

MODEL U4, U4-4 STROKE

ASSEMBLY INSTRUCTIONS

For Suzuki 40/50 HP Motors, 1984 to present

1. Place the engine on the transom of your boat so that it is mounted vertically, in the normal fashion. Disconnect the gearshift rod coupling, near the gearbox, remove the bolts holding the gearbox to the exhaust housing and remove the gearbox assembly.
2. Remove the water pump assembly from the propeller drive, including the lower stainless steel plate and impeller drive key.
3. Next, install the jet pump driveshaft assembly into the spiral pump housing locking it in place with two #10-24 fil head screws and spring lockwashers.
4. Install the water pump assembly on top of the 3/4 inch thick aluminum adapter and stainless steel plate. Be sure also, to install the water pump impeller drive key removed from the propeller drive. Lock in place using four 1/4-20 x 1-3/4 bolts and lockwashers. Grease the threads. 8 FT-LBS.
5. The large 3/4 inch adapter plate is attached to the exhaust housing to hold the jet drive. The tube guides the disconnected shift rod. Two 6 x 16MM dowels locate the plate and six M8 x 30MM hex head bolts and lockwashers secure it. Grease the bolt threads and the threaded end of the shift rod where it slides in the tube. 12 FT-LBS.
6. Next, attach the jet drive to the motor. Two 3/16 x 1/2 dowel pins center the jet drive on the adapter plate. Four 5/16-18 x 2-3/4 bolts and lockwashers from below and one 3/8-16 x 1-1/4 bolt from above rear, are used. Grease the bolt threads, driveshaft spline generously, rubber water tube sleeve and shaft seal and guide the jet into place. Tighten the 5 bolts. 5/16 bolts 12 FT-LBS, 3/8 bolt 22 FT-LBS.
7. Next, install the impeller. Grease the shaft threads, key and impeller bore. Place the plastic sleeve inside the impeller, hold the key in the nose of the impeller with your forefinger and slide onto the driveshaft. Install the nine shim washers and nut retainer on the shaft, up against the impeller, and bring the nut up snug by hand. Be careful that the retainer does not fall into the thread groove and jam the nut.
8. Place the water intake in position and secure with 2 bolts. Observe the clearance between the impeller blade edge and the intake liner. Then remove the intake. When, after use in sand and gravel, the blade clearance becomes more than about 1/32" between the impeller edge and the water intake liner, one or more of the stainless shim washers can be transferred from the bottom stack to the top of the impeller, which moves the impeller down into the tapered casing to reduce the clearance.

Shims should not be used above the impeller on new installations, where no wear has occurred, unless the blade clearance exceeds 1/32". Insufficient blade clearance will do more harm than good from any performance gains it might provide.

When the impeller clearance is satisfactory, bump the nut up snug with a wrench. If the ears of the retainer do not line up with the flats on the nut, spin the nut off, turn the retainer over and tighten the nut again. In one of these two positions you will have alignment and can fold the ears up against the nut to retain it. The flat in the retainer is angled to the ears to allow this.

MODEL U4, U4-4 STROKE

9. Place the intake casing in position with the lower end at the rear and tighten the six 1/4-20 x 3/4 hex head bolts. No lockwashers are used. Grease the threads. See diagram page 3. 8 FT-LBS.
10. If your jet drive was ordered for use with a steering tiller handle, see attached sheet U4 and U4-4 STROKE.
11. For remote controls, the U4 (2 stroke) uses 1 shift cable. Attach the anchor bracket and shift cable to the jet drive.

CAUTION For the U4-4 stroke motor, 2 cables will be attached to the cable anchor bracket and roller cam, to provide neutral start protection. The outer cable comes from the remote control box to operate the reverse gate. It does not enter the motor housing. The shorter inner cable enters the motor housing to operate the neutral start safety switch and is driven by the movement of the reverse gate. The neutral start switch prevents starting the motor in forward or reverse.

With the shift handle in forward and the reverse gate in forward, with the cam roller at the end of the slot, adjust the cable end and/or cable anchor position to this condition. Shift to reverse and back to forward. The roller should be at the end of the cam slot such that the gate cannot be forcibly rotated toward reverse. Pull on the gate by hand to verify this.

Shift to neutral and adjust the cable end in the motor housing so that the neutral start switch is activated. Check adjustment coming from both forward and reverse to compensate free play in cable linkage.

12. When converting to jet drive, your motor will have to be raised to height shown in diagram on page 3, using a straight edge under the boat. Test run the boat and then raise or lower the motor 5/16 inch at a time to obtain the best results.

The motor has four sets of upper mounting holes. You will use one set to begin with. Mark pencil lines on the boat transom through the other sets. Then if you wish to go up or down 5/16 inch, you can drill one alternate set of holes 5/16 inch up or down from the pencil marks. By alternating between these two sets of transom holes and the four sets of motor holes, the motor can be moved in 5/16 inch increments over almost one inch.

If you raise it too much it will suck air and cavitate, either on start up or when banking on turns. When cavitating, the motor overspeeds in spurts and shakes considerably in the motor mount. This is not a normal condition and should be avoided by proper adjustment of motor height on each individual boat. If you lower it too much you will have excessive drag, therefore mount the motor as high as possible without allowing cavitation.

CAUTION When starting the engine for the first time, watch to see that cooling water comes out of the small hole at the rear side of the engine, just below the powerhead. This is to check your assembly of the cooling water pump and its connections.

The cooling system can be flushed by removing the slotted screw next to the grease fitting. A hose coupling No. 24789A1 is available from a Mercury dealer. Turn on the water gently, start the motor, set to idle and watch for cooling water at the tell tale. Adjust water pressure if needed. Replace the screw after flushing.

