

**Oil Leaks from the Pit (rear of the engine under the pulley/balancer).**

Oil leaks from the pit area can originate from the following spots in no particular order: oil cooler seals, oil cooler adapter gasket, oil pump gasket, oil pump dummy shaft, oil pump pressure regulator gasket, alternator/generator adapter gasket, oil pressure sending unit, oil filler cap gasket, distributor gasket, fuel pump o-ring, rear housing gasket, crankshaft main seal, oil filter rubber gasket, oil filter fiber washer, right angle oil filter adapter gasket and fiber washer (if equipped) and you could get oil from the rear of the engine top cover gaskets as well as from the rear of the oil pan gasket. So you can have from 16 – 18 places to check.

Some areas are more prone to leak than others and are easy to check such as the oil filter – they are not “hand tighten only” filters and require 15-20 ft lbs (65 Shop Manual). If you have a right angle adapter the paper gasket is in the “usual suspect” category as well as the fiber washer under the bolt. Oil cooler seals are the next most common; original oil pump gaskets are the least common.

To pinpoint the leaks on a late model, remove the rear grill and mount cover and check to see if lowering the engine an inch or two will pull wiring or ground straps. Support the engine, remove the motor mount nuts and lower the engine just enough to remove the steel mount plate and then remove the lower skid pan. Reinstall the steel mount plate without the skid pan and raise the engine back to the mount and secure. With the lower skid pan removed, you can now use a power washer, carburetor cleaner or the car wash to clean the entire back of the engine where leaks can originate. Drive the car the necessary distance after cleaning and use a light to determine the sources of the leaks. This operation is well worth the time, as you can clearly see where the leak is. If you have an early model, you will need to remove the engine seal strips before lowering the engine any distance as you could tear the seals. The other procedures are the same.

Additional tips:

The steel dummy shaft for the oil pump (right above the pump cover) can seep quite a bit of oil. If you discover this, you can sand the aluminum areas and the steel pump shaft, clean thoroughly and use a good two part epoxy to seal the area.

If you discover oil at the very back of the motor mount plate and the skid plate where the 4 studs come through (or oil coming down the studs), the problem is a rear housing gasket that has split around the stud holes. If you discover that the four nuts are not torqued properly, you may have found the cause of a leak. If the nuts were tight, the permanent cure is to change the gasket but as a temporary fix until you get that motivated, you could apply hi temp RTV to the housing where the studs exit, then on the skid plate as you install it, and again on the motor mount plate as you install it and finally on the studs and under the nuts. This only works for slight leaks; sometimes it works, others it does not. Replacing the rear housing gasket would also allow you to change a lot of other items in that area.