:

1. Socket of flywheel and the rear end of the crankshaft must be absolutely dry and grease-free.

2. Index flywheel over bolt holes in crankshaft so all bolts go in easily by hand.

3. 10 mm type flywheel bolts must not be re-used. 11 mm type bolts may re re-used, but replacement is recommended.

4. Torque flywheel bolts to correct value depending on size and length of bolt. See Service Manual for specification. If flywheel is heated for installation, re-torque the bolts after cooling as heat affects the ultimate torque valve.

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