

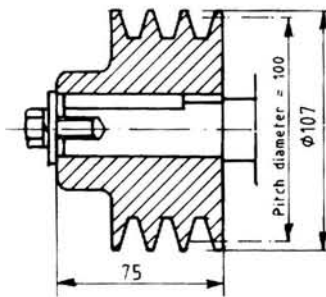
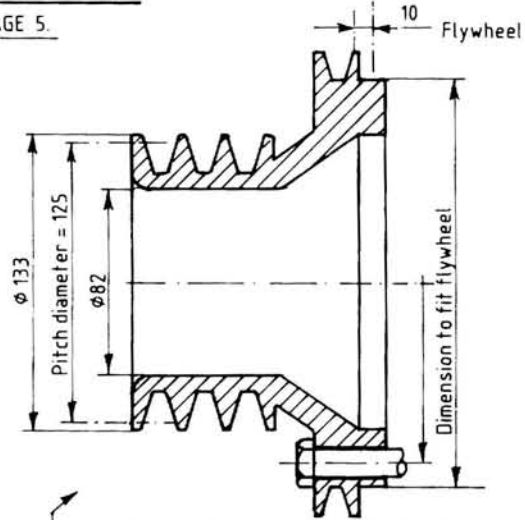
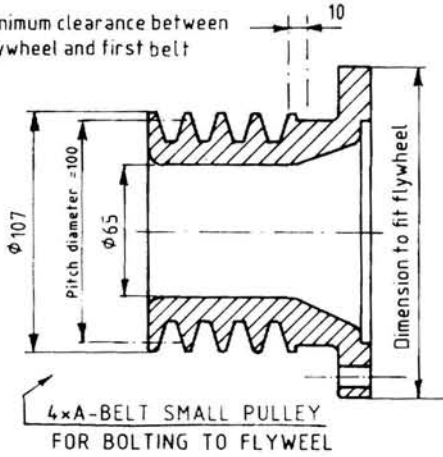
MATERIAL CAST IRON

# V-BELT PULLEYS

11

FOR SELECTION OF BELT TYPE AND PULLEYS-SEE PAGE 5.

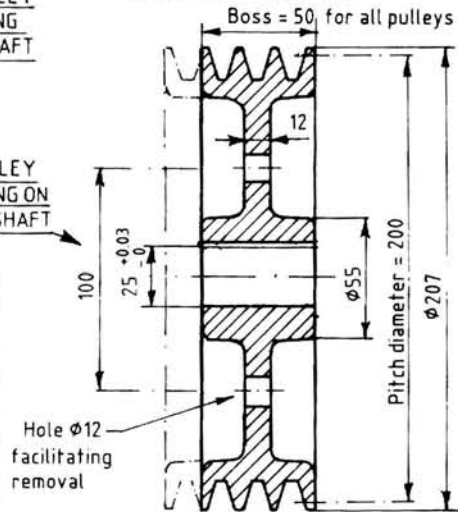
Minimum clearance between flywheel and first belt



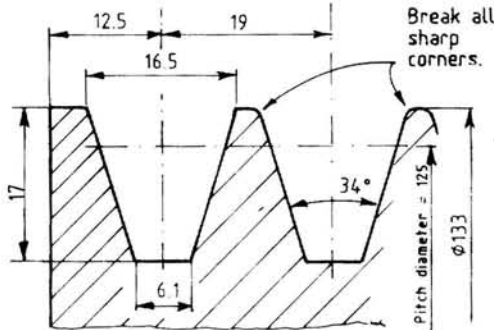
3x A BELT SMALL PULLEY FOR MOUNTING ON STUB SHAFT

