Sleevoil® STL Pillow Blocks and Sleevoil® SSL* Pillow Blocks

Sizes 9” through 12” XC and Plain
Instruction Manual

These instructions must be read thoroughly before installation or operation. This instruction manual was accurate at the time of printing. Please see **dodgeindustrial.com** for updated instruction manuals.

**WARNING: To ensure that drive is not unexpectedly started, turn off and lock out or tag power source before proceeding.
Failure to observe these precautions could result in bodily injury.**

CAUTION: Do not scrape, rebabbitt or otherwise alter this product. Such action adversely affects bearing performance and may result in damage to or destruction of equipment.

INSTALLATION

Before mounting the pillow block read all instructions in this manual to become familiar with the mounting procedure and pillow block parts nomenclature. Refer to applicable contract/assembly drawings to verify that all parts are available prior to assembly. Disassemble and thoroughly clean all parts of the pillow block (including pipe plugs). The installer is the last person to inspect all parts for fit, damage and cleanliness. Care MUST be taken to avoid contaminating the internal surfaces of the bearing.

All instructions in this manual pertain to both standard (STL) and short series (SSL) pillow blocks with the exception of Step 8 which does not apply to SSL style bearings.

1. Check mounting structure making sure it is rigid, level and well supported. Inspect shaft to insure it is smooth (32 micro-inch finish or better), free of burrs or rough spots. Clean shaft in the bearing area. Standard shaft tolerance should be +.000 / -.002 on all sizes unless otherwise specified on shaft detail.
2. Disassemble and thoroughly clean all parts of the pillow block. For ease of installation, the housings and liners are split and match-marked. The split halves are machined together and must not be interchanged. Housing and liners should be interchanged as assemblies only.

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 holding device must be an integral part of the driven equipment beyond the speed reducer output shaft.

WARNING: All products over 25 kg (55 lbs) are noted on the shipping package. Proper lifting practices are required for these products.

NOTE: Liner assembly has critical machined surfaces which are easily damaged. Use care in handling to protect these surfaces. Liner parts should be placed on a soft, CLEAN surface.

WARNING: Rust preventatives and solvents can be toxic and/or flammable. Follow directions and safety procedures recommended by their manufacturers.

3. Position housing base on pedestal so that oil gage is in the position specified on the construction drawing. Also check construction drawings for special modifications on housing and/or liner. Do not tighten housing base to pedestal. Apply oil to the spherical seats in the housing base.
4. Set liner base in housing base. Make sure the two thermocouple/RTD holes in the liner are aligned with the two thermocouple/RTD holes in the housing. If the shaft is already supported in place, the liner can be rolled around the shaft into the housing seat. To do this, remove one of the water pipes from the liner base. Plug the water pipe hole with clean rag to prevent contaminants from entering the housing. Apply oil to the liner bearing surface and roll the liner around the shaft into place. It may be necessary to bolt the housing base down to allow the liner to slip into the housing seat. Remove the rag and reinstall water pipe using pipe sealant. Apply oil to the liner bore.

NOTE: Liner has been machined to close tolerances. Scraping of bore is not recommended.

NOTE: If shaft is in place, care should be taken when reinstalling coolant pipes. Use pipe sealant and tighten securely. Over tightening may result in liner damage.

5. Apply oil to shaft in the bearing area and set shaft in place.
6. Check alignment of pillow block by noting clearance between housing and shaft at each end of the housing—clearance should be uniform within 1/32”. Shim bearing pedestal where possible, otherwise use full length shims under base as required. Alignment of pillow block should be as accurate as possible. The self-alignment feature of the unit is to compensate for normal shaft deflection and possible settling of the supports.
7. Oil rings are shipped disassembled with two extra screws. Place oil rings around outside of liner base and around top of shaft.

NOTE: Oil ring halves are match-marked and MUST NOT be interchanged.

Install and tighten the four screws in each oil ring using low strength thread locker. Make sure oil rings rotate freely on shaft.

Older “T-section” brass oil rings have been replaced by new split bronze Trapezoidal Oil Rings (2014). “T-section” oil rings have been discontinued. Use Trapezoidal Oil Rings.

NOTE: If pillow block is to be arranged for circulating oil, read section headed “Circulating Oil”.

8. Step 8 does not apply to the expansion bearing location, or the non-expansion bearing location in which integral thrust collars are used (integral thrust collars are defined as collars that are machined into the shaft). Use step 8 for split thrust collars.

