

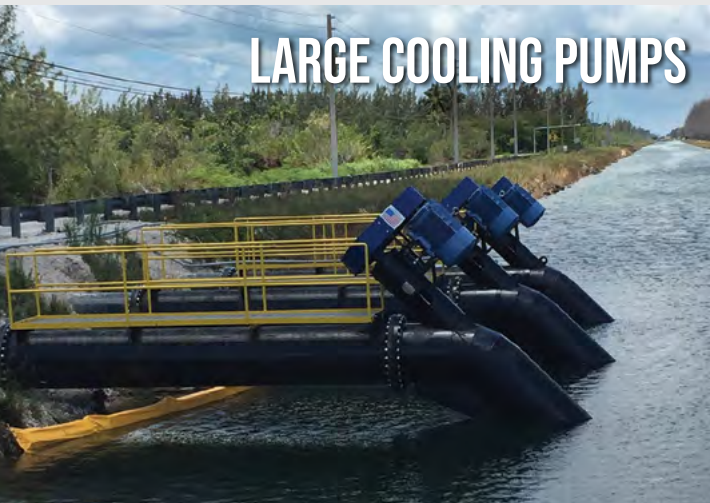
# PRODUCT CATALOG



# MARINE APPLICATIONS |



# INDUSTRIAL APPLICATIONS |



# TABLE OF CONTENTS |

|   |         |
|---|---------|
| Overview .....  | 1 - 2   |
| Type A Seals .....                                      | 3       |
| Shafts $\frac{3}{4}$ " - $3\frac{3}{4}$ " (20mm - 95mm) |         |
| PRO Seals .....   | 4       |
| Shafts $\frac{3}{4}$ " - $3\frac{3}{4}$ " (20mm - 95mm) |         |
| Type B Seals .....                                      | 5       |
| Shafts 4" - 6" (100mm - 150mm)                          |         |
| Rudder Seals .....                                      | 6       |
| Flange & Bladder System .....                           | 7 - 8   |
| Type C Seals .....                                      | 9 - 10  |
| Shafts $6\frac{1}{2}$ " - 8" (165mm - 203mm)            |         |
| Accessories .....                                       | 11      |
| Installation Examples .....                             | 12      |
| Other Applications .....                                | 13      |
| FAQ's .....   | 14      |
| FlowTrue .....  | 15 - 16 |

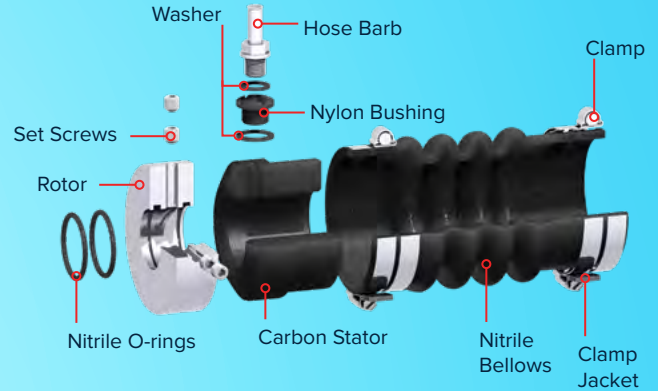
# OVERVIEW |



The Packless Sealing System (PSS) Shaft Seal is a mechanical face seal created between a rotating stainless steel rotor and a stationary carbon stator. The carbon stator is attached to a convoluted rubber bellows and the back of the bellows is attached to the shaft log (stern-tube) of the boat with hose clamps. During installation, the stainless steel rotor is used to compress the convoluted bellows. The rotor is then secured to the shaft. The compression of the bellows allows the seal faces to remain in constant contact while compensating for the fore-and-aft movement of the shaft caused by the propellers thrust pushing on the engine mounts. The carbon stator is bored slightly larger than the shaft diameter, allowing it to “float” around the shaft and compensate for most misalignment and vibration problems. The stainless steel rotor is sealed to the shaft with o-rings. These o-rings rotate with the shaft and rotor and do not experience any wear during operation. This static o-ring seal enables the PSS Shaft Seal to be fit on shafts that have some wear or pitting, unlike lip seal designs which require a clean area for the lip seal to ride on. This type of carbon face seal is not as sensitive to interruption of water flow or operation in silty water, when compared to other sealing options.

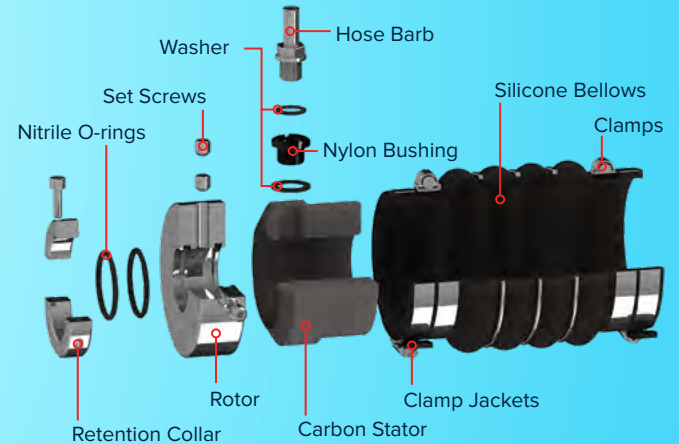
## TYPE A

For shafts ¾” - 3¾”



## PRO SEAL

For shafts ¾” - 3¾”



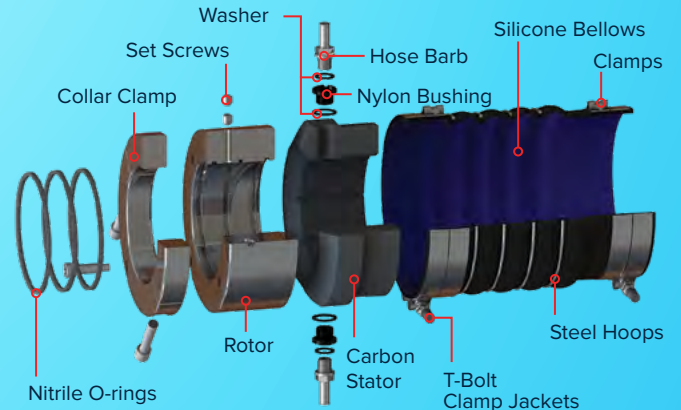
## CERTIFICATIONS



The PSS Shaft Seal is Bureau Veritas, ABS & RINA certified.

## TYPE B

For shafts 4” - 6”





### STAINLESS STEEL ROTOR

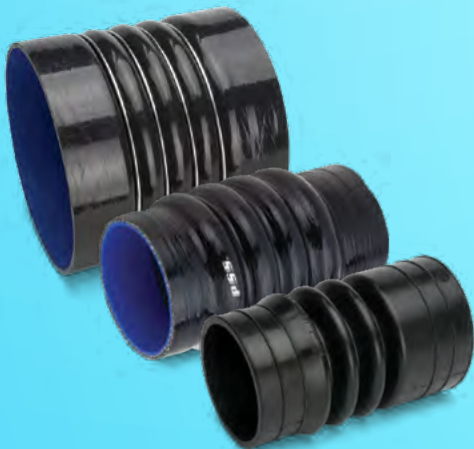
The rotor on the Type A and PRO seal are manufactured out of 316L stainless steel and machined to a 9Ra finish on precision CNC lathes. It is secured on the shaft using 2 pairs of set screws positioned at 90 degrees angle for maximum holding power. The carbon stator further polishes the rotor during the initial hours of operations. This rotor does not need replacement or maintenance under normal operating conditions.

The Type B seal uses a rotor manufactured out of nitronic 50 stainless alloy machined to a 9Ra finish on precision CNC lathes. It is secured on the shaft with large locking collar placed in front of the rotor. This collar (clamp) has a dual purpose: It secures the rotor in place on the shaft and is used as a tool during installation. As on all the PSS seal family, the carbon stator further polishes the rotor during the initial hours of operations. The nitronic 50 material is a very high grade of stainless steel which is almost totally corrosion resistant. This rotor does not need replacement under normal operating conditions.



