

## Take care with excessive use of sump sealant – RV8NOTE339



of the engine oil by trying to circulate through the oil passageways! Ugh what a sight – the photo shows the entry to the sump oil strainer where the oil pump sucks up the oil through a metal gauze filter. In this case the filter and orifice were jammed with the orange sealant goo and there was a grave risk there would be oil starvation to the engine because of the blockage!”

Steve says “in fact a sealant was used to seal the sump at the Factory but we have found it is much better to have a **fibre composite sump gasket** with just a smear of grease to hold it in place as you tighten up the sump. If there are any signs of uneven mating of the surfaces then you can use a smear of silicone sealer, but do use it sparingly.”

Clive Wheatley mentioned there are also cork and rubber sump gaskets but the cork gasket can get brittle over time and the rubber one can soften over time with the heating and cooling cycling. He added “if the rubber gasket is tightened too much, then it can spread which can lead to an oil leak.”

On checking an RV8 for a sump oil leak, Steve Newton at Clive Wheatley mgv8parts was surprised by what he found! It could easily have lead to an expensive engine rebuild. (Jan 11)

On removing the sump Steve found that on a previous occasion someone had attempted to reseal the sump using a sealant but to say they had used it liberally was an understatement! Even used moderately you find it is inevitable that some of the sealant squeezes out as you tighten up the sump – some is visible on the outside but a similar amount extrudes on the inside. When really excessive amounts of sealant are used, then a great deal squeezes out and on the inside it drops off into the oil in the sump. In this case the large clumps of sealant had tried to take on the job

