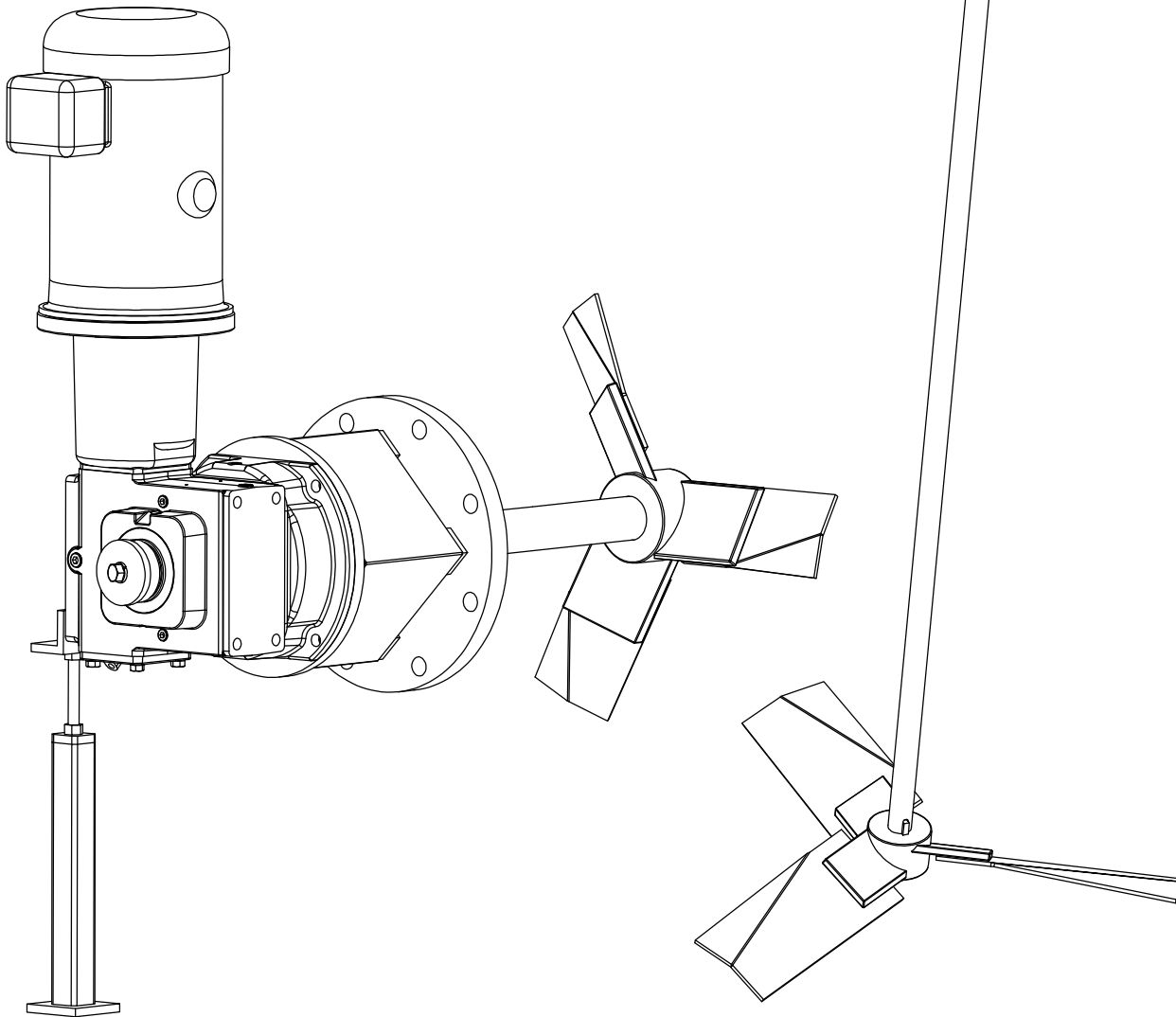


Installation, Maintenance & Operating Instructions

Models: XT, XTO - Open Tank Models
XTS/M - Closed Tank Models
SXTS/M - Side Entry Models



XT / SXT AGITATOR MANUAL

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INTRODUCTION

HOW TO USE MANUAL

This Owner's Manual provides information and instructions on the installation, operation and maintenance of Cleveland Mixer Model XT Mixers. The Table of Contents will help you find any information you might need. To obtain maximum performance and trouble free service from this Cleveland equipment, follow all instructions carefully.

UNIT RATINGS & APPLICATIONS

Operate mixer reducers only at the horsepower and speed indicated on the nameplate. Consult Cleveland Mixer before making any changes in operating conditions of XT units, differing from "as built".

WARRANTY

Cleveland Mixer warrants that, for a period of one year from the date of shipment, the product described herein will successfully deliver its rated output as indicated in the quotation, provided it is properly installed, maintained, correctly lubricated and operated in the environment within the limits of speed, torque or other load conditions for which it was designed. Unapproved modifications to the equipment and/or running the equipment in any other way than what it was originally designed for voids the warranty.

The Cleveland Mixer warrantee applies to only items furnished by Cleveland Mixer. All other equipment (tanks, mounting structures, power sources, process equipment) & designs are the responsibility of others. Cleveland Mixer does not warrant, guarantee or assume any responsibility for the design or construction of the mounting structure for the mixer.

HOW TO CONTACT US

For questions, tech support or parts & service:

Phone: 860-669-1199 or toll free 800-243-1188

Fax: 860-669-7461

Email: info@emimixers.com

Cleveland Mixer
4 Heritage Park Road
Clinton, CT 06413

INSTALLATION

All mixers should be installed by a professional. Any attempt to lift, wire, mount or assemble a mixer by an unqualified party can result in serious injury or death.

Uncrating & Inspection

Be sure to use care when uncrating and handling the mixer. Certain parts such as turbine hubs, turbine blades, couplings, steady bearings, seals, hardware, spare parts and accessories may be packed in boxes or inside of the crate.

Make sure all components are accounted for before discarding the packaging materials or crates. It is common for parts to be missed or overlooked.

The mixer should be carefully checked for possible shipping damage at time of delivery. Any damage should be reported immediately to the TRANSPORTATION COMPANY AND CLEVELAND MIXER.

Improper handling may cause damage to the mixer and seriously reduce the service life. The shaft has been straightened to within .003" per foot. Extra care should be taken to see that it is not damaged in the process of uncrating.

Lifting & Moving

Always use a crane, hoist or other mechanical assistance to move XT units. Exercise care to prevent damage when moving. Lift only at designed lift points. Insure that adequate safety measures are taken to protect personnel during transportation. Protect the mounting surface from damage.

Pre Installation Check List

Most mixer operational problems can be avoided by following proper installation and operation instructions. The following is a list of suggestions to help insure proper installation and therefore satisfactory mixer service.

1. Before permanently wiring the motor, check for the correct rotation of the shaft. Standard rotation is clockwise. Gear reducers reverse rotation, take that into account when wiring the motor. Do the initial test run before the impellers are installed. If the output shaft is turning the in the wrong direction, you will have to reverse the motor leads to change the direction. All wiring should be done by a qualified electrician.
2. Read and follow the instructions of all tags and nameplates before operating.
3. Check the operating full load motor amperage and voltage before operating the mixer.
4. The mixers are designed to run against a design specific gravity. DO NOT RUN MIXER DRY. Always test run in fluid less than or equal to design specific gravity and viscosity unless otherwise stated.
5. When starting the mixer, make sure that the impeller(s) can spin freely. Check to make sure the rotating blades won't hit baffles, tank walls, people, equipment, etc. During service, do not start the mixer if the impeller(s) are buried in solids.

MIXER ASSEMBLY

All mixers should be installed by a professional. Any attempt to lift, wire, mount or assemble a mixer by an unqualified party can result in serious injury or death.

Open tank models are typically mounted to a pair of beams or bridge work that traverses the tank. This superstructure can be either independent from the vessel or an integral part of the tank itself.

Closed or sealed tank units are typically mounted on ASA schedule nozzles and incorporate some style of sealing mechanism to contain pressure or rogue emissions.

In either case it is critical that the mounting has a solid foundation which is rigid enough to withstand the torque of the mixing and the horsepower of the motor. Excess vibration and movement can cause critical damage to the mixer and tank.

The mixer should be mounted to sit level (90° for vertical units and 0°/180° for horizontal side mounted units).

We suggest laser aligning the shaft from the hollow output of the reducer to the bottom of the tank. Shaft alignment will help to assure the shaft will run true. You do not want the shaft sitting on even the slightest angle. An angled or misaligned shaft can cause excess vibration and speed wobble which can cause critical damage to the mixer and the tank.

Be sure that the turbine blades can freely rotate a full 360°. Be sure that the blades will not come in contact with: baffles, dip tubes, tank walls, etc. Refer to approval drawings for clearance information.

As previously mentioned; to ensure a long service life and dependable performance, the mixer must be rigidly supported and the shaft(s) accurately aligned (the shaft should not move more than 1/32" per foot of shaft due to deflection of the structure). It is important that the gear reducer sits level (unless it was specifically designed for angle mounting) for it's lubrication system to work properly. Be sure to take into account where the oil drain plug is before mounting. The following describes the minimum precautions required to accomplish this end.

Foundation

The responsibility for the design and construction of the foundation lies with the user. The foundation must be adequate to withstand normal operating loads and possible overloads while maintaining alignment to attached system components under such loads.

Concrete Foundation

If a concrete foundation is used, steel mounting pads and bolts of sufficient size to distribute the stress into the concrete should be grouted into the foundation.

Steel Foundation

If a structural steel foundation is used (i.e. wide flange beams or channels), a base plate of suitable thickness should be used and should extend under the entire unit.

IMPELLERS & SHAFTS

TORQUE VALUES FOR THRUST BOLTS

BOLT SIZE	ALL MATERIALS	
	FOOT POUNDS	NUMBER
1/2 - 13	50	68
5/8 - 11	90	122
3/4 - 10	160	217
7/8 - 9	140	190
1 - 8	220	298
1 - 1/8 - 7	300	407
1 - 1/4 - 7	420	570
1 - 3/8 - 6	556	754
1 - 1/2 - 6	740	1003
1 - 3/4 - 5	825	1118
2 - 4 - 1/2	1125	1525
2 - 1/4 - 4 - 1/2	1725	2338
2 - 1/2 - 4	2300	3117

* Lubricate bolt before installation. Torque each bolt to the appropriate value as shown above.

NOTE: The bolt torques shown here will develop a fastener pre load of 80% of the fastener's minimum yield.

COUPLING BOLTS - LOW SPEED SHAFT: At least Grade 5. The torque required may be found using the Grade 5 chart and reading across from the bolt diameter to be used. If stainless bolts are used, proceed with the proper stainless steel chart. Any looseness in these bolts causes the coupling to apply a shear load on the bolt and a high impact tensile load or shock load.

This shock load and shear load can cause the bolts to snap, the holes to elongate or the coupling to fail to keep the shaft running straight which can have numerous disastrous effects on the mixer.

1. Tighten all fasteners to the values shown unless specifically instructed to do otherwise.
2. Lubricate all fasteners at assembly with grease, oil or anti-seize material.
3. If fasteners cannot be lubricated, multiply table values by 1.33
4. Loose bolts can cause severe damage. It is very important to check all fasteners on a regular basis to make sure they haven't come loose. ****
5. If your process material is corrosive or sanitary, check the wetted hardware to make sure it is the correct grade before assembly.

IMPELLERS & SHAFTS

TORQUE VALUES FOR RIGID SHAFT COUPLINGS

BOLT SIZE	CARBON STEEL				Stainless Steel, Alloy 20, Monel, Hastelloy C	
	Grade 2		Grade 5			
	FT-LB	Nm	FT-LB	Nm	FOOT-LBS	NUMBER
3/8 - 16	15	20	23	30	15	21
1/2 - 13	38	51	56	77	37	50
9/16 - 12	50	68	83	112	54	72
5/8 - 11	68	92	113	152	74	101
3/4 - 10	120	163	200	271	131	178
7/8 - 9	105	143	296	401	212	287
1 - 8	165	224	443	601	318	432
1 - 1/8 - 7	225	305	596	808	450	610
1 - 1/4 - 7	315	428	840	1139	636	862
1 - 3/8 - 6	417	566	1003	1495	834	1130
1 - 1/2 - 6	555	752	1463	1983	1470	1500

* Lubricate bolt before installation. Torque each bolt to the appropriate value as shown above.

NOTE: The bolt torques shown here will develop a fastener pre load of 80 % of the fastener's minimum yield.

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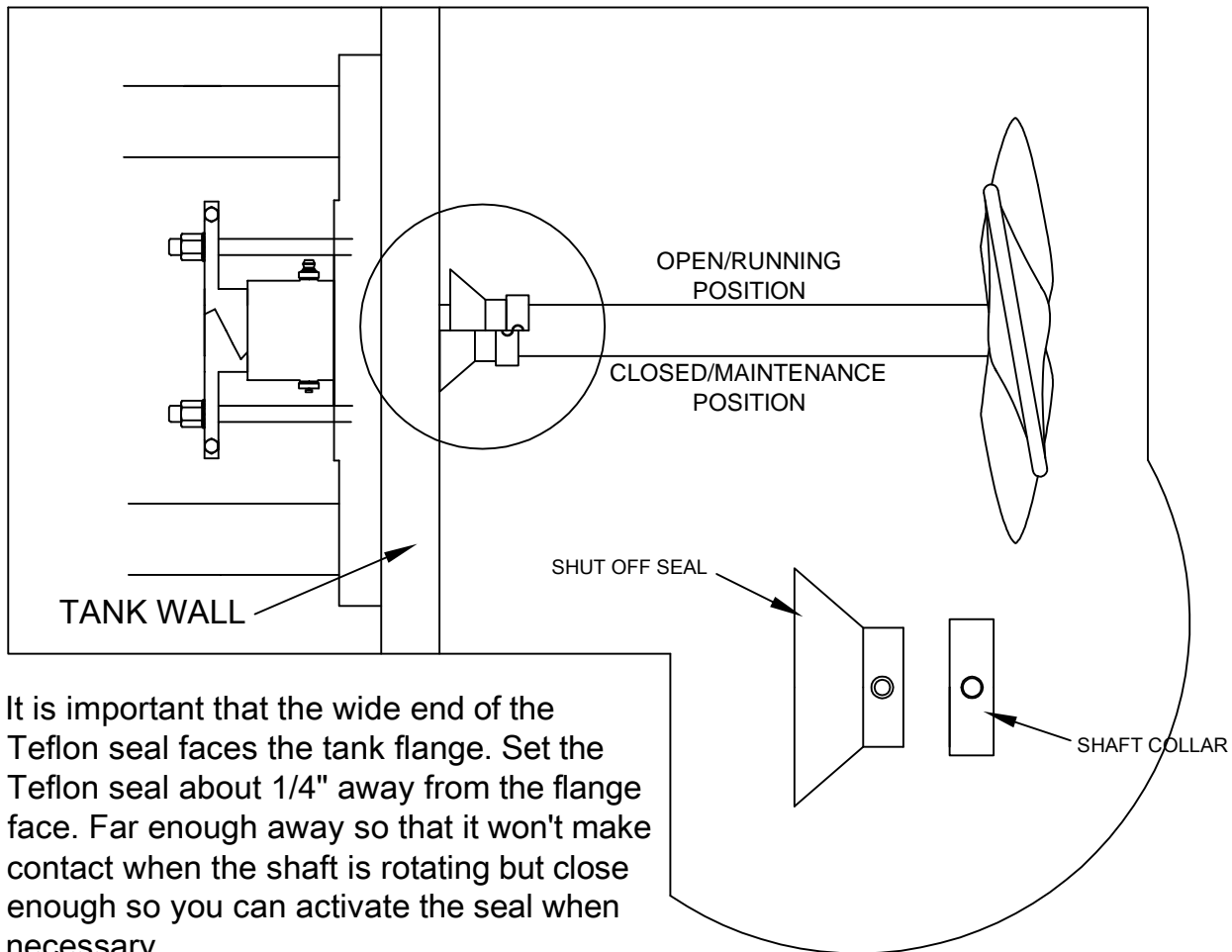
This shock load and shear load can cause the bolts to snap, the holes to elongate or the coupling to fail to keep the shaft running straight which can have numerous disastrous effects on the mixer.

1. Tighten all fasteners to the values shown unless specifically instructed to do otherwise.
2. Lubricate all fasteners at assembly with grease, oil or anti-seize material.
3. If fasteners cannot be lubricated, multiply table values by 1.33
4. Loose bolts can cause severe damage. It is very important to check all fasteners on a regular basis to make sure they haven't come loose. ****
5. If your process material is corrosive or sanitary, check the wetted hardware to make sure it is the correct grade before assembly.

STUFFING BOX/MECHANICAL SEAL - INSTALLATION

SIDE ENTRY SHUT OFF DEVICE

The side entry shut off device is located inside the tank and is intended to assist the maintenance personnel when performing maintenance on the packing gland. It consists of a piece of UHMW-PE (ultra high molecular weight polyethylene) or PTFE (Teflon) with a clamp collar backer and should be set slightly off the face (about 1/4") of the mounting flange. When it comes time to engage the shut-off device, you must release the fixing element bolt at the top of the shaft. Once the bolt is out, remove the fixing element. You will then have to remove the snap ring from its groove at the top of the hollow quill. Pull the shaft outward until you can feel the shut-off press against the tank flange. You will need to clamp the shaft in place to prevent it from sliding back out. This shut-off device is to aid for emergency packing gland maintenance it should not be used as an air tight seal. When possible, always drain the tank before disengaging any fasteners on the mixer.