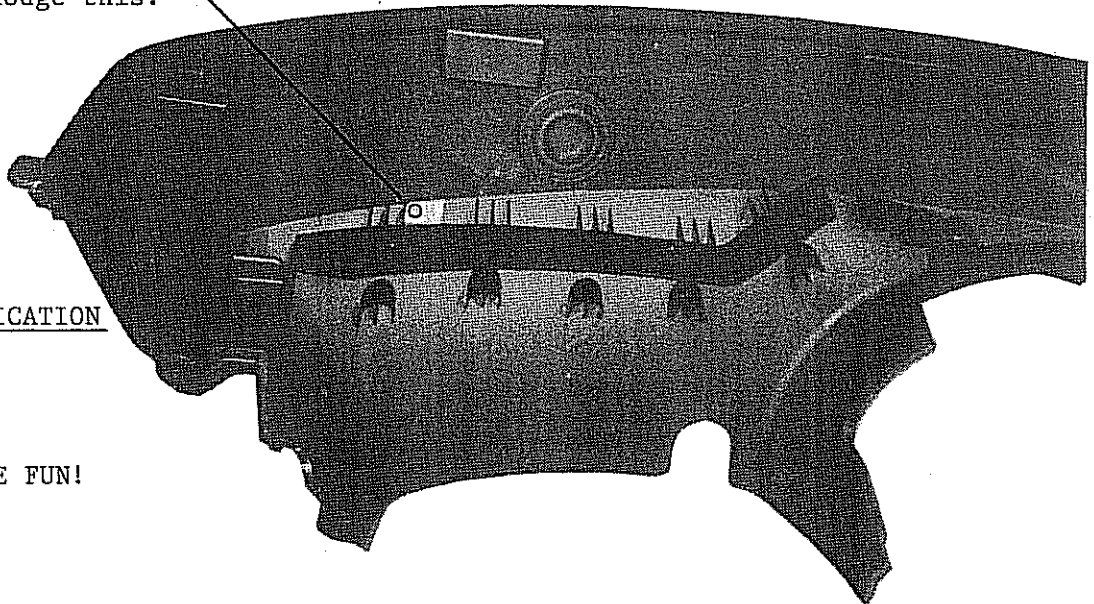
MODEL U4, U4-4 STROKE

Occasionally, debris will plug the end of the "tell tale" cooling water tube. This usually occurs where the plastic fitting is inserted in the end of the rubber tube. If the fitting is removed, the water flows freely with no obstruction.

In the 40/50 HP 4 stroke motor, 2 cooling tubes meet at a tee which connects to a plastic outlet at the rear of the motor. To eliminate this potential obstruction, disconnect the 2 tubes at the tee.

Drill an 11/32 hole in the left and right hand motor pan covers, positioned as shown on the diagram. Run the hoses through these holes to the outside with about 1 inch protruding.

This will provide a healthy tell tale stream on each side. If debris should collect in a hose fitting near the water jackets, blowing in the end of the tubes will often dislodge this.

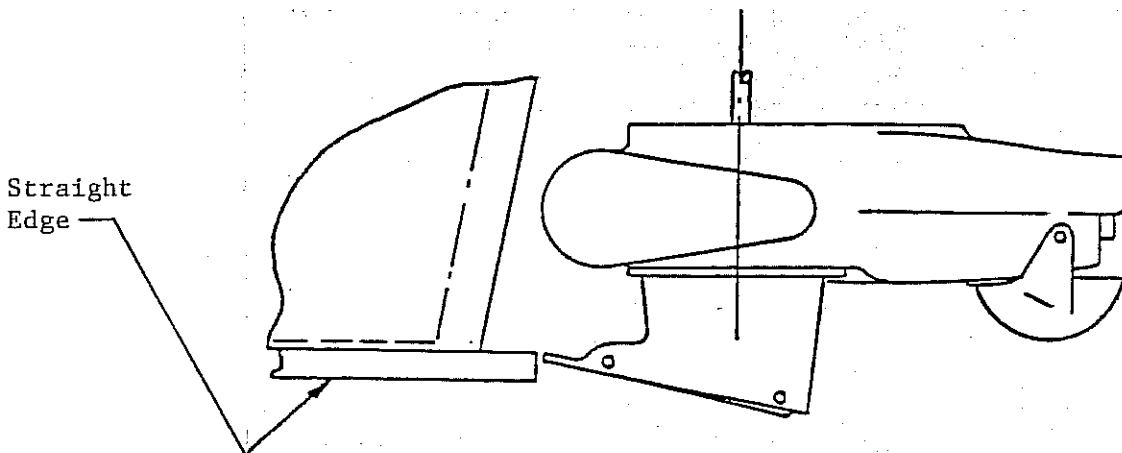


MAINTENANCE AND LUBRICATION

See Back Page

GOOD BOATING AND HAVE FUN!

PROPER ENGINE HEIGHT

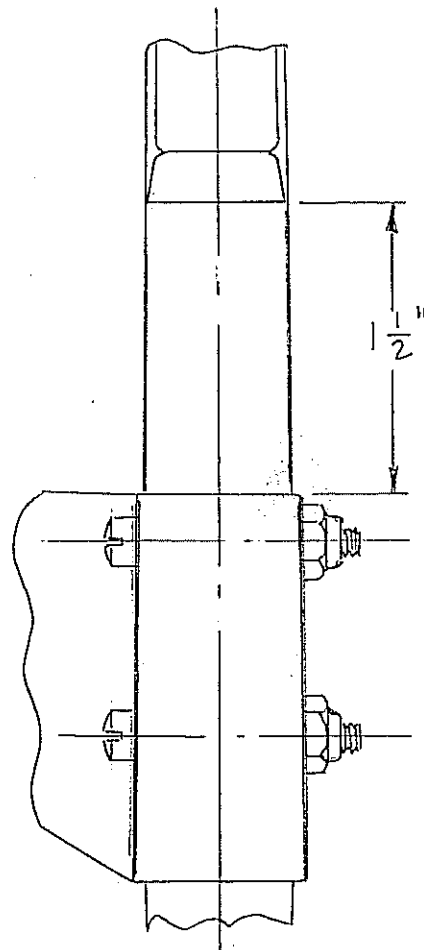
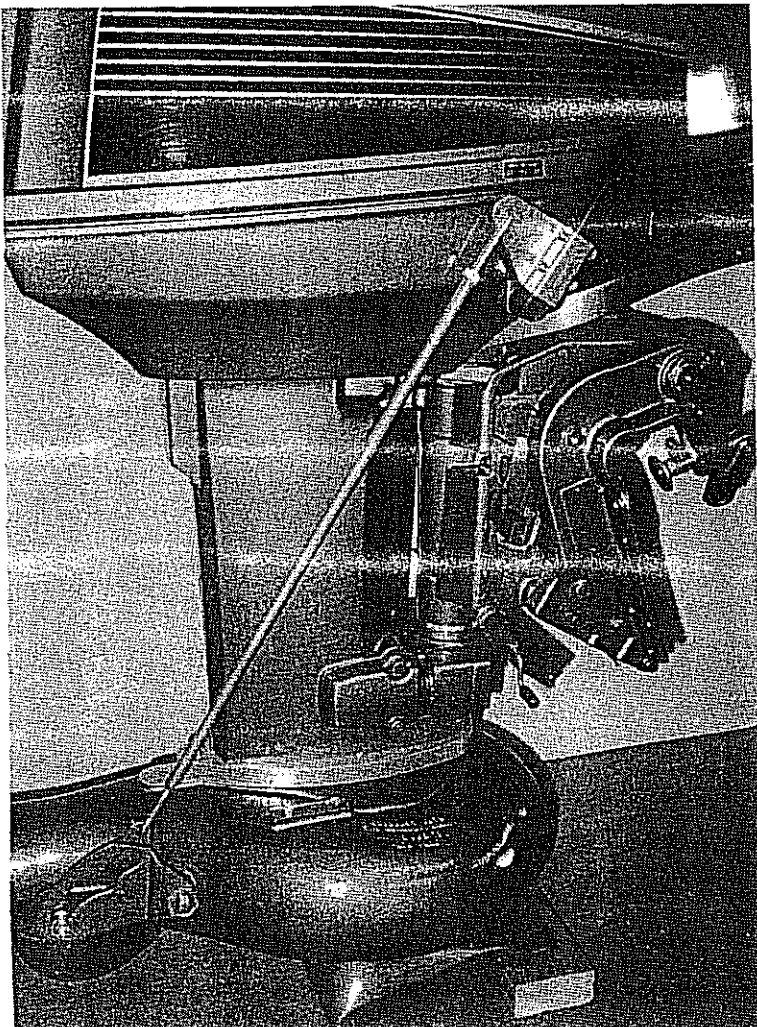