   Thrust collars in a fixed unit should now be installed. Remove both clamp screws, and separate both halves of the split thrust collar (this can require some force). Thrust collars are cracked, and the split line can be difficult to identify. Back off set screws to clear inside of collar. Place one collar half on shaft so that flinger groove is next to liner base in the nonexpansion (fixed) bearing. Rotate collar half around shaft and place other collar half in position. Bring halves together at joint, making sure match at joint is perfect and insert clamp screws. There should be no offset at collar face. Tap halves together and tighten clamp screws. Repeat above operation for opposite end of bearing. Assemble two collars on one bearing only. Tap collar up to face of liner allowing a total of .012” to .018” running clearance and tighten set screws on both collars to recommended torque. Collar should run parallel to end face of liner within .002”. Apply oil to mating thrust faces on collar and bearing.

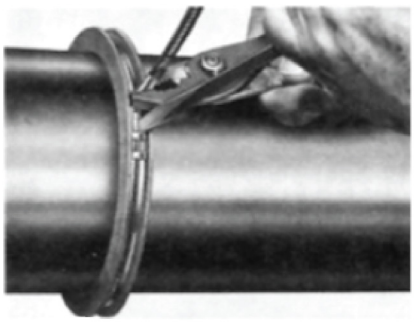
9. Apply oil to bearing surface of liner cap. Locate cap in place on lower liner making sure oil rings are in their cavities and are free to rotate. Install and torque liner cap screws given in Table 2.

   NOTE: If liner cap does not seem to fit properly, ensure match marks are aligned and try again.

   These Sleevoil liners have match marks permanently stamped at the joint near one end. These match marks permanently ensure parts stay paired and critical orientation of assemblies is maintained.

10. Tighten housing base to pedestal. Torque bolts to value given in Table 2.
11. Thread dust seal and seal retainer into groove at end of housing base and around shaft. Slide free end of seal retainer thru clasp and pull tightly. Hold clasp with screwdriver and pull free end of retainer as tightly as possible with pliers. After tightening, it should be difficult to move seal from side to side. Cut off excess material.

    Dust Seals have been upgraded from a cork compound to HNBR (2014). Cork compound seals have been discontinued. Use HNBR Dust Seals.



Aluminum seals, when specified for the application by the OEM, are packaged separately. When using aluminum seals, discard standard seals and seal retainers packaged with the housing. To install aluminum seals, wrap the O-ring (rubber cord), around the shaft in the seal area and cut it to fit the shaft. Disassemble one seal and place one half on shaft. Locate O-ring in seal groove and rotate seal half around shaft into housing base groove. For most effective sealing the ends of the O-ring must meet. Cementing ends together is recommended. Install other half of seal and tighten screws. Install second seal in same manner.

If using End Closure, install neoprene disc(s) at this time. Consult construction drawing for type of seal recommended.

12. Sleevoil housing gaskets have been replaced by 515 Gasket Eliminator. Apply gasket eliminator to Sleevoil housing base along outer contour of joint.

    NOTE: Special care should be taken at grommet area.

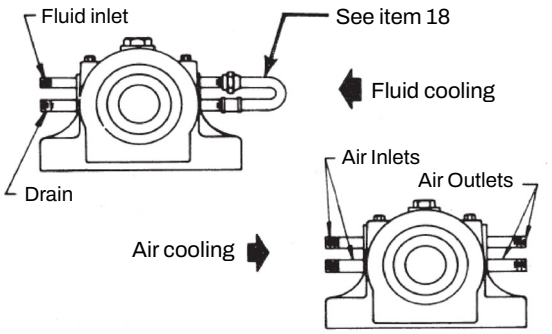
    Cap Loaded Bearings: With shaft held down (Do not over-tighten shaft hold-down as this can misalign the bearing) and plunger screw completely loose, tighten cap bolts to value shown in Table 2. Tighten plunger screw to torque value in Table 2 with shaft held down. Mark position of plunger screw. Loosen plunger screw one complete turn, then slightly loosen shaft hold down. Tighten plunger screw to the mark, tighten plunger screw locknut and remove shaft hold down.

    NOTE: Do not tighten plunger screw on accompanying base loaded bearing until cap loaded bearing has been installed and hold down removed.

    Base Loaded Bearings: Back off plunger screw completely and locate housing cap on base taking care not to damage dust seals or gasket material. Tighten housing bolts to torque value in Table 2. To reduce chances for leakage a non-hardening sealant may be used under cap bolts. The plunger screw must be loose until the housing bolts have been tightened. Tighten plunger screw to value given in Table 2. These Sleevoil housings have match marks permanently stamped near the joint area. These match marks permanently ensure parts stay paired and critical orientation of assemblies is maintained.

    NOTE: Check and re-torque plunger screw to the specified torque after 24 hours of initial start-up and then check & re-torque periodically as required.