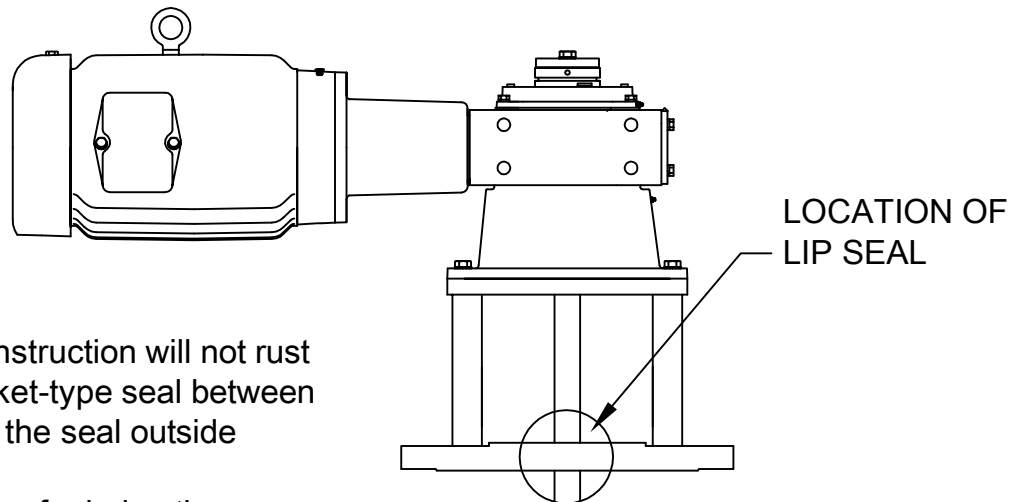
It is important that the wide end of the Teflon seal faces the tank flange. Set the Teflon seal about 1/4" away from the flange face. Far enough away so that it won't make contact when the shaft is rotating but close enough so you can activate the seal when necessary.

LIP SEAL INFORMATION

The Clipper design features an integrally molded rubber fiber outer case and an elastomeric seal lip.

The unique, nonmetallic construction will not rust or corrode and forms a gasket-type seal between the equipment housing and the seal outside diameter.

Clipper Split Seals are known for being the easiest split seal to install because they do not require a cover plate to keep them in the housing. The robust, composite OD provides the best retention of any split seal on the market. Replacing failed seals in the field saves on downtime and lost production. To change out the seals in the field, simply remove the coil tensioner, separate the split seal and peel the seal off from the shaft. Follow the same procedure in reverse to reinstall.



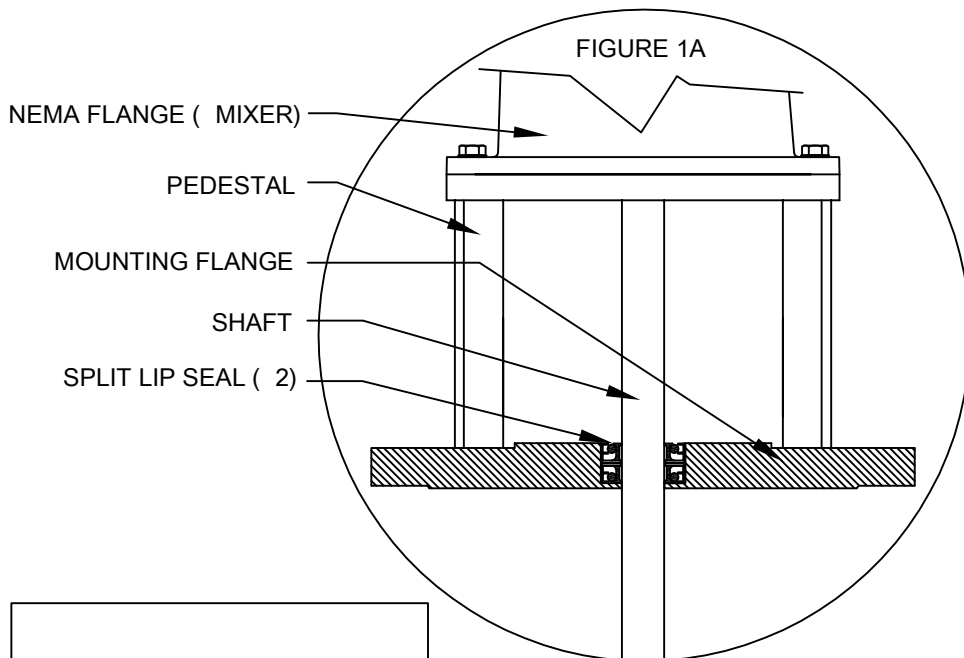
SEEN DETAIL IN FIGURE 1A

TOP VIEW OF SPLIT SEAL

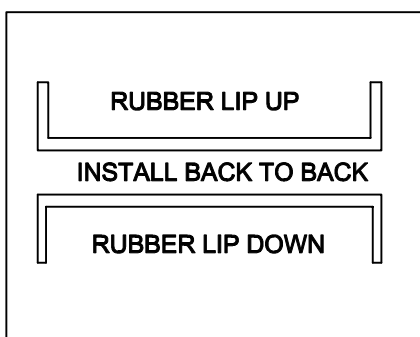
CLOSED POSITION FOR WHILE IN OPERATION

COIL TENSIONER

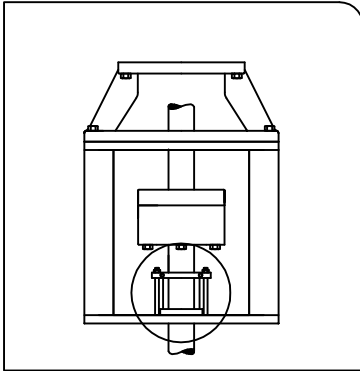
OPEN POSITION; REMOVAL, MAINTENANCE



INSTALLED SPLIT SEAL



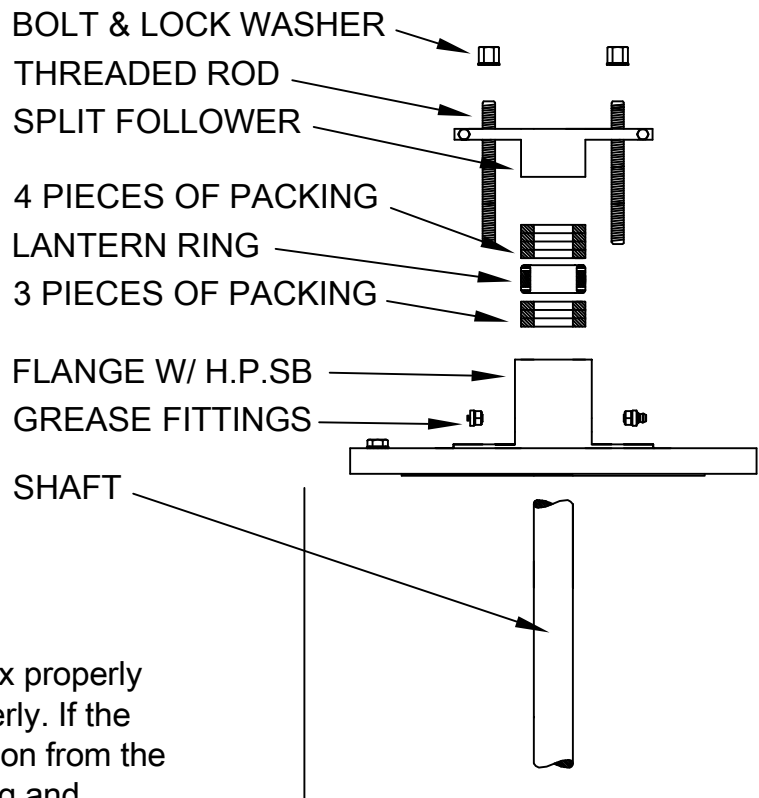
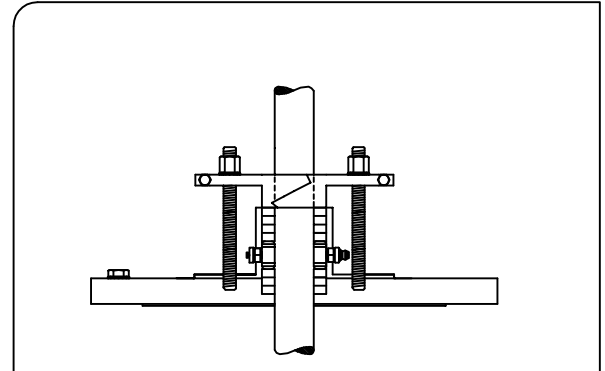
STUFFING BOX/MECHANICAL SEAL - INSTALLATION



LOW PRESSURE STUFFING BOX

Packing should always be inserted as individual rings, never wound in a spiral. Lubricate each ring generously with grease on the top and bottom surfaces: this will help minimize run-in time. Typically the set up for a high pressure stuffing box is 3 packing rings on the bottom then the lantern ring, 4 packing rings on top and then the split follower. For a low pressure stuffing box - 2 pieces of packing with the split follower on top.

It is important to keep the Stuffing Box properly lubricated in order for it to work properly. If the lantern ring and packing dry out, friction from the spinning shaft will burn up the packing and damage the shaft. The sealing properties of the packing will also not work if they are running dry. Lubricate the stuffing box through the grease fittings with a grease gun. Once the rings are properly greased, tighten down the follower finger tight only. Turn the mixer on and run at atmospheric pressure for 5-10 minutes. Then turn the mixer off and tighten down on the follower 1/2 turn of the follower bolts. The follower should always be pulled down uniformly and never more than 1/2 turn on the bolts at one time.



HIGH PRESSURE STUFFING BOX

With the mixer running, slowly pressurize the vessel to its most extreme operating pressure. At the same time, tighten slowly on the follower bolts to hold pressure as it rises. Never tighten more than 1/2 turn at one time, and let the mixer run at least five minutes between each tightening.

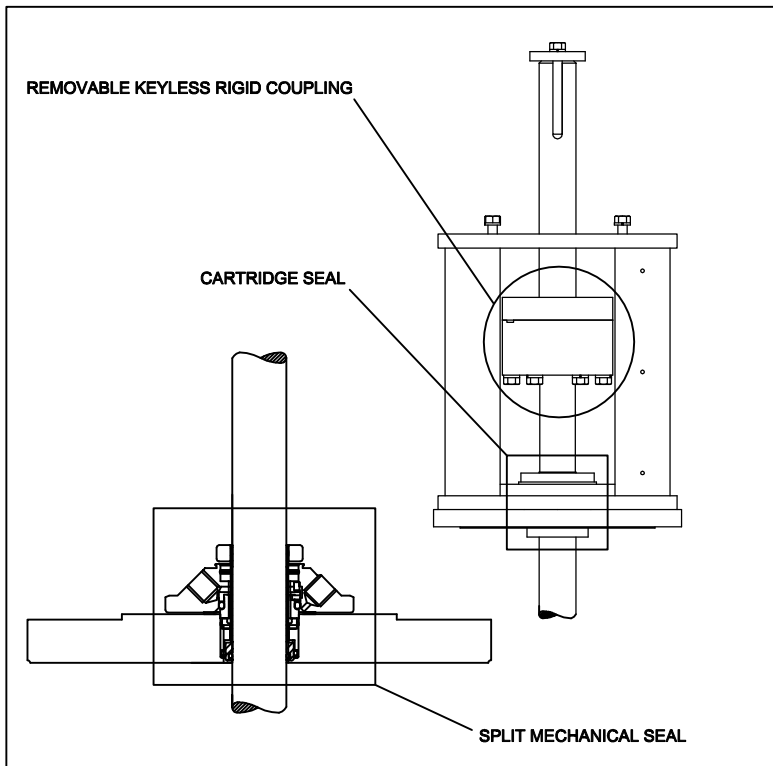
STUFFING BOX/MECHANICAL SEAL - INSTALLATION

The total amount of tightening will vary, depending on the degree of tamping, the operating pressure and the density of the packing. Hard packing should seal in about one full turn of the bolts. Softer packing may take two or more turns. If the stuffing box is not sealed after one or two turns on the bolts, back off until they are loose and add a stroke of grease through the fitting slowly. Draw down the bolts until they are again just finger tight. Allow the mixer to run for a few minutes, then resume the tightening process. Do not tighten the packing beyond the point required to seal the box. Check the box two or three times the first 24 hours of operation. If it starts to leak, an additional 1/4 turn should be sufficient to stop the leak in a minute or two.

After it has been installed and run in, the stuffing box should be periodically lubricated and inspected for leaks. Do not wait for a leak to start before lubricating the box. Longer packing life will be realized by preventing leaks through frequent lubrication. 1 ounce of NLGI grade 2 grease for a 2" diameter or larger shaft; 1/2 ounce of NLGI grade 2 grease for a 1-1.5" shaft. After some experience with the amount of grease required, the lubrication interval can be shortened or lengthened. The unit can be lubricated while the unit is running or off. It is a good practice to lubricate after a prolonged shutdown.

When a leak does occur, the first impulse should be to lubricate the packing, not tightening the follower. The packing does not provide the seal, the lubrication does. Make sure the lantern ring has adequate lubricant. Adding lubricant will often stop the leak within a minute or so. If the box is still leaking after five minutes, the follower should be evenly tightened a quarter turn until the leak stops.

MECHANICAL SEALS



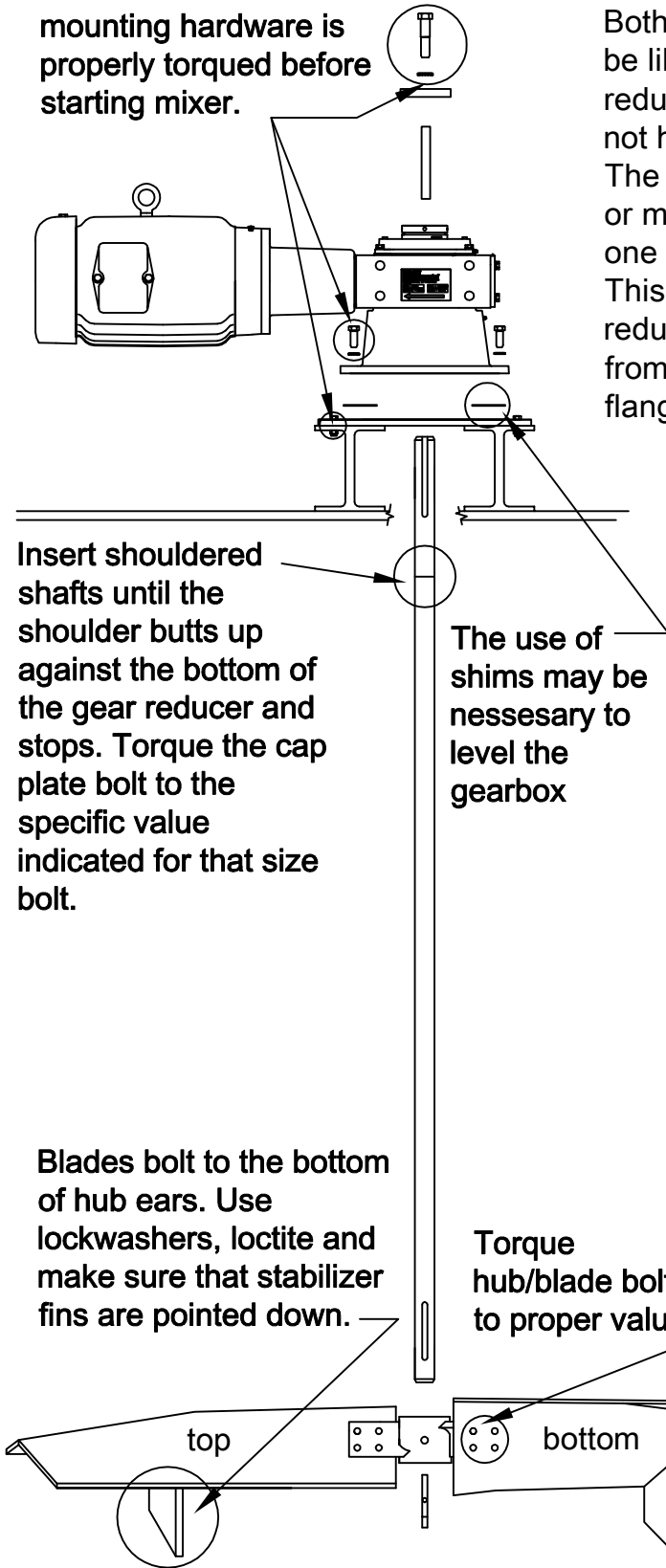
In some closed tank or sealed applications, use of a mechanical seal may be necessary. If your mixer was supplied with a mechanical seal, the seal was packaged with a manual specific to that seal. Be sure to keep this manual and carefully follow all of the seal manufactures instructions for installation, operation and maintenance. It is common for split mechanical seals to drip. Do not use a split mechanical seal in applications where leakage is not permitted. Mechanical seals should be installed and maintained by a professional. In most cases, it is necessary to drain the tank or depressurize the seal before performing maintenance on the seal.

SHAFT & IMPELLER INSTALLATION - VERTICAL MOUNT

All mixers should be installed by a professional. Any attempt to lift, wire, mount or assemble a mixer by an unqualified party can result in serious injury or death.

Make sure that all mounting hardware is properly torqued before starting mixer.

Both the hollow shaft and the driven shaft should be liberally lubricated before assembly. The reducer must slide freely onto the driven shaft. Do not hammer or force the unit into place. The lower mixer shaft extension consists of one or more rigid shaft sections and will accommodate one or more impeller assemblies. This shaft will either mount directly to the gear reducer as one piece shaft or it will be assembled from sections of shaft that are joined by bolted flanged connections.



Insert shouldered shafts until the shoulder butts up against the bottom of the gear reducer and stops. Torque the cap plate bolt to the specific value indicated for that size bolt.

The use of shims may be necessary to level the gearbox

Blades bolt to the bottom of hub ears. Use lockwashers, loctite and make sure that stabilizer fins are pointed down.

Torque hub/blade bolts to proper value

Mixer Assembly

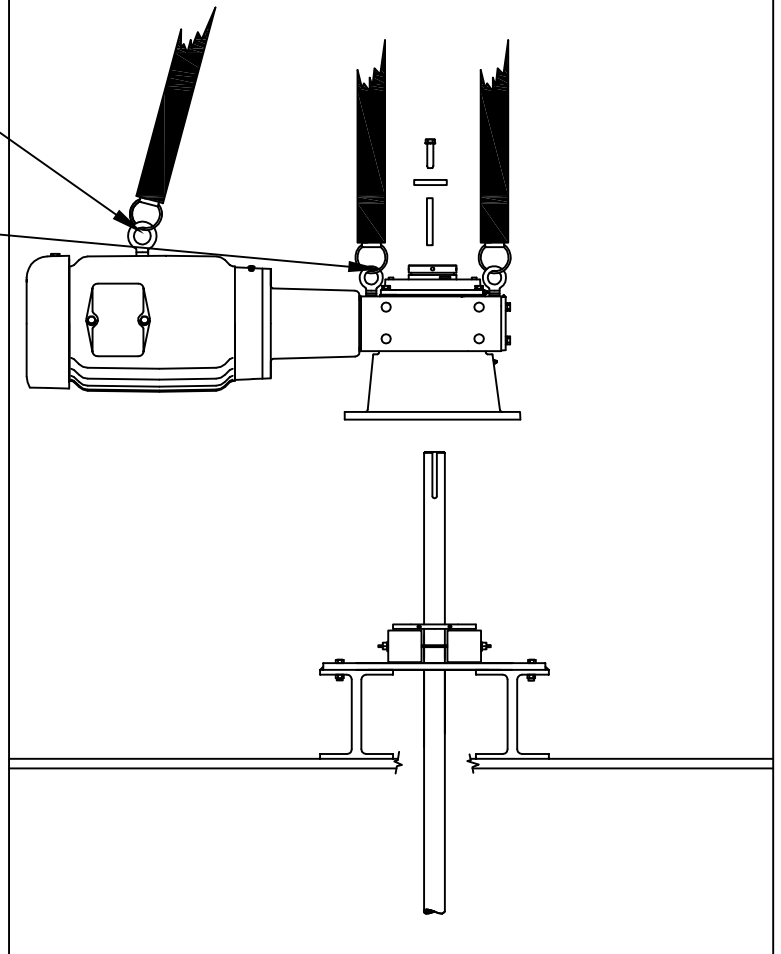
Incorrect mounting is often a cause of mechanical difficulty with a mixer. Unless specified on the mixer assembly drawing, the mixer shaft is designed to run in a true vertical position. Shims should be used in installations where the mounting surface isn't level.