### CARBON STATOR

The high density, resin impregnated carbon stator is manufactured from a space age composite which is first mixed and molded, then formed under pressure. The blank parts are then baked, machined and lapped to a measured flatness of 4 helium light bands (measured at 0.000044" of variation over its entire lapped surface). The grade of carbon composite used in the PSS Shaft Seal has a maximum operating temperature of 500° F (+260° C) and cannot melt if the seal runs dry for a short period of time unlike a lip seal or a plastic face seal. The high density of the carbon greatly increases the longevity and wear resistance. Several commercial vessels have recorded over 40,000 (over 4-1/2 years of continuous operation) engine hours on the same, original components. The carbon should not need to be replaced under normal operating conditions.



### Bellows

The bellows on the Type A seal is molded out of a nitrile compound. Nitrile is known for its good resistance to petroleum products. It provides the best combination of durability, strength and elasticity necessary in this application.

Both the PRO and Type B PSS Shaft Seals are constructed out of high temp silicone laminated with either 4 or 5 plies of polyester fabric (aramid in larger sizes) and covered with a layer of fluorosilicone. In addition both ends of the bellows are sealed so no water can get in the polyester/aramid fabric. The 4 or 5 fabric inlay provides excellent strength to abrasion and resistance to pressure without loading the silicone. On the larger models, the strength is greatly increased by the use of stainless steel hoops laid into the convolutions of the bellows.

# TYPE A SEAL

For shafts  
3/4" to 3 3/4" (20mm - 95mm) diameters



The PSS Type A Shaft Seal is the #1 selling marine mechanical seal worldwide and is installed as standard equipment by many of the worlds most reputable boat builders and boat yards. The PSS Shaft Seal is also recognized as the premiere retrofit (aftermarket) seal on the world market. Boat builders and boat yards recognize the advantages and value of installing the PSS as it eliminates the maintenance, constant adjustment & cost associated with traditional packing type glands. Aside from these benefits, the PSS Shaft Seal helps to eliminate water in the bilge (100% water tight) & wear to the propeller shaft.

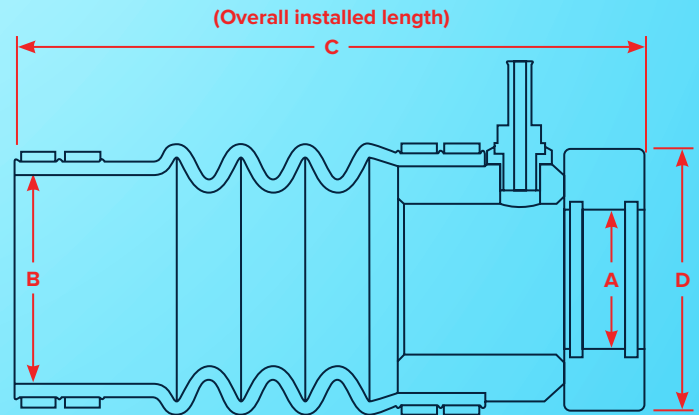
- For power and sailboats, for shafts up to 3 3/4" (95mm).
- The Type A Seal is our most common product, with over 200,000 units in operation all over the world. This seal will satisfy most applications for pleasure boats and smaller commercial boats.



\* A Hose Barb is recommended for vessels exceeding 10 knots.

## TECHNICAL SPECIFICATIONS

|                             |                                       |
|-----------------------------|---------------------------------------|
| <b>Temperature Limits</b>   | 5°F to 225°F (-15°C to 107°C)         |
| <b>Pressure Limits</b>      | 15 PSI (1 BAR)                        |
| <b>Shaft RPM Limits</b>     | 10,000 RPM                            |
| <b>Carbon Graphite</b>      | Lapped to 4 HLB (0.000044" tolerance) |
| <b>316 SS / Nitronic 50</b> | Faced to 9 Ra                         |
| <b>Bellows Material</b>     | Molded Nitrile - PVC                  |



## IMPERIAL SIZES

| SHAFT DIAMETER (A)             | STERN TUBE DIAMETER (B)                        | APPROX. COMPRESSED LENGTH (C) | D      |
|--------------------------------|--|-------------------------------|--------|
| 3/4", 7/8", 1", 1 1/8"         | 1 1/4", 1 1/2", 1 3/4", 2", 2 1/4"             | 6.00" - 6.125"                | 2.375" |
|                                | 2 1/2"   | 6.625"                        | 2.375" |
| 1 1/4", 1 3/8"                 | 1 3/4", 2", 2 1/4", 2 1/2"                     | 6.625" - 6.75"                | 2.875" |
|                                | 2 3/4", 3", 3 1/4", 3 1/2"                     | 8.125" - 8.313"               | 2.875" |
| 1 1/2", 1 5/8", 1 3/4", 2"     | 2", 2 1/4", 2 1/2", 2 3/4", 3", 3 1/4", 3 1/2" | 8.00" - 8.218"                | 3.75"  |
|                                | 3 3/4", 4"                                     | 8.405"                        | 3.75"  |
| 2 1/4", 2 1/2"                 | 3 1/4", 3 1/2", 3 3/4", 4"                     | 8.625"                        | 4.20"  |
|                                | 4 1/4", 4 1/2", 4 3/4", 5"                     | 9.25"                         | 4.20"  |
| 2 3/4", 3"                     | 4", 4 1/4", 4 1/2", 4 3/4", 5"                 | 9.125" - 9.313"               | 5.00"  |
|                                | 5 1/4", 5 1/2", 5 3/4", 6"                     | 9.25" - 9.438"                | 5.00"  |
| 3 1/4", 3 1/2", 3 5/8", 3 3/4" | 4 1/2", 4 3/4", 5", 5 1/4", 5 1/2", 5 3/4", 6" | 9.675" - 9.863"               | 6.00"  |

## METRIC SIZES (mm)

| SHAFT DIAMETER (A) | STERN TUBE DIAMETER (B)                | APPROX. COMPRESSED LENGTH (C) | D   |
|--------------------|--|-------------------------------|-----|
| 20, 22, 25, 28, 30 | 30, 40, 45, 50, 60                     | 152 - 156                     | 61  |
|                    | 65                                     | 168                           | 61  |
| 32, 35             | 45, 50, 60, 65                         | 168 - 172                     | 73  |
|                    | 70, 80, 85, 90                         | 206 - 211                     | 73  |
| 38, 40, 45, 50, 55 | 50, 60, 65, 70, 75, 80, 85, 90         | 203 - 209                     | 96  |
|                    | 95, 100                                | 213                           | 96  |
| 60, 65             | 85, 90, 95, 100                        | 219 - 224                     | 107 |
|                    | 110, 115, 120, 125                     | 235                           | 107 |
| 70, 75, 80         | 100, 110, 115, 120, 125                | 231 - 237                     | 127 |
|                    | 135, 140, 145, 150                     | 235 - 240                     | 127 |
| 85, 90, 95         | 115, 120, 125, 130, 135, 140, 145, 150 | 245 - 250                     | 153 |

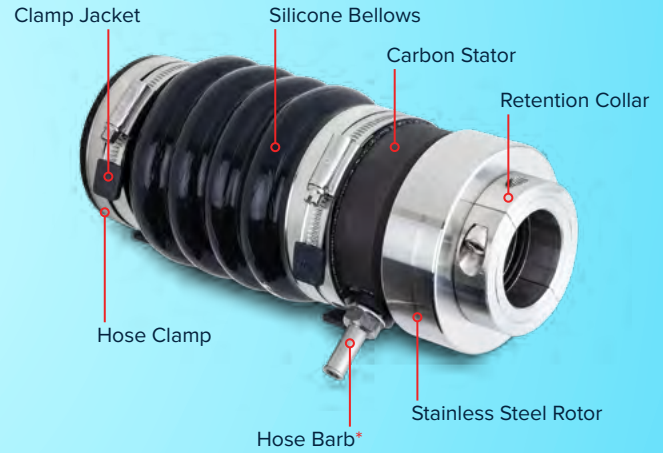
# PRO SEAL

For shafts  
3/4" to 3 3/4" (20mm - 95mm) diameters



The PSS PRO Shaft Seal is a mechanical face seal utilizing our proven stainless steel and carbon sealing components but adds reinforced silicone bellows, 316L stainless steel hose clamps (rolled edges & non-perforated), and an optional Nitronic 50 rotor upgrade (for highly corrosive environments). Designed specifically for applications that will require increased durability and resistance to harsh, corrosive, high pressure, and otherwise demanding environments. The PSS PRO Shaft Seal is a specialized mechanical seal that is suitable for a variety of applications, with unmatched performance.

