



QUALITY MARINE  
EQUIPMENT SINCE 1981

**PACKLESS SEALING SYSTEM**  
**SHAFT SEAL**

# TYPE B SEAL

## INSTALLATION INSTRUCTIONS

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

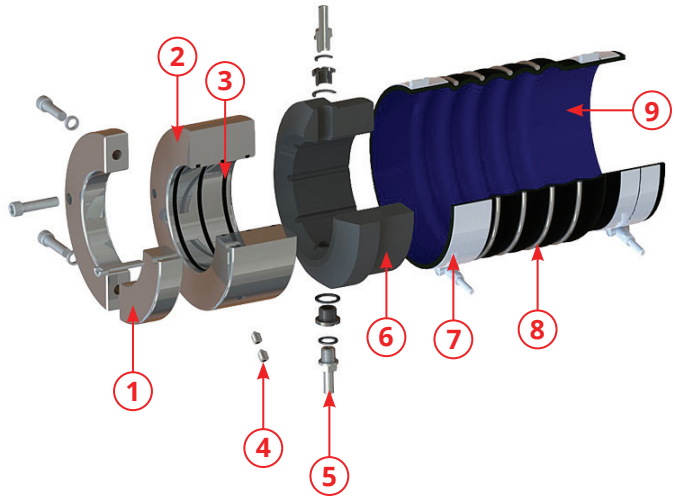


**IMPORTANT! - BEFORE STARTING YOUR INSTALLATION CAREFULLY READ THE FOLLOWING WARNINGS AND INSTRUCTIONS. FAILURE TO PROPERLY FOLLOW THE WARNINGS AND INSTRUCTIONS COULD LEAD TO PERSONAL INJURY OR EVEN DEATH, OR PHYSICAL, ENVIRONMENTAL OR PROPERTY DAMAGE.**

- **READ AND FOLLOW THE INSTRUCTIONS THOROUGHLY!** The PSS (Packless Sealing System) Shaft Seal (“PSS”) you are preparing to install is a through-hull fitting that protects against water from entering the boat where the shaft enters the hull, when properly installed and maintained. Make sure that you or your designated installer is a qualified professional, knowledgeable and skilled to install the PSS correctly, and you have all the required tools and additional equipment on hand before beginning installation.
- If removing the engine transmission for repair or if launching the boat without a transmission installed, then the shaft must be kept in place with a device that will secure the shaft with the PSS below in its normal “compressed mode”.
- Install the PSS ONLY with the boat out of the water.
- **DO NOT USE** oil, grease (petroleum products) or silicone products at any time during the installation. Use soap and water to lubricate the o-rings of the rotor when sliding it down the shaft.
- Clean the seal area of your boat so you do not contaminate the seal surface with dirt, oil or other foreign matter. Do not damage or scratch the face of the carbon or the face of the stainless steel rotor during unpacking or while handling or installing the PSS.
- If changing hose barb fittings, do not over-tighten.
- Do not damage the carbon flange or stainless steel rotor while unpacking and handling.
- The stainless steel hose barb fittings should be inspected on a 6 month basis for any signs of corrosion.
- Do not slide the aft bellow cuff too far down over the stern tube. The leading edge of the stern tube could cause damage to the inner ribs of the bellow and improperly limit the bellow movement and travel.
- If fitting a vent line (boats under 12 knots), do not run a loop at the top end of the hose as this could promote a siphon.
- If the boat sits idle for a long period of time (generally 3 months or more), it may be necessary to move the carbon face back to allow a small amount of water to enter the boat.
- As with any hose under the waterline, the PSS bellows must be inspected on a regular basis (i.e., no less than at least every 6 months under most circumstances) and checked for any signs of deterioration (cracks, splits, tears, brittleness, or other signs). Upon any sign of deterioration the bellow must be replaced. As preventive maintenance the bellow should be replaced no less than every eight (8) years, regardless of its apparent condition.
- The shaft should be near centered and run parallel to the shaft log.
- Do not allow any petroleum-based liquid or corrosive material to come in contact with the PSS. Take care to ensure that this does not occur, for example, when performing any general maintenance, or winterizing the engine.
- Do not use an ozone generator (e.g., air cleaner) in or around your boat. The extra ozone will speed up the deterioration of any rubber product, including the PSS bellow.
- The bellows will need more frequent inspection and replacement in an environment where non-sealed batteries emit sulfuric acid vapors. Sulfuric acid vapors will accelerate deterioration of any rubber materials including the PSS bellows.
- Do not use sealant to fit the bellow to the stern tube or the hose to hose barb.
- Do not run dry.
- Do not use the PSS SEAL on a submarine vehicle.

