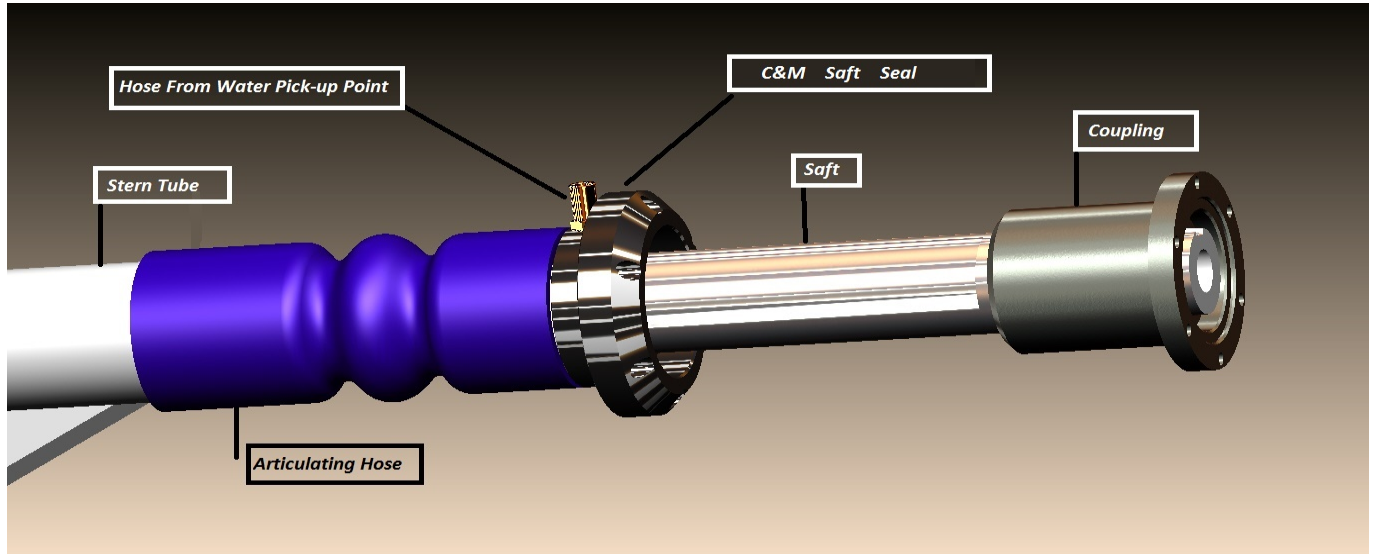
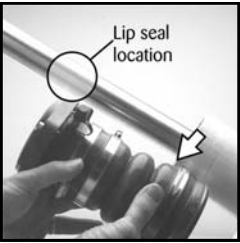
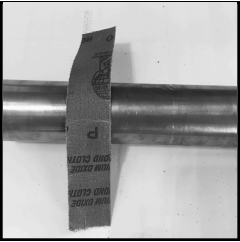




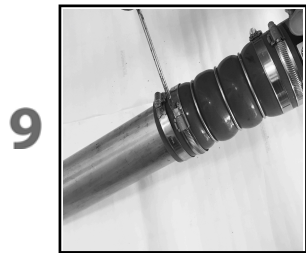
Cemberci Marine System

Shaft Seal Installation Instructions



- 1** Remove shaft from transmission coupling. Disassemble and remove existing shaft sealing system. **DO NOT RE-USE THESE COMPONENTS WITH THE C&MSeal™.**
- 2** Draw the shaft back up against the coupling. This will expose that portion of the shaft that was located under the old hose and shaft seal system.
- 3**  Position assembly (as shown) next to stern tube to determine approximately where the lip seal will ride on the shaft.
- 4**  Examine area carefully. Be sure it is free of pitting, nicks or surface imperfections which could cause leaking. Clean area thoroughly. Polish the shaft using 280-320 grit wet/dry sandpaper or emery cloth, working around the shaft. Fore and aft actions could put flats or grooves in the shaft. The assembly may be shifted forward on the shaft by adjusting the position of the hose on the stern tube at time of installation.
- 5**  Place two hose clamps over each end of the articulating hose. Insert the C&MSeal™ into the hose as far as it will go. Tighten hose clamps around the C&MSeal™.
- 6** Back the shaft away from the coupling to provide enough room to install the assembly.
- 7**  Carefully slide the assembly (hose end first) onto the shaft and onto the stern tube.
DO NOT USE GREASE!
Push the articulating hose over the stern tube as far as it will go. If you are using straightwall hose, no more than two inches. Do not tighten clamps.

8 Reconnect the shaft to the coupling. Make certain the coupling is firmly secured to the transmission. Slide the C&MSeal™ forward on the shaft until the hose is clear of the stern tube. Check to make certain the shaft is centered in the stern tube. If it is not centered, it will be necessary to realign the running gear to achieve this end result. If the shaft is not centered in the stern tube, side loads on the C&MSeal™ will be created, dramatically reducing bearing/life performance. Then, carefully slide the C&MSeal™ assembly onto the stern tube, making sure the articulating hose does not “bend” in any direction.



Evenly space the two hose clamps over the stern tube end of the hose. Stagger hose clamp drives on either side of the hose to distribute pressure evenly. Make certain the drives are accessible. Confirm that hose clamps fully engage the C&MSeal™ and the stern tube. Tighten clamps.



Connect the C&MSeal™ to a pressurized water supply source (a point in the engine’s raw water cooling system) by attaching the water injection hose to the stainless fitting on the SureSeal™ housing. If there is a second injection hose fitting on the SureSeal™, it is used to complete a crossover feed between the port and starboard SureSeals™.

CHECK WATER SUPPLY FROM THE ENGINE TO THE C&MSEAL™ BEFORE OPERATING VESSEL.

There should be at least one gallon per minute flowing into the C&MSeal™ at engine idle.