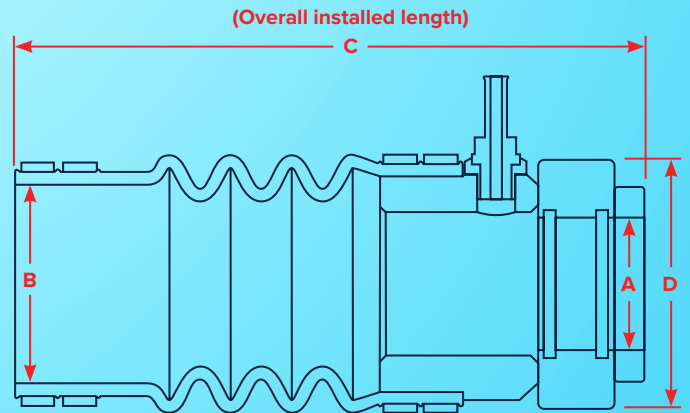
- For commercial boats, for shafts 3/4" to 3 3/4" (20mm to 95mm).
- The "PRO" model, is manufactured with commercial applications in mind.



\* A Hose Barb is recommended for vessels exceeding 10 knots.

## TECHNICAL SPECIFICATIONS

|                             |                                       |
|-----------------------------|---------------------------------------|
| <b>Temperature Limits</b>   | -13°F o 425°F (-25°C to 220°C)        |
| <b>Pressure Limits</b>      | 40 PSI (2.75 BAR)                     |
| <b>Shaft RPM Limits</b>     | 10,000 RPM                            |
| <b>Carbon Graphite</b>      | Lapped to 4 HLB (0.000044" tolerance) |
| <b>316 SS / Nitronic 50</b> | Faced to 9 Ra                         |
| <b>Bellows Material</b>     | Mandrel formed silicone / fabric      |



## IMPERIAL SIZES

| SHAFT DIAMETER (A)             | STERN TUBE DIAMETER (B)                        | APPROX. COMPRESSED LENGTH (C) | D      |
|--------------------------------|--|-------------------------------|--------|
| 3/4", 7/8", 1", 1 1/8"         | 1 1/4", 1 1/2", 1 3/4", 2", 2 1/4"             | 7.05"                         | 2.375" |
|                                | 2 1/2"   | 8.055" - 8.180"               | 2.375" |
| 1 1/4", 1 3/8"                 | 1 3/4", 2", 2 1/4", 2 1/2"                     | 8.055" - 8.180"               | 2.875" |
|                                | 2 3/4", 3", 3 1/4", 3 1/2"                     | 9.555" - 9.743"               | 2.875" |
| 1 1/2", 1 5/8", 1 3/4", 2"     | 2", 2 1/4", 2 1/2", 2 3/4", 3", 3 1/4", 3 1/2" | 7.842" - 8.3305"              | 3.75"  |
|                                | 3 3/4", 4"                                     | 7.842" - 8.3305"              | 3.75"  |
| 2 1/4", 2 1/2"                 | 3 1/4", 3 1/2", 3 3/4", 4"                     | 8.675"                        | 4.20"  |
|                                | 4 1/4", 4 1/2", 4 3/4", 5"                     | 8.800" - 9.670"               | 4.20"  |
| 2 3/4", 3"                     | 4", 4 1/4", 4 1/2", 4 3/4", 5"                 | 8.800" - 9.988"               | 5.00"  |
|                                | 5 1/4", 5 1/2", 5 3/4", 6"                     | 8.800" - 9.988"               | 5.00"  |
| 3 1/4", 3 1/2", 3 5/8", 3 3/4" | 4 1/2", 4 3/4", 5", 5 1/4", 5 1/2", 5 3/4", 6" | 9.350" - 11.300"              | 6.00"  |

## METRIC SIZES (mm)

| SHAFT DIAMETER (A) | STERN TUBE DIAMETER (B)                | APPROX. COMPRESSED LENGTH (C) | D   |
|--------------------|--|-------------------------------|-----|
| 20, 22, 25, 28, 30 | 30, 40, 45, 50, 60                     | 7.05"                         | 61  |
|                    | 65                                     | 8.055" - 8.180"               | 61  |
| 32, 35             | 45, 50, 60, 65                         | 8.055" - 8.180"               | 73  |
|                    | 70, 80, 85, 90                         | 9.555" - 9.743"               | 73  |
| 38, 40, 45, 50, 55 | 50, 60, 65, 70, 75, 80, 85, 90         | 7.842" - 8.3305"              | 96  |
|                    | 95, 100                                | 7.842" - 8.3305"              | 96  |
| 60, 65             | 85, 90, 95, 100                        | 8.675"                        | 107 |
|                    | 110, 115, 120, 125                     | 8.800" - 9.670"               | 107 |
| 70, 75, 80         | 100, 110, 115, 120, 125                | 8.800" - 9.988"               | 127 |
|                    | 135, 140, 145, 150                     | 8.800" - 9.988"               | 127 |
| 85, 90, 95         | 115, 120, 125, 130, 135, 140, 145, 150 | 9.350" - 11.300"              | 153 |

# TYPE B SEAL

For shafts  
4" to 6" (100mm - 150mm) diameters



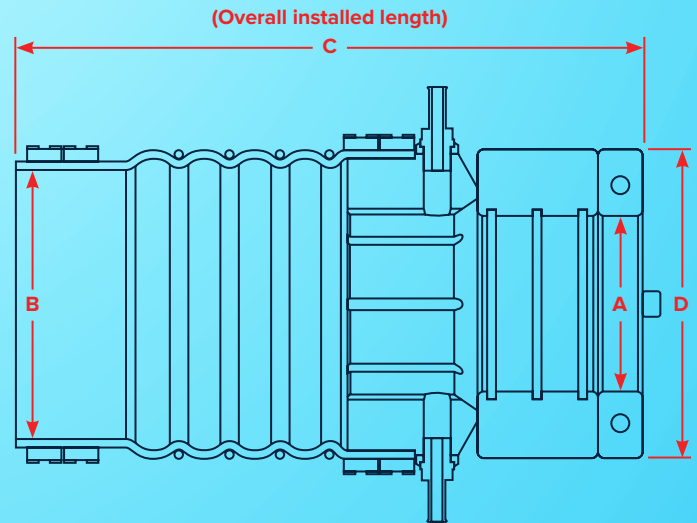
The PSS Shaft Seal is the #1 selling marine mechanical seal worldwide and is installed as standard equipment by many of the worlds most reputable boat builders and boat yards. The PSS Shaft Seal is also recognized as the premiere retrofit (aftermarket) seal on the world market. Boat builders and boat yards recognize the advantages and value of installing the PSS as it eliminates the maintenance, constant adjustment & cost associated with traditional packing type glands. Aside from these benefits, the PSS Shaft Seal helps to eliminate water in the bilge (100% water tight) & wear to the propeller shaft.

- For large commercial boats, for shafts 4" to 6" (100mm to 150mm).
- Proven for over 20 years, the Type B Seal is a work horse for the commercial boat industry.