Specialty Manufacturing company
Outboard Jets
2035 Edison Avenue
San Leandro, CA 94577

Shift Rod and Handle Assembly Instructions

Short Shaft #1282, Long Shaft #1283

1. Place the pressed steel shift handle on the motor shift handle and clamp in place, spaced 1-1/2 inch as shown in the diagram. Using a 3/16 inch drill, drill through the shift handle for the #10-32 fil head screws. Install the screws and fiber lock nuts.
2. Next, attach the shift rod. Using a light finger pressure on the reverse gate, move the gate toward reverse until the cam roller is nested in the neutral notch of the cam. Adjust the length of the rod so that with the handle in neutral, the roller on the reverse gate is in the neutral notch of the cam, with the gate held up by hand.
3. Shift to forward. The roller should be at the end of the slot in the cam such that the gate cannot be forcibly rotated toward reverse. Pull on the gate by hand to verify this. If this forward lock position is not met, readjust the rod length, giving less importance to neutral. Lock the rod end nuts.
4. Return to page 2, paragraph 13 and proceed with setting motor height.

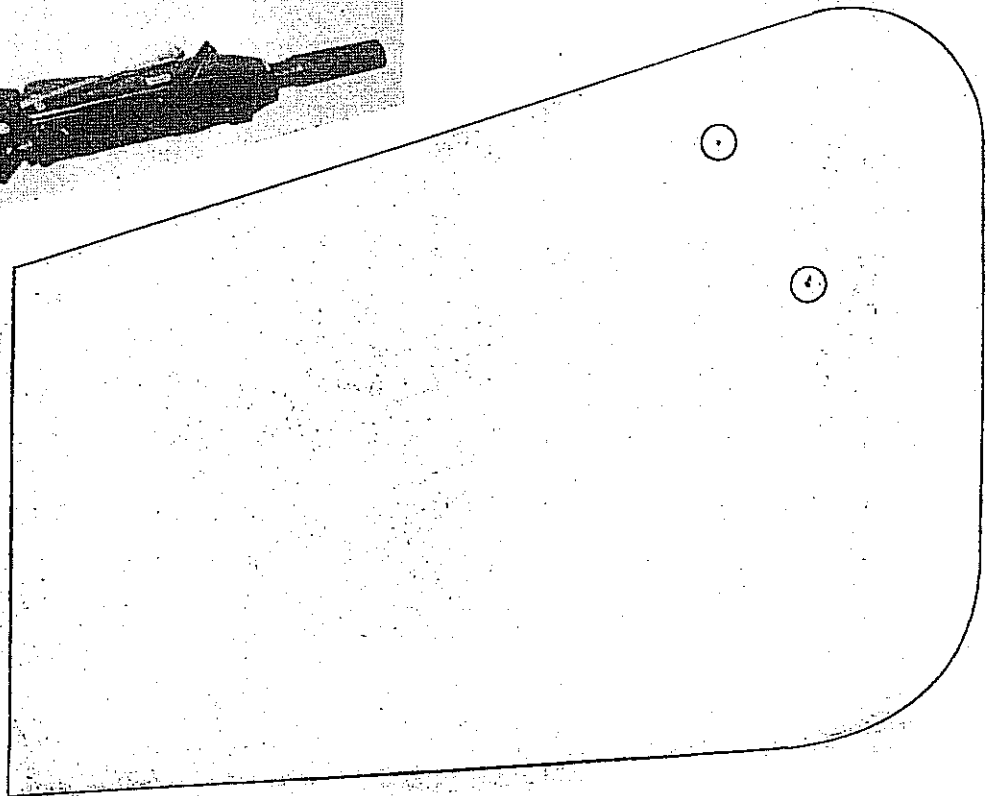


MODEL U4-4 TILLER HANDLE STEERING

Shift Cable Assembly 1592

1. Remove the lower plastic cover from the steering handle.
2. Cut out the drill template and center it over the top contour of the handle. Secure with masking tape and center punch the two hole positions.
3. Remove the nut from the ignition key switch and slide the switch out of the socket to clear for drilling holes.
4. Drill the two holes using a 3/16 inch drill.
5. Remove the socket screw from the opposite end of the shift handle and remove the black plastic centering sleeve by tapping on the edge inside the steering arm.
6. Install the aluminum centering sleeve with lever and rod end, using the 8MM x 60MM hex hd bolt.
7. Thread the shift cable all the way into the shift handle rod end. Attach the cable body to the steering arm using the shim, U-clamp, 2 #10-24 x 5/8 screws and lock nuts.

