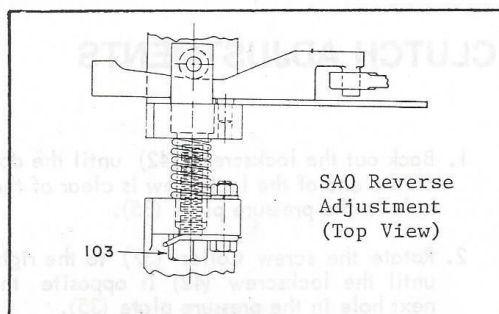




Replace the cover on the reverse gearhousing. The transmission is ready for a preliminary test which may be done at dockside.

Check all of the mooring lines before continuing the test,

With the engine running at idle speed, shift the transmission into forward and reverse noting how well the transmission responds.

If the transmission does not engage in one or both of the forward or reverse positions further dockside adjustments are necessary. Continue the adjustments as outlined above until the transmission will engage in both forward and reverse drives.

A complete running test is necessary to determine that the transmission is properly adjusted. The transmission should not slip or "break" away under full power conditions in the forward drive and should hold in reverse under all normal reversing conditions.

If further adjustments are necessary, continue the adjustments as outlined above until satisfactory operation is reached. It should be noted however that the adjustments should be carried out only until satisfactory operation is reached since it is possible to over-adjust the transmission. If the transmission is over-adjusted it will be more difficult to shift into forward and reverse and the parts will be heavily stressed and subject to early fatigue failure. Therefore, once the preliminary adjustments have been made, only a very small amount of adjustment will be necessary for either forward or reverse. Usually, an adjustment of a half a step on the forward, or at the most, a full step is required for full adjustment. Only a very small adjustment is required for the reverse drive.

On the forward drive, a full step of adjustment is as outlined above or is made by loosening the lock screw (42) and rotating the screw collar (37) to the right until the next hole in the pressure plate (35) can be lined up under the lock screw. A half a step is made by taking the lock screw out of the hole that it is in and placing it in the hole adjoining it in the screw collar. Then rotate the screw collar to the right until the next hole in the pressure plate is lined up under the dog of the lock screw. Make certain that the lock screw enters the hole properly or it will bind up the forward clutch.

When the transmission is properly adjusted, replace the cover and secure all external bolts and fasteners. Before replacing the shifting linkage, check to make certain that it operates freely and does not bind or drag. Replace the linkage on the transmission shift lever and secure properly.

WHEN CLUTCH SLIPPING IS NOTICED, STOP AND ADJUST AT ONCE.

PROPER ADJUSTMENT WILL MAINTAIN YOUR CLUTCH FOR YEARS,

BUT A SLIPPING CLUTCH MAY DESTROY ITSELF, CAUSING COSTLY

REPAIRS.