## TECHNICAL SPECIFICATIONS

|                             |                                       |
|-----------------------------|---------------------------------------|
| <b>Temperature Limits</b>   | -13°F to 425°F (-25°C to 220°C)       |
| <b>Pressure Limits</b>      | 50 PSI (3.5 BAR)                      |
| <b>Shaft RPM Limits</b>     | 7,000 RPM                             |
| <b>Carbon Graphite</b>      | Lapped to 4 HLB (0.000044" tolerance) |
| <b>316 SS / Nitronic 50</b> | Faced to 9 Ra                         |
| <b>Bellows Material</b>     | Mandrel formed silicone / fabric      |



## IMPERIAL SIZES

| SHAFT DIAMETER (A) | STERN TUBE DIAMETER (B)              | APPROX. COMPRESSED LENGTH (C) | D      |
|--------------------|--------------------------------------|-------------------------------|--------|
| 4", 4¼"            | 5½", 5¾", 6", 6¼", 6½", 6¾", 7"      | 12.189"                       | 7"     |
| 4½"                | 5½", 5¾", 6", 6¼", 6½", 6¾", 7"      | 12.189"                       | 7.875" |
| 4¾", 5", 5½"       | 6½", 6¾", 7", 7¼", 7½", 7¾", 8", 8⅝" | 12.742" - 12.920"             | 7.875" |
| 6"                 | 6½", 6¾", 7", 7¼", 7½", 7¾", 8", 8⅝" | 12.920" - 13.250"             | 8.875" |

## METRIC SIZES (mm)

| SHAFT DIAMETER (A) | STERN TUBE DIAMETER (B)                | APPROX. COMPRESSED LENGTH (C) | D   |
|--------------------|--|-------------------------------|-----|
| 100, 105, 110      | 140, 145, 150, 160, 165, 170, 180      | 310                           | 178 |
| 115                | 140, 145, 150, 160, 165, 170, 180      | 310                           | 201 |
| 120, 130, 140      | 165, 170, 180, 185, 190, 195, 205, 220 | 315 - 324                     | 201 |
| 150                | 165, 170, 180, 185, 190, 195, 205, 220 | 328 - 337                     | 226 |

# RUDDER SEAL

For shafts  
3/4" to 2" (20mm - 55mm) diameters



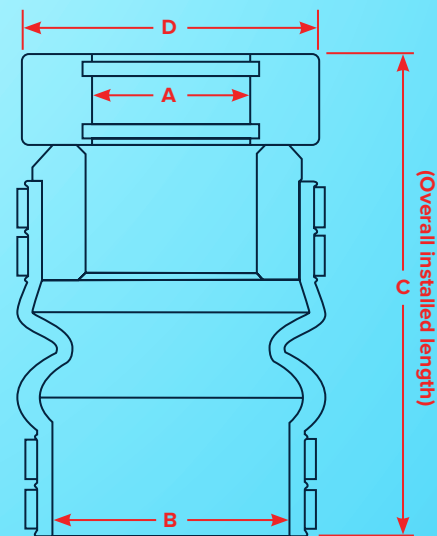
The sealing system is one of the most important parts of the rudder system. However, a leaky sealing system is irritating and dangerous. The PSS Shaft Seal is a great solution as it offers ultimate reliability for rudder seals due to the simple design. Available for 3/4" to 6" (20mm to 150mm) shaft diameters. And has service parts available from stock.

- For commercial and pleasure boats, for shafts 3/4" to 2" (20mm to 55mm).



## TECHNICAL SPECIFICATIONS

|                      |                                       |
|----------------------|---------------------------------------|
| Temperature Limits   | 5°F to 225°F (-15°C to 107°C)         |
| Pressure Limits      | 15 PSI (1 BAR)                        |
| Shaft RPM Limits     | 10,000 RPM                            |
| Carbon Graphite      | Lapped to 4 HLB (0.000044" tolerance) |
| 316 SS / Nitronic 50 | Faced to 9 Ra                         |
| Bellows Material     | Molded Nitrile - PVC                  |



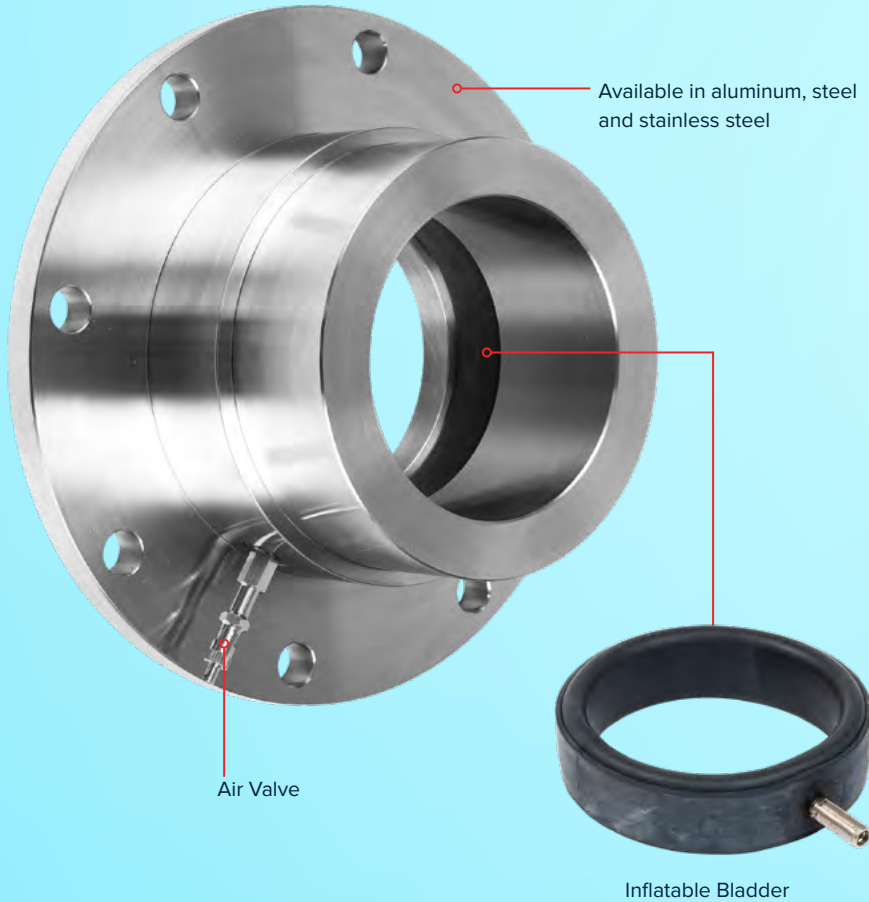
## IMPERIAL SIZES

| SHAFT DIAMETER (A)     | STERN TUBE DIAMETER (B) | APPROX. COMPRESSED LENGTH (C) | D      |
|------------------------|-------------------------|-------------------------------|--------|
| 3/4", 7/8", 1", 1 1/8" | 1 3/4", 2", 2 1/4"      | 5"                            | 2.375" |
| 1 1/4", 1 3/8"         | 2", 2 1/4", 2 1/2"      | 5"                            | 2.875" |
| 1 1/2", 1 5/8", 1 3/4" | 2", 2 1/4", 2 1/2"      | 5"                            | 3.75"  |
| 2"                     | 2 1/4", 2 1/2"          | 5"                            | 3.75"  |

## METRIC SIZES (mm)

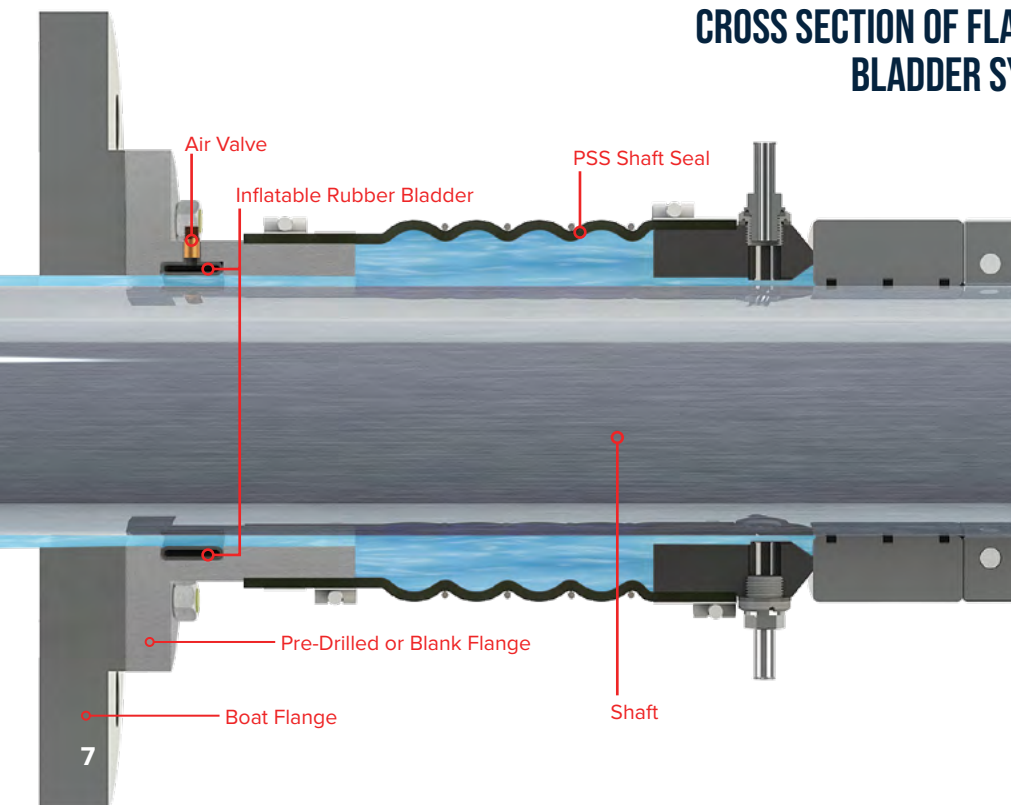
| SHAFT DIAMETER (A) | STERN TUBE DIAMETER (B) | APPROX. COMPRESSED LENGTH (C) | D  |
|--------------------|-------------------------|-------------------------------|----|
| 20, 22, 25, 28, 30 | 45, 50, 58              | 127                           | 61 |
| 32, 35             | 50, 58, 64              | 127                           | 74 |
| 38, 40, 45         | 50, 58, 64              | 127                           | 96 |
| 50, 55             | 58, 64                  | 127                           | 96 |