OVER



8. Attach the lower end of the cable to the jet drive with the ball rod end threaded on the cable as far as it will go and the cable anchor bracket centered and locked. Twist the cable in the U-clamp so that the cable rests against the motor cowling and tighten the clamp screws. The clamp base is slotted to allow alignment for minimum cable bending.
9. Place the shift handle in forward, solidly in the detent. The reverse gate cam roller must be at the end of the slot in the cam. If these conditions are not met, slide the cable anchor bracket on the jet drive and/or adjust the threaded rod end on the cable.
10. Shift to reverse and back to forward. Do not be concerned if the gate does not reach reverse. There is clearance at this position and water pressure will close the gate.
11. In forward, with the roller at the end of the cam slot, the gate cannot be forcibly rotated toward reverse. Pull on the gate by hand to verify this.
12. Lock the nuts on the cable against the rod ends to complete the adjustment and reassemble the switch and lower cover of the steering arm.

CAUTION You must return the throttle to idle before shifting.

MAINTENANCE AND LUBRICATION OUTBOARD JET DRIVE

BEARING LUBRICATION

A grease gun and tube of grease is supplied with your jet drive. We recommend greasing the bearing every 10 hours. Make greasing a part of your cleanup after the days use. Pump in just enough grease to fill the lube hose. Then reconnect the lube hose coupling to the zerk grease fitting.

Every 30-40 hours, pump in extra grease so as to purge any moisture. The texture of the grease coming out gives an indication of conditions inside the bearing housing. A gradual increase in moisture content indicates seal wear. If the grease begins to turn dark, dirty gray, the bearing and seals should be inspected and replaced if necessary. Some discoloration of the grease is normal during the break in period on new sets of seals.

We have selected a water resistant grease of the proper consistency for this application. If you use a substitute grease, be sure it is water resistant and of the same consistency.

IMPELLER

Your jet drive is equipped with a key to protect the unit in the event of a rock jam. This can be reached by removing the water intake, and then the driveshaft nut, similar to a propeller drive. After replacing the key, pull the shaft nut up tight to remove any play between the impeller and shaft. Note the position of the impeller shim washers, and replace them in the same order.

REVERSE GATE MECHANISM

Occasionally check adjustment of the gate shifting linkage. In "forward" the gate should be firmly locked in position. Pull on the gate by hand to verify this. This will prevent wave action from accidentally shifting the gate into reverse as the boat is violently maneuvered

GENERAL

Check all mounting bolts, intake screws, linkage connections, etc., occasionally to be sure they are tight.

SALT WATER USE

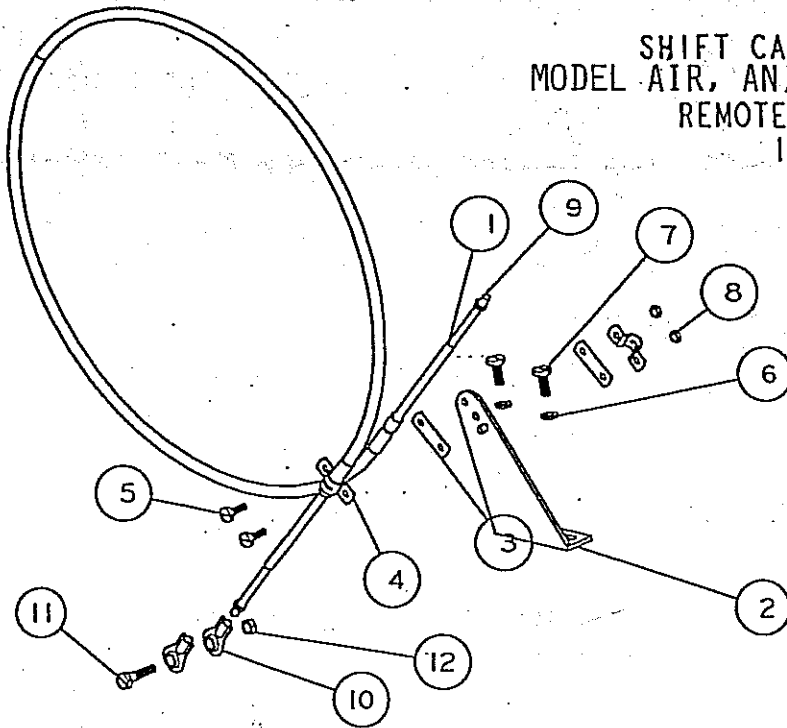
Aluminum and stainless steel have been used in the construction of your jet drive. These materials have either been treated or are inherently resistant to corrosion. It is recommended, however, that when not in use the motor be tipped up so that the jet unit is out of the water. When used in salt water more than in fresh water, remove mounting hardware, grease, and reassemble once a year. Failure to do this may result in hardware that is difficult if not impossible to remove at a later date.

GUARANTEE

Due to inflexible government regulation, we do not have a written warranty. We have, however, a good reputation for fairness with our customers which we intend to maintain. If you think you have a warranty situation, regarding material, workmanship, call us before making repairs.

Specialty Manufacturing Company
Outboard Jets
2035 Edison Avenue
San Leandro, CA 94577

