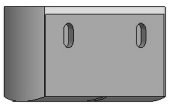
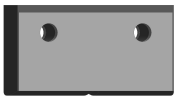
UNDERSTANDING SEAL STYLES

In 1979, arctic conditions in Prudhoe Bay, Alaska, were creating sealing problems for the OEM. Bob Conley, owner of B & T, was contacted to see if he had any solutions. Using his experience and knowledge working with aircraft manufacturers, he was able to introduce a cold weather compound that has been successful in sealing B.O.P.s for arctic service. Along with this compound, he also introduced the radius front on slickline B.O.P. seals. Since that time, B & T has produced inner seals with a radius front.

Throughout the years, many styles of B.O.P. seals have emerged. Although the large amount of terminology can become confusing, we have attempted to make finding the seal you need easy. Below you will find a short summary of the different seal styles and on each page are identifying dimensions to help quickly determine which style of seal you need.



Inner Seal (Standard Depth)
Rectangular inner seal used in Slickline, Electric Line, and Coil Tubing Service.



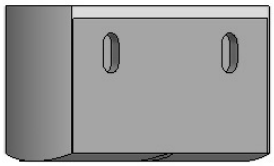
Inner Seal (Deep Depth)
Rectangular inner seal used in Slickline, Electric Line, and Coil Tubing Service but with a deeper depth from front to back and either has a slotted hole or a thru hole.

OUTER SEAL (NO LIP)
For use in new or used equipment with Ram assemblies that are in good working condition.

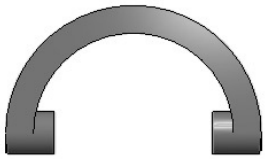
OUTER SEAL (WITH LIP)
Originally introduced by TOT as their standard outer seal, it has become popular for use in pitted or worn Ram assemblies.

B.O.P. SEALS

Multi-Line Standard
Multi-Line Deep



Inner Seal Standard
Inner Seal Deep



Outer Seal No Lip
Outer Seal With Lip

Features:

- Radius-Faced Inner Seal design for positive sealing in all conditions
- Materials selected for high temperature, chemical, or arctic environments
- Multi-strand 10,000psi slickline capacity
- Radiused E-line and tubing slots for maximum sealing ability
- Fits all common wireline B.O.P. equipment