

MCK0100,* MCK0101, MCK0102, MCK0103, MCK1120

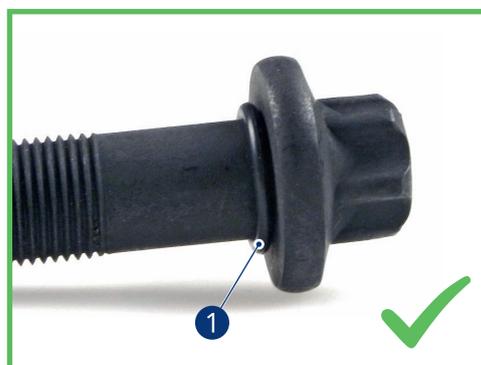
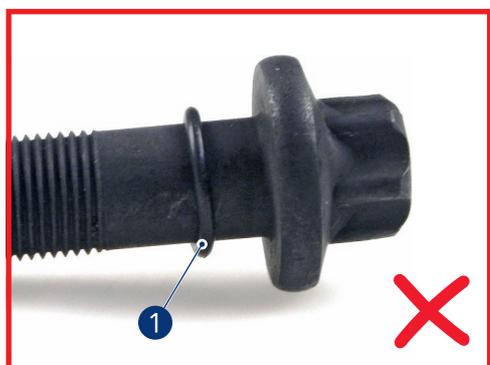
TIPS FOR THE CORRECT FIXING OF THE CRANKSHAFT SCREW ON THE OIL PUMP FLANGE.

* Screw and flange not supplied within kit MCK0100.

During the installation of kit components, it is necessary to verify the presence and the positioning of the **O-Ring 1** on the screw stem.

This O-Ring absolutely must not be removed because it is necessary to assure the correct seal between the two elements screw and flange that are in contact, so to avoid lubricating oil leaking.

The correct placement of the O-Ring must be verified before tightening (in torque) the screw on the crankshaft.



The O-Ring is correctly in place when it is close the screw head.

The screw is inserted into the flange bore and the screw head encounters the top of the flange itself. The O-Ring rests on the flared part of the flange and avoid oil leaking between the two parts.



If the O-Ring is not correctly in place, when inserting the screw into the flange hole or during the tightening, it may tear/break when it encounters the flared part of the flange, compromising the seal.

It is recommended to lubricate the O-Ring (correctly placed) before the screw installation.

It is recommended to tighten the screw with following tightening torque values included between 47 e 52 Nm (72°-78°), or following the producer indications.