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#

9700 Split Stainless Steel Seal Assembly Instructions:

Please call **1-856-662-5162** with any installation questions**.**

1. **Vessel Wall should be clean, flat and perpendicular to the shaft**. Begin by assembling stainless steel split mounting plate around shaft.

2. If O-ring groove is present place O-ring in mounting plate groove. Slide mounting plate onto studs or if using bolts up to the bulkhead. If O-ring is not used than RTV plate to vessel wall with thin bead. **If there are raised tack welds and plate doesn't lie flat than counter-bores must be machined into end plate.**

3. Assemble PTFE rotor cups around shaft, using two machine screws in each cup. Rotor cup bores should face each other when installed. Hand tighten the screws so that the **seams mate evenly**. (Very important) apply .3ft-lbs. of torque maximum. The split joints should be torqued to a minimum torque as per below:
   - ¼" bolt (Plate split line bolts)- 6ft-lbs min (8 N-m min)
   - 3/8" bolt (Housing split line bolts)- 22ft-lbs min (30 N-m min)

   Do not over tighten screws. This could cause damage to the PTFE rotor cups.

4 Place split boot around shaft between the rotor cups. **To achieve a tight, interference fit, there should be a small gap roughly around 1/16" between the 2 halves of the blue elastomer when you wrap it around the shaft. If there is no gap or the gap is larger the shaft size is incorrect and the seal could fail prematurely. Please re-measure shaft and contact CinchSeal before continuing. A new split elastomer may be needed.** Put a good amount of supplied RTV Sealant in the split line and hold glued joint together for at least 3 minutes minimum for curing purposes. **(Very Important) Do not RTV the split line of the elastomer if you plan on pulling the seal apart to clean it.**

5 Push rotor cups and boot together. Boot hubs should fit into bores in rotor cups. The rotor cups should be orientated with each other so their split lines are 90 degrees apart from each other. Slide assembly on shaft until inboard rotor cup seats up against inner housing bore surface. There should be a slight resistance on the shaft when moving parts. **Inside rotor cup, where boot fits in should be kept clean.**

6 Assemble stainless steel split housing around shaft. Place housing against endplate and fasten together. Orient air tubing in desired position when mounting housing on four studs.

7 Attach air line with pressure regulator to tubing port. Air pressure should be set at 5 to 8 PSI above equipment pressure. **Each seal needs to have its own dedicated airline. Sharing a single airline between multiple seals is not permitted. Use separate air regulator for each seal.**

8 Turn on air supply and job shaft a few turns. There should be no binding or grinding. There may be slight air leakage, but if excessive lower air pressure or inspect to make sure rotor cups are tight and flush. Run equipment and observe whether there is any product leakage. If so air pressure may need to be increased (Not over 40 PSI)

Note: Maximum operating temperature of the seal to be less than 400ºF.
Seal Housing should be secured to the vessel wall using bolts/nuts and appropriate torques.

Note: If seal is for a chocolate tank increase air pressure to 10 to 12 PSI