

SA1 AND SA0 MANUAL CLUTCH ADJUSTMENTS

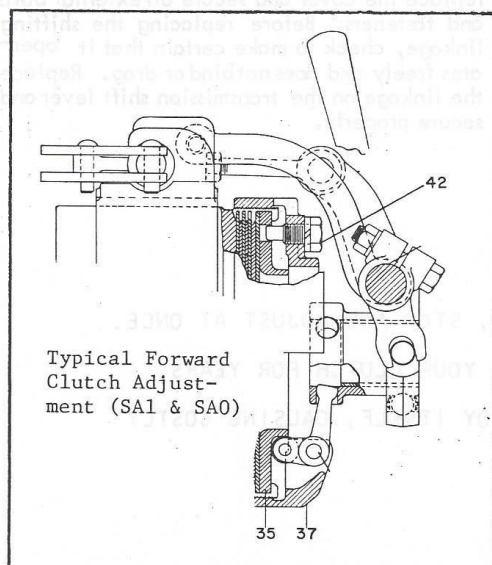
With the transmission secured to the engine, replace all water lines, etc. However, do not connect the shifting linkage until all the adjustments have been made and are satisfactorily tested.

Before securing the propeller half coupling to the gear half coupling, check to make certain that the couplings do not run out more than .002 inches with respect to each other. Study section "Alignment to Engine" on Pages 14 and 15 of Technical Manual.

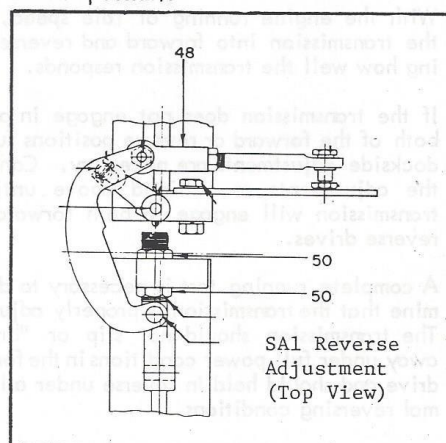
The transmission should be filled with new oil as specified under lubrication.

The transmission can be partially adjusted before the engine has been run. However, a complete running test is necessary to satisfactorily determine whether the adjustments have been properly made.

The preliminary adjustments for the forward drive are made as follows: remove reverse cover plate, rotate pressure finger assembly and screw collar (37) until lock screw (42) is up and facing you. Then, working carefully to avoid dropping either screw or tools into clutch housing --



1. Back out the lock screw (42) until the dog on the end of the lock screw is clear of the hole in the pressure plate (35).
2. Rotate the screw Collar (37) to the right until the lock screw (42) is opposite the next hole in the pressure plate (35).
3. Tighten the lock screw making certain that the dog on the end properly enters the hole in the pressure plate.
4. Continue this until a decided effort is required to shift into forward (approximately 26 foot pounds).



The preliminary adjustments for the reverse drive are made as follows:

1. Loosen the locknut (50) on the inside of the upright ear at the top of the reverse band.
2. Tighten the adjusting nut (50) on the outside of the ear until both nuts are again tight against the ear of the reverse band.
3. Repeat until a decided snap is required to shift into reverse.
4. Do not tamper with adjustment of link (48).
5. For Four-99s and early Four-107s there was a cam operated reverse adjustment. Simply turn screw head (103) clockwise one flat at a time until satisfactory reverse engagement is obtained (see Figure 3).