

Traction Oil Leaks

If you have owned a Traction for a while you have probably heard this one. How do you know when to check the engine oil level?.....when it stops leaking!!! Over time there have been a number of “fixes” to address leaks on the Traction. Seals fitted to the gearbox input shaft, speedie sleeves on the output drive coupling, silicone sealant by the handful and a number of other solutions, which I will not entertain here. One of the most annoying problems however has been the front crankshaft seal. This is essentially an oil thrower, which utilizes the spinning shaft to throw the oil back into the sump. The repair manual mentions the clearance between the halves and the shaft but this is often dismissed due to misunderstanding the importance. The manual states: Important: Oil proofing can only be assured if the oil baffle bore is concentric with the axis of the crankshaft and if the clearance between the crankshaft and baffle is within tolerance specified by our technical department. Later given as +0.01 – 0 mm

Never the less a solution was found, and to all owners delight a “rope” seal was presented as the solution. Fitting the rope seal was a challenge as it had to be compressed with the crankshaft in position and then often lasted for a while prior to the dreaded drip reappearing. Some of you may recognize this solution (below)

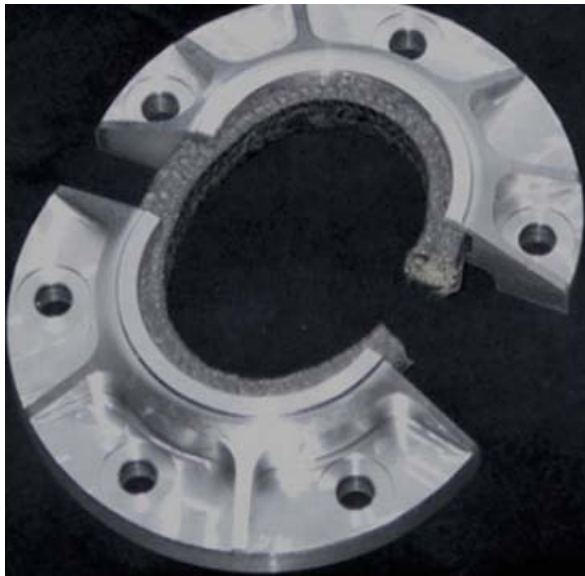
A few years back I came across an improvement to the graphite rope seal where a split seal was substituted. All attempts to purchase one of these seals were in vain as the company in Europe informed me they were no longer available. At the time I was wrestling with an oil leak, hence my persistence in following this avenue.

Eventually I gave up and it became one of those issues that a Traction owner had to live with! However out of the blue one of our members managed to source a split seal

here in Australia, which fitted the rope carrier above perfectly. Having not spoken to him personally I can only imagine it was due to his frustration with oil leaks which saw him pursue an alternative?

To the best of my knowledge he reports that the replacement seal is working and the crankshaft is not “dripping oil”

The carrier remains an expensive item yet combined with the split seal it appears a solution to the crankshaft oil leak has been solved.



If interested let me know and I'll order you the carrier as I only have one in stock. Presently I have around 35 split seals in stock.

Lance Wearne.



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