

 <b>ISO 9001 CERTIFIED</b>	<b>BAR'S LEAKS TECHNICAL BULLETIN</b>	
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	Date 1 <sup>st</sup> Issued: August 14, 2012	Date Revised: June 01, 2018
	Bar's Leaks Concentrated Rear Main Seal Repair	Part #: 1040

# CONCENTRATED REAR MAIN SEAL REPAIR

Most rear main seal leaks are caused by a combination of normal wear in the crankshaft & seal and the drying, hardening and shrinking of the main seal. Bar's Leaks Concentrated Rear Main Seal Repair restores the seal to like new condition and also contains additives to stop leaks in severely worn seals and crankshafts. Works with ALL gasoline and diesel engines using conventional, high mileage and synthetic oil.

- Bar's Leaks - America's Most Trusted Stop Leak Brand Since 1947
- Stops ALL Oil Leaks
- Seals Timing Cover, Cam Seal, Rear Main, and Other Hard to Stop Oil Leaks

Specifically designed to seal rear main leaks, but also works better than a conventional stop leak on all other leaks. This includes the timing cover seal, cam seals, O-Rings and other gaskets.



Part Number: 1040  
 Bottle Size: 16.9 fl. oz. (500 mL)

## INSTRUCTIONS

Add entire bottle of Rear Main Seal Repair to engine crankcase (where you add oil) at or between oil changes. Do not overfill. Most leaks will stop within 100 miles or 2 days of driving.

To prevent future leaks, install Rear Main Seal Repair every 6,000 miles or with every oil change.

## DOSAGE

One bottle treats 4 to 6 quarts of oil.

Larger systems use 1 bottle for every 5 quarts of oil capacity.

**REAR MAIN SEAL TYPES  
(3 basic styles)**

- **ROPE SEAL**
  - Also called a wick seal
- **TWO PIECE SEAL**
  - Neoprene or called rubber
  - Silicone
- **ONE PIECE SEAL**
  - Neoprene or called rubber
  - NBR or Buna N (Nitrile)
  - Silicone
  - PA or Polyacrylate
  - Viton or Fluoroelastomer

**2X CONCENTRATE  
TWICE THE PERFORMANCE**

**Seal Restorer**

Restores seal size, flexibility and elasticity lost due to engine heat, age and high mileage.

**Seal Polymer \***

Chemical polymers work where other stop leaks fail to seal leaks caused by normal engine wear. This includes grooves worn in the crankshaft seal mating surface. The polymer forms a film between the seal and the crankshaft preventing leaks.

*\* These polymers work in all rear main seal types.*

For many vehicles this is your last chance before paying an expensive repair bill. To replace the rear main seal on most front wheel drive cars, the engine has to be removed and on rear wheel drive vehicles, the transmission is removed.

TEST	ASTM	TYPICAL PROPERTIES
Specific Gravity @ 15.6°C	D-4052	0.915
Density @15.6°C	D-4052	7.62
Flash Point COC	D-92	224°C
Viscosity, cSt. @ 40°C	D-446	167
Viscosity, cSt. @ 100°C	D-445	14.6
Viscosity Index	D-445	83
Pour Point °C	D-5949	-33°C