# FLANGE & BLADDER SYSTEM |

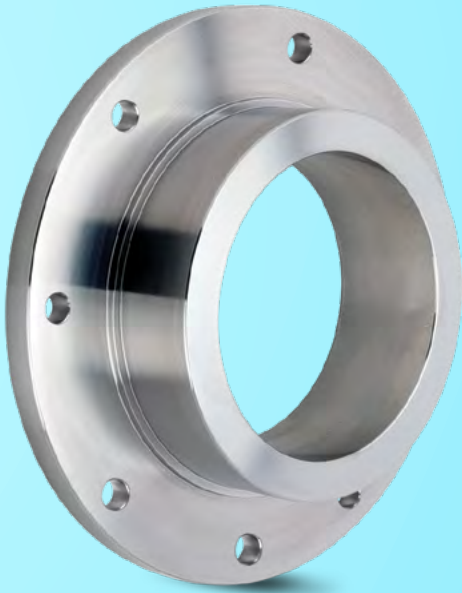


A large number of commercial vessels are manufactured with a multi bolt flange in lieu of a stern tube. Often, these flanges have a standard bolt pattern. In order to facilitate the installation of the PSS Shaft Seals on boats with these type of flanges, PSS Seal manufactures an array of flanges which fit the "standard" bolt patterns and transform the flange into a stern tube ready to accept the PSS Shaft Seal. These adapters can be ordered as a "standard unit" or as a "inflatable bladder unit". The inflatable bladder option allows the operator to seal the stern tube, while the shaft is not rotating, in order to inspect or clean the seal. In addition, if the uncoupling of the shaft is needed, this operation can be done in the water as the shaft can be moved aft with the bladder inflated with no water intrusion occurring. This inflatable bladder can also be used in case of an emergency.

## CROSS SECTION OF FLANGE & BLADDER SYSTEM



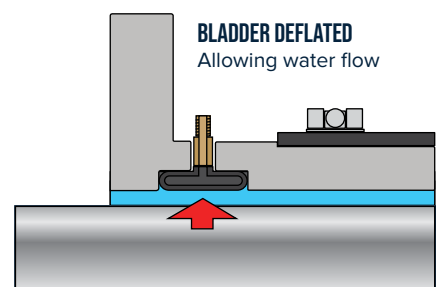
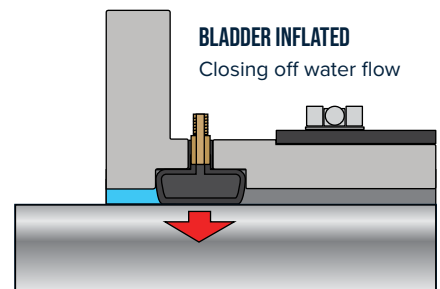
# STANDARD FLANGES |



Not all vessels require a flange and bladder system, but most require a flange. To that effect PSS is offering flanges in all common materials (316 stainless steel, mild steel and aluminum). As all flanges are manufactured to order on our CNC lathes and mills, we can accommodate all patterns and shapes.

## HOW DOES IT WORK?

An inflatable rubber bladder (made of nitrile rubber) is nested in the flange. Once inflated to approximately 10 - 15 PSI the bladder will come into contact with the shaft creating a water tight seal. Deflate the rubber bladder to retract the bladder from the shaft allowing water back through (No damage is done to the shaft during this process). Bladder replacement recommended every 10 years under normal use and varies dependant on water condition. The bladder can only be used with a stationary shaft.



# TYPE C SEAL

For shafts  
6½" to 8" (165mm - 203mm) diameters



Unlike other PSS Shaft Seals, the Type C has an integrated support for the carbon stator, so that it does not rely on the bellows for weight support. The PSS Type C Shaft Seal is available in three installation configurations:

- Weld on Stern Tube System
- Flange Mounted System
- Flange & Bladder System

As with all PSS seals, the PSS Type C model is a mechanical face seal using the flat surfaces of the rotating rotor and the stationary carbon flange / ring to create a water tight, dripless system. Commercial oriented by design, the Type C system uses a N50 rotor fitted on the shaft in front of the carbon flange and is secured in compression with a 316L split collar. The stationary acetal/carbon stator is attached to a heavy duty silicone bellows clamped to the vessel using the appropriate mounting option.

## MODELS



### WELD ON STERN TUBE

This system features the standard PSS Type C Shaft Seal and is designed as a weld on system for both new construction and retrofit installations. Available in aluminum, steel or 316L, this mounting system ensures minimal installation time, integrates with many vessel configurations and eliminates the need for an additional adapter / bolt on system.

1. This clamp assembly maintains the PSS Type C preload / compression without the need for set screws.
2. Nitronic 50 stainless steel rotor surfaced to 9 Ra finish.
3. Machined acetal hub with carbon stator insert, lapped to 4 HCB.
4. Water is fed into the PSS Shaft Seal for cooling / lubricating the seal faces on high speed vessels.
5. Stationary acetal / carbon stator clamped to the nitrile bellows, which is attached to the stern tube (shaft log).
6. T-Bolt type hose clamps secure the bellows to the stern tube and to the acetal / carbon stator to the bellows.
7. Stern Tube made from your choice of aluminum, steel or 316L stainless steel, will be directly welded onto the vessel.



### FLANGE MOUNTED

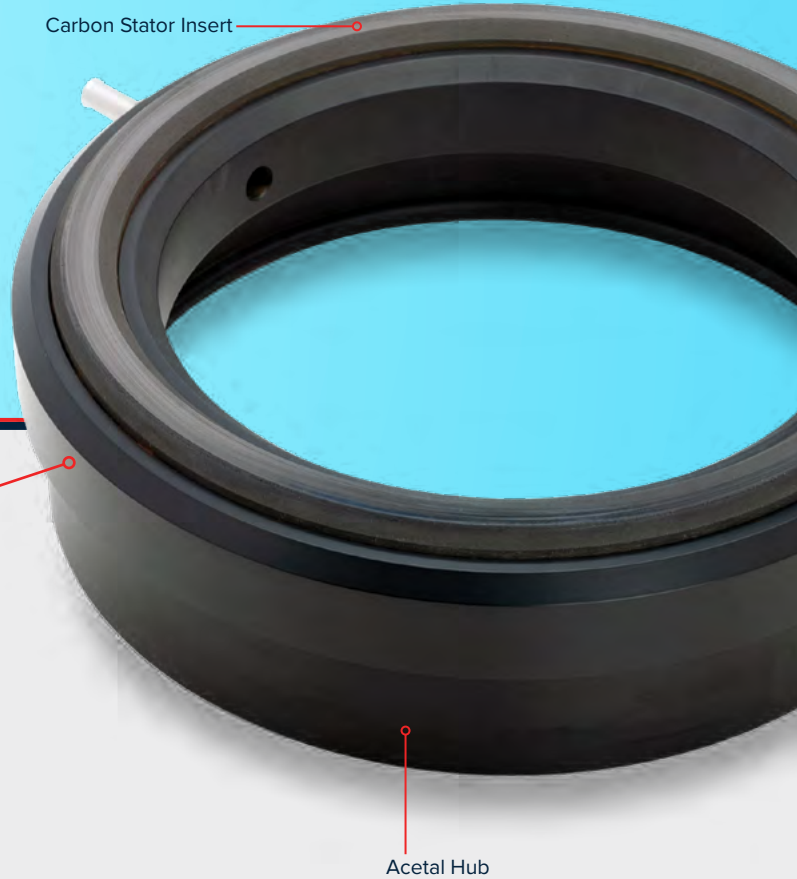
Ideal for retrofit or new construction installations, this system includes the standard Type C Seal and is designed as a bolt on application. Available in aluminum, steel or 316L, this mounting system is machined to match your specific application/existing flange pattern and is offered "pre-drilled" to your bolt pattern, size and spacing or supplied "blank" for simplicity and drilling at the time of installation.