For a flange mount unit; if a structural steel foundation is used, a base plate or sole plate of suitable thickness should be used and should extend under the entire unit. If a bulk head plate is used, it should be of proper strength to minimize buckling distortions. Make sure that the plate sits flat and level before installing the mixer. An uneven mounting plate can cause serious problems with shaft and impeller runout.

LOWERING REDUCER

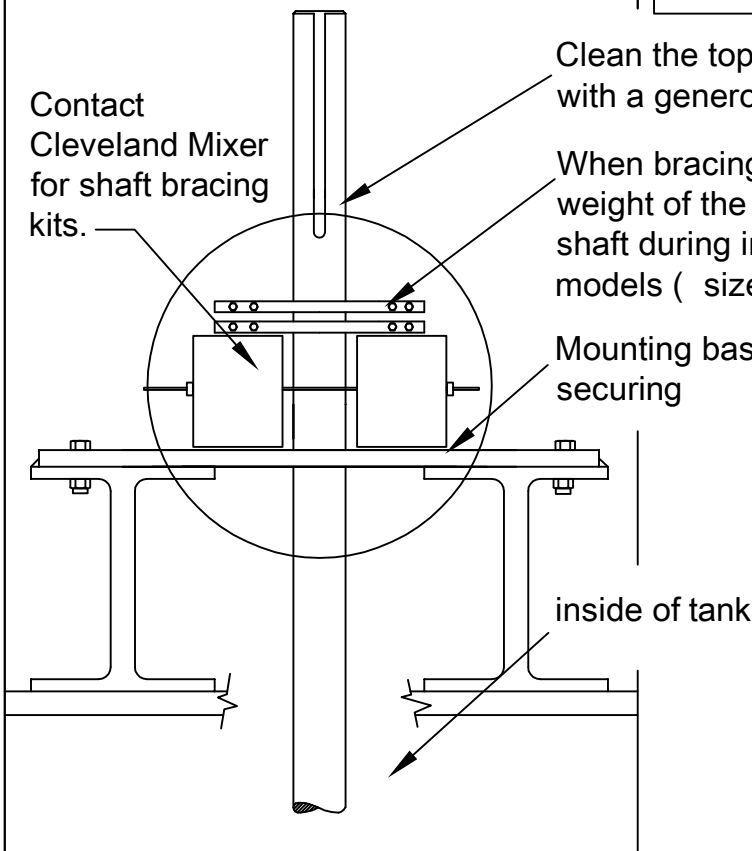
Use motor eyelet to help balance reducer while lowering onto shaft.

Bulk of reducer weight. Use these eyelets to raise and lower reducer.



The method used to mount the XT mixer to the tank shown in this manual should only be taken as an example. Mixers should always be lifted and mounted by professionals.

BRACING THE SHAFT



Contact Cleveland Mixer for shaft bracing kits.

Clean the top of the shaft and cover with a generous coat of Antiseize

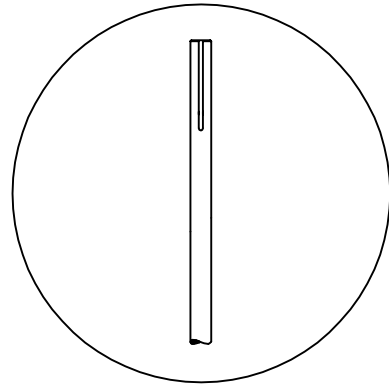
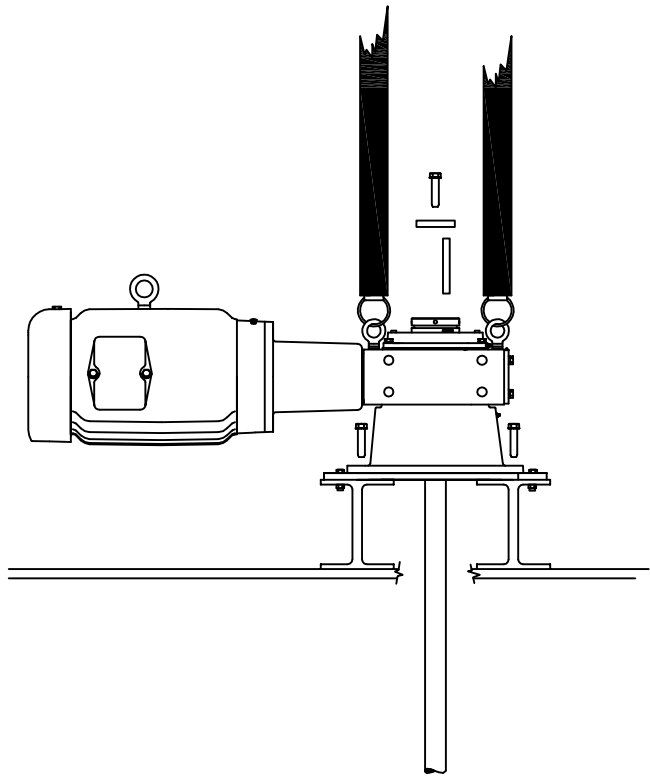
When bracing the shaft, take into account that the weight of the reducer will be pushing down on the shaft during installation. When installing larger models (size 3 and up) use double bracing.

Mounting base plate, make sure to level plate before securing

inside of tank

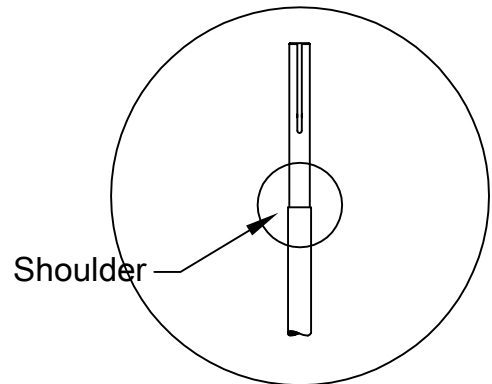
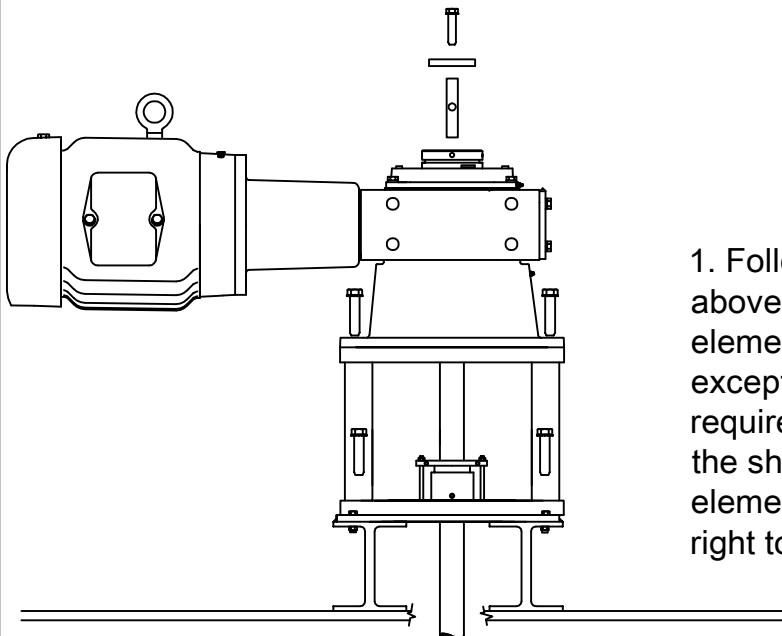
Both the hollow quill and the shaft should be liberally lubricated before assembly. The unit must slide freely onto the driven shaft. **DO NOT HAMMER** or **FORCE** the unit into place. Lubricate with with antiseize compound (preferred), assembly paste or at minimum #2 grease. This will aid installation of the reducer but more importantly, the lubricant will aid removal should it be required at a later date.

FIXING ELEMENT - STRAIGHT SHAFT



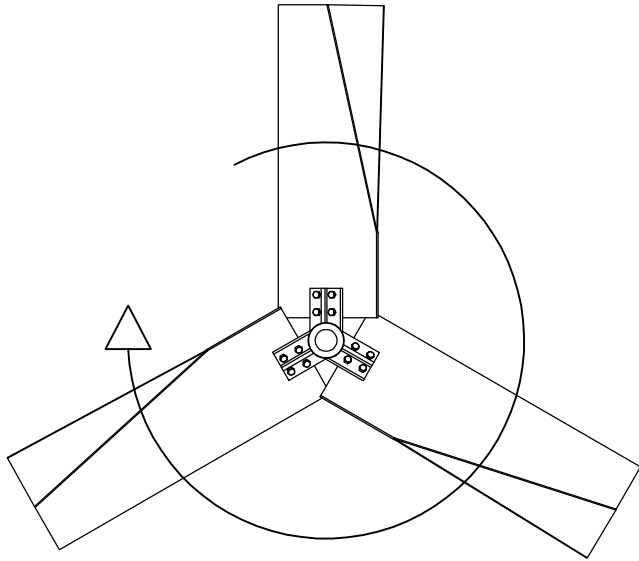
1. Insert shaft key through the top of the hollow output shaft. Push key down until it's level with the top of the shaft keyway.
2. Insert snap ring into the snap ring groove in the hollow output shaft. The snap ring will sit above the shaft to prevent the shaft from pushing upward. The groove is typically 1-2" down into the quill.
3. Insert fixing element cap plate, lock washer and cap plate bolt. We suggest using a few drops of thread locker on the cap plate bolt and then torquing the bolt to xxxlbs.

FIXING ELEMENT - SHOULDERED SHAFT

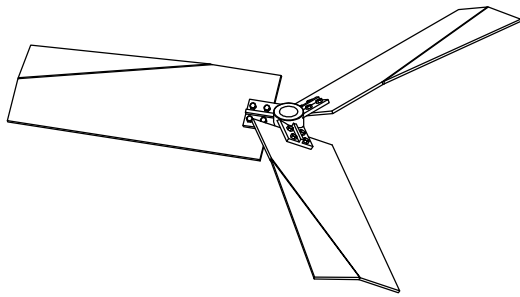


1. Follow steps 1 & 3 from the instructions above. The procedure for installing the fixing element to a shouldered shaft is the same except that the shouldered shaft does not require a snap ring. The shoulder will prevent the shaft from pushing upwards. The fixing element cap plate can be torqued at xxxlbs right to the top of the shaft.

IMPELLERS

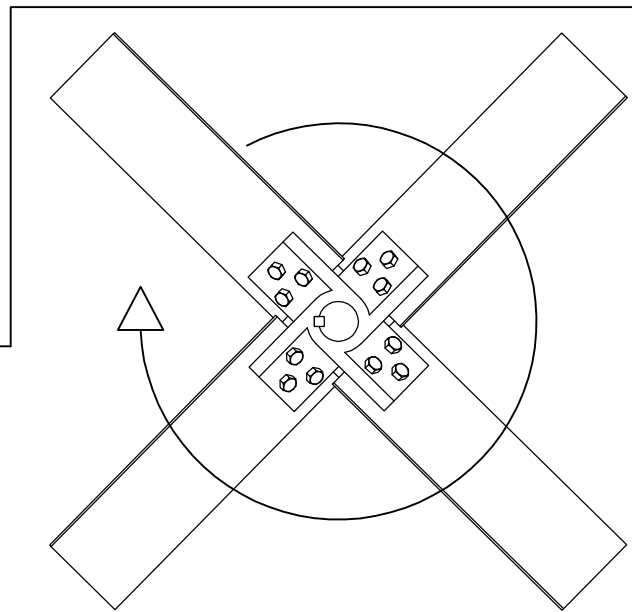


XTF-3R IMPELLER

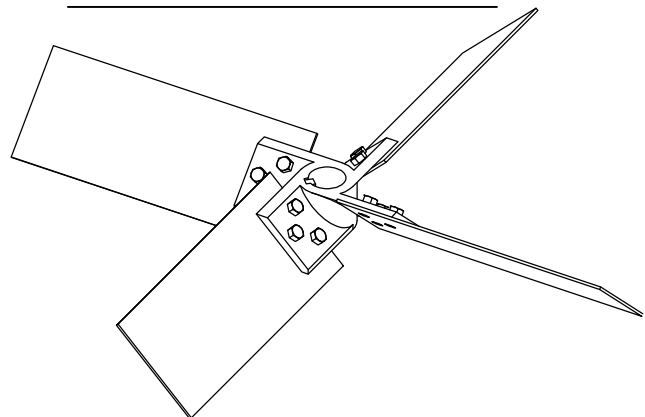


1. Before sliding the hub(s) onto the shaft, check for burs and imperfections that may have been caused in shipping.
2. Slide the hub up over the keyway and then insert key into keyway.
3. Slide hub down over key until the set screw lines up with the set screw dimple in the key.
4. Hand tighten the set screw until it locks into place.
5. Bolt the blades to the underside of the hub ears with the curved ends and stabilizers (if supplied) angled down. Torque the bolts to the required specifications with the nut against the blade.

1. Before sliding the hub(s) onto the shaft, check for burs and imperfections that may have been caused in shipping.
2. Slide the hub up over the keyway and then insert key into keyway.
3. Slide hub down over key until the set screw lines up with the set screw dimple in the key.
4. Hand tighten the set screw until it locks into place.
5. Bolt the blades to the underside of the hub ears with the curved ends and stabilizers (if supplied) angled down. Torque the bolts to the required specifications with the nut against the blade.

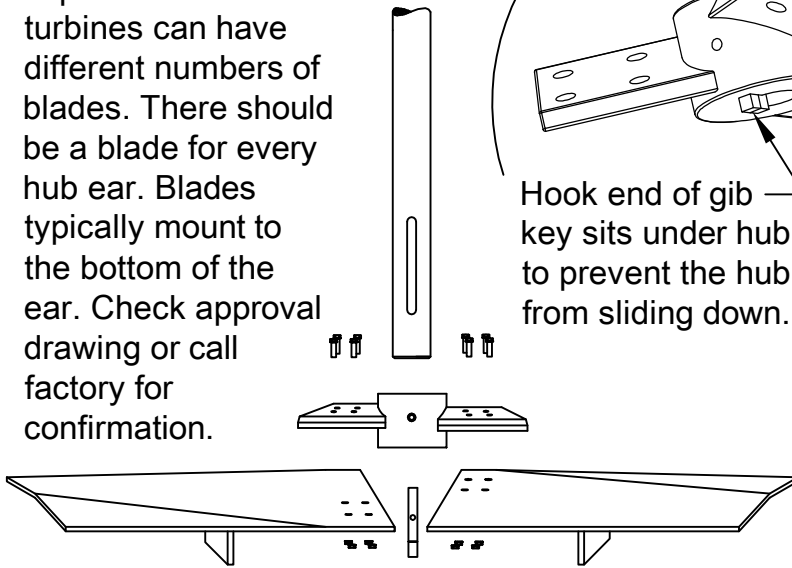


AXF-4 IMPELLER



IMPELLERS & SHAFTS

Impellers and turbines can have different numbers of blades. There should be a blade for every hub ear. Blades typically mount to the bottom of the ear. Check approval drawing or call factory for confirmation.



Both the hollow shaft and the driven shaft should be liberally lubricated before assembly. The reducer must slide freely onto the driven shaft. Do not hammer or force the unit into place.

The lower mixer shaft extension consists of one or more rigid shaft sections and will accommodate one or more impeller assemblies.

This shaft will either mount directly to the gear reducer as one piece shaft or it will be assembled from sections of shaft that are joined by bolted flanged connections.

SINGLE IMPELLER INSTALLATION

Blades bolt to bottom of hub ears.