3x A BELT LARGE PULLEY FOR MOUNTING ON PROPELLER SHAFT

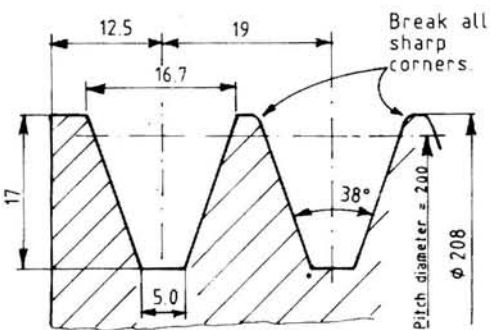
3x B BELT SMALL PULLEY WITH ONE A-BELT FOR DRIVING WATERPUMP



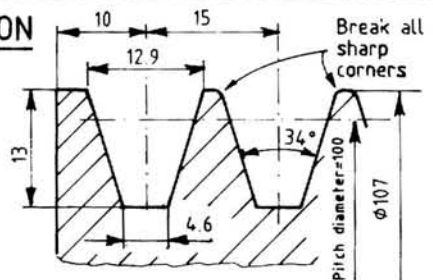
## B-SECTION, SMALL PULLEY



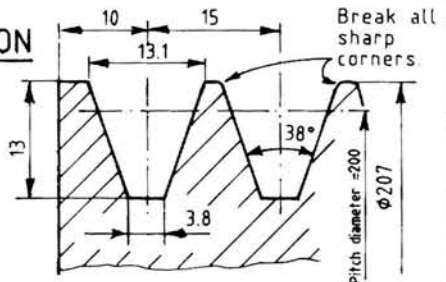
## B-SECTION, LARGE PULLEY



## A-SECTION SMALL PULLEY

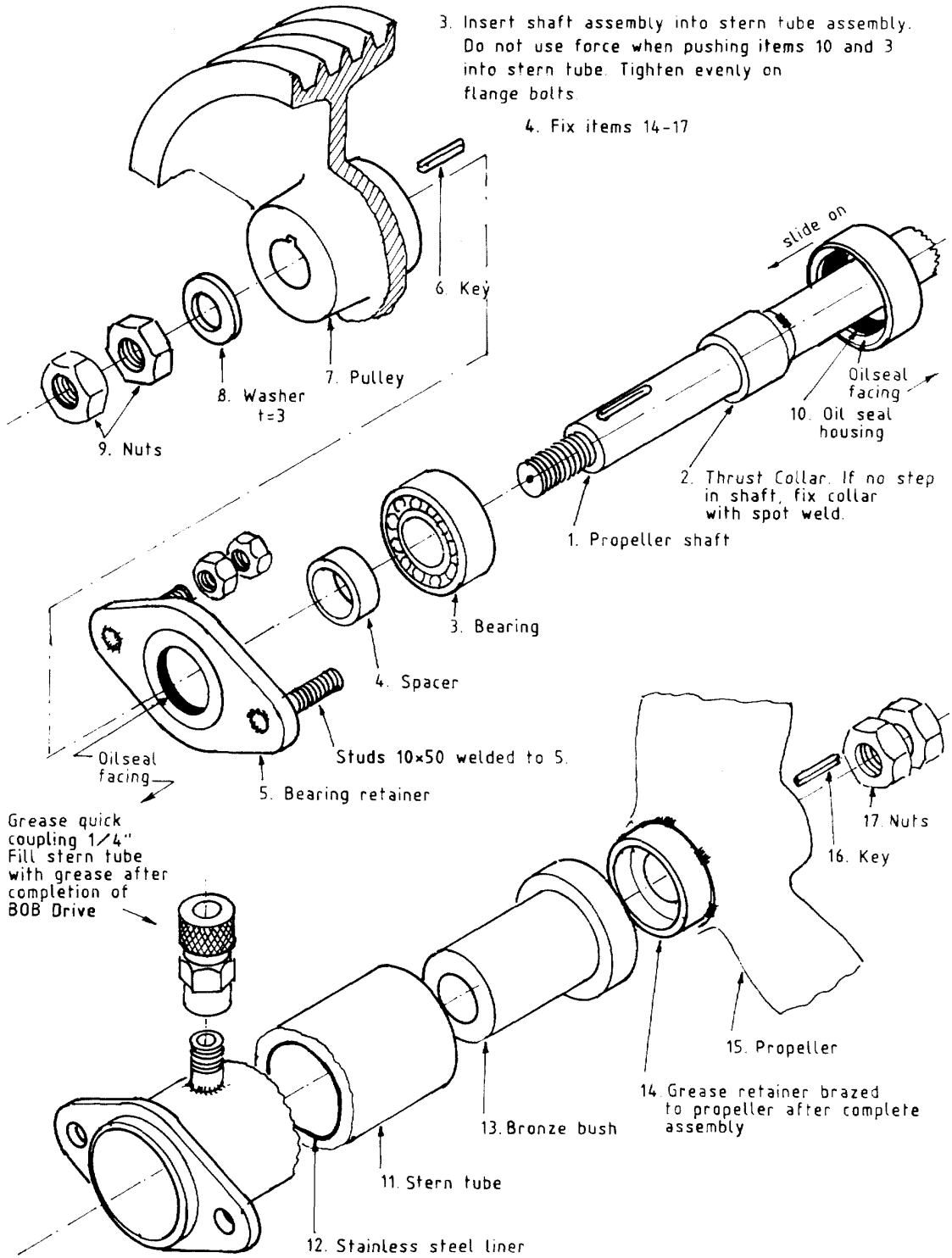