1. This clamp assembly maintains the PSS Type C preload / compression without the need for set screws.
2. Nitronic 50 stainless steel rotor surfaced to 9 Ra finish.
3. Machined acetal hub with carbon stator insert, lapped to 4 HCB.
4. Water is fed into the PSS Shaft Seal for cooling / lubricating the seal faces on high speed vessels.
5. Stationary acetal/carbon stator clamped to the nitrile bellows, which is attached to the stern tube (shaft log).
6. T-Bolt type hose clamps secure the bellows to the stern tube and to the acetal / carbon stator to the bellows.
7. Flange made from your choice of aluminum, steel or 316L stainless steel.

# TECHNICAL SPECIFICATIONS



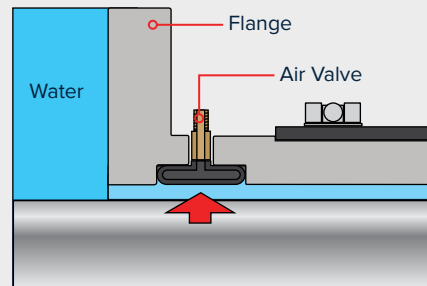
|                             |                                       |
|-----------------------------|---------------------------------------|
| <b>Temperature Limits</b>   | -13°F to 425°F (-25°C to 220°C)       |
| <b>Working Pressure</b>     | Up to 25 PSI (1.75 BAR)               |
| <b>Max Pressure</b>         | 50 PSI (3.5 BAR)                      |
| <b>Shaft RPM Limits</b>     | 1,500 RPM                             |
| <b>Carbon Graphite</b>      | Lapped to 4 HLB (0.000044" tolerance) |
| <b>316 SS / Nitronic 50</b> | Faced to 9 Ra                         |
| <b>Bellows Material</b>     | Mandrel formed silicone / fabric      |



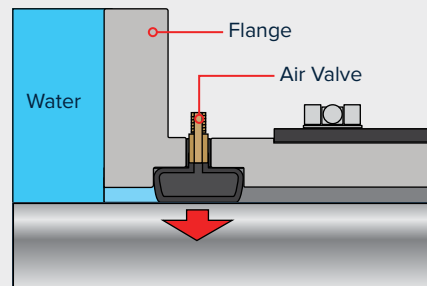
## FLANGE & BLADDER MOUNTED

Also ideal for retrofit or new construction installations, this system includes the standard PSS Type C Shaft Seal and is designed as a bolt on application. Available in aluminum, steel or 316L, this mounting system is machined to match your specific application, existing flange pattern and is offered "pre-drilled" to your bolt pattern, size, spacing or supplied "blank" for simplicity and drilling at the time of installation.

1. This clamp assembly maintains the PSS Type C preload / compression without the need for set screws.
2. Nitronic 50 stainless steel rotor surfaced to 9 Ra finish.
3. Machined acetal hub with carbon stator insert, lapped to 4 HCB.
4. Water is fed into the PSS Shaft Seal for cooling/lubricating the seal faces on high speed vessels.
5. Stationary acetal / carbon stator clamped to the nitrile bellows, which is attached to the stern tube (shaft log).
6. T-Bolt type hose clamps secure the bellows to the stern tube and to the acetal / carbon stator to the bellows.
7. Flange made from your choice of aluminum, steel or 316L stainless steel. Inflatable bladder allows the operator to seal the stern tube, while the shaft is not rotating, in order to inspect or clean the seal. In addition, if the uncoupling of the shaft is needed, this operation can be done in the water as the shaft can be moved aft with bladder inflated with no water intrusion occurring.



**BLADDER DEFLATED**  
Allowing water flow.



**BLADDER INFLATED**  
Closing off water flow.

# ACCESSORIES

For All PSS Shaft Seal Types



## MAINTENANCE KIT

To ensure longevity and proper function of the PSS Shaft Seal, PSS Seal provides a PSS Maintenance Kit to follow the PSS Seal's recommended maintenance schedule. As with any rubber / silicone hose below the waterline, the PSS bellows must be inspected on a regular basis for any sign of wear, aging or chemical deterioration. PSS Seal recommends that the bellows be replaced once every 6 years (For Type A Seals) and 8-10 years (For Type B or PRO Seals). During the bellows replacement it is also recommended that the o-rings and set screws in the stainless steel rotor are replaced, as well as the hose clamps. PSS Seal includes all of the necessary replacement parts in the PSS Maintenance Kit.



### TYPE A SEAL MAINTENANCE KIT INCLUDES

- Bellows
- Set screws
- O-rings
- 316L stainless steel hose clamps
- Clamp Jackets
- Medium strength thread lock
- Wrench
- Instructions



### TYPE B & PRO SEAL MAINTENANCE KIT INCLUDES

- Silicone bellows
- Set screws
- O-rings
- 316L stainless steel hose clamps
- Clamp Jackets
- Medium strength thread lock
- Wrench
- Instructions

## SHAFT RETENTION COLLAR

The Shaft Retention Collar (SRC) is designed to protect propeller and rudder shafts. Assists in keeping the shaft and rudder in the boat in the event of a coupling failure. Due to its simple design the SRC is very easy to install with the shaft or rudder in place. Available in sizes to fit shafts from 1" to 3" or 25 to 80mm.



## T-KIT

PSS Seal offers T-Kits to help facilitate the installation of the PSS Shaft Seal. These T-Kits enable the installer to tee into the raw water discharge hose and plumb water to the hose barb fitting of the PSS Shaft Seal. Some examples of water pick-up points are: between the heat exchanger and riser, between oil cooler and heat exchanger and between the water pump and oil cooler.

| INSIDE HOSE Ø | T-KIT PART # |
|---------------|--------------|
| ½"            | 07-KIT-012   |
| ¾"            | 07-KIT-034   |
| 1"            | 07-KIT-100   |
| 1¼"           | 07-KIT-114   |
| 1½"           | 07-KIT-112   |

### BEFORE ORDERING

Measure the inside diameter of the cooling hose which you intend to tee off from before ordering.



