



**DATE:**        *May 15, 2008*  
**FROM:**        *Ed Simon*  
**RE:**            *P400 Oil Seals*

**For all P400 Series Models manufactured before 2008**

As already advised, the plunger/gear oil seal, pos. 19, is placed directly in the crankcase on the new P400 models.

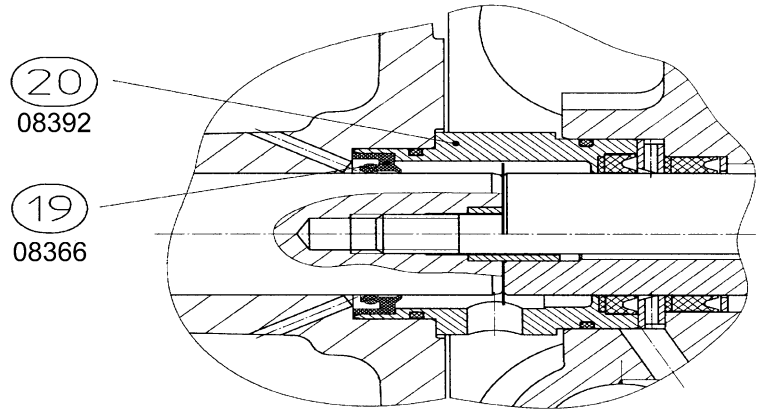
On older versions, these seals were either in a common seal retainer which also held the low pressure seal, or later on, on their own in a separate gear seal retainer. These seal retainer components will no longer be available; these parts are normally not considered as wearing parts.

Previous pump head assemblies will now be replaced by a new pump head version based on the relevant pump model. If a customer orders a now old-version pump head, he will receive the new version which should not present any problems as he can use the seal retainer and the separate gear seal retainer for the oil seal from his existing pump. The “old” oil seal, (#19), part no. 08366, is still available.

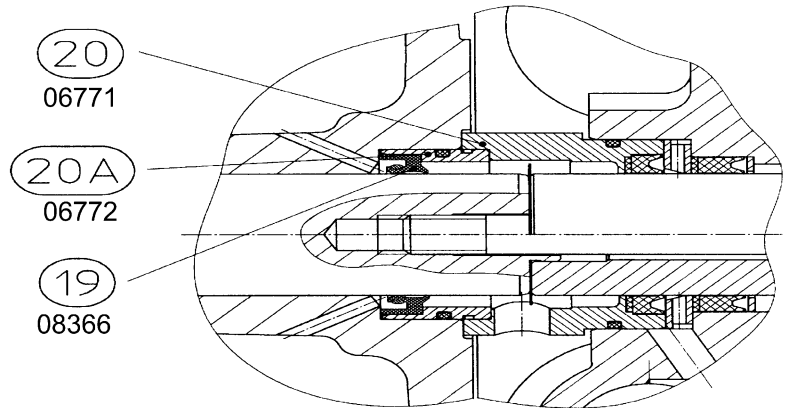
If a customer orders the old seal retainer, e.g. 06711 for the P420, he will receive the new one, 05443; this retainer has a centring collar which is placed into the fitting area. This is located where the gear seal retainer (#20A) with the gear seal (# 19), were found in previous-version pumps. The customer must therefore be asked if he has a new-style or old-style version; if necessary he will have to order the new plunger/gear seal (# 19), part no. 05444, which is pressed directly into the crankcase. The new seal retainer 05443 can then be fitted. Please see the following drawings.



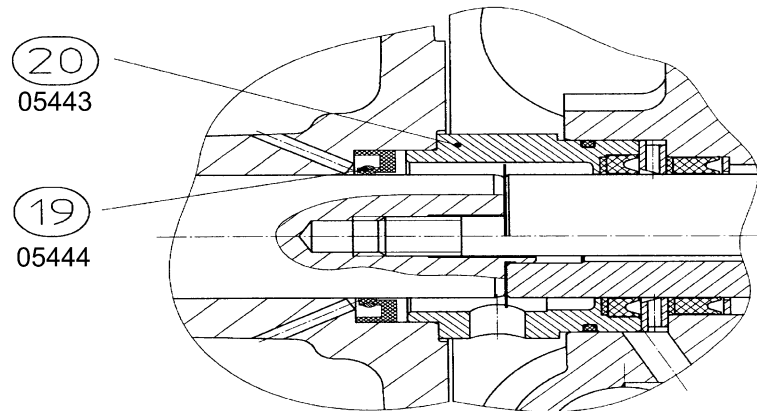
"Old" one-piece seal retainer with "old" gear seal



Two-piece seal retainer with "old" gear seal



"New" one-piece seal retainer with "new" gear seal



Performance Under Pressure