13. **Plain Liner**: When using a Plain Liner (without coolant pipes), install grommet and grommet plate over openings in the sides of the housing. To reduce chances for oil leakage, a non-hardening sealant may be used. Ensure pipe plugs are installed in liner.



Externally Cooled Liner: For XC (Water Cooled Liners with coolant pipes), punch out 2 holes in each neoprene grommet to match correct coolant pipe size in liner. Install grommet and grommet plate over pipes and tighten screws. **Apply a non-hardening sealant (not supplied) on the housing grommet area and between the grommet and grommet plate, and around coolant pipes.**

14. The oil level gauge may be located any distance from the pillow block by the use of a coupling and pipe of the desired length. The extended pipe must be supported so that it remains straight and perfectly level. Use a spirit level—Do not guess. Use pipe sealer on all connections.

    NOTE: If bearing is to be arranged for circulating oil, discard oil level gauge.

15. Remove all unused housing plugs and reinstall using pipe sealer. Tighten securely.
16. Check construction drawing and/or equivalent manual whether coolant pipes are to be connected. If no connection is required, pipes can remain open. Otherwise, make pipe connections required for coolant, making sure that all pipe lengths are correct and unions are well aligned.

    Careless fitting will result in serious preloading of bearing. **Lengths of flexible hose between pillow block and rigid piping are recommended to avoid preloading of bearing.** If water or glycol is used for coolant, the flexible hose can be of reduced size. A regulating valve should be placed ahead of the inlet and a sight drain at the outlet for liquid coolants. The recommended method of pipe connection for liquid coolants is to connect the inlet to one pipe and the outlet to the other pipe on the same side of the bearing. A return is then used to connect the two pipes on the other side of the bearings. (See illustration). Adjust coolant flow rate specified on construction drawing or to suit conditions (See Table 1). When using air as the cooling medium, connect an inlet to each pipe on one side of the bearing and an outlet to the pipes on the other side.
17. Each housing base has predrilled holes for doweling bearing to base plate.
18. Crossover hose can be reduced to either 1/2" hose for 6 g.p.m. or less or 3/4" hose for 6 to 14 g.p.m. based on a max. flow velocity of 10 ft./sec.

LUBRICATION AND OPERATION

Since the satisfactory operation of the pillow block depends almost entirely on the oil film being maintained between the shaft and liner bearing surface, it is recommended that a high grade straight mineral oil with rust and oxidation (R&O) inhibitors and anti-foam agents be used. Check equipment specifications for specific recommendation of oil viscosity by equipment manufacturer. If no viscosity is recommended, the following chart can be used as a guide. Information regarding qualities and properties of specific oils should be referred to the lubricant manufacturer.
Use high grade, high quality, well refined petroleum oils of the straight mineral type, with rust and oxidation inhibitor and anti-foam agent only.

NOTE: The recommended oil temperature at start-up is 70 ºF minimum.

Oil film temperature in liner during operation should not exceed 180 ˚F. If in doubt consult equipment manufacturer. Low ambient and operating temperatures can be as harmful to the bearing as high temperatures. A heater and thermoswitch would be required for such applications.

Fill the pillow block with oil to the top of the center circle in the oil gage. Remove inspection covers and check to make sure oil rings are bringing up oil. Operation should be checked frequently during the first few days. After some running of base loaded bearings only, loosen plunger screw 1/4 turn, then retighten. This will allow the liner to align with the shaft. For cap loaded bearings follow installation procedure. If noise develops, check alignment of housing, collar runout, plunger screw and all operating parts. Check all points and make sure all screws and nuts are tightened after several days operation.

Maintain oil level at center of oil gauge at all times while unit is in operation.

Table 1 - Coolant Flow Rate

Pillow Block Size	Max. Speed for Ring Oiling (R.P.M.) ①	Normal Water Flow Rate (G.P.M.) ②	Normal Air Flow Rate (C.F.M.) ③	Pressure Drop Req'd for Air Cooling (P.S.I)④	Oil Flow Rate for Circ. Oil (G.P.M.)⑤	Oil Volume⑥					
						Fl. Oz. ⑥		Qts. Approx. ⑦		Liters Approx. ⑦	
						Plain	XC	Plain	XC	Plain	XC
9	1273	8.00	225	.90	8.5	320	320	10	10	9.50	9.50
10	1146	9.00	207	.35	9.0	320	640	10	20	9.50	19
12	955	10.00	277	.18	11.5	640	704	20	22	19	21