## A-SECTION LARGE PULLEY

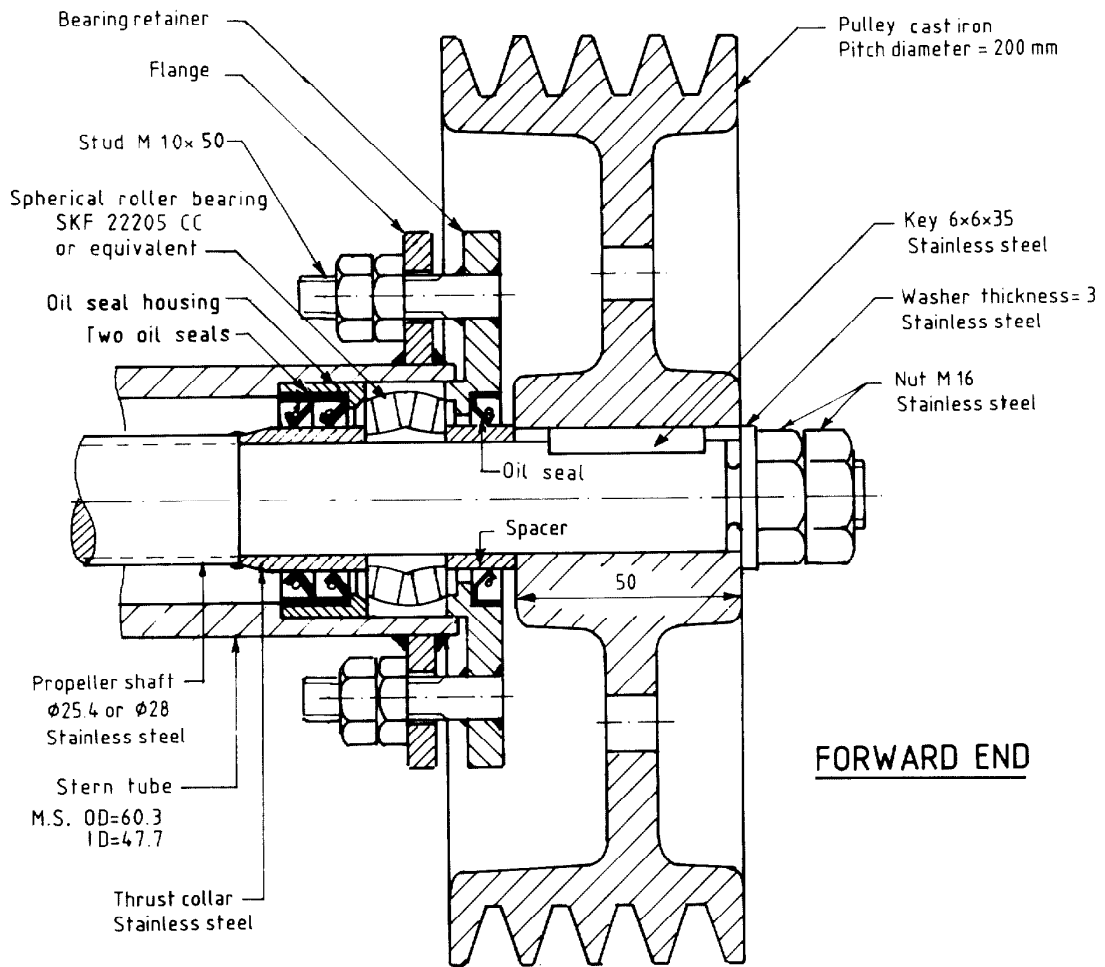


# STERN GEAR ASSEMBLY

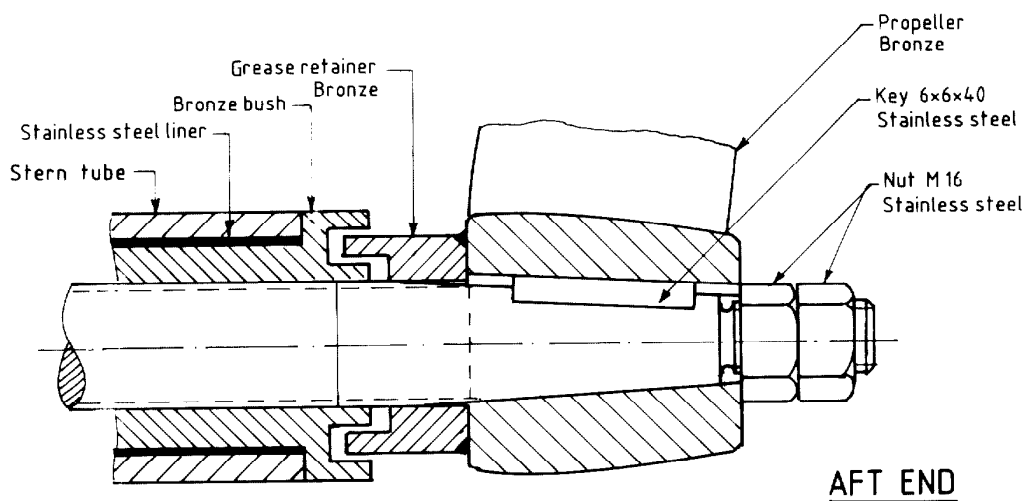
1. Shaft assembly - Items 1-10.  
Apply a lot of grease to the bearing
2. Stern tube assembly - Items 11-13
3. Insert shaft assembly into stern tube assembly.  
Do not use force when pushing items 10 and 3 into stern tube. Tighten evenly on flange bolts
4. Fix items 14-17