### INCLUDES

- T-fitting
- 6' of ¾" hose
- Hose clamps

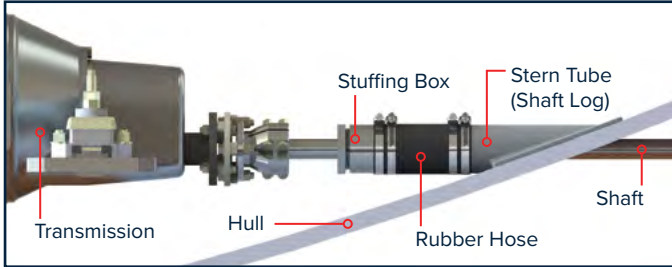


Correct T-Kit installation

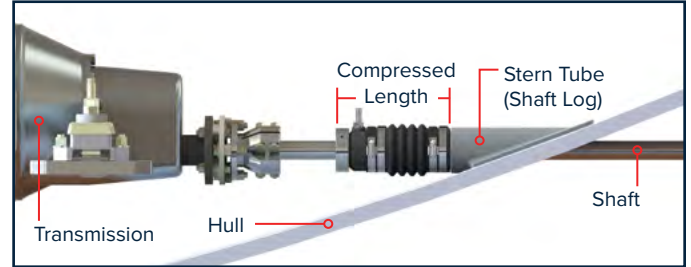
# INSTALLATION EXAMPLES |

## REPLACEMENT OF CLASSIC STUFFING BOX

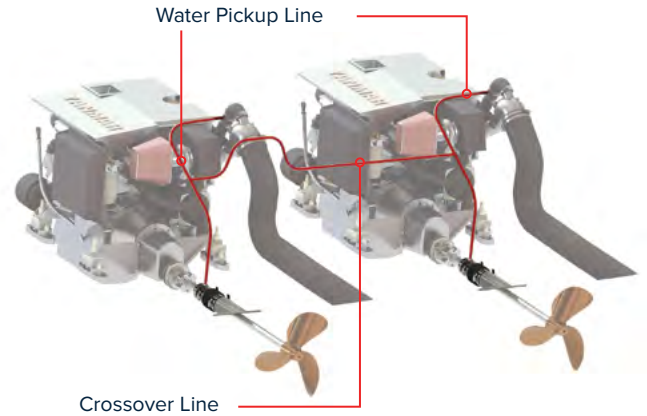
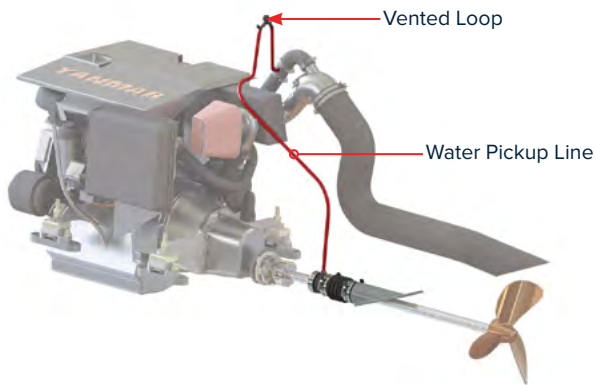
Classic Stuffing Box... Before



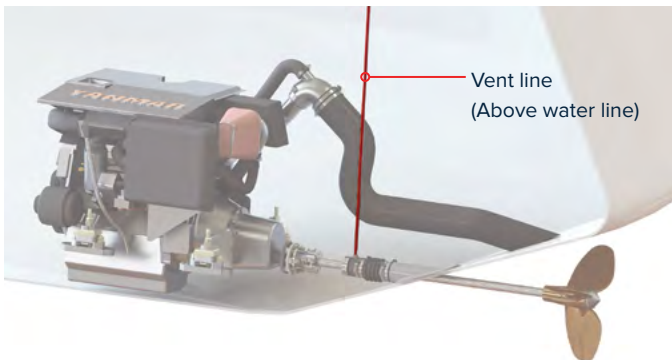
PSS Shaft Seal... After



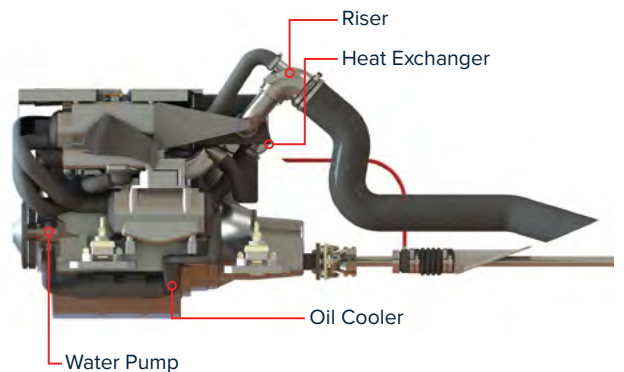
## EXAMPLE OF POWERBOAT INSTALLATION



## SAILBOAT INSTALLATION



## POWERBOAT INSTALLATION



1. Tee into line after heat exchanges.
2. Tee into line after oil cooler.
3. Tee into line after water pump.
4. Hose barb into heat exchanger or oil cooler.

## CAUTION

When the pick up point is located below the waterline an anti-siphon might be required to prevent back flooding of water through the exhaust system and into the engine. Standard boat plumbing practices should be followed.

# OTHER APPLICATIONS |



## WATER UTILITY, MIXING TANKS & WATER FILTRATION SYSTEMS

Specifically developed for surface water production plants, PSS Shaft Seals are installed on many horizontal mixer applications used in flocculation basins for rapid sand filtration plants and corrugated box / sheet production facilities.



## PUMPS & FLOW TANKS WITH SPACE SENSITIVE INSTALLATIONS

PSS Seal's ability to customize solutions allow PSS Shaft Seals to be integrated into space sensitive installations on specific pumps and flow tanks.



## THERAPY & EXERCISE POOLS

PSS Seal has developed and supplies mechanical seals at the OEM level for industry leading manufacturers of therapy and exercise pools used in healthcare and sport specific applications.



## VERTICAL PUMPS, IRRIGATION & MINING

The ability of the PSS Shaft Seal to function in a dirty / silty environment, as well as its tolerance for radial movement makes it an ideal solution for the irrigation and mining industry. PSS Seal's ability to customize sealing solutions has paved our way into this industry.

## What general maintenance should I be considering for a PSS Shaft Seal that is working with no apparent issues?

**Answer:** PSS Seal recommends that the bellows be replaced once every 6 years on our PSS Type A, and every 8 to 10 years on our Type B and PSS PRO Seals. During bellows replacement it is also recommended that the o-rings & set screws in the stainless steel rotor are replaced, as well as the hose clamps. Under most circumstances the carbon stator and the stainless steel rotor will not need replaced.

## Can I re-use my set screws when making an adjustment or removing the PSS Shaft Seal?

**Answer:** No. The set screws provided with the PSS Shaft Seal are cup-point set screws, which compress onto the shaft when tightened. Any re-use of the set screws will not allow for the cup point to properly lock onto the shaft. The PSS Maintenance Kit comes with five new set screws included.



## I'm hearing a high pitched "squealing" sound that seem to be coming from the shaft seal, what should I do?

**Answer:** The first step is to determine with high degree of certainty that the sound is coming from the shaft seal. If so, this is most likely the result of the shaft seal running dry and you will want to correct the plumbing to the seal. Fortunately the PSS Shaft Seal uses high quality carbon and stainless steel sealing components that will not melt as a result of water loss as you see with many other available sealing options.

## Does the PSS Shaft Seal have a "break-in" period?

**Answer:** On average, the PSS Shaft Seal requires approximately one hour of break-in time, which allows the carbon flange to polish the mating face of the stainless steel rotor. During the break-in period you may experience a very fine mist, sometimes associated with a black dust coming from the PSS Shaft Seal. Under normal conditions, this will stop after an average of one hour running time.

## It appears my shaft seal is leaking at rest, what can I do?

**Answer:** If the PSS Shaft Seal is leaking at rest it is likely that some foreign material is on the face of the seal between the stainless steel rotor and carbon flange. To clean this material from the seal, carefully insert a clean rag between the sealing faces and work the rag around the seal. As you do this, the incoming water will flush the sealing faces and the leak should stop once the rag is removed and the sealing faces are back in contact.

## My seal is beyond the one hour break in period, does not leak at rest, but continues to mist during operation?

**Answer:** In most cases, a PSS Shaft Seal that does not leak at rest but only underway and / or at high RPMs is due to a lack of compression. Please note that the compression guide in the installation instructions are average figures and are provided as a guide. Exact compression amounts can vary from boat to boat. If the seal continues to spray underway following the break-in period, you will want to verify that the seal has been properly compressed. If it appears that additional compression is needed, add compression in 1/8" to 1/4" increments until the spray or mist stops.

## I have a slow speed boat that will never exceed 12 knots under power, do I need positive water feed to my PSS Shaft Seal?

**Answer:** In most cases a slow speed boat that does not have a bearing, the PSS Shaft Seal does not require positive water feed and can simply be "vented". Ideally the vent line will be run at least 2-3 feet above the water line and is close to the center line as possible to ensure the vent hose is never below the water line, even if the boat heels. Review the PSS Shaft Seal Installation Instructions for more details on venting the seal.

