

164

TECHNICAL REPORT

Installation of the radial seal,
part number 15067200



01 introduction

In this report, we will mention the points to consider in order to obtain optimal sealing results when using Ajusa radial seal 15067200, corresponding to ME203250 OEM for Mitsubishi.

The 15067200 seal is used to seal the rotating crankshaft, with the cavity that houses the drive wheel, in several Mitsubishi models:

Compatible engines

- 4M40-T (2.8L)
- 4M40-A (2.8L)
- 4M40-T (2.8L)
- 4M41 (3.2 L)



Ajusa part number 15067200

The approximate dimensions of the seal are 90.5×114×12 mm, and it has a **metal reinforcement** bushing inside.

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Families of models that mount this seal

- Mitsubishi Canter (1996-2001)
- Mitsubishi Delica / Space Gear (1994-2006)
- Mitsubishi Galant VIII (1996-2001)
- Mitsubishi L300 (1994-1997)
- Mitsubishi L200 (1996-2006)
- Mitsubishi Montero / Pajero:
 - Classic (2006-)
 - Gen 2 (V3/V4/V5/V26/V46/V36) (1993-1999)
 - Gen 3 (V6/V7 – V68W/V78W) (2000-2006)
 - Gen 4 (V8/V9 – V88W/V98W) (2007-2016)
 - Sport I y Sport II (1998-2018)

02 previous points to consider

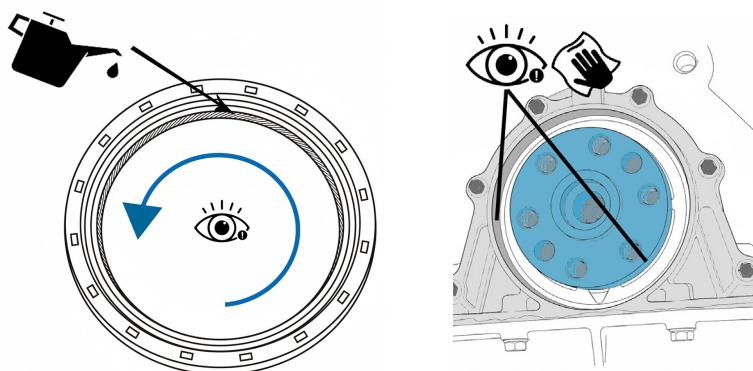
Oil ring seals are high-precision components, so they require **special care** during installation to increase their service life.

It has been demonstrated that the service life of a seal is closely related to the installation procedures. For this reason, certain considerations must be taken into account beforehand, such as:

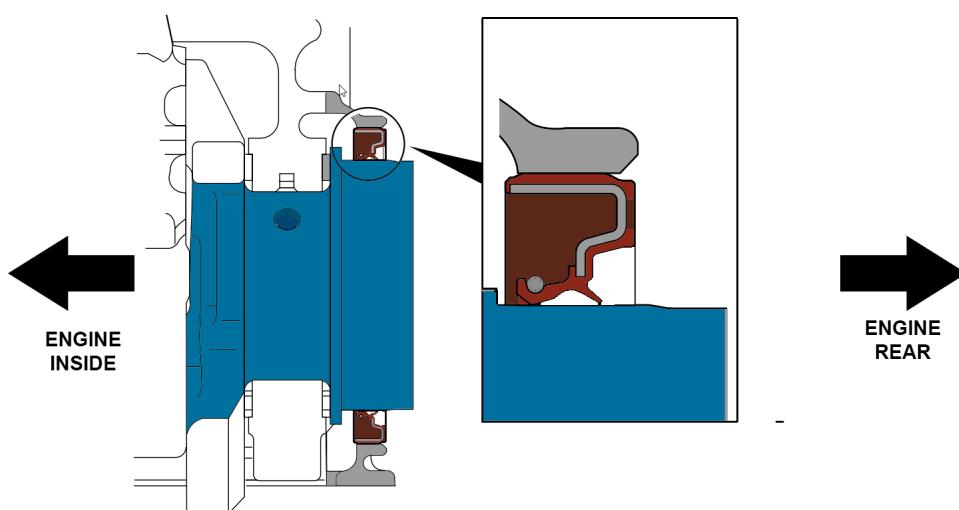
- Correct condition of the housing:** The seal housing must be clean, free of any residue from the previous seal and without any irregularities that could cause leaks. In these engines, it can be easily replaced, as it is a separate part screwed to the block, always following the manufacturer's procedures. (OEM ME200279).
- Shaft condition:** The shaft must be inspected to ensure that it is clear of imperfections such as scoring, scratches, rust, or grooves that could damage the seal lip and affect its performance. If the shaft is damaged or severely worn, it must be repaired or replaced to ensure an adequate contact surface.
- Avoid use of sealants:** Sealant should not be applied to the outer diameter of the seal or to the housing.
- Correct engine operation:** the crankshaft must rotate correctly, without excessive vibrations or knocking. It is advisable to check that the crankcase gases are being vented correctly through the PCV valve to prevent excessive pressure on the seal.