# STERN GEAR SECTION

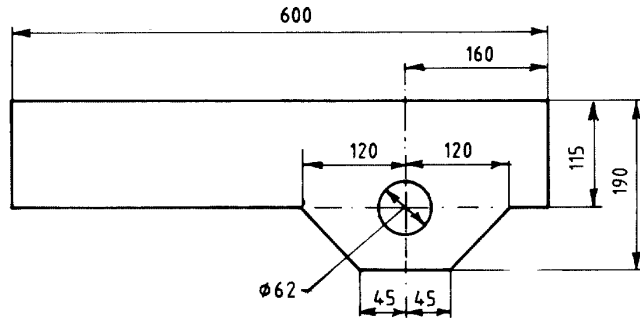


FORWARD END



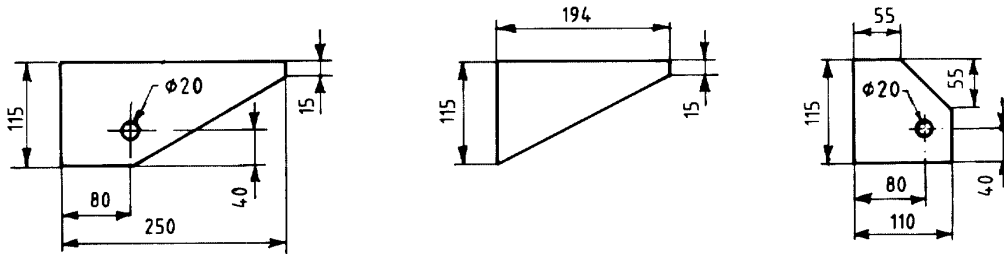
AFT END

# CHASSIS – SIDE MOUNTED ENGINE

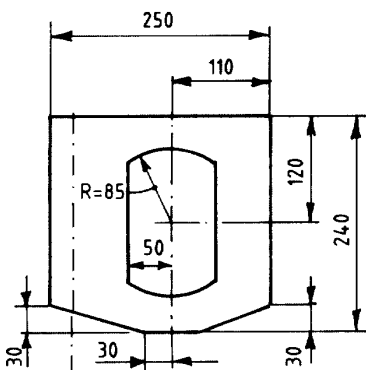


Steel plate 6 mm

FRONT PLATE

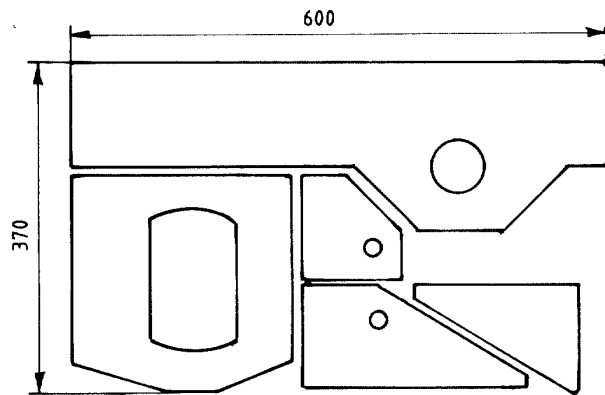


BRACKETS



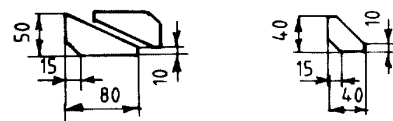
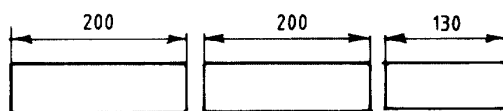
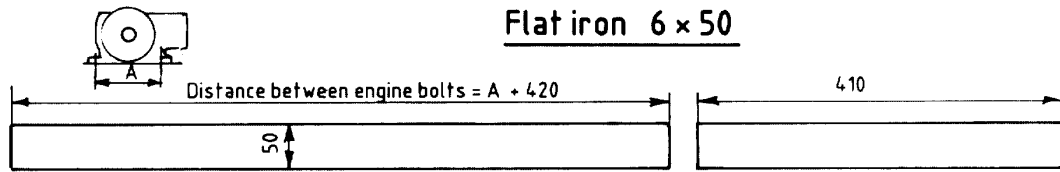
Without keel cooling coil in the tunnel, the bellows plate can be 220 wide.

BELLOWS PLATE



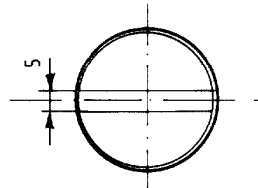
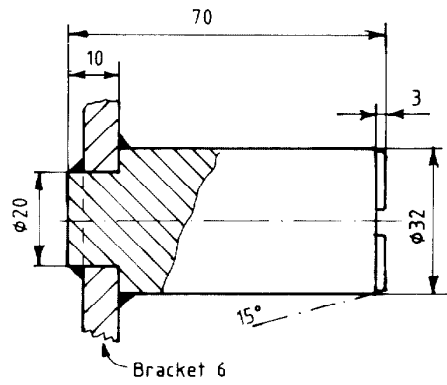
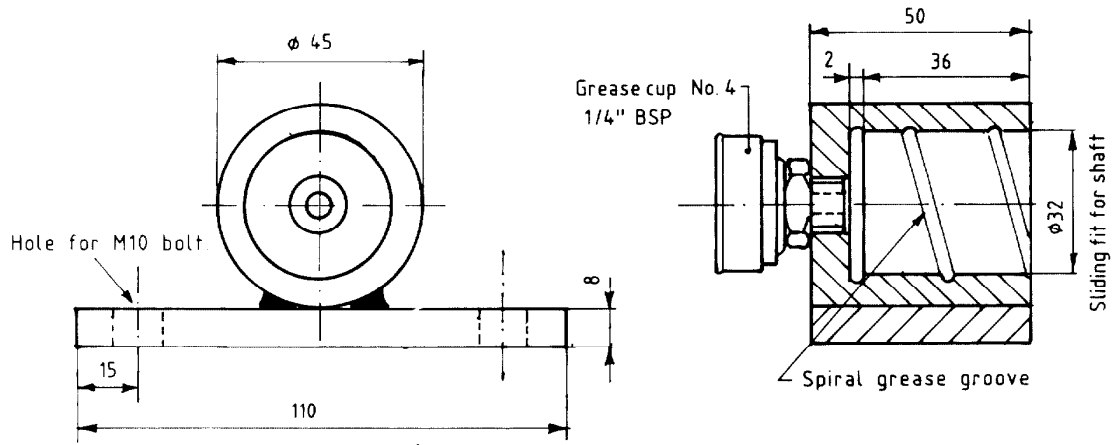
MAKE PATTERNS FOR ALL PARTS FOR BETTER STEEL UTILIZATION

