

200Z Seal Retainer

During Larry Perryman's last visit with me on the BW350 issues we also discussed the same seal and case breather issues on the 200Z Subaru case. Larry is aware of one input shaft seal that popped out, and these gear boxes were not delivered with a breather. The 200Z gear case design and lubrication system is a lot different internally from the BW350 which makes solving these problems a lot easier.

Both the input shaft seal and the propeller shaft seal should be flush with the surface of the boss they are mounted in. The input shaft seal should be much easier to check visually with a flash light. If it is protruding out past the boss then it is working itself loose.

A very simple retainer ring added to the back of the case to hold the input shaft in is all that is needed. Three tapped holes in the aft face of the boss are needed to hold the ring in place.

Many 200Z owners have drilled and tapped through the center of the filler plug in the top of the case, installed an elbow fitting and attached a hose that dumps into an overflow tank. This is a very effective way to ventilate the case. If you have not done this the new breather that is being tested on Bill Gibson's RV-10 can also be installed in the filler plug like the elbow fitting without any problems as the upper case area of a 200Z gear box cannot develop any momentary lubricant pressures like the BW350 case does, and there should be no need for an overflow tank.

I will have the retaining ring, mounting screws, and breather available soon. Currently the estimated cost will be about \$20.00 to \$25.00 for everything, plus shipping. Once I have all the parts I will post pictures of them, their installation on the case, and prices on each so you can order what you want.

Thank you,
Stuart Davis