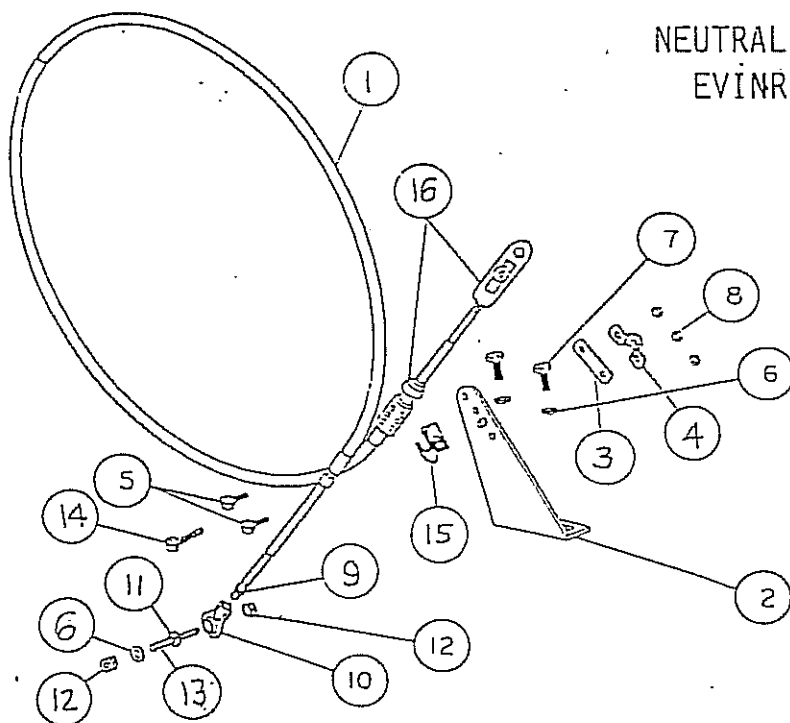
SHIFT CABLE ASSEMBLY
 MODEL AIR, AN, AP, U4-4 SUZUKI
 REMOTE STEERING
 1318



REF	QTY	PART NO	DESCRIPTION
1	1	547.2	CABLE 5 FT MOR 33C SUPREME
2	1	156	BRACKET CABLE SUPPORT
3	2	542	SHIM MORSE A035777
4	2	543	CLAMP CHRYS 154317
5	2	561.1	FIL HD SLOTTED 10-24 X 3/4
6	2	635	1/4 WASHER AN960C416
7	2	572	BOLT HEX HD 1/4-20 X 5/8
8	2	619	NYLOC 10-24
9	2	621.1	HEX NUT 10-32 JAM
10	2	553.2	BALL END 1/4X10-32 CABLE
11	1	576	BOLT HEX HD 1/4-20 X 1
12	1	623	NYLOC 1/4-20

25.AUG.97

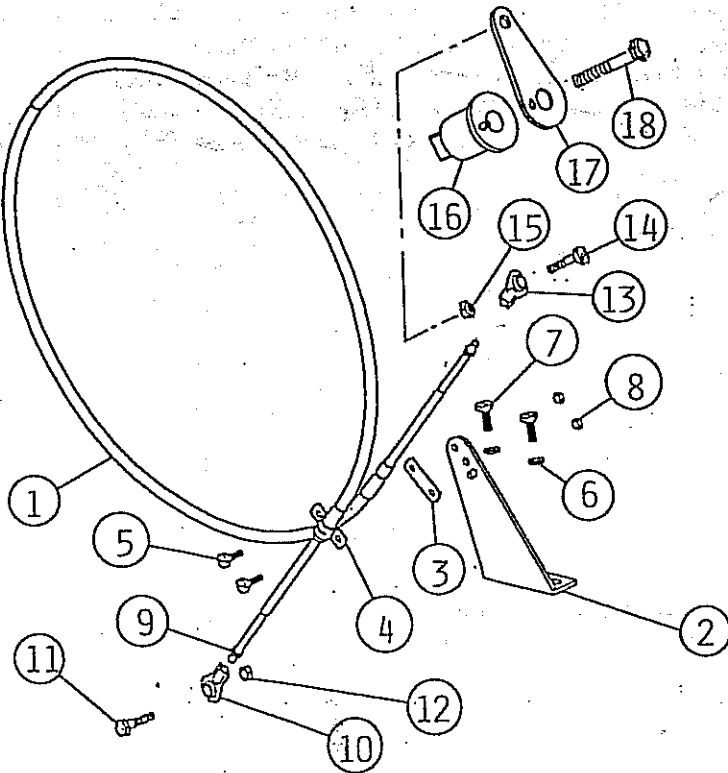
NEUTRAL CABLE ASSEMBLY
 EVINRUDE MODEL AP-E
 1547



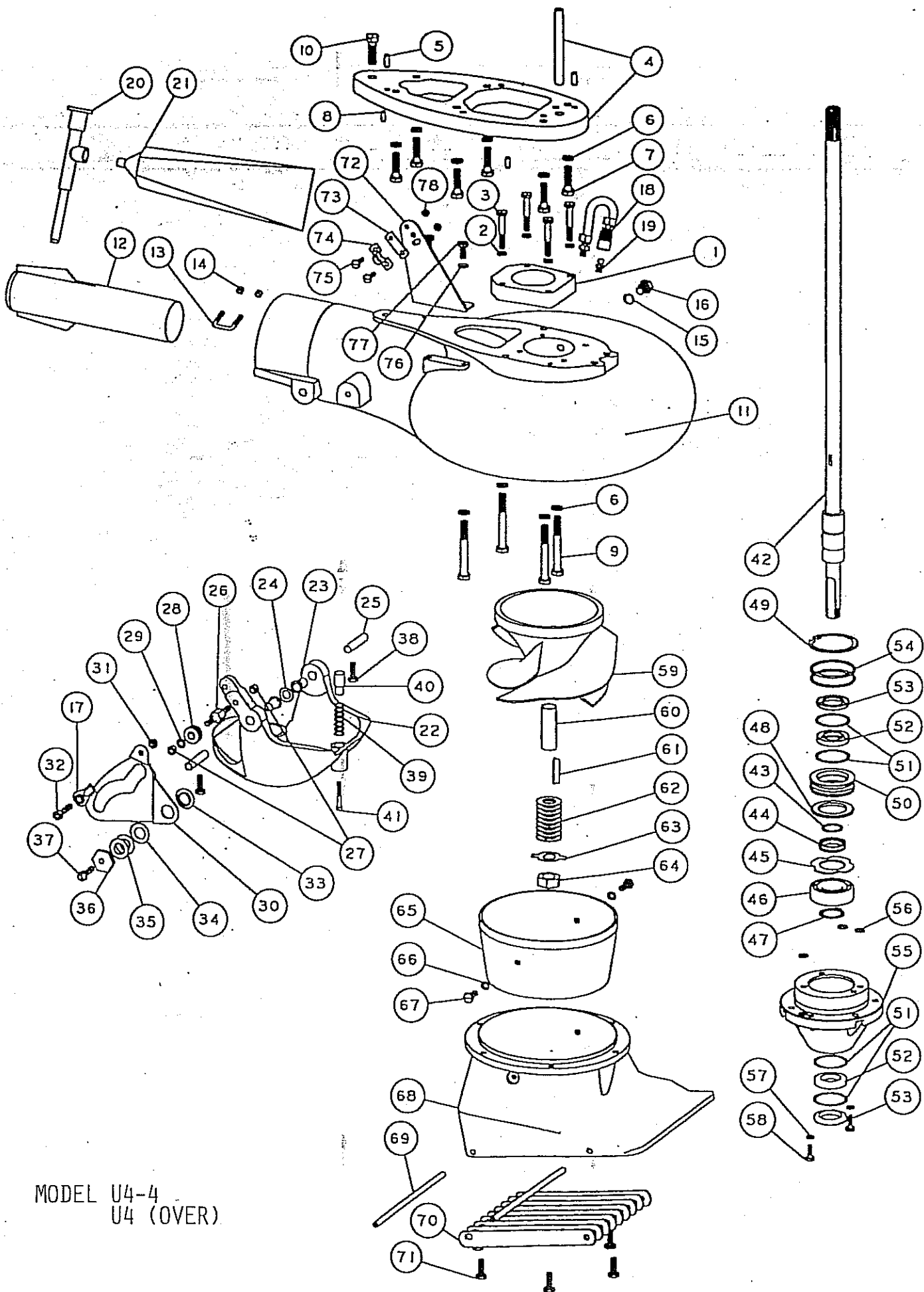
REF	QTY	PART NO.	DESCRIPTION
1	1	547.2	CABLE 5 FT MOR 33C SUPREME
2	1	1499	BRACKET CABLE SUPPORT
3	1	542	SHIM MORSE A035777
4	1	543	CLAMP CHRYS 154317
5	2	562	PAN HD SLOTTED 10-32 X 1/2
6	2	635	1/4 WASHER AN960C416
7	2	572	BOLT HEX HD 1/4-20 X 5/8
8	3	621	NYLOC 10-32
9	2	621.1	HEX NUT 10-32 JAM
10	2	553.2	BALL END 1/4 X 10-32 CABLE
11	1	62	1/4-28 HEX JAM NUT
12	2	624	NYLOC 1/4-28
13	1	1199	PIVOT-CABLE END, REVD
14	1	562.1	PAN HD SLOTTED 10-32 X 5/8
15	1	546	CLIP OMC 305736
16	1	1564	OMC CABLE ADAPTER