① Converted from 3000 F.P.M. Speeds above 3000 require Circulating Oil.
② Based on 90˚F ambient temperature and 90˚F water inlet temperature. Cooler ambient and (or) water inlet temperatures require less flow. Pressure drop across bearing—Approx. 1 P.S.I.
③ Based on 90˚F ambient and 90˚F are inlet temperatures. Cooler ambient and (or) air inlet temperatures require less flow.
④ Minimum back pressure required for proper air circulation thru the liner coolant chambers.
⑤ Flow rate required at 120˚F oil inlet temperature, 90˚F ambient temperature and at 6000 fpm shaft speed under maximum radial load. Slower speeds and lighter loads require less flow.
⑥ Volume of oil required to fill pillow block to top of center circle in oil gage. Applies to both XC and Plain Pillow Blocks.
⑦ 32 fl. oz=1 qt.=.94636 liters.

OIL MAINTENANCE SCHEDULE

Drain, flush, and refill with oil after 2 or 3 weeks of initial break-in operation. Since the satisfactory operation of the bearing depends entirely on an oil film being maintained between the shaft and the bearing liner surface, it is recommended that an oil analysis be performed at these regular intervals.

- Every 3 months for 24 hour/day service
- Every 6 months for 8 hour/day service

Acceptability of oil should be referred to the lubricant manufacturer. If oil quality is acceptable then repeat this procedure in 3 month intervals. Visually check oil for contamination between oil analysis checks. Oil service life depends upon several factors such as ambient conditions, operating temperatures and frequency of bearing starts and stops. It is recommended that the oil be changed at least once per year for unfiltered static applications. Removing contaminants through the use of either the OLF-2 (Oil Level and Filtration) Unit or a circulating oil system can extend oil service life. Consult equipment manufacturer for more information.

Check construction drawing for proper coolant flow rate. If not given, use flow rate shown in the following table as a general starting point for proper cooling. Lower coolant inlet temperature and (or) lower ambient temperature require less flow. If the coolant inlet temperature exceeds 90 ºF additional coolant will be required. The interior pressure of the liner should never exceed 120 psi. Unless specially ordered. Anti-freeze type additives may be used with the water in cold operating environments, otherwise purge all coolant from the liner by blowing out with compressed air or steam anytime bearing coolant is subject to freezing.

Any questions on installation, maintenance, or arrangement of coolant connection inlets and outlets should be referred to the equipment manufacturer

CAUTION: The fluid or air pressure should never exceed 120 p.s.i.

OPTIONS

Thermocouple or RTD. A thermocouple is used to sense the operating temperature in the shaft area. If a pre-set thermal limit is exceeded it can trigger a warning or shut-down. There is no substitute for proper condition monitoring. All Sleevoil bearings should contain either an RTD or Thermocouple. Housing temperatures are not an accurate display of internal bearing temperature.

Two 1/2-14 N.P.S.F. threaded holes on the side opposite the "X" marking have been provided as a standard means of thermocouple mounting. Also furnished with the pillow block is a 1/2"x1/8" adapter bushing to allow adaption of thermocouples from several manufacturers. **Spring loaded thermocouples are recommended for positive contact.**

Install the thermocouple in the location shown on the construction drawing. Make certain the probe extends into the liner thermocouple hole. For non-expansion bearing, the thermocouple should be located in the hole nearest to the end carrying the thrust load. When the direction of the thrust load is not known, two thermocouples are recommended. For expansion bearings, the thermocouple can be located at either end. Depending on thermocouple and bearing size it may be necessary to employ a system of pipe nipples and couplings to achieve proper probe penetration and housing clearance. Use sealant on all threaded connections including thermocouple mounting thread. Apply sealant to the pipe plug furnished and install it in the other hole.