03 assembly

01 | Lube the inside of the seal lips with clean engine oil before assembly. Clean the housing and shaft area.



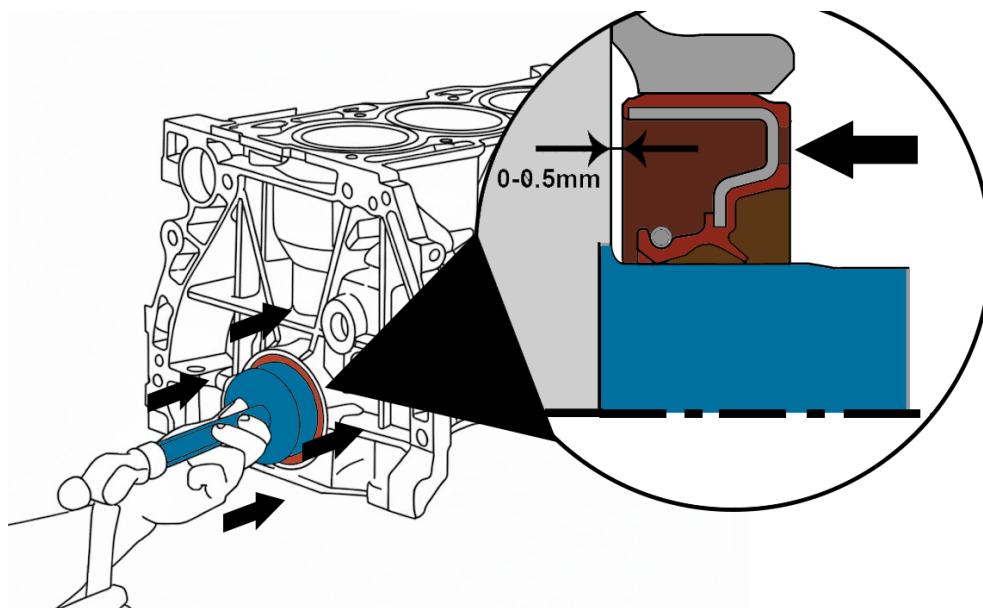
02 | Position the retainer slowly, fitting it perpendicularly onto the shaft, just enough so that it remains in place. Pay attention to the positioning of the lips as shown in the figure and to the direction of rotation.



TECHNICAL REPORT



03 | Using a ring seal installation tool, carefully push the seal into the housing evenly until it hits the bottom of the shaft, completely perpendicular.



*Using the appropriate tool allows the seal to be inserted into its housing simultaneously across its entire diameter. (D1=91mm; D2=114mm)

Do you have any questions about the assembly or any of the steps? Contact our technical support department before installation and we will advise you and guide you through the process.



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