Torque hardware

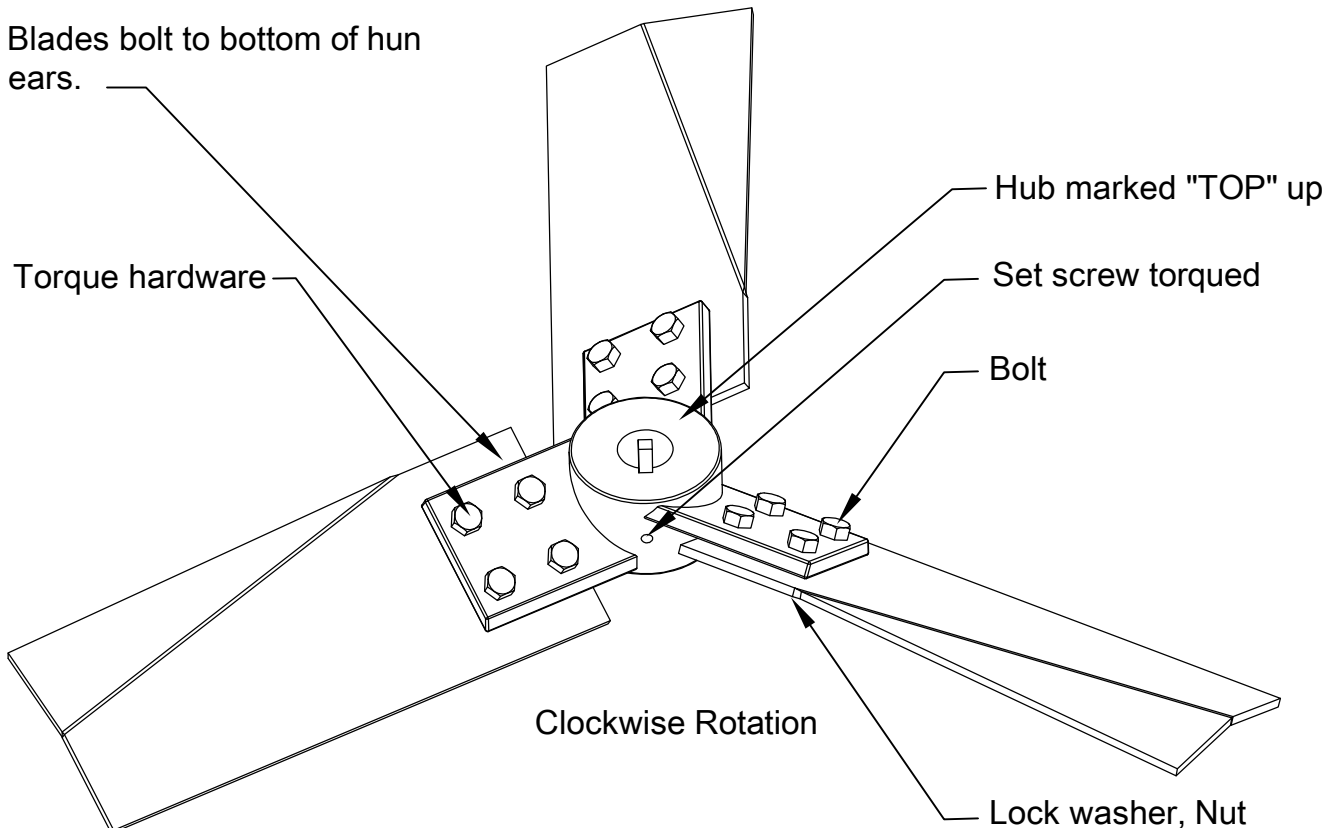
Hub marked "TOP" up

Set screw torqued

Bolt

Clockwise Rotation

Lock washer, Nut



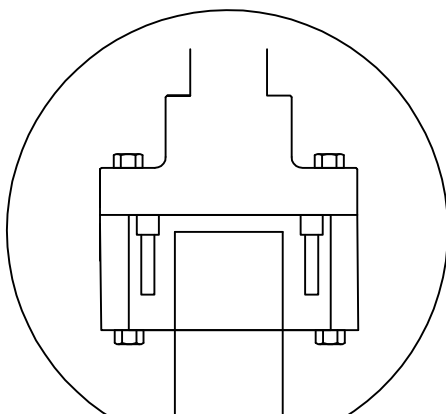
IMPELLERS & SHAFTS

Now that the impeller hub is on the shaft, firmly bolt the impeller hardware (blades, discs, stabilizers) into place. All in-tank fasteners involving the couplings and turbine hubs do not use lock washers. All in-tank fasteners should be rechecked for tightness after 1500 hours of operation. It is also recommended to check at scheduled shut down periods. All shaft and impeller bolts should be torqued to the values shown in the torque value table in this manual.

The upper shaft or shaft section, if it is a multi-piece shaft assembly, will have either a welded coupling or a removable tapered bore coupling that will mate with the low speed shaft on the reducer.

The welded coupling is used on upper shaft sections for open tank mixers that do not have any impellers mounted to it that would need to be removed. With a taper bore coupling, the upper shaft is assembled to the taper coupling and held in place by the internal cap plate bolted to the top of the shaft.

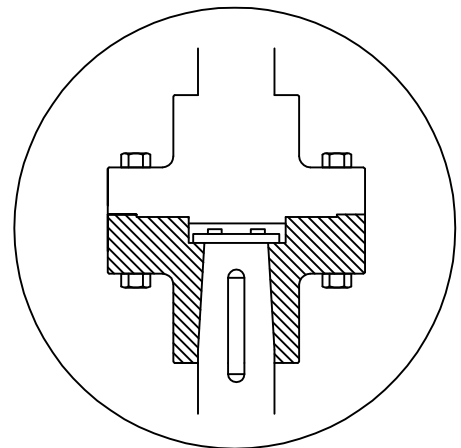
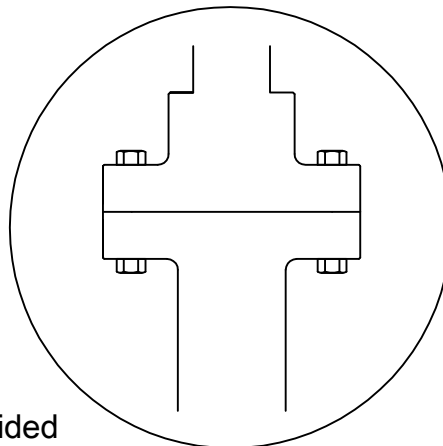
The rigid coupling is the welded flange type that requires no installation and would normally be found attached to the upper shaft assembly, either in or out of the process. There may be several of these connections between shaft sections in the assembly.



KEYLESS RIGID COUPLING

**Follow B-Loc instructions provided w/ B-Loc coupling.

RIGID COUPLING



TAPER BORE COUPLING

IMPELLER INSTALLATION

1. XTF-3R Impeller blades and hubs are shipped disassembled.
2. Slide the hub to the desired location over the key (the hub should be marked with "TOP" make sure that side is up). Tighten the set screw over the key. Impellers over 50 inches in diameter are provided with Gib keys. Lower the hub slowly until it rests on the Gib, then tighten the set screw.
3. Assemble the blades to the underside of the hub using four hex head cap screws and nuts per blade. Torque all bolts to the required specifications.
4. Retighten all bolted connections using proper torque settings before starting the mixer.

IMPELLERS & SHAFTS

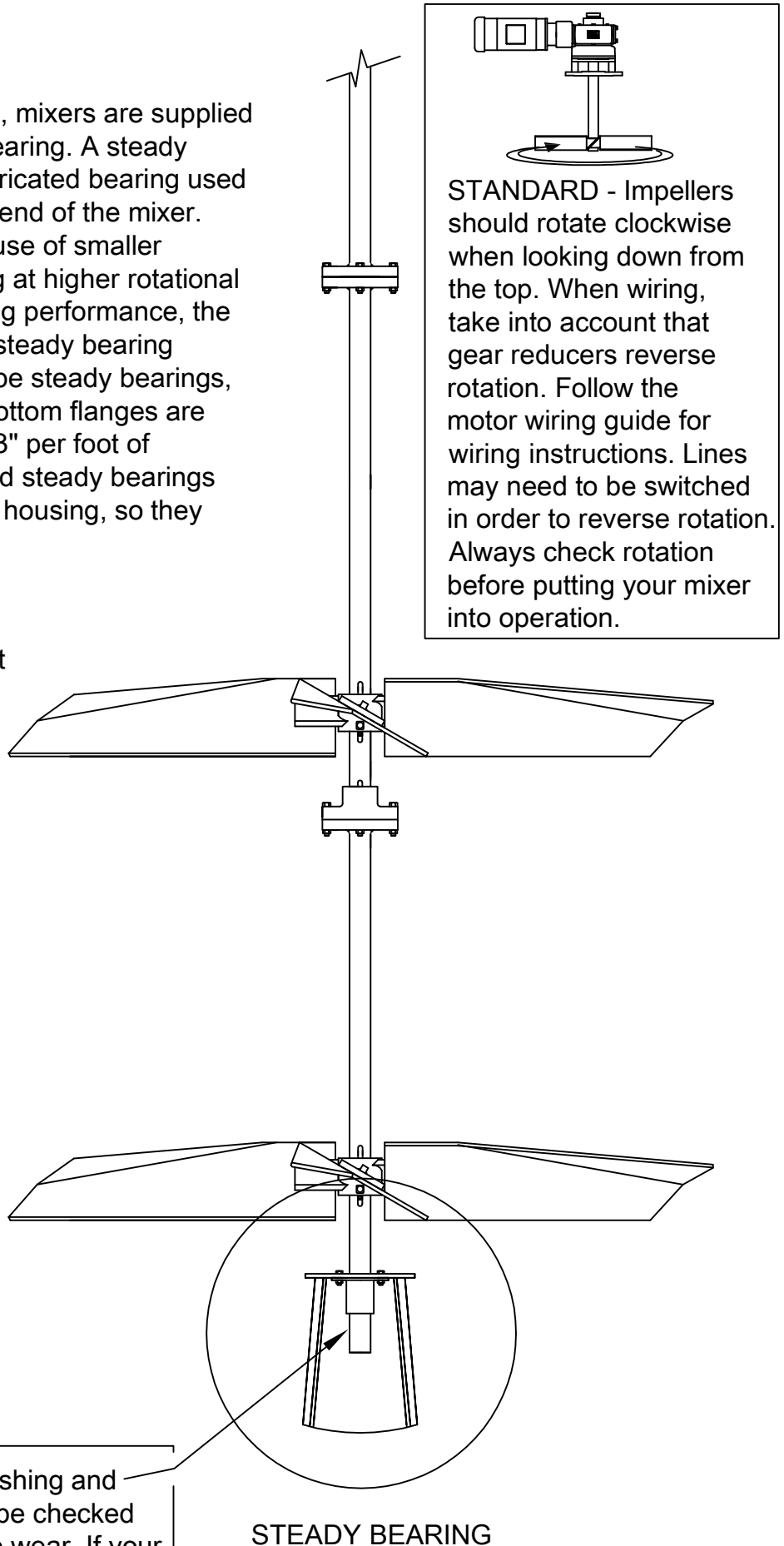
Steady Bearings: When specified, mixers are supplied with an optional in-tank steady bearing. A steady bearing is an in-tank, process lubricated bearing used to support and restrain the lower end of the mixer.

Steady bearings permit the safe use of smaller diameter, longer shafts, operating at higher rotational speeds. For proper steady bearing performance, the mixer shaft must be straight and steady bearing centered on the shaft. For pad type steady bearings, be sure that the vessel top and bottom flanges are parallel and concentric within .003" per foot of separation. Shim bracket mounted steady bearings between the bracket and bearing housing, so they stay centered on the shaft.

Even though a shaft may be straight and properly machined, it may appear to wobble a bit toward the bottom. For longer shafts (20-30') 1/2 the shaft diameter may be acceptable. However, for shorter shafts, the wobble should not exceed 1".

For best results, the steady bearing should be laser aligned with the reducer quill and welded down. Steady bearing bushing should be inspected for wear and tear during every shut down period. If the bushings are worn down to the metal of the bushing housing, they should be replaced. Call Cleveland Mixer with your mixer's serial number for replacement bushings.

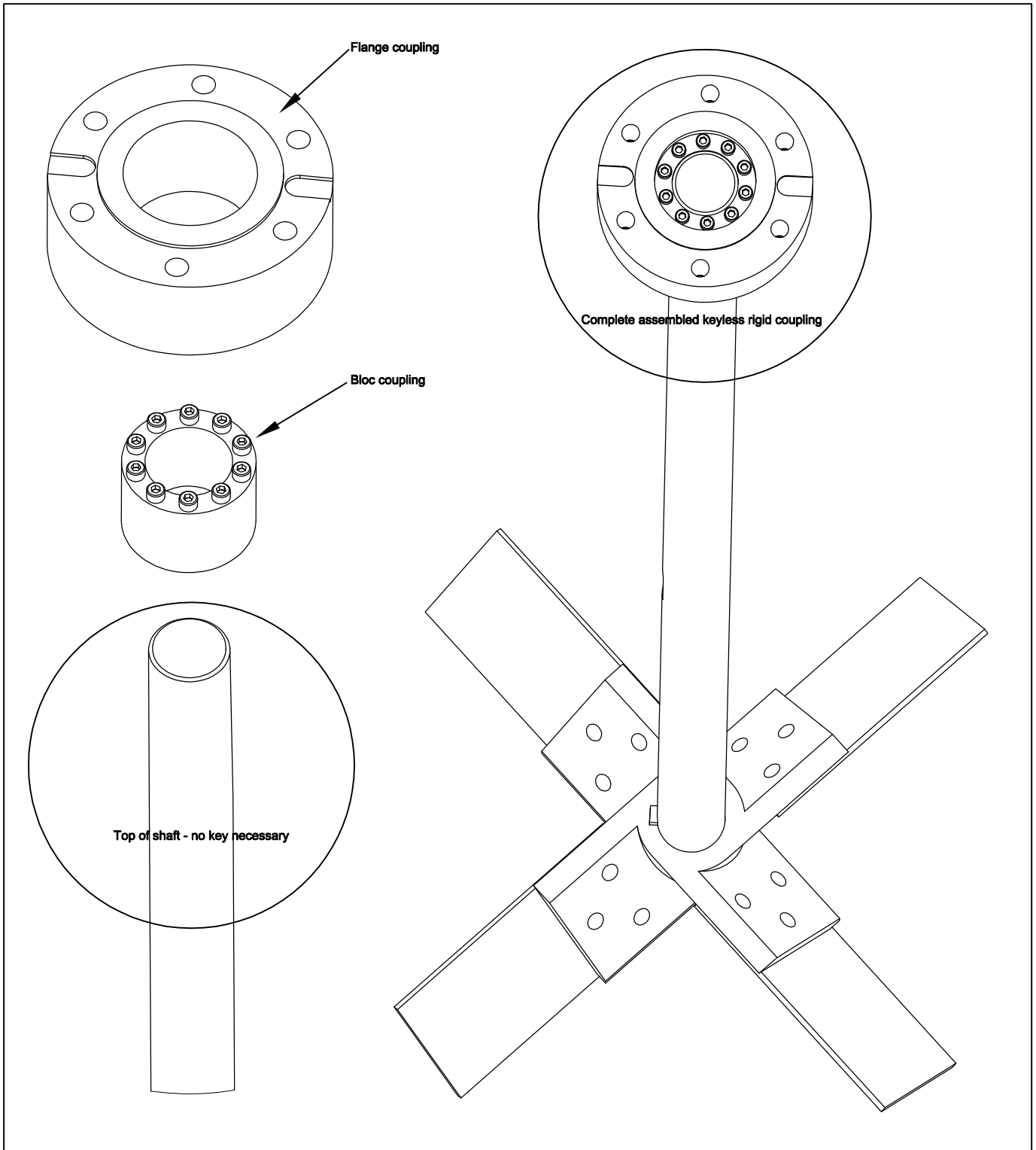
STEADY BEARING - Bushing and bushing housing should be checked periodically for excessive wear. If your installment alignment is precise, you will experience less bushing wear.



IMPELLERS & SHAFTS

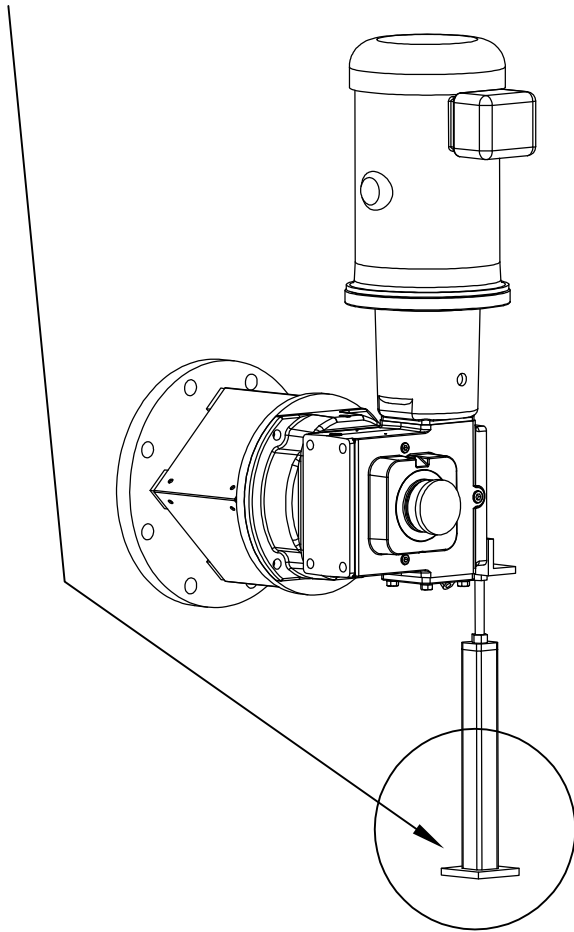
KEYLESS RIGID COUPLING

Keyless Rigid Couplings eliminate the need for shaft keys and keyways. Keyless rigid couplings will come with their own set of installation instructions specific to the size and style of coupling required for your mixer's design.



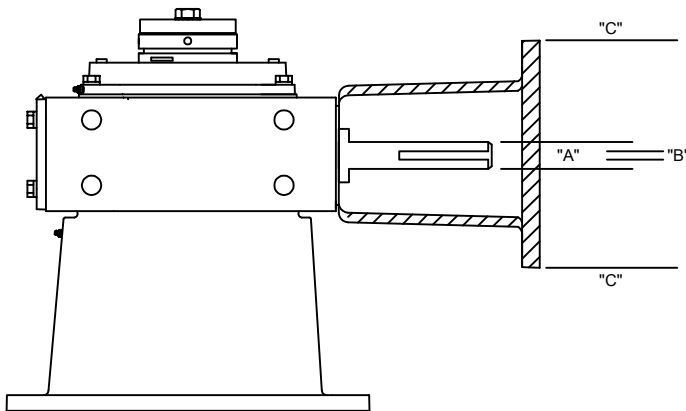
SIDE ENTRY SUPPORT

JACK STAND FOR SIDE ENTRY MIXERS



Side entry mixers should not be supported by the tank nozzle alone. Cleveland Mixer provides a jack stand which if used correctly will help take weight stresses off the tank nozzle. The jack stand must be securely fastened to the mixer and then lowered until it sits completely flush with the surface below the mixer. This surface must be rigid. Dirt, gravel, sand, etc. will not support the mixer. It must be a solid, hard surface such as concrete or a steel beam. The rigidity of the mounting is very important on side entries. If the mixer is loose it will shake. Shaking can lead to seal failure and excessive shaft run out. Excessive shaking is typically due to lack of rigidity in the mounting. If the tank wall is made from fiberglass or sheet metal, the movement of the process or torque from the mixer can cause the tank to move and shake the mixer. It's important to calculate for the forces put out by the mixer when designing the tank and mounting structure.

