



## C&MSeal Installation Guide

The following is a brief description of a typical C&MSeal installation. Detailed instructions are included with each product and should be followed closely.

1. Remove shaft from transmission coupling.
2. Disassemble and remove all of the existing shaft sealing system.
3. Remove the hose clamps and old hose from the shaft log (stern tube). Discard them. DO NOT RE-USE these components as they will not function correctly with the C&MSeal.
4. Draw the shaft back up against the coupling. This will expose the portion of the shaft that was located under the old hose and stuffing box.
5. Insert the end of the C&MSeal unit into the articulated hose and push in as far as it will go.
6. Position the C&MSeal Unit while installed in the articulated hose next to the stern tube to determine approximately where the lip seal will ride on the shaft.
7. Examine this area carefully. Be SURE that it is free of pitting, nicks or surface imperfections which could cause leaking. Clean this area thoroughly. Polish the shaft using 280 to 320 grit wet/dry sandpaper or emery cloth working around the shaft. Fore and aft actions could put flats or grooves in the shaft. Do NOT over polish the shaft or this will prevent the lip seal from sealing out the water. The assembly may be shifted forward slightly by adjusting the position of the hose on the stern tube at the time of installation.
8. Back the shaft away from the coupling to provide enough room to install the assembly.
9. Carefully slide the assembly (hose-end first).
10. Slide the assembly down the shaft and onto the stern tube. Push on as far as it will go or as needed to position the lip seal on a clean spot on the shaft. Make sure the hose is over the stern tube enough to be able to put both hose clamps on.
11. Reconnect the shaft to the coupling. Make certain the coupling is firmly secured to the transmission.
12. Space the 2 hose clamps over the stern tube end evenly and "snug". Hose clamp screws should be on opposite sides to distribute the pressure evenly. Space the two clamps on the SureSeal end of the hose evenly and "snug". Confirm that both the SureSeal and stern tube are fully inserted into the articulating hose. Tighten all hose clamps.
13. Connect the C&MSeal to a pressurized water supply source (point in the engines raw water cooling system) by attaching the water injection hose to the stainless steel fitting on the housing. If there is a second hose fitting on the C&MSeal, it is used to complete a crossover feed between port and starboard shaft seals. Complete crossover instructions are included with the Water Pick-Up Kits and should be followed closely.
14. **CHECK WATER SUPPLY TO SURESEAL(S) BEFORE OPERATING VESSEL (1 gallon per minute at idle)**
14. **\*\*\*NEVER USE GREASE OF ANY KIND\*\*\***