## Flat iron 6 x 50

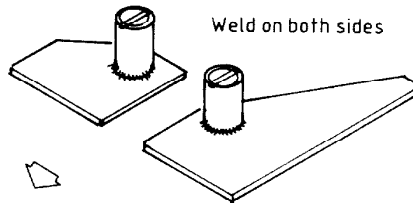


KNEE PLATES

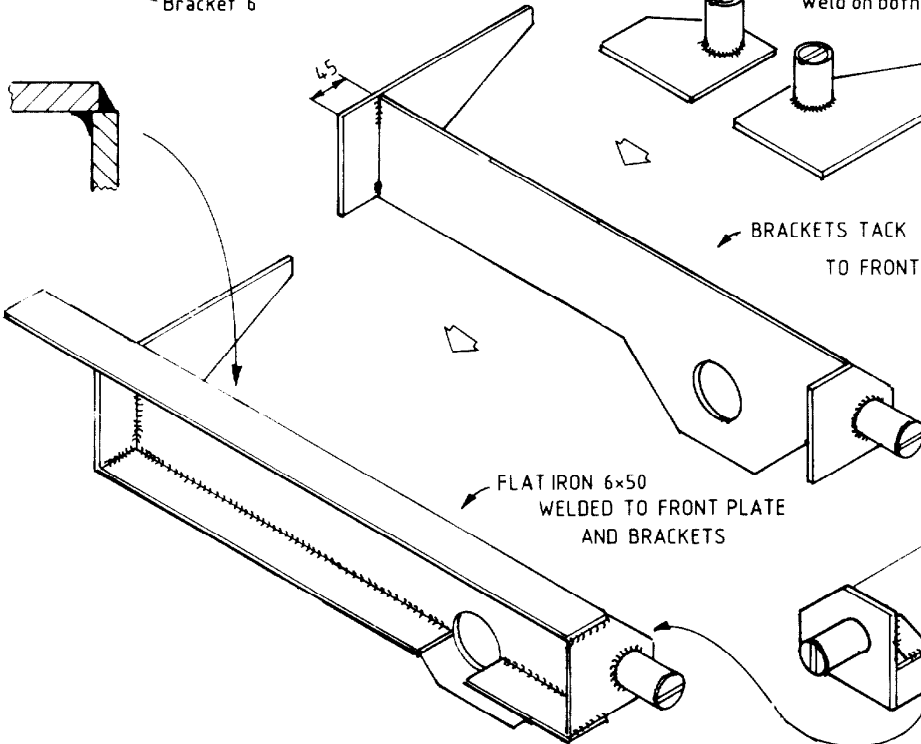
# PIVOTS



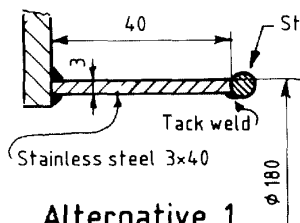
PIVOTS WELDED TO BRACKETS  
Weld on both sides



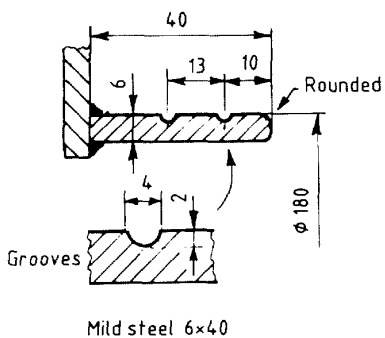
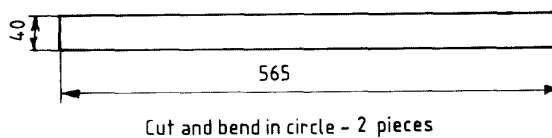
BRACKETS TACK WELDED  
TO FRONT PLATE



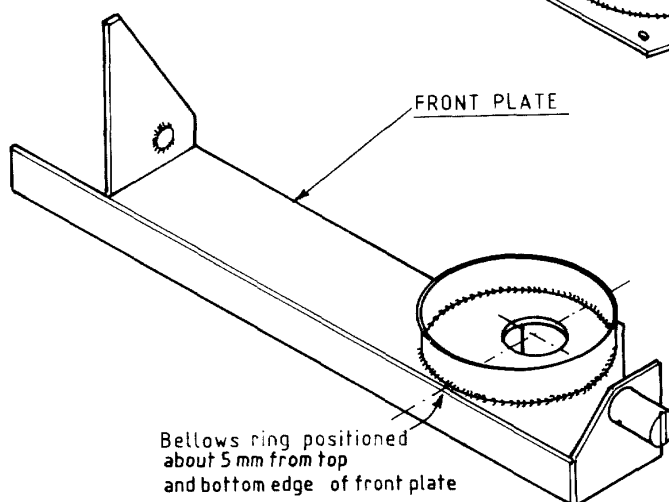
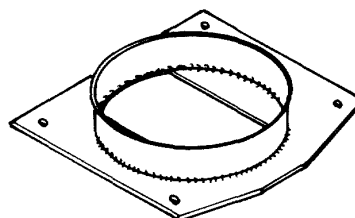
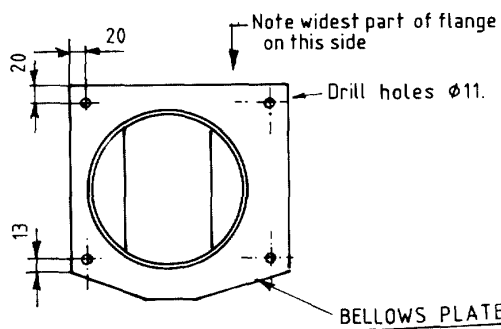
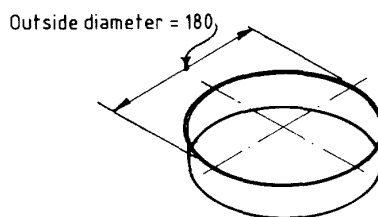
# BELLOWS FLANGES