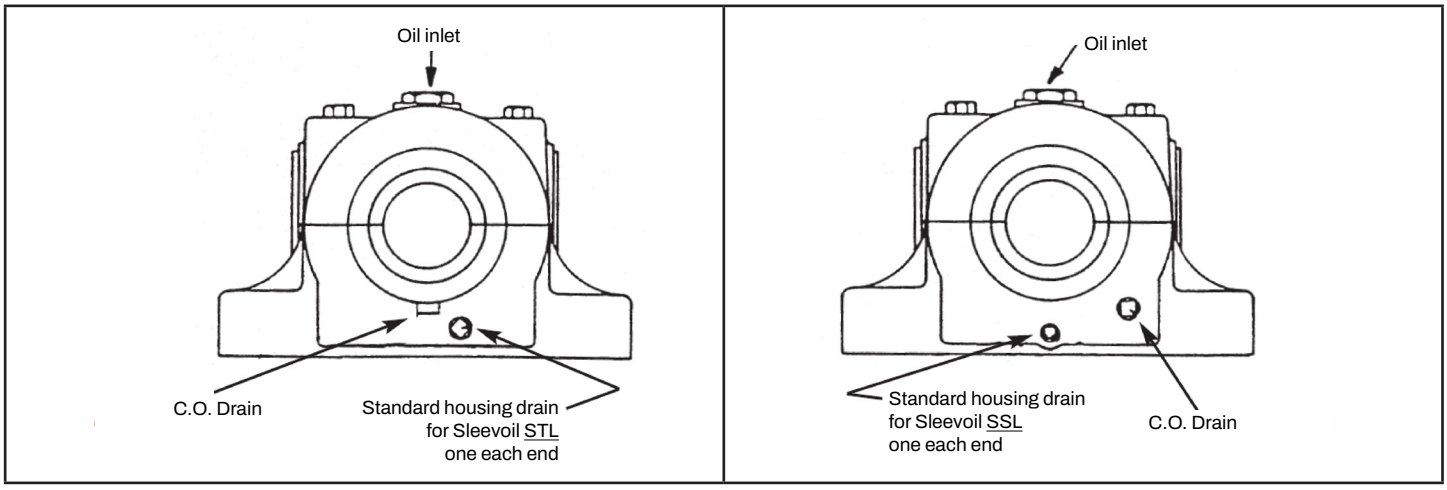
Thermostat and Immersion Heater. An immersion heater is used to maintain a minimum oil temperature in the pillow block. The thermostat, used in conjunction with the heater, monitors oil temperature in the pillow block and regulates the immersion heater.

If the pillow block has been machined for a heater and thermostat the threaded mounting holes are usually located in the end face of the housing base. Install heater and thermostat using sealant on all threaded connections to prevent oil leakage.

CAUTION: Before filling and draining oil from pillow block be sure heater is off or it will overheat when not submerged in oil.

WARNING: When installing heater and thermoswitch, follow directions and safety procedures recommended by manufacturer. Install wiring in accordance with National Electric Code and local codes.

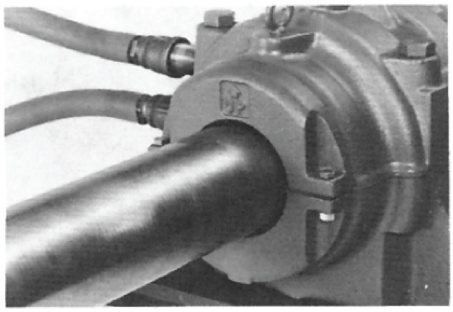
Circulating Oil. If using circulating oil, a circulating oil inlet kit must be used. Circulating oil inlet kits make use of the existing inspection cover ports on top of the bearing. Remove the inspection ports and use the supplied screws to attach the clear plate to the bearing. Insert the 1/4" NPT threaded pipe nipples into the clear plates. Pipes extend through the clear plates and are directed toward the inspection holes in the liner. The standard drain arrangements are shown. Consult manufacturers drawing for exact dimensions and location of drain(s).



Install oil supply lines to the 1/4" N.P.T. external (male) threaded inlets so that each inlet will receive an equal amount of oil. Make sure that the oil flows from the pipes directly into the inspection holes. Drain piping should be vented and of adequate size to drain oil from the bearing at the specified flow rate. The housing drain must be directed straight down into a return drain sloping away at a 15 degree or greater angle from the horizontal. The oiling system must have a means of filtering the oil to remove any contaminating particles. A 25 micron filter or better is recommended.

When baffles are installed in oil ring grooves of upper liner, oil rings cannot be used and should be discarded. Bend baffle so that free end rests on lower liner joint. Since the housing drain is arranged to maintain the proper oil level, then oil rings may be used as a safety measure of back-up oiling system without oil baffles.

Follow construction drawing for proper oil flow rates.



End Closure Kits, Isolators and Auxiliary Seal Kits are available and may be added at any time without any machining to the pillow block. Refer to the instructions packaged with the kits for installation details.

PILLOW BLOCK MATERIAL DETAILS

Housing:	Class 30 Gray Cast Iron
Liner:	Class 30 Gray Cast Iron
Babbitt:	Lead or Tin Based Babbitt
Oil Rings:	Bronze
Seal:	HNBR with Stainless Steel Retainer
Aux. Seal:	HNBR with Stainless Steel Retainer
Grommet:	Synthetic Rubber
Grommet Plate:	Carbon Steel
Pipe Nipple:	Carbon Steel
Oil Gauge:	Stainless Steel, Polypropylene
Hardware:	Carbon Steel
Plunger Screw:	Carbon Steel
Gasket Eliminator:	LOCTITE 515 Sealant

This Sleevoil pillow block could contain lead in the bearing Babbitt material, please exercise proper precautions in the use, installation, dismantling and recycling of this unit.