HIGH SPEED COUPLING

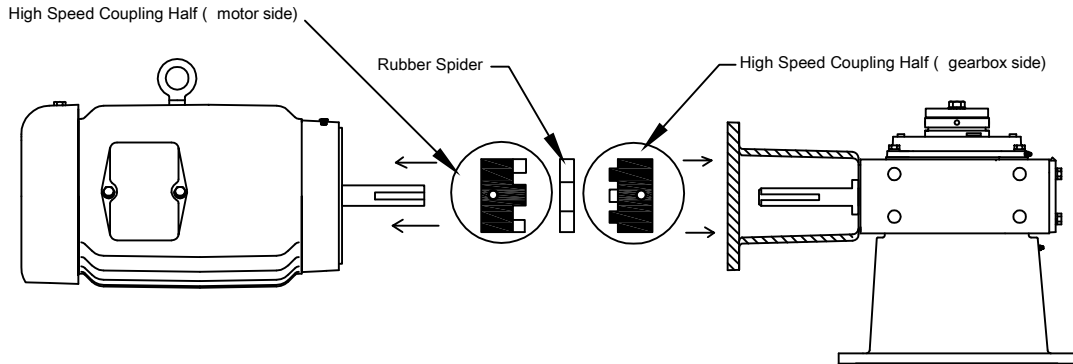


MODEL	"A"	"B" KEYWAY	"C" FRAME SIZE (TYP.)
XT4	1.00"	1/4 x 1/8"	56C - 140TC
XT5	1.00"	1/4 x 1/8"	180TC - 210TC
XT6	1.25"	1/4 x 1/8"	210TC ONLY

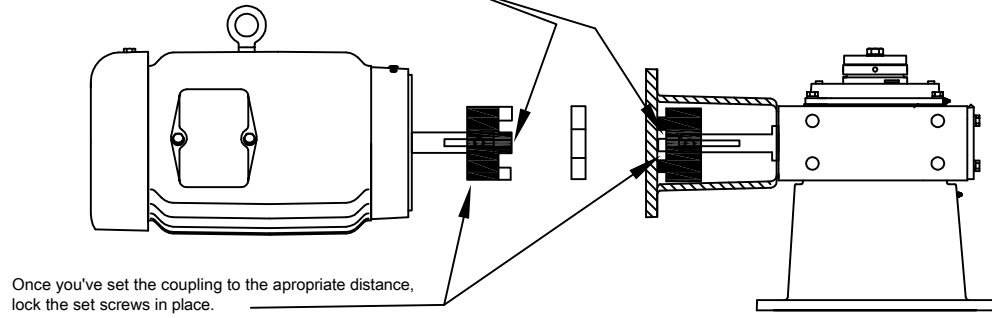
THE DIMENSIONS ABOVE DO NOT APPLY TO DIRECT DRIVE UNITS

HIGH SPEED COUPLING

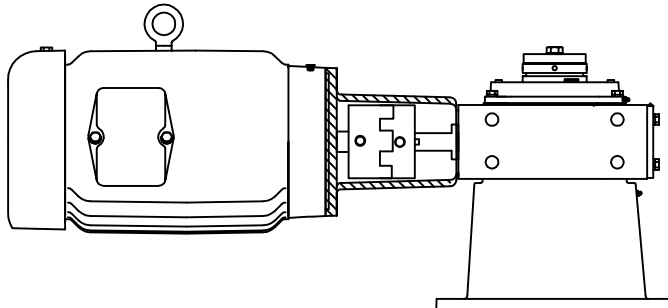
When installing a high speed coupling in an XT style agitator, always make sure to get an accurate measurement on the distance between the reducers "C" face and the reducer side high speed coupling half. This is the distance you will use to set the motor side high speed coupling half. The rubber spider bushing will allow for about 1/8" worth of play. Make sure to lock the set screws before bolting the motor to the reducer.



Locate distance from high speed coupling tooth (motor output side) to the face of the high speed coupling on the reducer input.



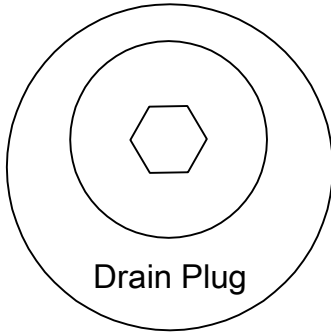
Once you've set the coupling to the appropriate distance, lock the set screws in place.



Once the high speed coupling halves are set and the set screws are locked down tight, mate the rubber spider bushing to the reducer side coupling. Mating the motor coupling to the reducer coupling so that the teeth match up correctly can be tricky. It's best to support the motor with a hoist so that you can ease it into place without injuring yourself. Once the couplings mate, make sure the C-face of the motor engages with the c-face of the flowerpot. When all faces meet up insert the motor bolts thru the flower pot and secure the bolts.

LUBRICATION & PLUGS

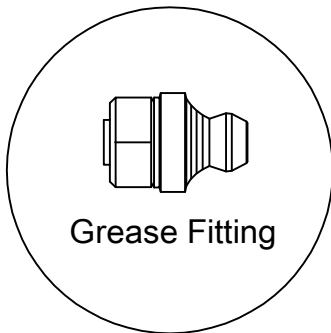
* After the first 50 operating hours, a new XT gear reducer should be drained and new oil added. Always drain the unit when it's warm. After the first 50 hours, Cleveland recommends the oil being changed every 6 months or 2500 operating hours (more often if the operating conditions cause condensation of moisture, resulting in sludge formation inside the housing) always check the lubricant manufacturers recommendations for correct usage of their product. Keeping your Cleveland XT gear reducer properly lubricated and well maintained is the key to a long service life of the unit.



Drain Plug

FILL LEVEL & DRAIN PLUGS

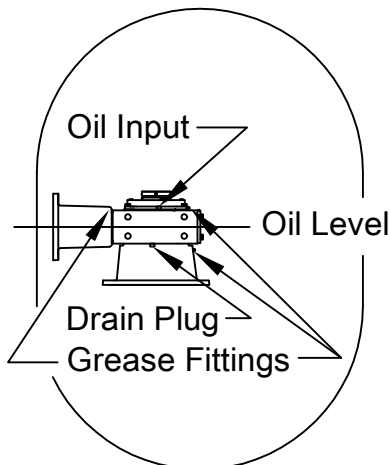
Drain plugs are typically socket head cap screws. They will be located at the lowest part of the gearbox for ease of draining. The reducers oil fill level will be marked on the side of the gearbox by some fill level stickers. The fill level is the midpoint of the reducer; leave the middle drain plug open while filling. When oil starts to come out of the hole, stop filling. Be careful to never to mix oils. Gear reducers need to be filled with clean fresh oil (refer to your oil brand for the number of hours between changes). Always use gear oil and make sure to flush the reducer out if you detect contamination (such as water, dirt, etc.).



Grease Fitting

LUBRICANT

All Cleveland XT reducers are shipped from the factory with lubricant. Drywell units do not get filled with lubricant in the factory, the lubricant will come separate. Make sure to check the oil level of your gear reducer before operating the unit. NEVER RUN AN XT GEAR REDUCER DRY. The XT gear reducer will be marked with a yellow sticker on the side of the gear case which will indicate the brand and grade of oil inside the gearbox. Some units have special lubricants designed to operate in certain environments or extend the service life of the lubricant.



GREASE FITTINGS

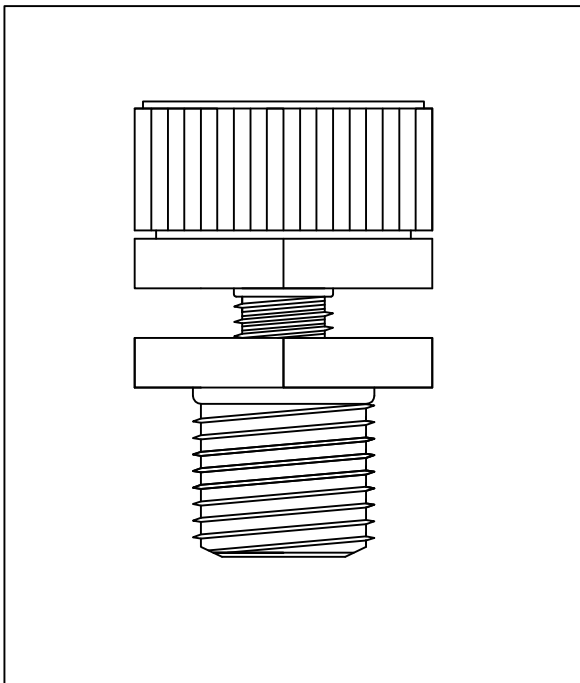
Add grease to high speed and slow speed bearings through grease fittings. XT gear reducers will come with grease fittings pre-installed in the appropriate locations. Bearing greases must be compatible with the type of gear lubricant being used (i.e. mineral, synthetic, food grade, etc.)

For mineral oils, use synthetic bearing grease such as Mobil Synthetic Universal grease, Mobilith SHC 100 or suitable equivalent. Add grease as needed to keep bearings properly lubricated. Do not over pump grease into the grease fittings.

LUBRICATION & PLUGS

BREATHER PLUGS

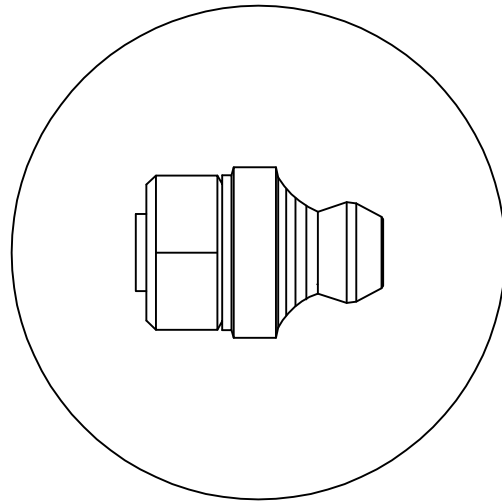
During operation, the heat generated by the gearbox will cause the air and lubrication inside the unit to expand. A vent plug is used to eliminate any pressure buildup inside the unit. If a speed reducer is installed in an atmosphere containing exceptional amounts of moisture or dust, a hooded vent plug should be used. The only acceptable type of vent is one that allows free flow of air, as any small amount of internal pressure buildup will force oil into the Drywell chamber or blow out through the oil seals. Cleveland recommends always keeping the breather vent open while the unit is running. The only time the breather vent should be shut is while the unit is being washed or stored to prevent oil well contamination.



BREATHER PLUG

GREASE FITTINGS

XT style gear reducers are equipped with grease fittings to allow access for lubricating both the upper and lower slow speed shaft bearings. These fittings must be lubricated every 3 to 6 months or more depending on operating conditions. On some units, there's a grease fitting for lubricating the high speed bearings and motor bearings. Anywhere you see a grease fitting, it means there is a bearing which needs to be greased. Bearing greases must be compatible with the type of gear lubricant being used (i.e. mineral, synthetic, food grade, etc.) For mineral oils use high quality lithium base NLGI #2 bearing grease. For synthetic oils, use synthetic bearing grease such as Mobil Synthetic Universal grease, Mobilith SHC 100 or a suitable equivalent. For food grade lubricants, use Mobilgrease FM 102 or suitable equivalent. New units come with factory greased bearings.



GREASE FITTING

* UNITS WITH AN INTEGRAL DRYWELL SHOULD BE KEPT UPRIGHT AND NOT BE TIPPED ON THEIR SIDES. DRYWELL UNITS SHOULD ONLY BE USED AS TOP MOUNTED UPRIGHT MIXERS. SIDE ENTRY MIXERS WILL NOT BE SUPPLIED WITH A DRYWELL.

LUBRICANT CHARTS

* STANDARD XT GEAR REDUCERS COME WITH MOBIL GLYGOYLE 460 SYNTHETIC GEAR LUBRICANT (UNLESS OTHERWISE NOTED). CLEVELAND STRONGLY RECOMMENDS CONTINUED USE OF THIS OIL

VISCOSITY ISO NLGI	FORMULATION	SERVICE TEMPERATURE RANGE	MOBIL	SHELL	CASTROL	KLUBER	BP	TRIBOL
VG 460	CONVENTIONAL MINERAL	20°C TO +50°C 68°F TO +122°F						
	SYNTHETIC PAO	-30°C TO +80°C 22°F TO +176°F	Mobil SHC 634	Omala 460 HD	Isolube EP 460	Klubersynth EG 4-460	N/A	Tribol 1510/460
VG 320	CONVENTIONAL MINERAL	0°C TO +30°C 32°F TO +86°F						
	SYNTHETIC PAO	-35°C TO +80°C 31°F TO +176°F	Mobil SHC 632	Omala 320 HD	Isolube EP 460	Klubersynth EG 4-320	N/A	Tribol 1510/320
VG 220	CONVENTIONAL MINERAL	-5°C TO +40°C +20°F TO +104°F						
	SYNTHETIC PAO	-35°C TO +80°C 31°F TO +176°F	Mobil SHC 630	Omala 220 HD	Isolube EP 220	Klubersynth EG 4-220	N/A	Tribol 1510/220
VG 150 & VG 100	CONVENTIONAL MINERAL	-15°C TO +25°C +5°F TO +77°F						
	SYNTHETIC PAO	-35°C TO +10°C 35°F TO +50°F	Mobil SHC 629	Omala 150 HD	Isolube EP 150	Klubersynth EG 4-150	N/A	N/A
VG 68	CONVENTIONAL MINERAL	-15°C TO +25°C +5°F TO +77°F						
	SYNTHETIC PAO	-35°C TO +10°C 35°F TO +50°F	Mobil SHC 626	N/A	Isolube EP 68	N/A	N/A	N/A
VG 32	CONVENTIONAL MINERAL	-15°C TO +25°C +5°F TO +77°F						
	SYNTHETIC PAO	-40°C TO +10°C 40°F TO +50°F	Mobil SHC 624	N/A	N/A	Kluber-Summit HySyn FG-32	N/A	N/A

* PAO - Poly Alpha Olefin

SPECIAL PURPOSE LUBRICANTS

AMBIENT TEMPERATURE	FORMULATION	MANUFACTURER	OIL BRAND NAME
20°F TO +104°F (-5 TO 40°C)	FOOD GRADE OIL - SYNTHETIC	CHEVRON	FM ISO 220
20°F TO +104°F (-5 TO 40°C)	FOOD GRADE OIL - SYNTHETIC	OILJAX	MAGNAPLATE 85W 140FG
5°F TO +125°F (-20 TO 50°C)	FLUID GREASE	MOBILE	MOBILUX EP023
-30°F TO +140°F (-35 TO 60°C)	FLUID GREASE - SYNTHETIC	MOBILE	MOBILUX SHC 007
-30°F TO +140°F (-35 TO 60°C)	FLUID GREASE - SYNTHETIC	SHELL	ALBIDA LC

STANDARD BEARING GREASE

Use about .75-1.00 ounces of grease per bearing every 2500 hours or 6 months of service.

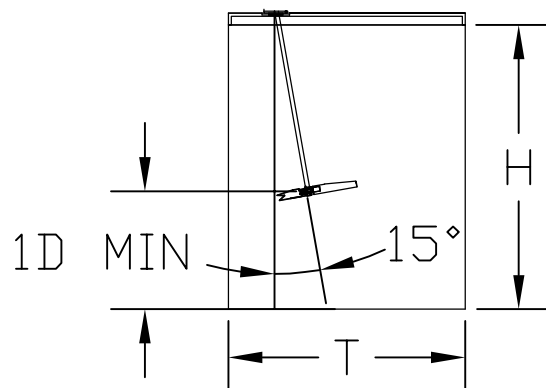
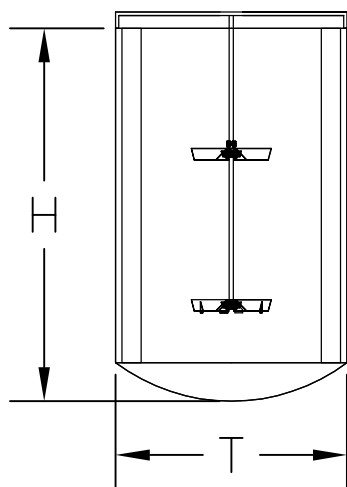
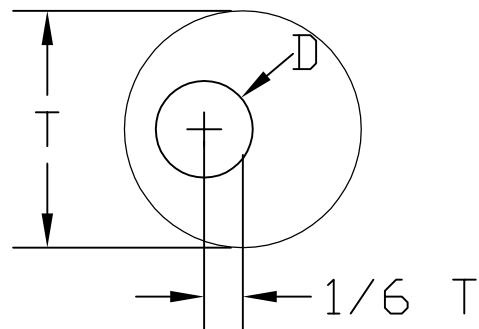
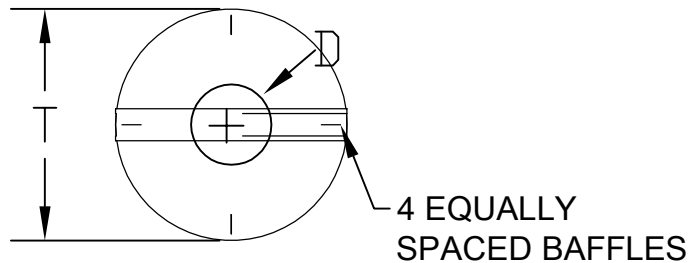
AMBIENT TEMPERATURE	FORMULATION
-20°F TO +140°F (-30 TO 60°C)	MINERAL

OPTIONAL BEARING GREASES

AMBIENT TEMPERATURE	FORMULATION	MANUFACTURER	OIL BRAND NAME
-40 to 230°F (-40 - 110°C)	SYNTHETIC	SHELL	AEROSHELL 6
-40 to 230°F (-40 - 110°C)	FOOD GRADE OIL - SYNTHETIC	LUBRIPLATE	SFL1

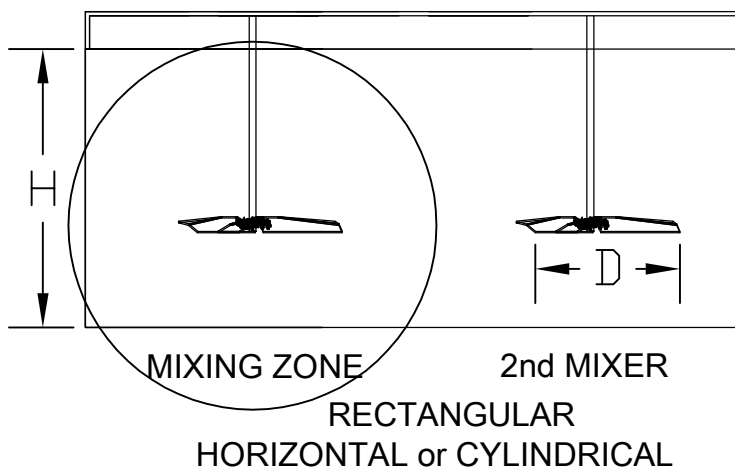
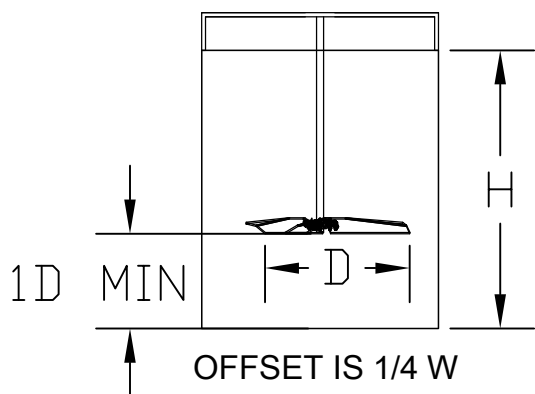
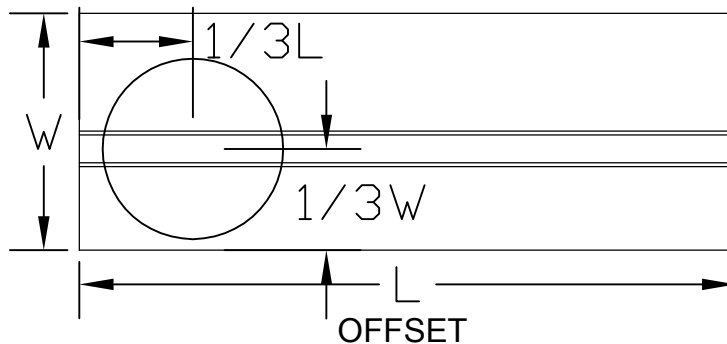
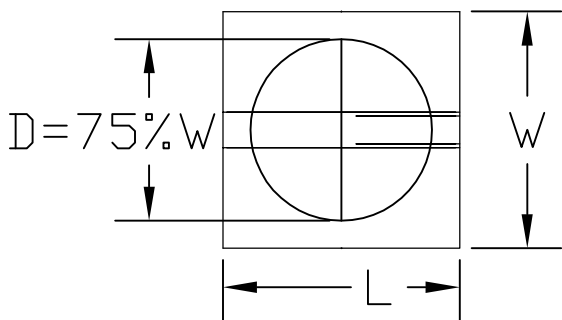
** WARNING - It's normal for an XT gear drive surface temperature to reach over 200° during operation. Please use caution when touching or handling the surface of the gear drive while it's running.