MEDIUM SERIES

TILLER CABLE ASSEMBLY
SUZUKI MODEL U4-4
1592



REF.	QTY	PART NO.	DESCRIPTION
1	1	547	CABLE 4 FT MOR 33C SUPREME
2	1	156	BRACKET CABLE SUPPORT
3	2	542	SHIM MORSE A035777
4	2	543	CLAMP CHRYS 154317
5	2	561	FIL HD SLOTTED 10-24 X 5/8
6	2	635	1/4 WASHER AN960C416
7	4	572	BOLT HEX HD 1/4-20 X 5/8
8	4	619	NYLOC 10-24
9	2	621.1	HEX NUT 10-32 JAM
10	1	553.2	BALL END 1/4 X 10-32 CABLE
11	1	573	BOLT HEX HD 1/4-20 X 3/4
12	1	623	NYLOCK 1/4-20
13	1	553.1	BALL END #10 X 10-32 CABLE
14	1	558.4	PAN HD PHILLIPS 10-32 X 3/4
15	1	621	NYLOC 10-32
16	1	1594	LEVER MOUNT
17	1	1591	SHIFT LEVER
18	1	591.1	BOLT HEX HD M8 X 1.25 X 60MM



MODEL U4-4
 U4 (OVER)

MODEL U4 - 4 STROKE SUZUKI / EVINRUDE 40-50HP

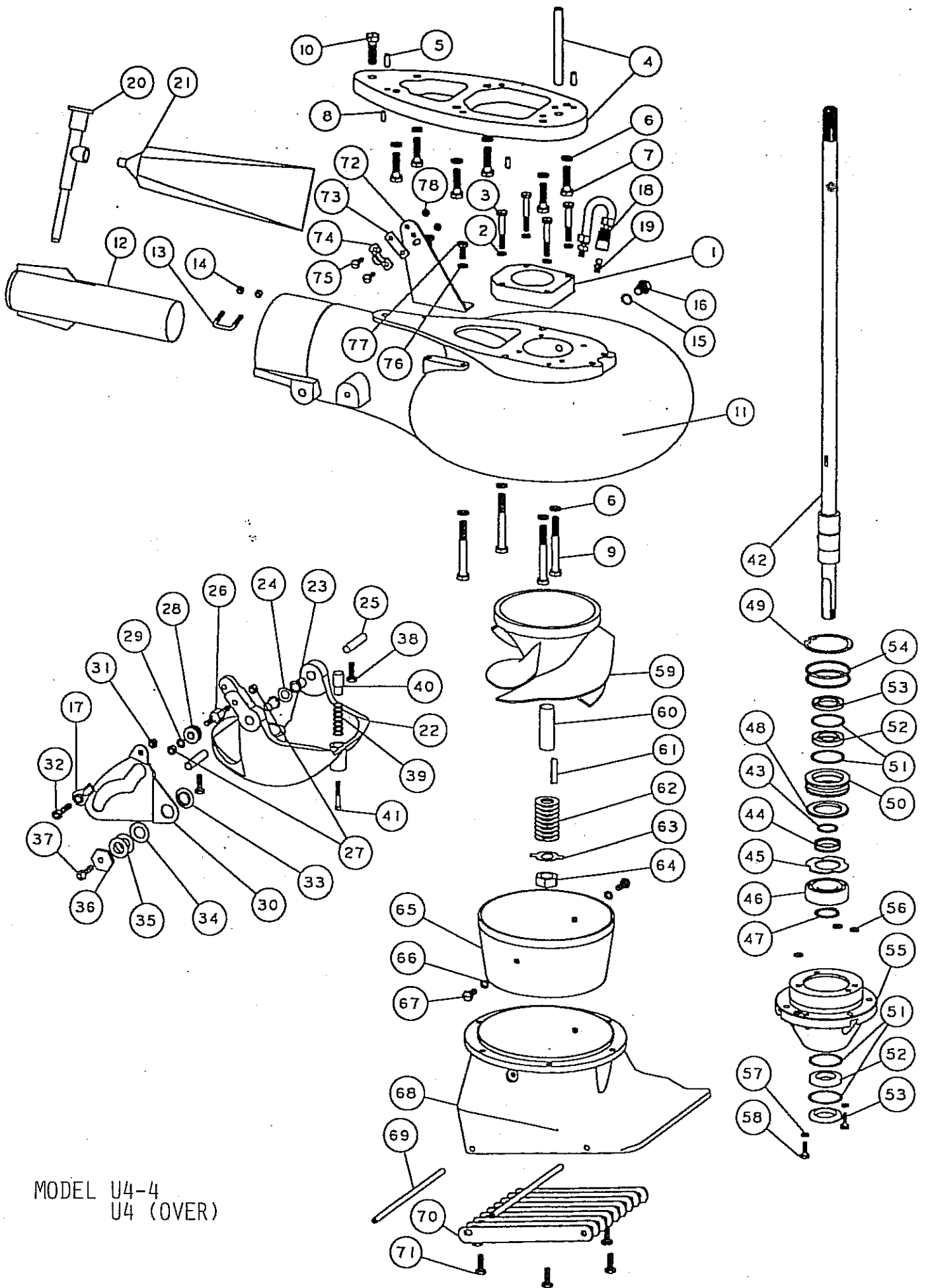
REF	QTY	PART NO.	DESCRIPTION	REF	QTY	PART NO.	DESCRIPTION
1	1	860	PUMP ADAPTER , U4	44	1	477	COLLAR BACKFIT 7205
2	4	638	WASHER SPRING LOCK 1/4	45	1	832	THRUST WASHER
3	4	578	BOLT HEX HD 1/4-20 X 1 3/4	46	1	504	BEARING 7205B-UA
4	1	876	ADAPTER PLATE & TUBE U4	47	1	511	TRUARC 5100-98
5	2	616	DOWEL PIN 6 X 16 MM	48	1	833	SPACER
6	10	640	WASHER SPRING LOCK 5/16	49	1	512	TRUARC N5002-212ZD
7	6	591	BOLT HEX HD M8-1.25 X 30MM	50	1	433	UPPER SEAL CARRIER W/SEALS & "O" RINGS
8	2	631	DOWEL PIN 3/16 X 1/2	51	4	517	SPIROLOX RR-150S
9	4	599	BOLT HEX HD 5/16-18 X 2 3/4	52	2	506	SEAL INNER
10	1	606	BOLT HEX HD 3/8-16 X 1 1/4	53	2	507	SEAL OUTER 6324-S
		89200	VOLUTE WITH GATE U4	54	2	526	O RING 568-135 3/32X1 15/16X2 1/8
11	1	892	VOLUTE WITH EXHAUST TUBE U4	55	1	912	BEARING CARRIER W/SEALS & "O" RINGS U4
12	1	80	EXHAUST TUBE ASSY MEDIUM 2	56	3	521	'O" RING 568-011 1/16X5/16X7/16
13	1	846	CLIP EXHAUST TUBE 1	57	2	637	WASHER SPRING LOCK #10
14	2	821	NYLOC 10-32	58	2	561	FIL HD SLOTTED 10-24 X 5/8
15	1	1023	WASHER FIBER 3/8	59	1	8.23	6 1/8 ALUM/ZINC IMPELLER W/136 SLEEVE
16	1	1022	BOLT HEX HD 3/8-16 X 1/2	59	1	1737	6 1/8 STANLESS STEEL IMPELLER W/136 SLEEVE
