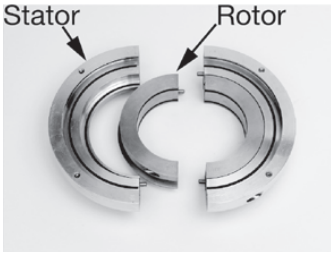
DODGE® Sleevoil® Bearing Isolator

These instructions must be read thoroughly before installing or operating this product.

WARNING: Only qualified personnel familiar with the construction and operation of this equipment and the hazards involved should install, adjust, operate and/or service it. Read and understand this manual in its entirety before proceeding. Failure to observe this precaution could result in severe bodily injury or loss of life.



Isolator Assembly Parts

Front **Back**

Supplied Lubricant

Figure 1 - Bearing Isolator Assembly

WARNING: Because of the possible danger to person(s) or property from accidents which may result from the improper use of products, it is important that correct procedures be followed: Products must be used in accordance with the engineering information specified in the catalog. Proper installation, maintenance and operation procedures must be observed. The instructions in the instruction manuals must be followed. Inspections should be made as necessary to assure safe operation under prevailing conditions. Proper guards and other suitable safety devices or procedures as may be desirable or as may be specified in safety codes should be provided, and are neither provided by Dodge nor are the responsibility of Dodge. This unit and its associated equipment must be installed, adjusted and maintained by qualified personnel who are familiar with the construction and operation of all equipment in the system and the potential hazards involved. When risk to persons or property may be involved, a failsafe device must be an integral part of the driven equipment beyond the speed reducer output shaft.

INSTALLATION

1. Disassemble the split rotor and stator.

   NOTE: Rotor and stator halves have match marks stamped above and below the joint. Use these match marks to ensure that parts stay paired.

2. Apply a very thin film of RTV or non-hardening sealant on the joints of the rotor halves and apply the supplied lubrication to the shaft and rotor o-rings.
3. Assemble the rotor halves to the shaft. Tighten bolt to torque specified in Table 1. Make sure the backside of the rotor (side without the match mark) is placed facing towards the housing as shown in Figures 2 and 6. Slide the rotor down the shaft leaving about 1/8" (3.0 mm) between the rotor and the housing face.

Figure 2 - Rotor Assembly in Place

4. Apply a very thin film of RTV or non-hardening sealant to the joints of the stator halves. Begin by placing the lower stator half (containing the expulsion port) on the top of the rotor and housing dovetail, and rotate it so that the expulsion port is at the 6:00 position, as shown in Figure 3. Apply the supplied lubricant on the rotor to facilitate the sliding of the stator half.

Figure 3 - Stator Lower Half to be Rotated

5. Place the upper stator half over the top of the rotor and housing dovetail and complete the stator assembly.
6. While alternating, lightly tighten the set screws against the housing face. (Try to tighten screws that are 180° apart simultaneously.)

Table 1 - Torque Values (in/lbs)

Shaft Size	3-7/16 thru 5-7/16	6 thru 12
Rotor	40	60
Stator	60	60

Figure 4 - Set Screw Tightening

Figure 5 - SLV Isolator Assembly with Bearing

① Setscrew provides additional clamping to the housing
② Seal Stator
③ Housing O-ring Seals
④ Rotor Locating Seals
⑤ Shaft O-ring Seals
⑥ Seal Rotor
⑦ Expulsion port expels contaminants from seals

Figure 6 - SLV Isolator Assembly

Dodge Industrial, Inc.
1061 Holland Road
Simpsonville, SC 29681
+1 864 297 4800

30777-0222

MN3077 02/22