MIXER POSITIONING - TOP ENTRY



VERTICAL CYLINDRICAL TANK
CENTER MOUNTED W/ BAFFLES

VERTICAL CYLINDRICAL TANK
OFFSET ANGLE MOUNTED - NO BAFFLES

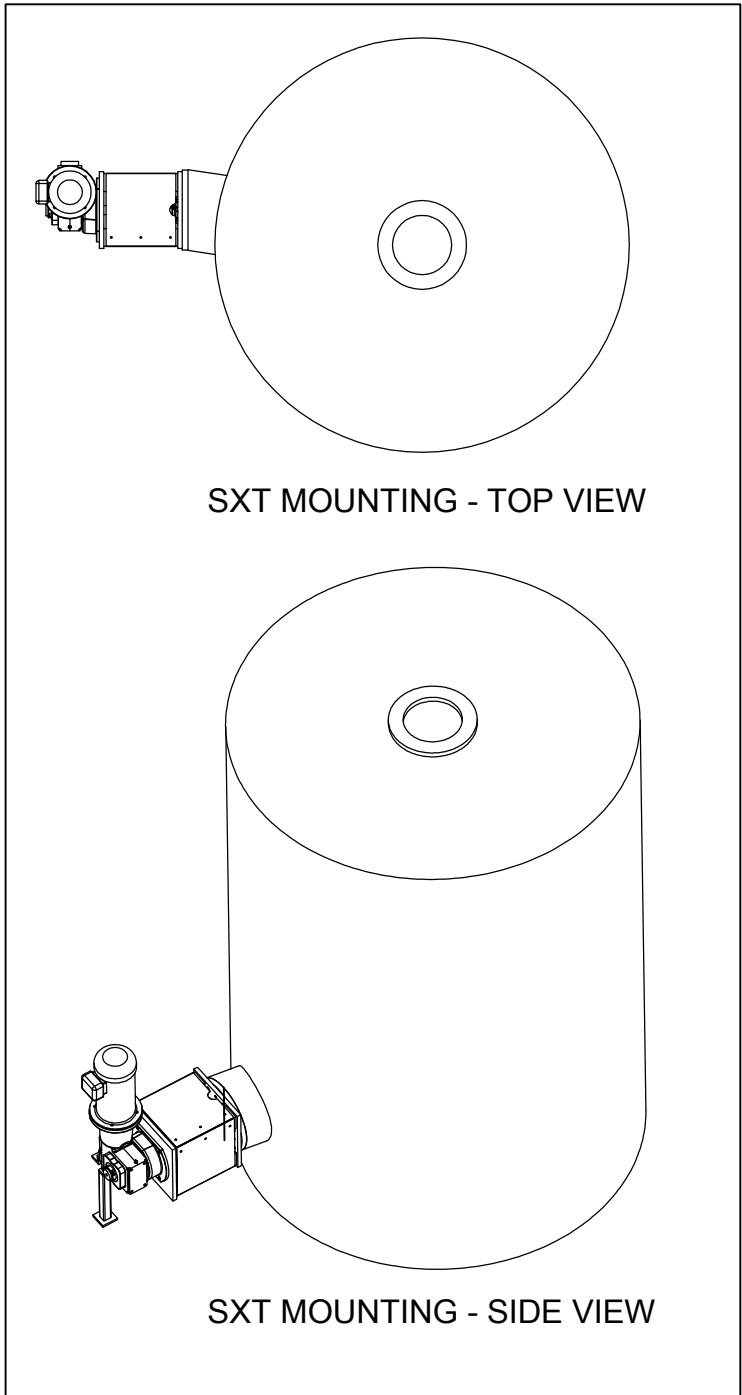
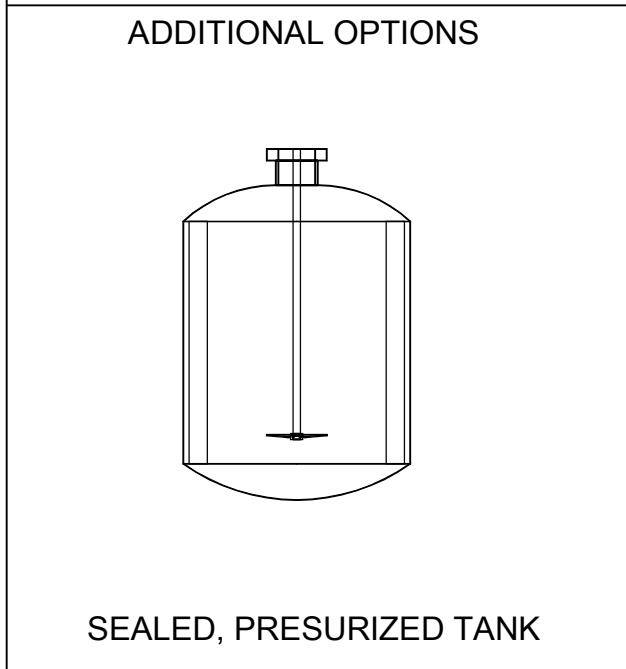
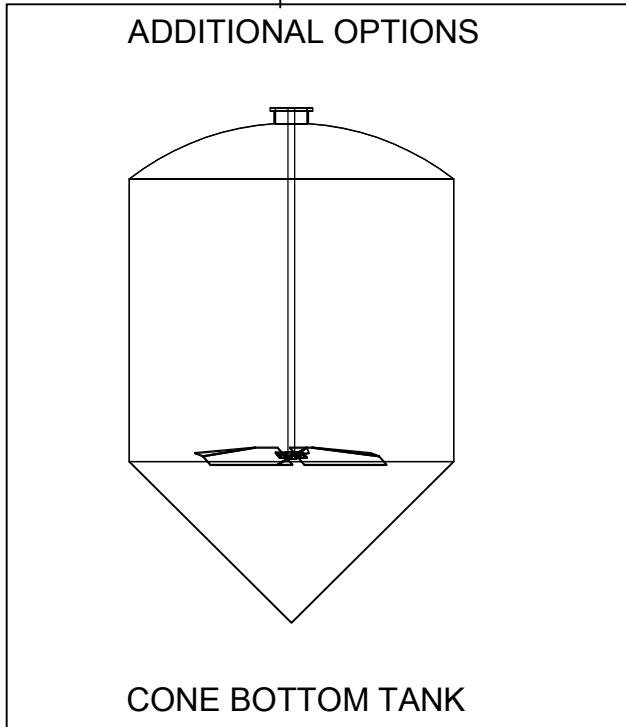
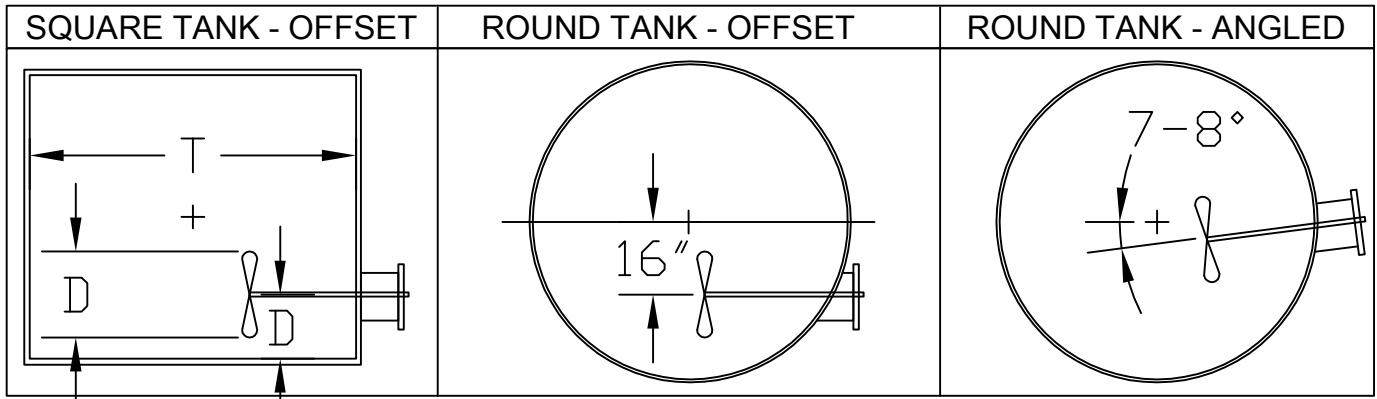


VERTICAL SQUARE TANK
CUBICAL - (L = W)

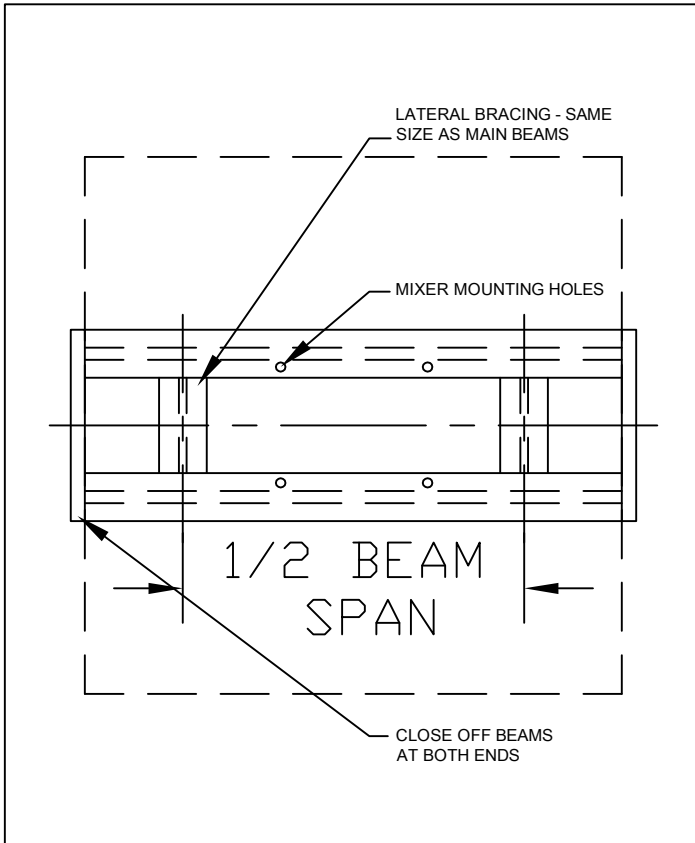
RECTANGULAR
HORIZONTAL or CYLINDRICAL

T-Tank Diameter, D-Impeller Diameter. Dual impeller units - space upper 2D above lower or 2D min below surface of liquid level. Units that were not factory designed for angle mounting should not be angel mounted

MIXER POSITIONING - SIDE ENTRY



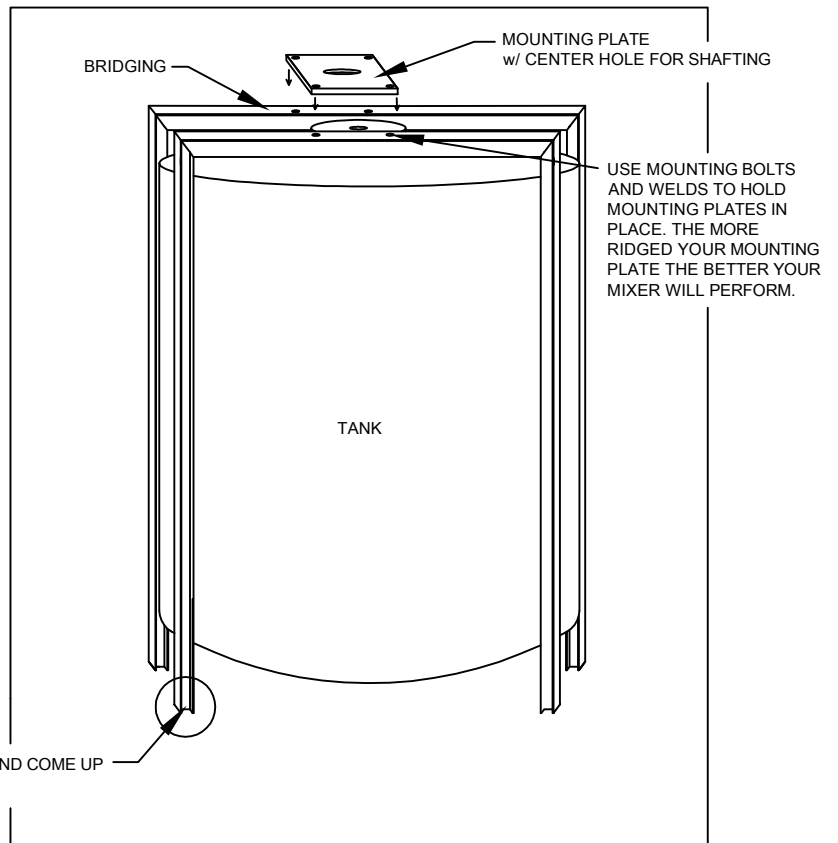
SUPPORT BEAM RECOMMENDATIONS



1. Design loads exceed actual loads by a factor consistent with construction codes. If the recommended beams are to carry additional loads to the mixer, larger beams may be required.

2. Cleveland warranty applies to only items furnished by Cleveland Mixer. All other equipment & designs are the responsibility of others Cleveland mixer does not warrant, guarantee or assume any responsibility for the design or construction of the mounting structure for the mixer.

Support beams should be bridged over the tank and be supported by a solid surface. Tanks often vibrate, if the support bridging is only supported by the tank then the mixer will not be supported by the solid surface it needs in order to operate the way it was designed to. Even if your tank is made from steel, when the weight of liquid inside of the tank starts moving, the tank can vibrate, pulsate, sway, etc. That can create run out and movement that the shaft, impellers and gear reducer were not designed to tolerate.



SUPPORT BEAMS SHOULD BRIDGE TANK AND COME UP FROM THE GROUND OR FLOOR

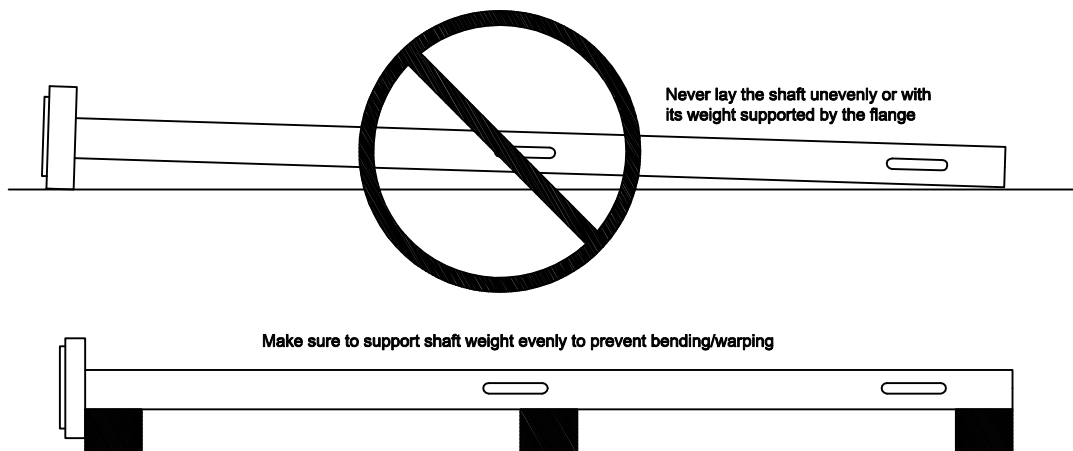
DEACTIVATION & STORAGE

DEACTIVATION

SHORT TERM SHUTDOWN - Units may be deactivated and left on line for up to four months without special precautions.