Alternative 1

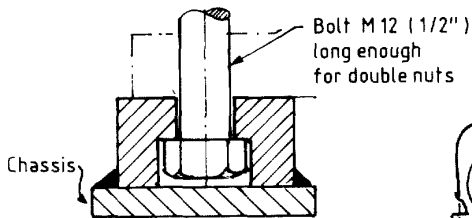
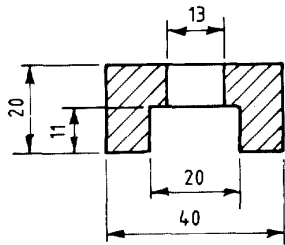


Alternative 2

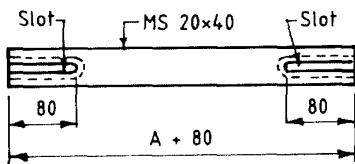


# ENGINE MOUNTS

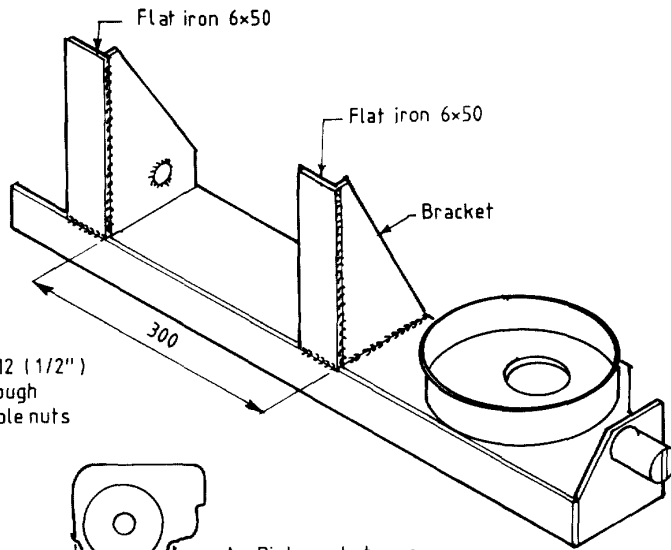
## MILLED SLOT IN MOUNTS



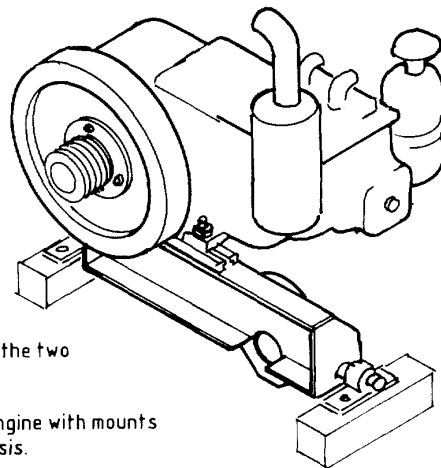
The slot must be wide enough to permit sliding the bolt but prevent the head turning



ENGINE MOUNTS (2)



A = Distance between engine bolts



1. Bolt the engine to the two engine mounts

2. Place the engine with mounts on the chassis.

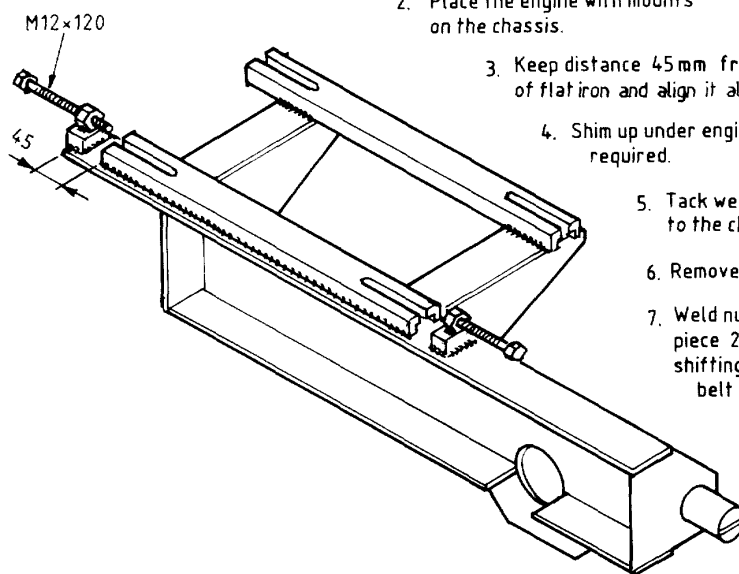
3. Keep distance 45 mm from end of flat iron and align it along the flat iron.

