

Oil Seal Size Reverse Lookup

Seals are described by three numbers and nothing else. Measure them and buy from a bearing factor rather than a scooter shop.

Three numbers and a lip type describe a seal completely. Take them off the old one and any bearing supplier can fill the order.

PRINT CALIBRATION — CHECK BEFORE MEASURING



Lay a steel rule along this scale. The 150mm mark must fall at exactly 150mm. If it does not, reprint at 100% / "Actual size" with page scaling off — every measurement you take from a scaled sheet will be wrong.

How a seal size is written, using 20 × 32 × 6 as the example

POSITION	MEANS	WHERE TO MEASURE
First	Inside diameter — the shaft it seals against	The bore of the seal, or the shaft it came off
Second	Outside diameter — the housing it presses into	The outer edge, or the housing bore it came out of
Third	Width — how thick it is	Across the seal from face to face

MEASURE IT BEFORE YOU LEVER IT OUT, IF YOU CAN

Seals are removed by levering, which bends the outer case. A seal measured after removal frequently reads a millimetre or so oversize on the outside diameter. If it is already out and looks distorted, measure the housing bore instead — that is the dimension the outside diameter has to match.

LIP AND SPRING — THE PART THAT IS NOT A NUMBER

- ☐ Single lip — one sealing edge on the shaft
- ☐ Double lip — a second, outer lip keeping dirt out
- ☐ Garter spring visible behind the lip
A fine coil spring holding the lip against the shaft
- ☐ Metal outer case, or fully rubber-covered outer
- ☐ Any marking on the seal face
Often the size, sometimes the maker
- ☐ Which way round it sat — lip facing the oil or facing out

WHICH WAY ROUND MATTERS

A seal's lip faces the fluid it is keeping in. Fit one backwards and it will hold for a while and then weep. Before you take the old one out, note which way the lip pointed — or photograph it, which takes two seconds and removes all doubt later.

EVERY SEAL ON THE MACHINE

WHERE IT FITS	ID MM	OD MM	WIDTH MM	LIP TYPE	LIP FACES	REPLACED

Common locations worth a row each: crankshaft left, crankshaft right, gearbox output shaft, kickstart shaft, gear selector, front fork legs, wheel hubs.

BEFORE FITTING A NEW ONE

- ☐ Housing bore clean and unscored
- ☐ Shaft has no wear groove where the old lip ran
If it does, fitting at a slightly different depth can help
- ☐ New seal's outer edge lightly oiled or sealed as appropriate
- ☐ Lip smeared with oil or grease before fitting, never fitted dry
- ☐ Driven in square, to the same depth the old one sat at
- ☐ Garter spring still in place after fitting
It can pop off during installation and it is easy not to notice

THIS SHEET RECORDS, IT DOES NOT RECOMMEND

Nothing here tells you which part to buy. It tells you what you currently have, in the units a seller works in. Machines built to the same nominal specification were fitted with different components by different suppliers, sometimes inside one model year, so the only reliable reference is the item in your hand.

Need to work out what you actually own?

The Scooter Parts Registry is a free public record of the Chinese factories behind US-market scooters, ATVs and go-karts — brand, engine family, VIN prefix, factory and related machines. No account, no email.

thescooterparts.com/identify