CAUTION: This unit is not to be used for person moving applications.

Table 2 - Collar, Liner, Plunger Screw, and Cap Bolts Torque Values

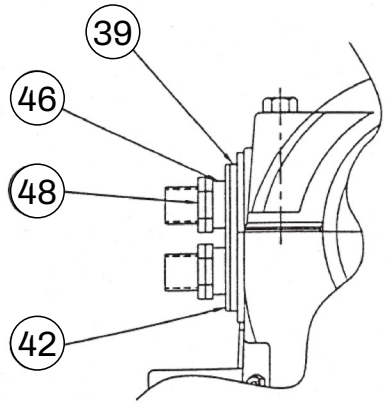
	COLLAR				LINER		PLUNGER SCREW		HOUSING			
	Clamp Screw		Set Screw		Cap Bolt				Cap Bolts		Mounting Bolts	
Standard Sleevoil Size	Screw Size (Soc. Hex)	Wrench Torque (in.lb.)	Screw Size (Soc. Hex)	Wrench Torque (in.-lb)	Screw Size (Soc. Hex)	Wrench Torque (in.-lb)	Wrench Size (Soc. Hex)	Wrench Torque (in.-lb)	Bolt Size	Wrench Torque (in. lb)	Bolt Size	Wrench Torque (in.lb)
9 Plain	3/4-10 NC	5000	1-8 NC	5000	1/2-13 NC	600	5/8	2500	1-1/8-7 NC	3600	1-3/4	11500
9 XC	3/4-10 NC	5000	1-8 NC	5600	1/2-13 NC	600	3/4	3600	1-1/4-7 NC	5040	1-3/4	11500
10 Plain	1/2-13 NC	1425	3/4-10 NC	1750	1/2-13 NC	600	5/8	2500	1-1/8-7 NC	3600	1-3/4	11500
10 XC	3/4-10 NC	5000	1-8 NC	5600	1/2-13 NC	600	3/4	3600	1-1/4-7 NC	5040	2	15000
12 Plain	1/2-13 NC	1425	1-8 NC	5600	1/2-13 NC	600	3/4	3600	1-1/4-7 NC	5040	2	15000
12 XC	1-8 NC	12100	1-8 NC	5600	3/4-10 NC	2100	3/4	4800	1-1/2-6 NC	8880	2	15000

Table 3 - Approximate Weights (lbs.)

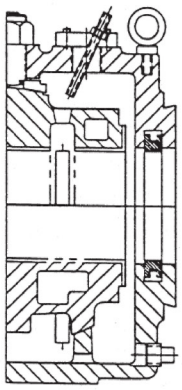
R-Series Shaft Size	XC Pillow Blocks				Plain Pillow Blocks			
	STL	SSL	Thrust Collar	Liner Assembly	STL	SSL	Thrust Collar	Liner Assembly
9	1600	1500	60	300	1235	1170	55	330
10	2000	1750	75	400	1240	1110	50	450
12	3300	-	-	600	2000	1785	70	650
14	-	-	-	-	3400	3000	75	1200

STL and SSL weights reflect the complete pillow block (housing and liner). Two thrust collars are used in non-expansion locations.