# PSS TYPE B COMPONENT LIST |

1. Clamp Collar
2. Rotor
3. Nitrile O-Rings
4. Set Screws
5. Hose Barb
6. Carbon Stator
7. Clamps
8. Steel Hoops
9. Bellow



# INSTALLATION INSTRUCTIONS |

**IN ALL CASES, THE BOAT MUST BE OUT OF THE WATER TO PERFORM THIS INSTALLATION.**

1. Unbolt the shaft coupling from the transmission coupling.
2. Remove the shaft coupling from the shaft.
3. Remove the old stuffing box and all attached fittings. There are many stuffing box styles and types of attachment to the boat for these large shafts, so by this time you will have already checked with your PSS dealer for the PSS requirement at the stern tube end.
4. Clean the shaft with very fine sand paper or emery paper (400 to 600 grit), paying particular attention to the shaft key way to make certain there are no burrs or sharp edges that could tear the o-rings upon assembly.
5. Slide the open end of the bellow and two hose clamps over the shaft log. The carbon flange will already be securely attached to the bellow by 2 T-bolt style clamps.
6. Slide the stainless steel rotor onto the shaft. Only use a water-soluble lubricant like dish soap to help the rotor and o-rings slide easily. Do not use grease or oil! Make sure the o-rings are positioned in the grooves of the rotor (spare o-rings are provided) and that the locking clamp collar is not tightened to the Stainless Steel Rotor.
7. Re-attach the shaft to the shaft coupling and the shaft coupling to the engine using the manufacturer recommendations.
8. Position the bellow on the stern tube so the carbon is centered with the shaft. Caution: The forward end of the stern tube should not extend beyond the aft cuff of the bellow. Clamp the cuff of the bellow to the shaft log with the two stainless steel t-bolt hose clamps.

9. Start the stainless steel rotor down the shaft (side with holes drilled towards the engine) and slide down the shaft so the rotor just comes in contact with the carbon flange. Mark this “no load” position on the shaft just in front of the stainless steel rotor with a marker or tape as a reference point.
10. By sliding the stainless steel rotor further back down the shaft, **compress the bellow 1”** (the “no load” mark on the shaft is used as a reference to measure amount of compression). A special tool may be needed for this operation, as the bellows are fairly stiff. The installer can decide the tool required but in no case can this tool touch the working faces of the seal. To assist sliding the rotor down the shaft the installer can thread bolts (3/8” x 16) into the holes on the O.D. of the rotor. These bolts will make a “handle” to better grip the rotor. If the rotor tends to slide back on the shaft after compressing the bellow, use the provided set-screw and thread it into the hole that is tapped all the way through to the bore of the rotor (only one out the 4 holes is drilled and tapped all the way).

This screw will **temporarily** hold the rotor in place while the clamp assembly is fit in front of the rotor. **Important: Back-off this set-screw once the clamp assembly is slid into position with the screws snug.**

**Note:** The amount of compression required may vary depending on motor mounts and shaft misalignment. The suggested 1” of compression is an average load. Up to 1½” of compression can be applied, if necessary.

11. Align the holes that are drilled and tapped in the clamp assembly with the holes drilled on the face of the rotor.
12. Fit the clamp assembly in front of the rotor assembly to the shaft, making sure that the driver screws will align with the holes in the face of the rotor. Secure clamp assembly to the shaft and make sure driver screws are inserted into the holes on the face of the rotor.
13. Check if the rotor runs true to the shaft using a dial indicator. A tolerance of 2,000th inch (.002”) is acceptable. If the rotor is not true to the shaft, align it by working with the locking assembly and a mallet.
14. **The seal has two hose barb fittings that require water to be plumbed into the seal to cool and lubricate it. This water flow is required.** If there is a shaft bearing in the stern tube limiting the exhaust of the water flow, the second barb fitting may be vented overboard to eliminate excess pressure. On a twin-screw application, if there is no shaft bearing in the stern tube, the second barb fitting can be used as a jumper between engines to assure water flow even if one engine is shut down. **This plumbing must be done respecting the rules of underwater plumbing.** The water can come from the engine cooling raw water system, from a pump or from a scoop. A maximum pressure of 10 PSI is allowed.

## BREAK-IN PERIOD

On average, the PSS requires approximately one (1) 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 will experience a very fine mist, sometimes associated with a black dust coming from the PSS. Under normal conditions, this will stop after an average of one (1) hour running time.

There is a break-in period when the carbon graphite flange will polish the face of the stainless steel rotor. During this break-in period there will be a very fine black mist being emitted when shaft is turning at high rpm's and a few drops of water may be coming through. This break in period varies with each installation but should not exceed 100 hours.