LONG TERM SHUTDOWN - If the unit is to be deactivated or stored for more than four months after any period of operation:

1. Indoor dry storage is recommended for all inactive units. Deactivated units stored outdoors should be protected from the weather. It is most important to keep the unit dry and in a temperature controlled area.
2. Drain the oil from the unit and spray the inside of the gear case with a long term storage lubricant such as "Motorstor" or a suitable vapor phase rust inhibitor at the rate of one ounce per cubic foot. Make sure to mark the gearbox appropriately so that the storage lubricant is drained and the gearcase is refilled with the proper lubricant before restarting.
3. Mixer shafts should be removed and coated with Cosmoline or suitable preservative (even stainless steel shafts should be coated where they come into contact with steel or banding straps). Make sure the shafts are properly supported to prevent bending. It is good to rotate the shafts periodically to keep them from settling in one position which can cause them to bend. When storing carbon steel parts outdoors, apply suitable grease or rust preventative to all parts. Turbine parts should also be coated with preservative, especially the bore of the turbine hub.
4. Motors should be stored in a cool, dry environment: the motor shaft should be rotated once each month.
5. Inspect stored or inactive units at 90 day intervals. Re-spray with rust preventative or add rust inhibitor at least once every six months as required.



MAINTENANCE

PREVENTATIVE MAINTENANCE

After the first week after startup / restart: Check all external fasteners and plugs for tightness.

Gears and internal bearings have been factory set and require no adjustments. Driven shaft bearings require no maintenance other than periodic re-greasing.

After the first month: Start the unit. When the sump oil reaches normal operating temperature, shut the drive down and immediately drain the oil. The magnetic plug should be cleaned at this time.

Flush the unit immediately with warm oil (100°F) of the same type and viscosity used in the original fill (APD gearboxes are marked with the oil used to fill them on the side of the gear case).

Pour or pump oil equivalent in volume to 25% of the original fill through the unit, if necessary repeat the procedure until clean oil appears at the drain.

Close the drain and refill the unit to the correct level with fresh oil. Periodically check oil level and condition with unit stopped. Be sure that oil is normal operating temperature. Add oil if needed but be careful NOT TO OVERFILL.

NOTE: If the oil level has risen since the previous check, have the oil analyzed for water content. Moisture in the oil may indicate seal leakage or condensation. Drain the oil, correct the defect and refill the unit with fresh oil.

Mineral lubricant should be changed every 10,000 service hours or after two years of service. For synthetic oils, the lube should be changed every 20,000 service hours or after four years. In cases of extreme operating conditions (e.g. high humidity, aggressive environment or large temperature variations) shorter intervals between changes are recommended.

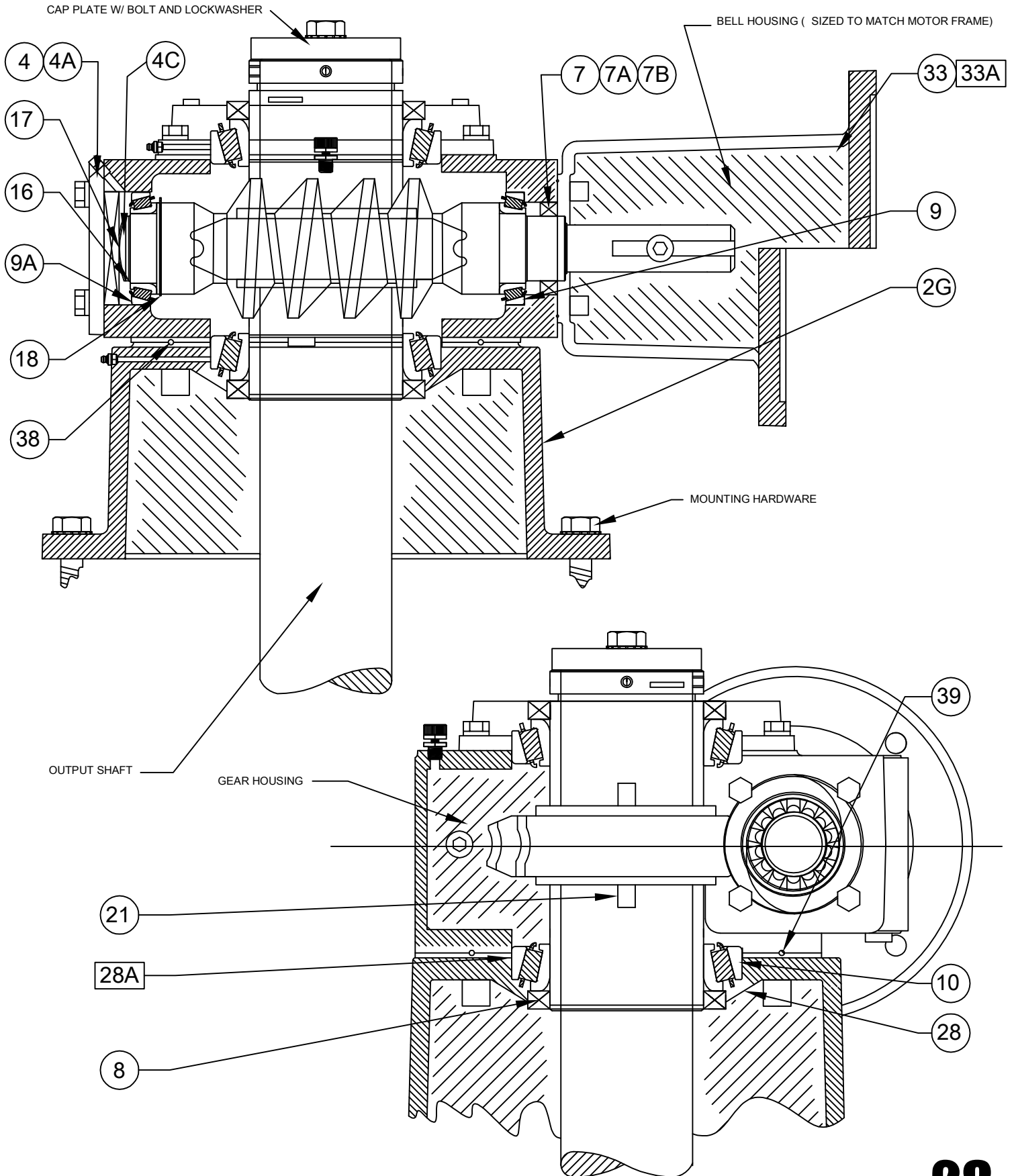
OPERATION & MAINTENANCE CHECKLIST

1. Operate the equipment as it was intended to be operated.
2. Do not overload
3. Run at correct speed
4. Maintain lubricant in good condition and at proper level.
5. Apply proper maintenance to attached equipment at prescribed intervals recommended by Cleveland Mixer.
6. Perform periodic maintenance of the gear drive as recommended by Cleveland Mixer.

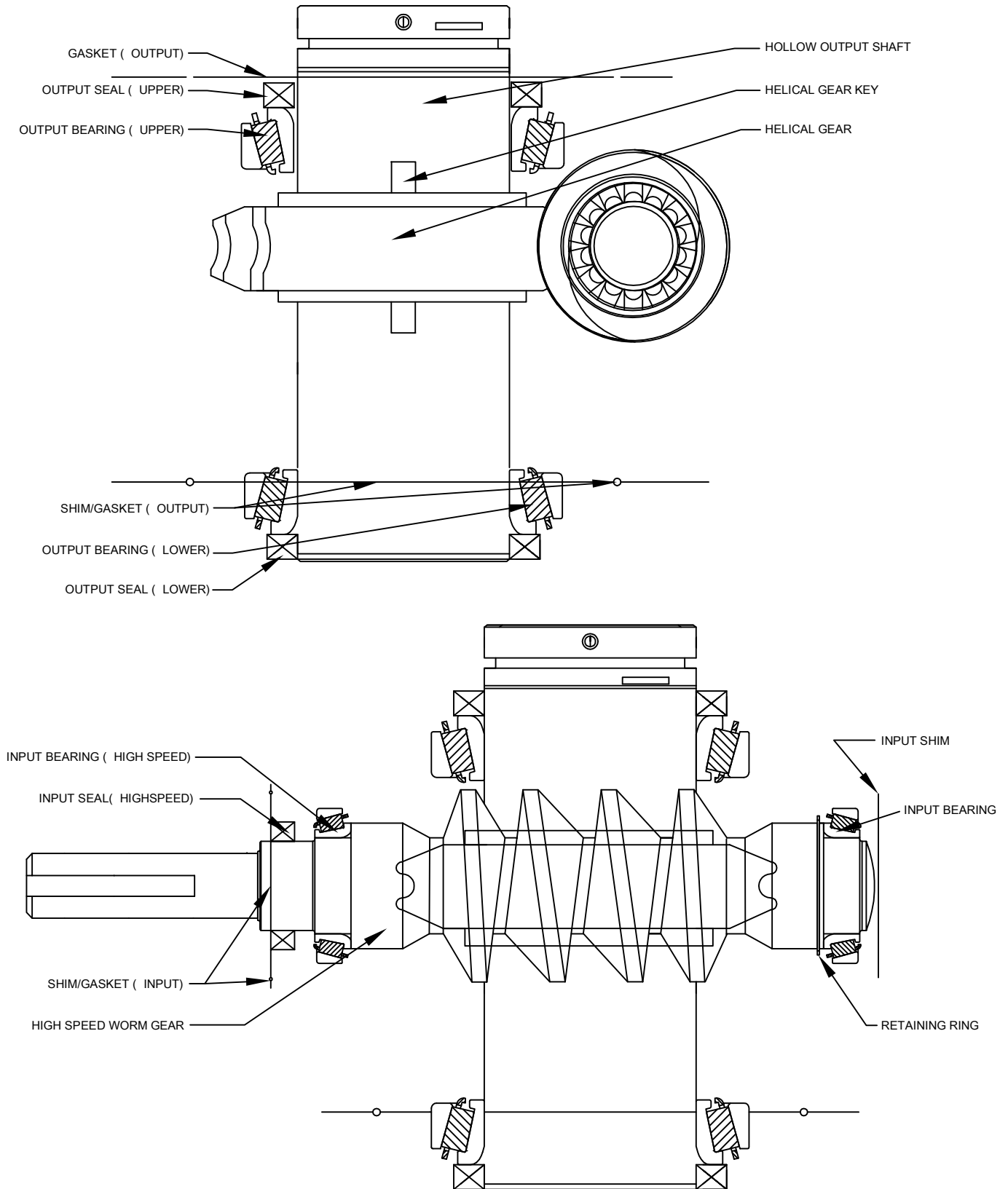
TROUBLE SHOOTING

PROBLEM WITH THE REDUCER		POSSIBLE CAUSES	SUGGESTED REMEDY
RUNS HOT	Overloading	Load exceeds the capacity of the reducer	Check rated capacity of reducer, replace with unit of sufficient capacity or reduce load
		Insufficient Lubrication	Check lubrication level and adjust down to recommended level
	Improper Lubrication	Excessive Lubrication	Check lubrication level and adjust down to recommended level
		Wrong Lubrication	Flush out and refill with correct lubricant as recommended
RUNS NOISY	Loose Foundation Bolts	Weak Mounting Structure	Inspect mounting of reducer. Tighten loose bolts. Reinforce mounting structure
		Loose hold down bolts	Tighten bolts
	Bearing Failure	May be due to lack of lubricant	Replace bearing. Clean and flush reducer and fill with recommended lubricant.
		Overload	Check rated capacity of reducer
	Insufficient Lubrication	Level of lubricant inside the reducer not properly maintained	Check lubrication level and adjust down to recommended level
OUTPUT SHAFT DOESN'T TURN	Internal Parts are Broken	Overloading of a reducer can cause damage	Replace broken parts. Check rated capacity of reducer.
		Key missing or sheared off in input shaft	Replace key
		Coupling loose or disconnected	Properly align reducer and coupling. Tighten coupling.
OIL LEAKAGE	Worn Seals	Caused by dirt or grit entering seal	Replace seals. Autovent may be clogged. Replace or clean.
		Overfilled reducer	Check lubricant level and adjust to recommended level.
		Autovent clogged	Clean or replace, being sure to prevent any dirt from falling into the reducer.
		Improper mounting position, such wall or ceiling mount horizontal reducer	Check mounting position to approval drawings

XT PARTS BREAKDOWN 1



XT PARTS BREAKDOWN 2



XT PARTS LIST

THE ABOVE PARTS ARE FOR CLEVELAND XT COUPLED INPUT REDUCER MODELS MANUFACTURED AFTER 2005. EARLIER MODELS, DIRECT DRIVE UNITS, SIDE ENTRY UNITS AND CUSTOM DESIGNED MODELS MIGHT HAVE UNIQUE PARTS THAT ARE NOT INCLUDED IN THE PARTS LIST ABOVE. MAKE SURE TO CONSULT THE FACTORY FOR A SPARE PARTS LIST IF YOU HAVE ONE OF THE BEFORE MENTIONED OR IF YOU'RE NOT SURE WHAT XT MODEL REDUCER WAS INCLUDED WITH YOUR MIXER. GEARING IS NOT INCLUDED IN THE PART LIST. CONTACT THE FACTORY WITH YOUR MIXERS SERIAL NUMBER TO OBTAIN A QUOTE FOR THE WORM AND GEAR.

REF	PART DESCRIPTION	XT-4	XT-4	XT-4
2G	SS COVER & FLANGE	XT4-801286	XT5-801550	XT6-801906
4	HS CAP-REAR	XT4-801271	XT5-801527	XT6-801883
4A	HS CAP-FRONT	N/A	XT5-801527	XT6-801883
4C	HS CAP PLUG	N/A	XT5-4424	XT6-4424
7	HS OIL SEAL/SHAFT	XT4-30464	XT5-30025	XT6-30025
7A	HS OIL SEAL/QUILL 56C-180TC, 210TC	N/A	N/A	XT6-30582
7B	HS OIL SEAL/CPLG (2ND SEAL)	XT4-30078	XT5-30025	XT6-30025
8	SS OIL SEAL - 3 REQ'D	XT4-30033	XT5-5649	XT6-3636
9	HS BEARING - FRONT	XT4-20318	XT5-20212/20211	XT6-20301/20302
9A	HS BEARING - REAR	XT4-20724	XT5-20212/20211	XT6-20301/20302
10	SS BEARING CUP CONE - 2 REQ'D	XT4-3628/3627	XT5-5648/5647	XT6-3530/3629
16	HS SPACER	XT4-10225	N/A	N/A
17	HS WORM RET RING	XT4-10145	N/A	N/A
18	HS BEARING RET RING	XT4-10111	N/A	N/A
21	SS KEY	XT4-15325	XT5-15411	XT6-15631
28 28A	SS COVER & FLANGE SLEEVE V-RING	XT4-836499/30591	XT5-836533/30486	XT6-836796/30592
33	MTR ADPT/QUILL 56C-140TC	XT4-806252	XT5-806252	XT6-806252
33A	MTR ADPT/QUILL 180TC	XT4-806253	XT5-806253	XT6-806253
33A	MTR ADPT/QUILL 210TC	N/A	N/A	XT6-807010
34	MTR HSBEARING SPACER	N/A	XT5-836523	XT6-836801
35	LOCKNUT	N/A	XT5-224	XT6-224
38	HS O-RING - CAP END	XT4-30287	XT5-30292	XT6-30644
38	HS O-RING - MOTOR END	XT4-30287	XT5-30287	XT6-30287
39	SS O-RING	XT4-30635	XT5-30640	XT6-30293
66	SS O-RING	XT4-30635	XT5-30640	XT6-30293

MOUNTING FLANGES

	"A"	"B"
XT4	9.25"	.563"
XT5	10.00"	.563"
XT6	11.25"	.688"

REDUCER FOOTPRINT

150# BLIND FLANGES (typ.)

	"A"	"B"	"C"	"D"	"E"
6"	9.50"	11.00"	8-0.88"	9.50"	1.00"
8"	11.75"	13.50"	8-0.88"	11.75"	1.12"
10"	14.25"	16.00"	12-1.00"	14.25"	1.19"

Additional flange dimensions will be shown on your approval or assembly drawing.

Dimension "E" refers to the thickness of the flange.



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Installation Operation & Maintenance

SXTM Cartridge Seal Maintenance Single Inside Seal, No Flush

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CAUTION: This procedure for replacing a Single Inside Cartridge Mechanical Seal is for a seal arrangement that does NOT utilize an external flush liquid flow or any other pressurized lubrication fluid or flow! All external pressures and fluid flows must be turned OFF, leaving only the tank pressure resulting from the fluid HEAD elevation, prior to starting any Seal Maintenance Procedure!

Your Cleveland Mixer 'Side Entering Mixer' identifying Serial Number(s) and generalized 3D Assembly View is shown below in Figure 1. SXTM Side Entering Mixer Assembly. Verify that the mixer that you are about to perform this maintenance procedure on matches this Serial Number and general arrangement.

Serial Number	30082-5,6,7	Model	SXTM-4	Ship Year	2012
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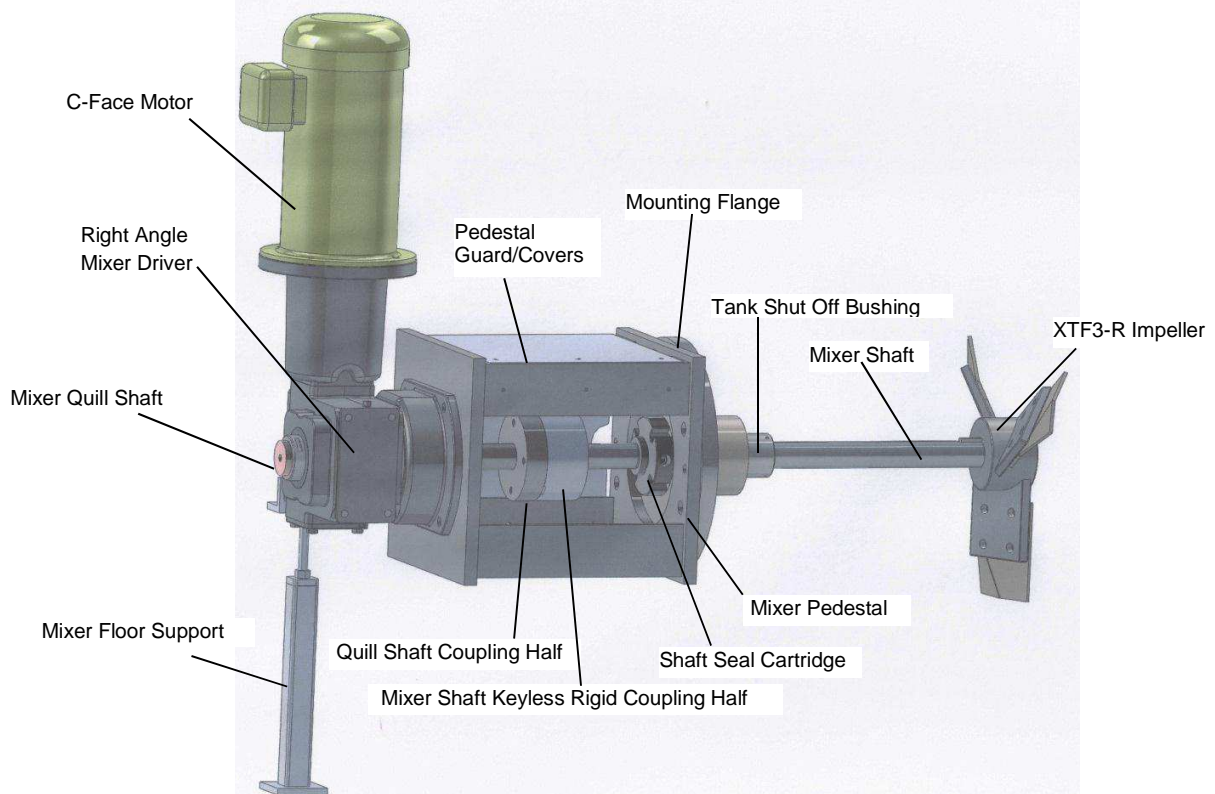


Figure 1. SXTM Side Entering Mixer Assembly

Refer to Figure 2. Model SXTM Mixer Parts Identification Guide on page 2 to locate parts by Item Number used in this maintenance procedure that starts on page 3.

