

The Fixit Files:

Samurai (SJ 413) Distributor Seal Oil leak

(10-15-02 JAC)

The 5 top oil leak points on a Samurai are:

4) Front/rear bearing seal (tie for 4th place).

3) Oil Pan

2) valve cover gasket

and

1) (by a LONG shot!) distributor "O" ring seal.

To cut to the chase, use a degreaser (formula 409?) and clean up the back of the head around the area where the distributor case attaches to the head with three bolts. Drive the Samurai for a couple of days. Check where you cleaned. Oily again? you found the problem!

Order a replacement o-ring from any of our friendly online vendors or from the local auto parts store. It is not very expensive.

Replacing is a difficult task in that you will need to mark the position of the distributor rotor alignment point and the EXACT alignment of the distributor as determined by the big bolt in the arching adjustment slot on the side of the distributor. Once these two items are marked by a scratch or white-out or something, you can remove the top of the distributor, remove the three bolts that hold the rest of the case to the head, remove and replace the O-ring that sits between the head and the distributor case. Be careful to remove the ground connection under one of the three bolts. Do not turn the engine over (try to start it) or you'll lose the marked position on the rotor.

Reassemble everything including the grounding connector in their original alignment using the marks that you made. If they don't line up exactly as they were before it was disassembled, the engine timing will be off and it may run like crap until you get it timed properly.

(source: <http://neh-tech.com>)