17	1	553.2	BALL END 1/4X10-32 CABLE	60	1	36	SHAFT SLEEVE PLASTIC MEDIUM
18	1	975	LUBE HOSE ASSY	61	1	782	IMPELLER TEE KEY - SQUARE
19	1	539	ZIRC FITTING 1/4-28	61	1	1705	IMPELLER TEE KEY - 1/2 ROUND
20	1	550	GREASE GUN	62	8	21	SHIM WASHERS MEDIUM
21	1	552	GREASE 10 OZ TUBE NO. 630-AA	63	1	805	NUT KEEPER MED/PKG. 2 PER BAG
22	1	1175	REVERSE GATE, MEDIUM	64	1	22.1	SHAFT NUT 5/8-18 BRASS
23	2	535	NYLINER 3/8 ID X 11/16			31.2	INTAKE ASSY 6 1/8 WITH GRILL & LINER
24	1	1177	SPRING GATE PIVOT 3/8	65	1	93.22	LINER 6 1/8 W/HARDWARE
25	2	822	PIN GATE PIVOT 3/8 MEDIUM	66	2	638	WASHER SPRING LOCK 1/4
26	1	1043	SHAFT ROLLER	67	2	572	BOLT HEX HD 1/4-20 X 5/8
27	2	624	NYLOC 1/4-28	68	1	7	INTAKE PAINTED ONLY
28	1	1042	ROLLER ASSY	69	2	14	GRILL ROD
29	1	635	1/4 WASHER AN960C416	70	9	16	GRILL BAR MEDIUM
30	1	1035	SHIFT CAM MEDIUM	71	6	573	BOLT HEX HD 1/4-20 X 3/4
31	1	623	NYLOC 1/4-20	72	1	1499	BRACKET-CABLE SUPPORT AP-E
32	1	573	BOLT HEX HD 1/4-20 X 3/4			1	CLIP OMC 305736 - EVINRUDE
33	1	1037	BUSHING CAM			2	PAN HD SLOTTED 10-32 X 1/2 EVINRUDE
34	1	1038	WASHER CAM			3	NYLOC 10-32-EVINRUDE
35	2	1039	SHIM-CAM			1	562.1 PAN HD SLOTTED 10-32 X 5/8 - EVINRUDE
36	1	1036	CAM ECCENTRIC DRILLED			1	542 SHIM MORSE AO35777
37	1	574.1	BOLT HEX HD 1/4-20 X 1 PATCH			1	543 CLAMP CHRYS 154317
38	2	574	BOLT HEX HD 1/4-20 X 3/4 PATCH	72	1	156	BRACKET CABLE SUPPORT
39	1	1170	SPRING GATE BUMPER	73	2	542	SHIM MORSE AO35777-SUZUKI
40	1	1169	GATE BUMPER	74	2	543	CLAMP CHRYS 154317-SUZUKI
41	1	559.2	FIL JD SLOTTED 10-32 X 1 1/4 PATCH	75	2	561.1	FL HD SLOTTED 10-24 X 3/4 - SUZUKI
		1581	SHAFT ASSY COMPLETE, U4S-4, 12T	78	2	619	NYLOC 10-24-SUZUKI
42	1	1580	SHAFT ONLY, U4S-4, 12T 22 3/4 LG.	77	2	572	BOLT HEX HD 1/4-20 X 5/8
		1585	SHAFT ASSY COMPLETE, U4L-4, 12T	76	2	635	1/4 WASHER AN960C416
42	1	1584	SHAFT ONLY, U4L-4, 12T 27 3/4 LG.	79	1	1718	TORSIONAL DAMPER 5/8
43	1	41	SHAFT BEARING THRUST RING				