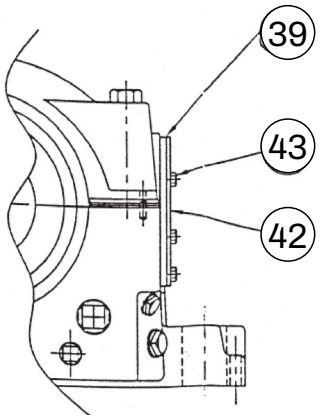
Plain Pillow Blocks



XC with locktubes
and locknuts

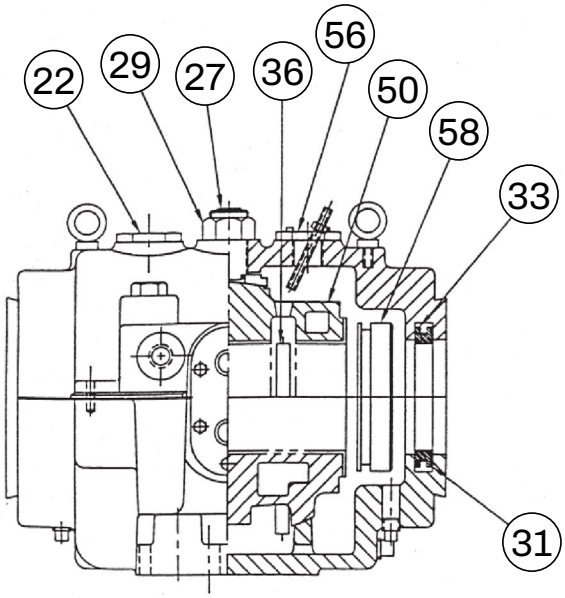


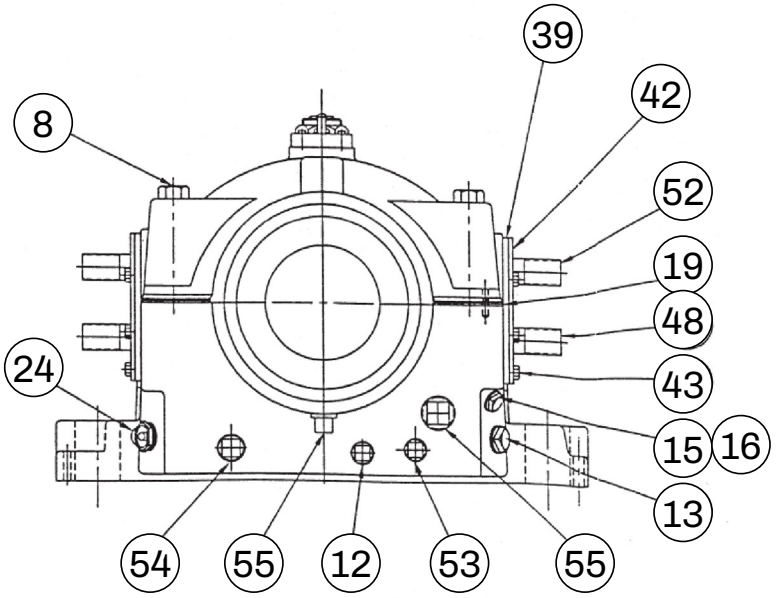
Short series
(plain and XC)
end bell configuration



Plain pillow block

XC Pillow Blocks





STL SERIES (PLAIN AND XL) END BELL CONFIGURATION

NOTE: The two-digit numbers are for reference only. Order parts by the six-digit part numbers listed in the Parts List. Each six-digit number is a complete identification of the part or assembly.

These Sleevoil pillow blocks and liners are identified by a six-digit part number which fully identifies the housing and / or liners. Liner nameplates are pinned to the Sleevoil liner cap near an oil ring inspection hole. Housing nameplates are pinned to the housing foot parallel to the shaft. Refer to these part numbers when ordering replacement parts.

NOTE: Modified units will have unique part numbers that will not be shown in the parts list.