# TROUBLE SHOOTING

## A. High-pitched squeal:

If you hear a high-pitched squeal from the PSS shaft seal during operation, the seal may not be getting water. Review and correct plumbing to the seal.

**CAUTION: If the seal has run dry use caution! The faces (stainless steel rotor and carbon) may be very hot.**

## B. Spray or mist during operation after the break in period:

If you should experience any spray or misting during high-speed operation (after break-in period), add an additional  $\frac{1}{8}$ " compression to the bellow with the rotor and repeat until the spray has stopped. Also check for run out across the face of the Stainless Steel Rotor, it should have less than .002 run out of misalignment when installed.

## C. Dripping at rest:

If the PSS seal drips while at rest then it is likely that foreign material is on the face of the seal between the stainless steel rotor and the carbon flange. To clean this foreign material from the seal, insert a clean rag carefully between the two faces (Note: some water will come into the boat at this time if the boat is in the water) and work the rag around the seal. As you do this, the incoming water will flush the impurities. Remove the rag from the seal and the leak should stop.

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# LIMITED WARRANTY / LIMITATIONS OF REMEDIES AND LIABILITY

## P.S.S. (Packless Sealing System) Shaft Seal

**Grant of Limited Warranty.** The PSS (Packless Sealing System) Shaft Seal (“PSS”) is warranted by PSS Seals, LLC. to the original purchaser only to be free from defects in material and workmanship under normal use and maintenance for a period of three (3) years from the date of first use or shipment, whichever comes first. During the warranty period, all original parts subject to this limited warranty and determined by PSS Seals, LLC. to be defective in materials or workmanship, will either be repaired or replaced by PSS Seals, LLC. or its authorized agent, at its sole option, free of charge, except for shipping and handling charges and dealer labor charges (if applicable), which charges are not covered by this limited warranty. The warranty on any part repaired or replaced under this limited warranty expires at the end of the original warranty period.

**Limitations of Limited Warranty.** This limited warranty does not cover and does not apply to any PSS: (i) altered in any way inconsistent with the shaft seal design as provided, (ii) improperly installed and/or maintained, (iii) incompatible with any portion or component of any boat or application that is not supplied by PSS Seals, LLC., regardless of the cause of the failure or incompatibility of such portion or component, (iv) used for purposes other than those for which it was designed, and/or (v) subjected to misuse, neglect or accidents. In order to obtain warranty service, the PSS, together with the bill of sale or other dated proof-of-purchase document identifying the shaft seal model number, must be presented to an authorized PSS dealer during the warranty period. For assistance in locating an authorized PSS dealer, please contact PSS Seals, LLC. at:

PSS Seals, LLC.  
12532 Beverly Park Road Ste. B  
Lynnwood, WA 98087  
Phone: 425-355-3669

Except for the limited warranty expressly provided above, to the maximum extent permitted by applicable law, PSS Seals, LLC. and its suppliers make no warranties, express or implied, and disclaim all warranties, duties and conditions, whether express, implied or statutory, with respect to the PSS, including, without limitation, any implied warranties of merchantability, against latent defects, fitness for a particular purpose, or correspondence to description.

**Limitation of Remedies.** In the event of a breach of the limited warranty set forth above, PSS Seals, LLC. or its authorized agent will only be obligated at PSS Seals, LLC. sole option to either repair or replace the failed PSS. If after written notice to PSS Seals, LLC. of each defect, malfunction or other failure and a reasonable number of attempts to correct the defect, malfunction or other failure and the remedy fails of its essential purpose, PSS Seals, LLC. shall refund the purchase price paid to PSS Seals, LLC. in exchange for the return of the sold good(s). Said refund shall be the maximum liability of PSS Seals, LLC. THE FOREGOING REMEDY IS THE SOLE AND EXCLUSIVE REMEDY OF THE BUYER AGAINST PSS Seals, LLC. REGARDLESS OF THEORY, WHETHER ARISING IN CONTRACT, BREACH OF ANY WARRANTY, TORT, INCLUDING STRICT LIABILITY OR NEGLIGENCE, OR OTHERWISE.

**Limitation of Liability.** To the maximum extent permitted by applicable law, PSS Seals, LLC. and its suppliers expressly disclaim and exclude any liability for any incidental, special, indirect or consequential damages resulting from any reason whatsoever. This exclusion applies to all legal theories under which damages may be sought.

**Note:** This limited warranty gives you specific legal rights and you may also have other rights which may vary from state to state.

Please refer to the P.S.S. Shaft Seal Instruction Booklet for installation instructions.



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