4. Shim up under engine mounts where required.

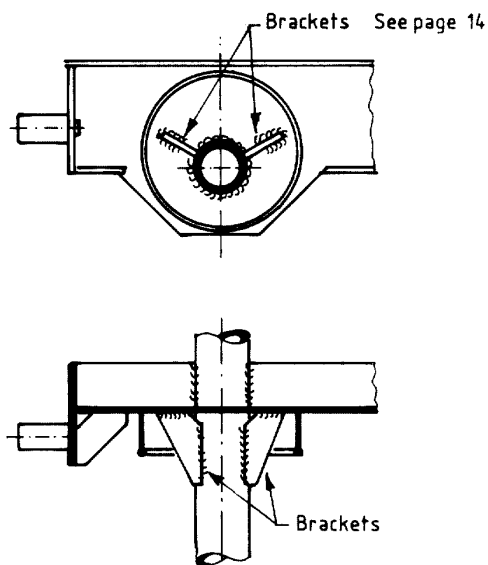
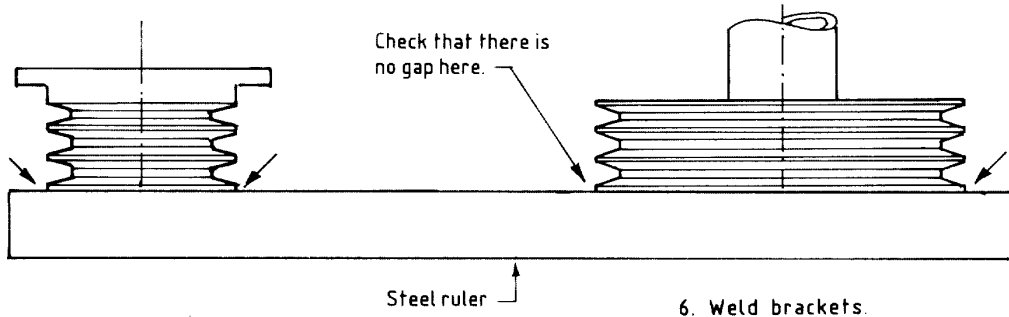
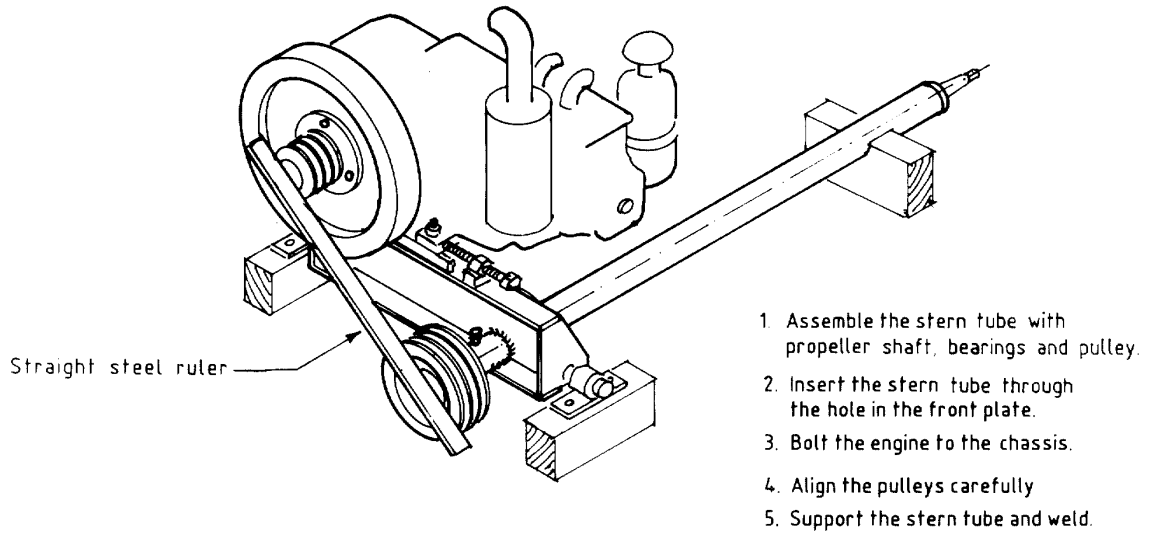
5. Tack weld the engine mounts to the chassis.

6. Remove engine and weld.

7. Weld nuts M 12 (1/2") on top of piece 20x20x40 to permit shifting the engine for belt tensioning. Bolts M 12x120



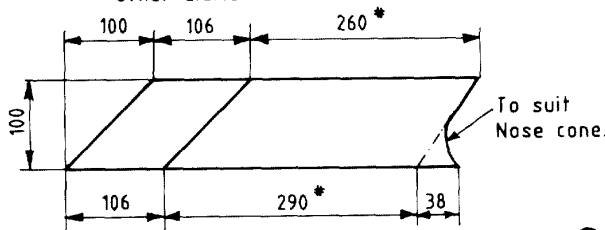
# ALIGNMENT OF STERN TUBE





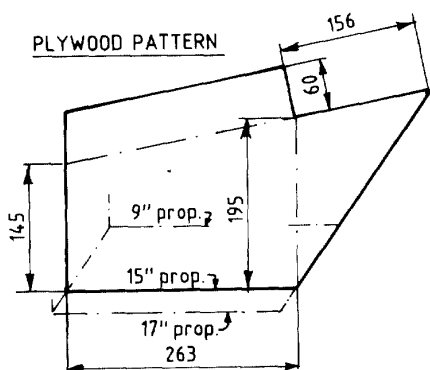
# SKEG

\* For 15" propeller diameter.  
See plywood pattern for propellers of other diameters.