SIZE	TORQUE
1/4-20 (M6)	8-9 FT-LBS
5/16-18 (M8)	12 FT-LBS
3/8-16 (M10)	22 FT-LBS

NEUTRAL CABLE ASSEMBLIES:
 SUZUKI 1318 SEE PG. 31 MED.
 EVINRUDE 1547, SEE PG. 26 LRG.

TILLER STEERING CABLE ASSEMBLY:
 SUZUKI 1592, SEE PG. 34.1 MED.

BEARING, SEAL, SNAP & "O" RING KIT 803.1



MODEL U4-4
 U4 (OVER)

MODEL U4 SUZUKI

REF	QTY	PART NO.	DESCRIPTION	REF	QTY	PART NO.	DESCRIPTION
1	1	860	PUMP ADAPTER , U4	43	1	41	SHAFT BEARING THRUST RING
2	4	638	WASHER SPRING LOCK 1/4	44	1	477	COLLAR BACKFIT 7205
3	4	578	BOLT HEX HD 1/4-20 X 1 3/4	45	1	832	THRUST WASHER
4	1	869	ADAPTER PLATE & TUBE U4S	46	1	504	BEARING 7205B-UA
4	1	876	ADAPTER PLATE & TUBE U4L	47	1	511	TRUARC 5100-98
5	2	616	DOWEL PIN 6 X 16 MM	48	1	833	SPACER
6	10	640	WASHER SPRING LOCK 5/16	49	1	512	TRUARC N5002-212ZD
7	6	591	BOLT HEX HD M8-1.25 X 30MM	50	1	433	UPPER SEAL CARRIER W/SEALS & "O" RINGS
8	2	631	DOWEL PIN 3/16 X 1/2	51	4	517	SPIROLOX RR-150S
9	4	599	BOLT HEX HD 5/16-18 X 2 3/4	52	2	506	SEAL INNER
10	1	606	BOLT HEX HD 3/8-16 X 1 1/4	53	2	507	SEAL OUTER 6324-S
		89200	VOLUTE WITH GATE U4	54	2	526	O RING 568-135 3/32X1 15/16X2 1/8
11	1	892	VOLUTE WITH EXHAUST TUBE U4	55	1	912	BEARING CARRIER W/SEALS & 'O' RINGS U4
12	1	80	EXHAUST TUBE ASSY MEDIUM 2	56	3	521	'O' RING 568-011 1/16X5/16X7/16
13	1	846	CLIP EXHAUST TUBE 1	57	2	637	WASHER SPRING LOCK #10
14	2	621	NYLOC 10-32	58	2	561	FIL HD SLOTTED 10-24 X 5/8
15	1	1023	WASHER FIBER 3/8	59	1	8.23	6 1/8 ALUM/ZINC IMPELLER W/136 SLEEVE
16	1	1022	BOLT HEX HD 3/8-16 X 1/2	59	1	1737	6 1/8 STANLESS STEEL IMPELLER W/136 SLEEVE
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22	1	1175	REVERSE GATE, MEDIUM	64	1	22.1	SHAFT NUT 5/8-18 BRASS
23	2	535	NYLINER 3/8 ID X 11/16			1447	INTAKE ASSY 6 1/8 FLANGED W/ GRILL & LINER
24	1	1177	SPRING GATE PIVOT 3/8	65	1	1521	LINER 6 1/8 FLANGED
25	2	822	PIN GATE PIVOT 3/8 MEDIUM	66	6	1300	STUD - INTAKE MEDIUM
26	1	1043	SHAFT ROLLER	67	6	623	NYLOC 1/4-20
27	2	624	NYLOC 1/4-28	68	1	1326	INTAKE PAINTED ONLY MED FLANGED
28	1	1042	ROLLER ASSY	69	2	14	GRILL ROD
29	1	635	1/4 WASHER AN960C416	70	9	16	GRILL BAR MEDIUM
30	1	1035	SHIFT CAM MEDIUM			171	BRACKET ASSY MORSE
31	1	623	NYLOC 1/4-20	72	1	156	BRACKET CABLE SUPPORT
32	1	573	BOLT HEX HD 1/4-20 X 3/4	73	2	542	SHIM MORSE AO35777
33	1	1037	BUSHING CAM	74	2	543	CLAMP CHRYS 154317
34	1	1038	WASHER CAM	75	2	561	FIL HD SLOTTED 10-24 X 5/8
35	2	1039	SHIM-CAM	76	2	635	1/4 WASHER AN960C416
36	1	1036	CAM ECCENTRIC DRILLED	77	2	572	BOLT HEX HD 1/4-20 X 5/8
37	1	574.1	BOLT HEX HD 1/4-20 X 1 PATCH	78	2	619	NYLOC 10-24
38	2	574	BOLT HEX HD 1/4-20 X 3/4 PATCH	79	1	1718	TORSIONAL DAMPER 5/8
39	1	1170	SPRING GATE BUMPER				
40	1	1169	GATE BUMPER				
41	1	559.2	FIL JD SLOTTED 10-32 X 1 1/4 PATCH				
		868	SHAFT ASSY COMPLETE, U4S, 12T				
42	1	867	SHAFT ONLY, U4S, 12T 26 9/32 LG.				
		882	SHAFT ASSY COMPLETE, U4L, 12T				
42	1	881	SHAFT ONLY, U4L, 12T 29 7/16 LG.				

SIZE	TORQUE
1/4-20 (M6)	8-9 FT-LBS
5/16-18 (M8)	12 FT-LBS
3/8-16 (M10)	22 FT-LBS

SHIFT ROD ASSYS 1282, 1283, See Pg. 23

BEARING, SEAL, SNAP & "O" RING KIT 803.1