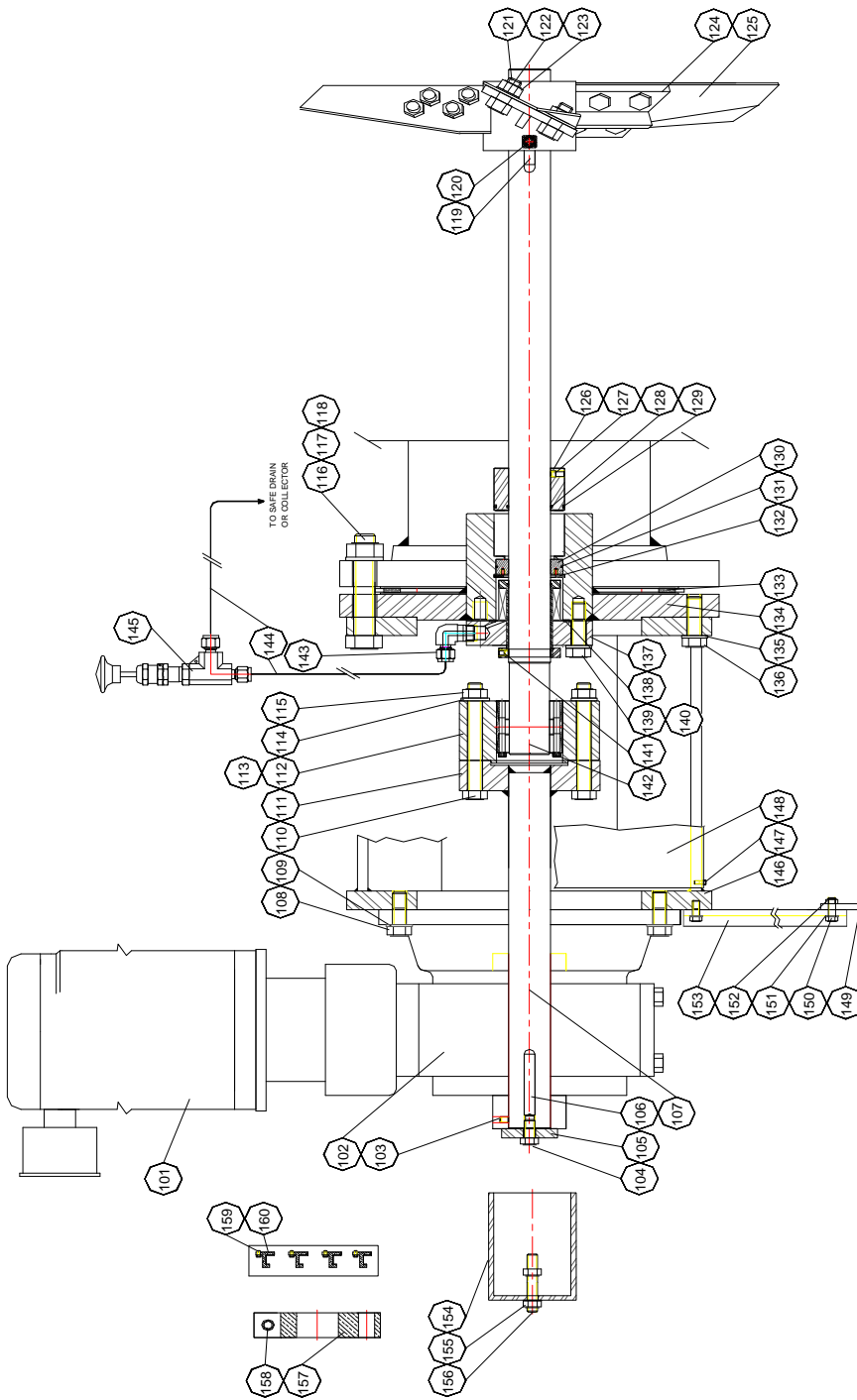


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Item	Qty	Description	Item	Qty	Description	Item	Qty	Description	Item	Qty	Description
101	1	NEMA C-Face Motor	116	8	Mixer Mount Bolt	131	1	ORM O-ring	146	1	Drive Pedestal
102	1	XT Gear Drive	117	8	Mixer Mount Washer	132	1	ORM Snap Ring	147	12	Pedestal Guard Bolt
103	2	Quill Shaft Set-screws	118	8	Mixer Mount Hex Nut	133	1	Mixer Flange Gasket	148	2	Pedestal Guard Half
104	1	Quill Shaft Cap Bolt	119	1	Impeller Hub Key	134	1	Mixer Mounting Flange	149	1	Mixer Support Ground Clamp
105	1	Quill Shaft Cap Plate	120	1	Impeller Hub Set Screw	135	4	Pedestal Washer	150	4	Mixer Support Bolt
106	1	Quill Shaft Drive Key	121	12	Blade Mount Hex Nut	136	4	Pedestal Mount Bolt	151	4	Mixer Support Washers
107	1	Quill Drive Shaft	122	12	Blade Mount Washer	137	1	Shaft Seal Cartridge	152	2	Mixer Support Nut
108	4	Gearbox Mounting Bolt	123	12	Blade Mount Bolt	138	1	Shaft Seal Gasket	153	1	Mixer Support Leg
109	4	Gearbox Mounting Washer	124	1	Impeller Hub	139	4	Shaft Seal Bolt	154	1	Shaft Retraction Cup
110	6	Mixer Coupling Bolt	125	3	Impeller Blade	140	4	Shaft Seal Washer	155	2	Shaft Retraction Hex Nut
111	1	Quill Shaft Coupling	126	1	Tank Shut-Off Bushing	141	1	Seal Sleeve Set Screw	156	1	Shaft Retraction Bolt
112	1	Mixer Shaft Coupling	127	1	TSO Bushing Set Screw	142	1	Mixer Shaft	157	1	Split Shaft Clamp
113	1	Keyless Shaft Bushing	128	1	TSO Bushing ID O-ring	143	1	Seal Flush Fitting	158	2	Split Shaft Clamp Bolt
114	6	Mixer Coupling Washer	129	1	TSO Bushing OD O-ring	144	1	Seal Flush Tubing	159	4	Seal Clip Hex Head Screw
115	6	Mixer Coupling Hex Nut	130	1	O-Ring Mounted Bearing	145	1	TSO Relief Valve	160	4	Seal Setting Clip

Figure 2. Model SXTM Mixer Parts Identification Guide



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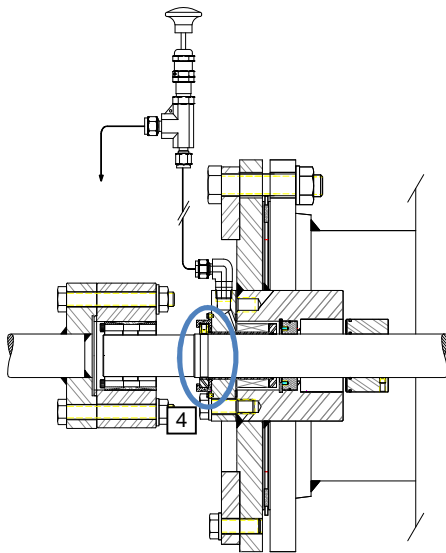
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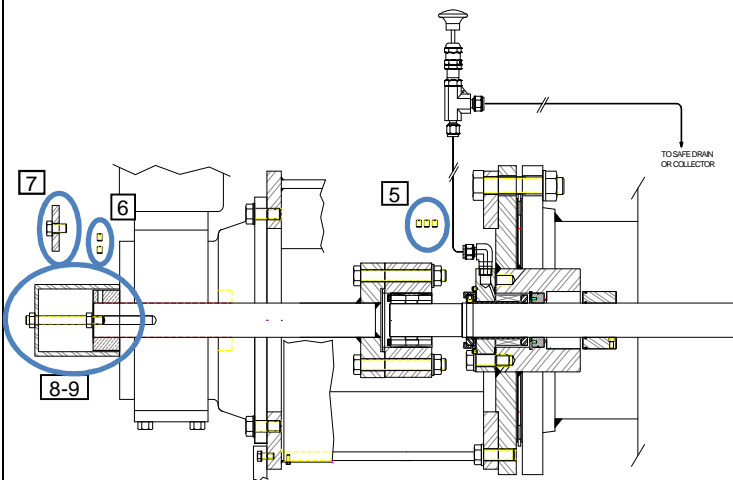
Category: Instructions

Reference Layout



Steps

1. Turn OFF and LOCK OUT the mixer power before starting this maintenance procedure.
2. Remove or shut OFF all external pressure sources to the tank and seal assembly before starting this maintenance procedure.
3. Remove one or both Pedestal Guard Halves(148) by removing the twelve (12) Pedestal Guard Bolts(147).
4. Install the four (4) Seal Setting Clips(160) into the original location to secure the seal by tightening the four (4) Seal Clip Hex Head Cap Screws(159) into the front face of the Seal Cartridge.



5. Loosen or remove the three (3) Seal Sleeve Set Screws(141) so that the mixer shaft may be retracted without damaging the Shaft Seal Cartridge(137).
6. Remove the Quill Shaft Cap Plate(105) by loosening and removing the Quill Shaft Cap Bolt(104).
7. Loosen or remove the two (2) Quill Shaft Set-Screws(103) to allow the Quill Drive Shaft(107) to be retracted by sliding through the Quill.
8. Insert Shaft Retraction Bolt(156) with one Shaft Retraction Hex Nut(155) securely into end of Quill Shaft as shown. Jam the Hex Nut to lock into place.
9. Position the Shaft Retraction Cup(154) into position over the Shaft Retraction Bolt(156) as shown and install remaining Shaft Retraction Hex Nut(155) until the assembly is tight.



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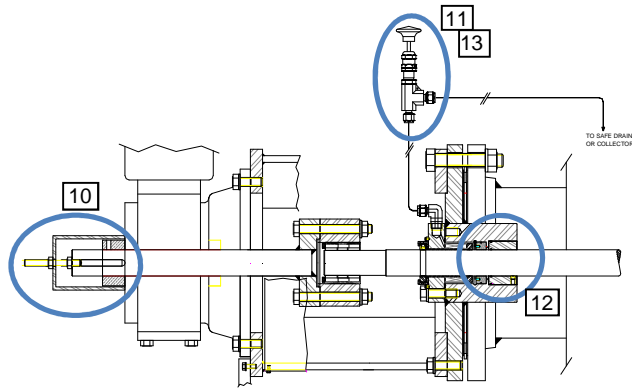
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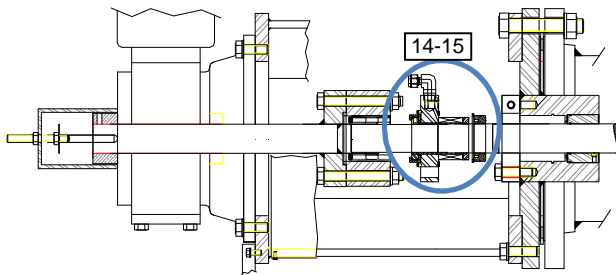
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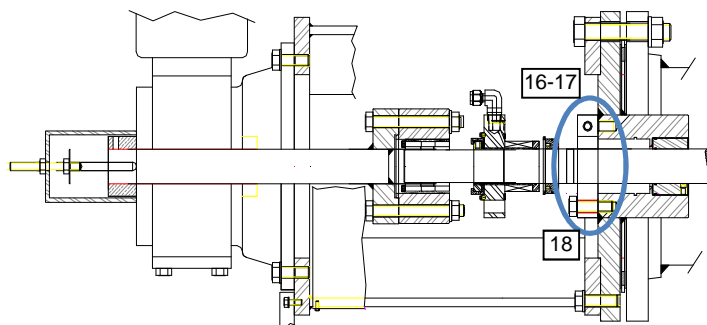
Category: Instructions



10. Slowly start tightening Shaft Retraction Hex Nut(155) one turn at a time until the shaft retracts approximately $\frac{1}{2}$ ".
11. After verifying that the Tank Shut Off (TSO) Relief Valve(145) has it's discharge line safely pointed at drain or some other safe container, PULL the Red Manual Actuator Button on the valve to vent the compressing fluid inside the seal stuffing box area.
12. Repeat Steps 10 & 11 until the Tank Shut-Off Bushing(126) bottoms out in the mounting flange bore. Verify that there is no longer any loss of Tank Fluid through the TSO Relief Valve(145).
13. Remove TSO Relief Valve(145) and Seal Flush Tubing(144), Do Not Discard.



14. Remove the four (4) Shaft Seal Bolts(139) and slide the Shaft Seal Cartridge(137) forward towards the drive. Use a puller if required.
15. Remove the ORM Snap-Ring(132) and the O-Ring Mounted Bearing(130) and slide them forward.



16. With the Shaft Seal Cartridge(137) and ORM(130) & ORM Snap Ring(132) pulled as close to the flange as possible, mount the Split Shaft Clamp(157) to the Mixer Shaft(142) and position it up against the Mixer Mounting Flange(134). Snug the Split Shaft Clamp Bolts(158) but do not tighten yet.
17. Using the four (4) Shaft Seal Bolts(139) and Washers(140), rotate the Split Shaft Clamp(157) until the bolts line up with the mating holes on the Mounting Flange(134) and snug those bolts up but do not tighten all the way.
18. Now finish tightening the Split Shaft Clamp(157) to the Mixer Shaft(142) and then finish tightening the Shaft Seal Bolts(139) to complete the full clamping of the Mixer Shaft.



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SXTM Cartridge Seal Maintenance Single Inside Seal, No Flush

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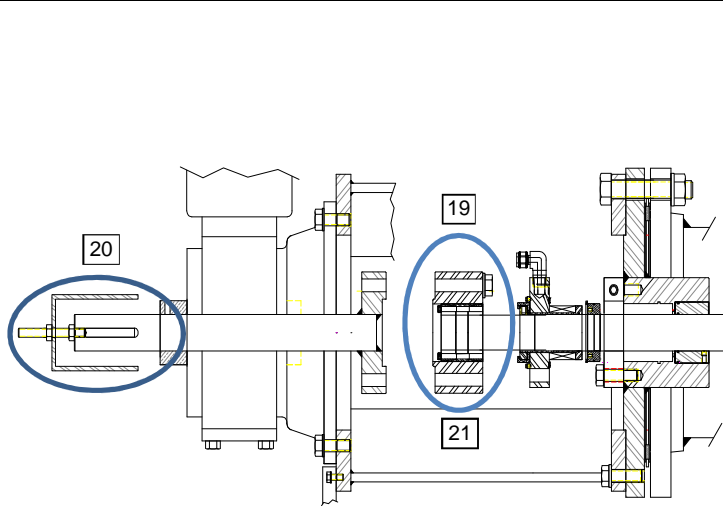
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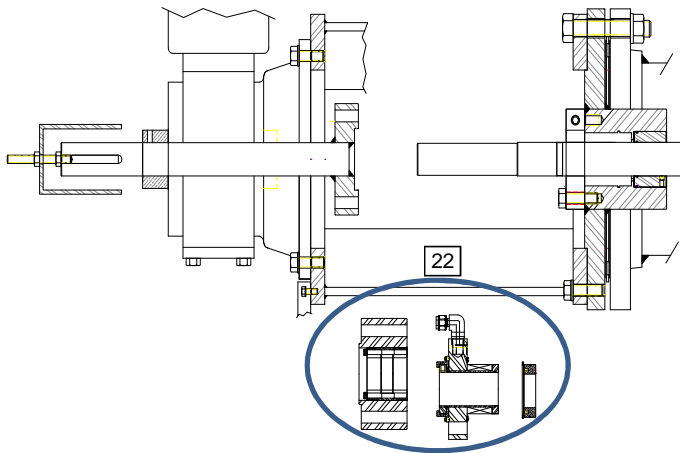
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19. Remove the six (6) Mixer Coupling Bolts(110), Washers(114) and Hex Nuts(115) so that the Quill Drive Shaft(107) can be fully retracted.
20. Simply pull back manually on the Shaft Retraction Cup to complete the retraction leaving enough space inside the Pedestal to remove the Mixer Shaft Coupling Half(112), Shaft Seal Cartridge(137) and ORM(130) and ORM Snap Ring(132).
21. Using a Hex Key Wrench, loosen all of the stainless socket head cap screws located in the Keyless Shaft Bushing(113) mounted in the Mixer Shaft Coupling(112). After loosening, remove several of these screws and place them in adjacent tapped holes to loosen the Keyless Shaft Bushing so that the Mixer Shaft Coupling(112) can be removed.



22. Once the Coupling is out of the way, the Shaft Seal Cartridge(137) and ORM(130) and ORM Snap Ring(132) can be removed for return to Cleveland Mixer for replacement or repair.
23. The mixer is safe to remain in this position until a new or rebuilt Shaft Seal Cartridge and ORM are ready to be installed.
24. Note: At the time of a seal maintenance, it is important to also replace the Shaft Seal Gasket(138) with a new one.

Special Note: When new and/or rebuilt parts are ready, please reassemble the model SXTM Side Entering Mixer by reversing this maintenance procedure. Please refer to the Installation & Operation Manual for the required bolt torquing values and specific instructions for the Keyless Shaft Bushing(113) re-tightening.

SERVICE RECORDS

DATES	NOTES