REPLACEMENT PARTS

ITEM	DESCRIPTION	QTY	PART NUMBERS					
			9”	10”	12”	9”	10”	12”
			PLAIN	PLAIN	PLAIN	XC	XC	XC
	STL EXPANSION PILLOW BLOCK ①②③④		132766	132767	132768	132538	132539	132559
	STL MODULAR HOUSING ①③		134236	134237	134238	134244	134245	134246
	SSL EXPANSION PILLOW BLOCK ①③④		132924	132925	132926	133565	133566	–
	SSL MODULAR HOUSING ①③		134240	134241	134242	134247	134248	–
8	HOUSING CAP BOLT	4	411227	411227	411229	411228	411229	411230
12	OIL DRAIN PLUG	1	430012	430012	430012	430012	430012	430019
13	OIL LEVEL PLUG	2	430014	430014	430014	430014	430014	430014
15	THERMOCOUPLE PLUG	2	430012	430012	430012	430012	430012	430012
16	THERMOCOUPLE ADAPTOR	2	430081	430081	430081	430081	430081	430081
19	GASKET ELIMINATOR - 515	VARIES	427359	427359	427359	427359	427359	427359
22	INSPECTION COVER	2	432199	432199	432199	432199	432199	432199
24	OIL GAUGE	1	430135	430135	430135	430135	430135	430135
53	THERMOSTAT / ACCESSORY PLUG	1	430012	430012	430012	430012	430012	–
54	HEATER COMBO PLUG	1	430017	430017	430017	430017	430017	–
55	CIRCULATING OIL DRAIN PLUG	2	430017	430017	430018	430018	430018	–
36	TRAPEZOIDAL OIL RING	2	135297	135297	135732	135137	135138	135299
27	PLUNGER SCREW KIT ④	1	435016	435016	435018	435018	435018	435019
	PLUNGER SCREW KIT	1	-	-	-	-	-	-
	PLUNGER SCREW BUSHING	1	-	-	-	-	-	-
	PLUNGER SCREW WASHER	1	-	-	-	-	-	-
	PLUNGER SCREW LOCKNUT	1	-	-	-	-	-	-
	DUST SEAL KIT ④	1	389835	389836	389837	389835	389836	389837
31	HNBR DUST SEAL	2	-	-	-	-	-	-
33	STAINLESS STEEL SEAL RETAINER	VARIES	-	-	-	-	-	-
	GASKET ELIMINATOR	VARIES	427359	427359	427359	427359	427359	427359
	GROMMET KIT ④	1	435037	435037	N/A	435038	435039	435040
39	RUBBER GROMMET	2	-	-	N/A	-	-	-
42	GROMMET PLATE	2	-	-	N/A	-	-	-
43	GROMMET SCREWS	10	-	-	N/A	-	-	-
46	STEEL COLLAR	4	N/A	N/A	N/A	-	-	-
48	LOCKNUT	8	-	-	N/A	-	-	-
52	COOLANT PIPES	4	N/A	N/A	N/A	-	-	-
	GASKET ELIMINATOR - 515	VARIES	427359	427359	427359	427359	427359	427359
58	THRUST COLLAR ②	2	133959	133960	133961	133303	133304	133305
50	LINER ASSEMBLY	1	133550	133669	133392	132591	132594	132597
	Optional Accessories							
56	CIRCULATING OIL INLET KIT ⑤	1	430155	430155	430155	430155	430155	–
	AUXILIARY SEAL KIT ⑥	2	132814	132816	132819	132814	132816	132819
	HOUSING END CAP KIT ⑥	1	132564	132565	132566	132564	132565	132566
	HEATER /T-STAT COMBO 120 V ⑤	1	434727	434727	434729	434729	434279	434729
	HEATER /T-STAT COMBO 240 V ⑤	1	434728	434728	434730	434730	434730	434730
	OIL SUMP THERMOMETER	1	435093	435093	435093	435093	435093	435093
	RTD KIT ⑤	2	435147	435147	435147	435147	435147	435147
	SLEEVOIL ISOLATOR ⑥	2	434714	434715	434716	434714	434715	434716

① Sleevoil Pillow Blocks include Modular Housings and Liner Assemblies. Modular housings include hardware, standard seals, grommets (if applicable), and oil rings.
② Order two thrust collars to turn an expansion Pillow Block into a non-expansion Pillow Block (STL housings only). Thrust collars are not included and must be ordered individually.
③ STL Housings are longer in length than SSL Housings, and STL Housings can be used in both the expansion and non-expansion locations (if space allows). SSL Housings can only be used in expansion locations because their shorter overall length does not allow the use of thrust collars.
④ These parts are assemblies that include the indented parts listed directly below them.
⑤ These parts will not fit on the 12” XC Pillow Block without modifications from the factory.
⑥ Optional bearing seals will add extra length to housings. See catalog for dimensional details.

SLEEVOIL ACCESSORIES

The following accessories are available for Sleevoil bearing to enhance operation and extend bearing life. For compatibility and technical information contact product support.

OIL LEVEL AND FILTRATION (OLF-2) SYSTEM

- Increase bearing longevity and reliability.
- One OLF-2 system supplies two bearings with a continuous flow of filtered oil.
- The oil is supplied directly to the circulating oil inlets on the bearings, which helps minimize wear during startups and shutdowns.

SLEEVOIL BEARING ISOLATOR

- Fully split multi-labyrinth sealing system.
- Provides outstanding protection in harsh and dirty environments.
- IP56 rated

RTD KIT

- Prevent catastrophes by accurately measuring bearing temperature.
- Features a field-cuttable stainless steel probe, a platinum sensing element and a spring-loaded fitting with an oil seal.

COOL LUBE 2

- All the features of the OLF-2 system plus a built-in heat exchanger for continuous oil cooling and adjustable oil flow controls.
- Particularly well suited in applications where bearing operating temperatures and speeds approach the maximum permissible levels.

HEATER/THERMOSTAT

- The bearing sump heater and thermostat have been combined into one user-friendly unit.
- Sump heaters are a necessity to ensure safe startups when bearings are exposed to ambient temperatures below 70 °F.

THERMOMETER

- Dial thermometer for convenient monitoring of the oil sump temperature
- All stainless steel construction with glass face

COOLANT HOSE KIT

- An easy to install solution for connecting coolant lines to your Sleevoil bearing.
- Durable flexible hoses are composed of a synthetic rubber inner tube reinforced with fiber and steel braids.

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