

# installation manual

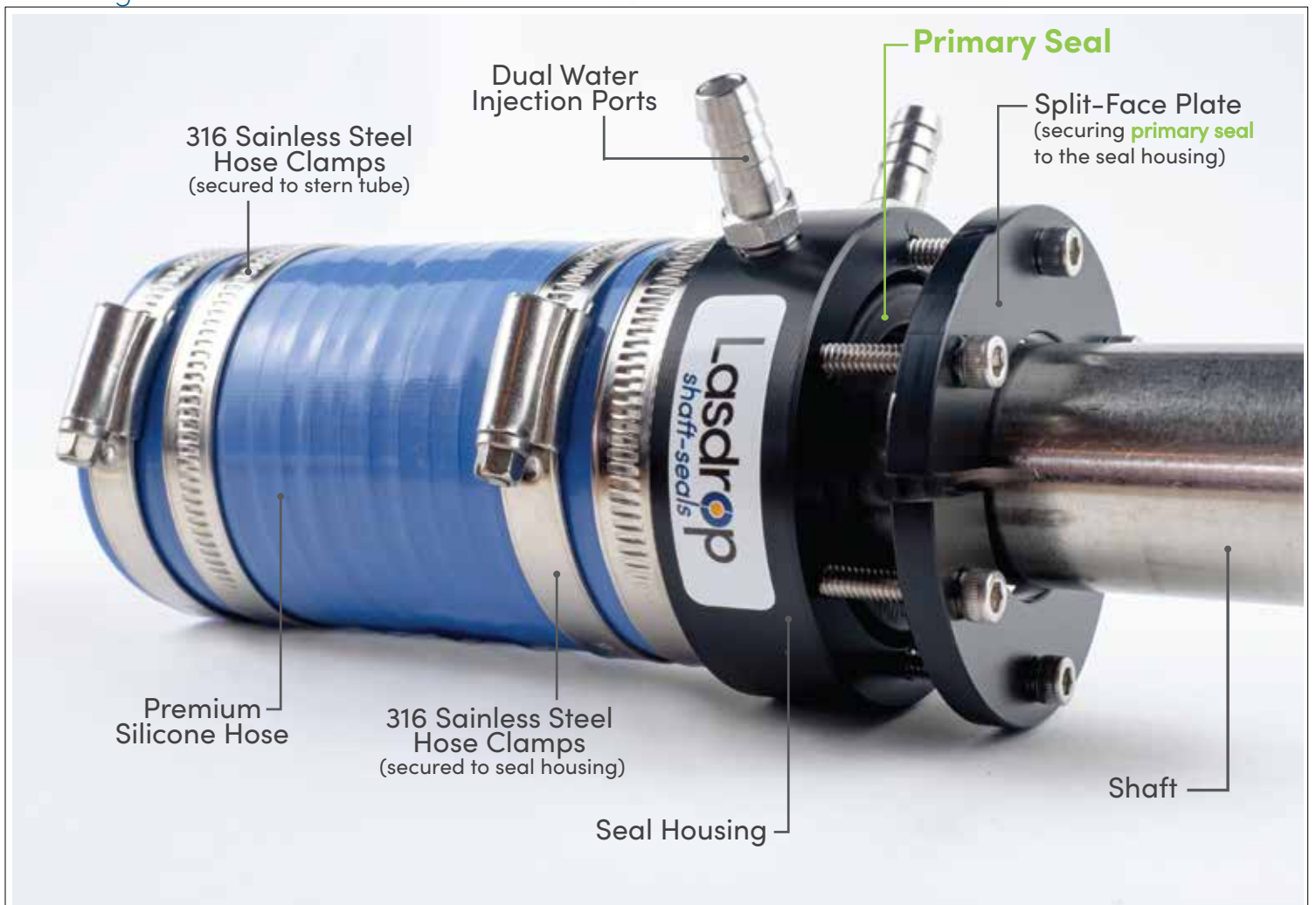
**DrySeal**  
Lasdrop  
shaft-seals

Congratulations, you have purchased the finest propeller shaft seal available, and we are here to help you install it correctly. Please read through **ALL instructions** thoroughly before installing the Lasdrop Seal. If you are unfamiliar with any part of the process, we recommend a skilled licensed marine mechanic perform the installation.



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IN THE **USA**

seal diagram



## STEP-BY-STEP INSTRUCTIONS

- 1 Before removing old shaft seal from shaft, slide old seal forward and be sure the shaft is center to the stern/ shaft tube. Proper shaft alignment will greatly increase the life of your new Lasdrop seal.
  - 2 Once you have verified the shaft is concentric to the inside of the stern tube, remove the shaft coupler and old stuffing box (shaft log) or shaft seal from the propeller shaft.
  - 3 Clean the shaft as thoroughly as possible with very fine sandpaper (400 to 600 grit). Remove any sharp edges or burrs.
  - 4 **EliteSeal™** only – on seal assembly, remove “Spare Seal Case” cap screws with 5/32” allen wrench. Remove and set aside “Spare Seal” to use in step 6.
  - 5 Lubricate shaft with liquid soap and carefully slide seal assembly over the shaft. **BE SURE NOT TO DAMAGE PRIMARY SEAL** while doing this procedure.
  - 6 If provided (**EliteSeal™**) or purchased separately, install the “Spare Seal” with the stamped part numbers facing the coupling/transmission.
- EliteSeal ONLY** **EliteSeal™** only – Slide the “Spare Seal Case” onto the shaft over the “Spare Seal” and tighten both cap screws with 5/32” allen wrench. **IMPORTANT:** be sure the “Spare Seal” does not come in direct contact with the “Spare Seal Case” or “Split Face Plate”. The “Spare Seal” should ride freely on the shaft.
- 7 Reassemble shaft and coupling then bolt to transmission.
  - 8 Install seal assembly to stern tube with the provided 316 Stainless Hose Clamps. (Note: position seal assembly with water injection ports facing up)
  - 9 Your seal is now secured to your shaft- see “Water Supply Installation” to complete the installation process.

## WATER SUPPLY LINE INSTALLATION



The **EliteSeal™** and **DrySeal™** require water for cooling and lubrication.

### Hulls BELOW 10 Knots (displacement hull)



At low speeds, the water supply line can be installed as a “Vent Line” that allows air to escape from the seal instead of water injection. At these speeds, the stern tube is typically flooded, thus providing plenty of lubrication.

**WARNING!** If engine is below the waterline, a loop or air trap in the supply line should be used. Route the “vent line” above the waterline.

### Hulls ABOVE 10 Knots (planing hull)



High speed hulls **MUST** inject water into the seal. Supply water can come from a clean source after the raw water pickup. Avoid supply water from exhaust manifolds and engine/ manifold drain plugs due to potential debris.

**NOTICE:** All Lasdrop Shaft Seals above 1 inch come with two water injection ports. This is intended to provide water from both engines in the event supply is lost from one side or an engine is down. For single engine applications, a plug is included in the parts bag to replace one hose barb. Do not overtighten.

## INSTALLATION TIP

Be sure Primary Seal is positioned in a “like new” area of the shaft. Avoid installing seal on a worn portion of the shaft from an old stuffing box. It may be necessary to reposition the mounting hose slightly fore or aft to accomplish this.

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**Lasdrop.com**

**800-940-SEAL**

(231) 794-5070 • info@lasdrop.com  
50 Greenbush St. | Manistee, MI 49660