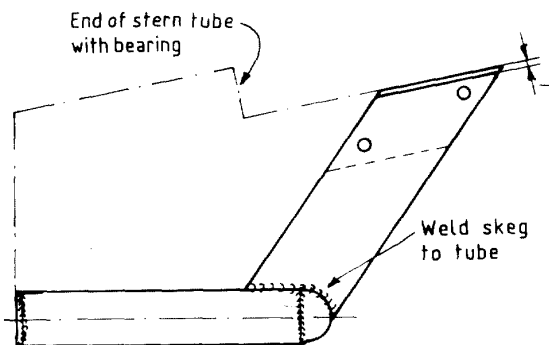
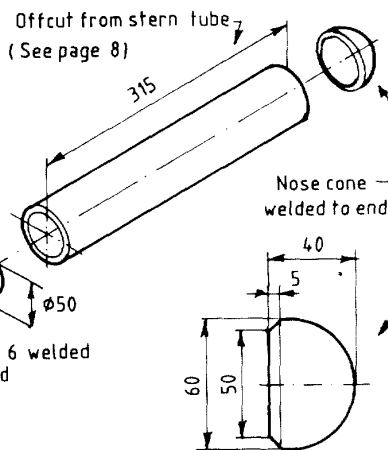


CUTTING OF FLAT IRON 15x100

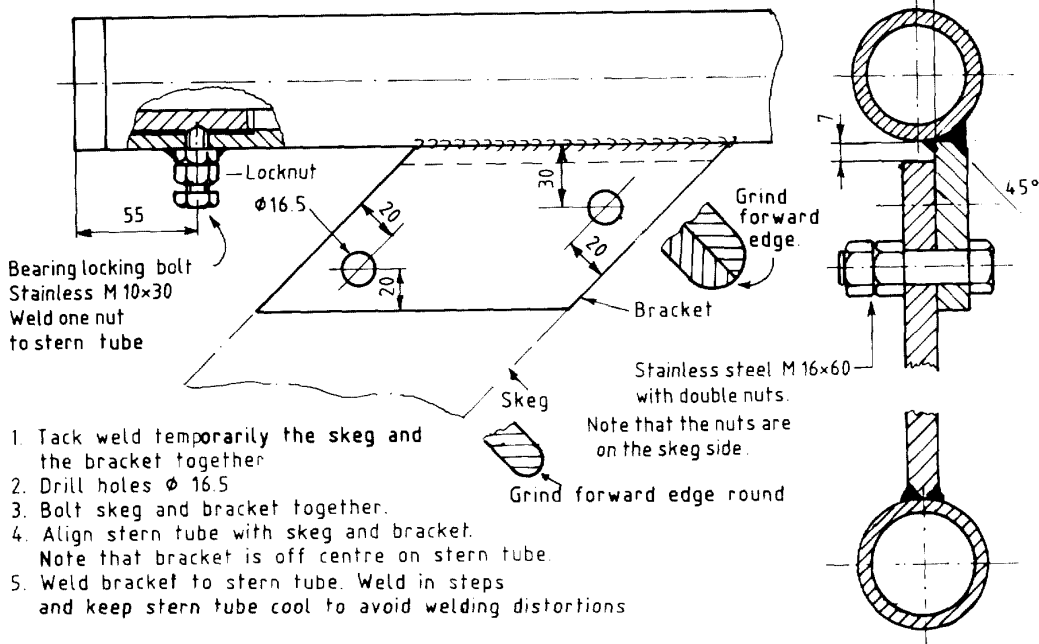
PLYWOOD PATTERN



The pattern shown is for a propeller diameter of 15". For different propellers, raise or lower the bottom line 12 mm for each 1" difference in diameter.

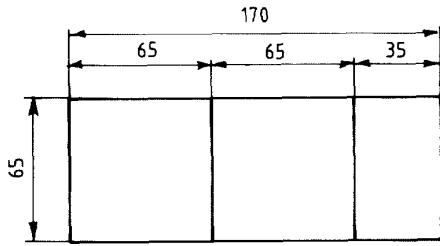


SEEN FROM AFT  
FLANGE OFFSET 7 MM

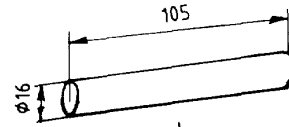


1. Tack weld temporarily the skag and the bracket together
2. Drill holes  $\phi 16.5$
3. Bolt skag and bracket together.
4. Align stern tube with skag and bracket. Note that bracket is off centre on stern tube.
5. Weld bracket to stern tube. Weld in steps and keep stern tube cool to avoid welding distortions

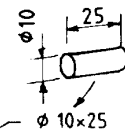
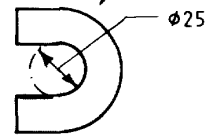
# RUDDER FITTING



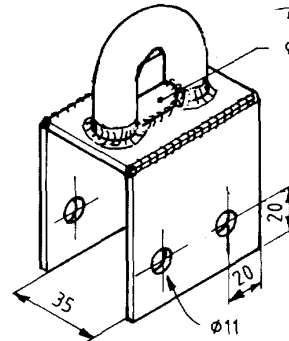
Stainless steel  
Thickness = 4 mm



Stainless steel



φ 10×25



Stainless M 10×60