## I have a high speed boat that will exceed 12 knots under power, do I need positive water feed to my PSS Shaft Seal?

**Answer:** Yes, for high speed vessels it is required that a positive water supply be plumbed to the PSS Shaft Seal for the purpose of lubricating and cooling the seal faces. There are many sources of water supply, review the PSS Shaft Seal Installation Instructions for more information and note all plumbing must follow the standards and practices of proper boat plumbing.

The FlowTrue® is a robust and reliable adjustable flow meter for marine applications, ensuring optimal water flow to a shaft seal, lip seal or packing gland. Built to withstand harsh marine environments, the FlowTrue® system features stainless steel and POM construction, making it ideal for engine rooms and other demanding settings.

Whether you're outfitting a small sailboat or a large commercial vessel, the FlowTrue® system provides the reliability and control you need to keep your shaft seal running smoothly.



## FEATURES

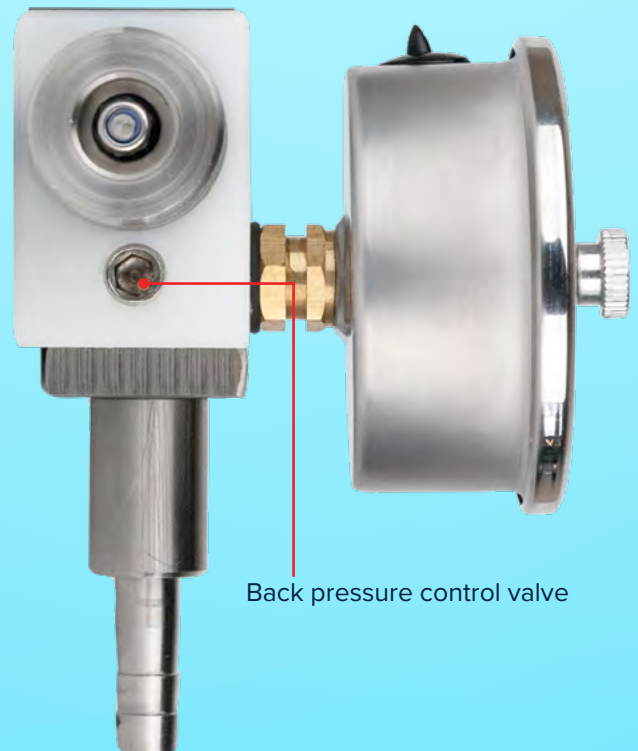
- Innovative flow tube cleaning mechanism
- Unique segmental valves
- Integrated non-return valve
- Modular design
- Adjustable flow meter

## BENEFITS

- The device can be cleaned without interrupting flow and pressure to the seal
- Prevents FlowTrue® from clogging
- Ensures that the device can be easily upgraded and repaired
- Controls the amount of water flowing to the shaft seal for cooling purposes

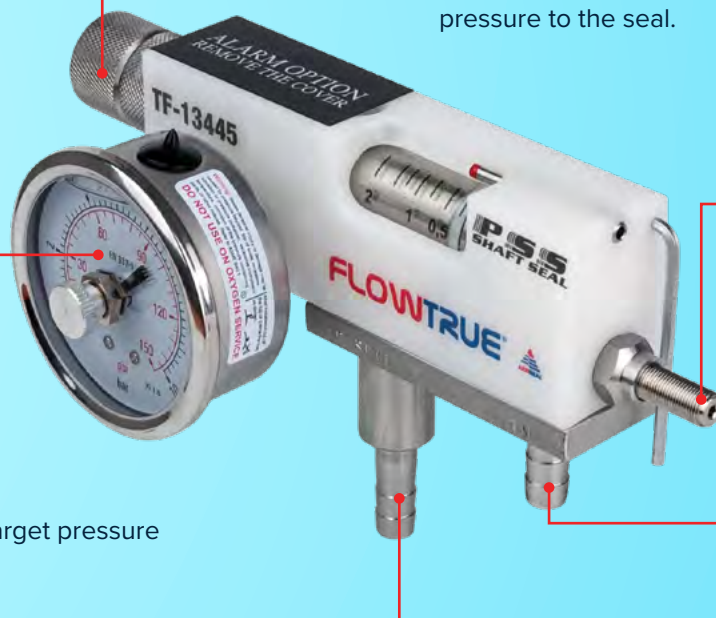
## TECHNICAL SPECIFICATIONS

|                               |   |
|-------------------------------|---|
| <b>Construction</b>           | Features a main body that is made out of polyacetal, with a 316L stainless steel base. The gauge has a glass face with aluminum housing. Features stainless steel fittings. |
| <b>Max. Temperature</b>       | 176°F (80°C)  |
| <b>Flow Rate (Adjustable)</b> | 0.25 - 2.0 Gallons per min.<br>(1.0 - 8.0 Liters per min.)  |
| <b>Pressure (Adjustable)</b>  | 0 - 360 PSI (0 - 25 BAR)  |
| <b>Fitting Size</b>           | 3/8"  |



### INNOVATIVE FLOW TUBE CLEANING MECHANISM

The device can be cleaned without interrupting flow and pressure to the seal.



### PRESSURE GAUGE

Pressure gauge with target pressure indicator.

### FLOW ADJUSTMENT POINT

Controls the amount of water flowing to the mechanical seal for cooling purposes.

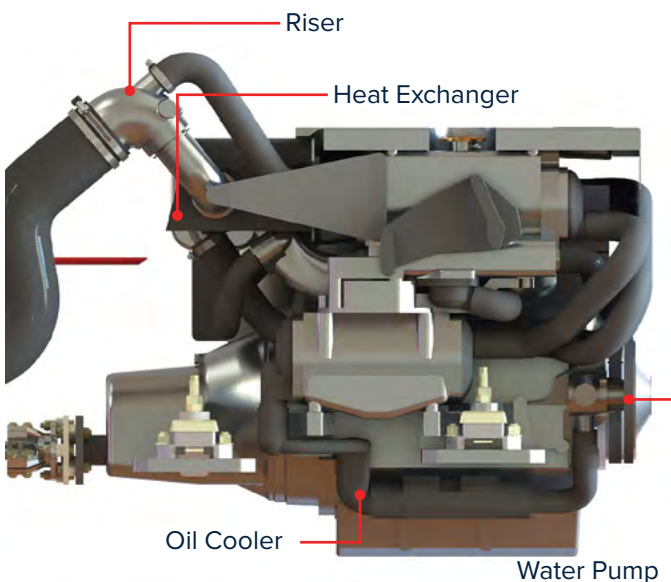
### WATER SOURCE CONNECTION

Water pickup source connection.

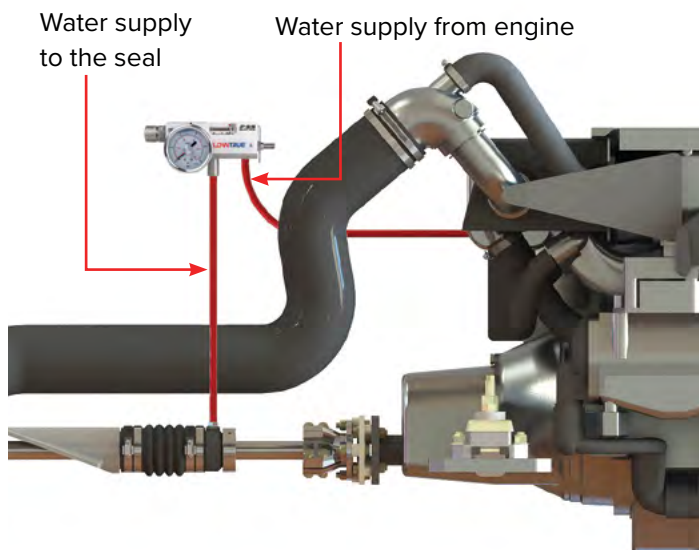
### SUPPLY CONNECTION

Water supply connection to the shaft seal.

### WATER PICKUP SOURCES



### INSTALLATION EXAMPLE



# DISTRIBUTORS



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