

REMOVAL, INST ALLATION TIPS

Compression of the shaft is needed, during removal and installation, to clear the engine adapter and transmission freewheeling unit.

A supermech would be hard put to compress that baby!! But, never use unauthorized tools because you could damage the plates or the shaft.

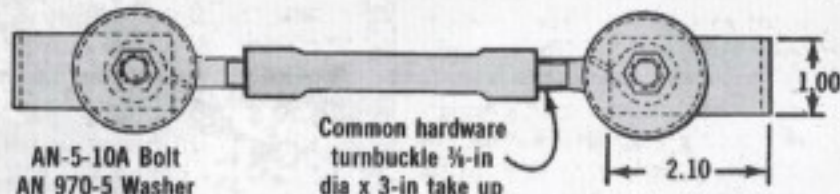
TELL IT LIKE IT IS, BONNIE!

HERE'S HOW YOU CAN MAKE A SPECIAL TOOL LOCALLY FOR THIS JOB...

IT'S WORTH THE EFFORT BECAUSE IT'S NOT IN THE SUPPLY SYSTEM!

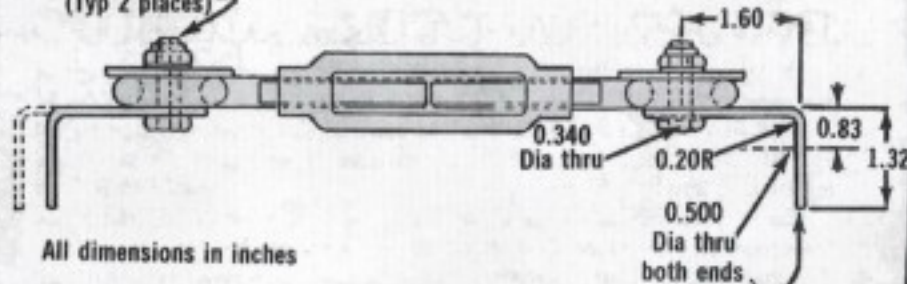


You'll need TWO



Common hardware turnbuckle 3/4-in dia x 3-in take up

AN-5-10A Bolt
AN 970-5 Washer
NAS 679A5 Nut
(Typ 2 places)



All dimensions in inches

Break all sharp edges

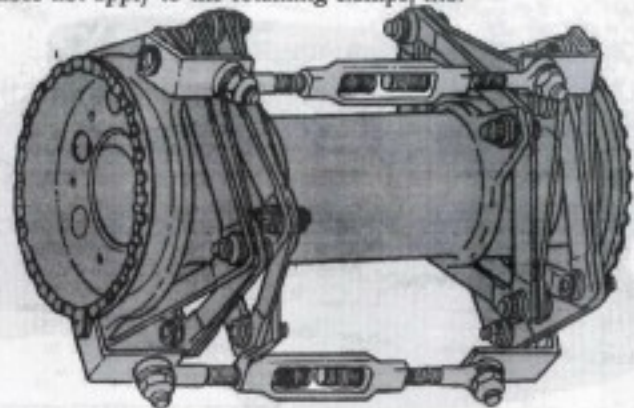
Make from 0.125 thick mild steel

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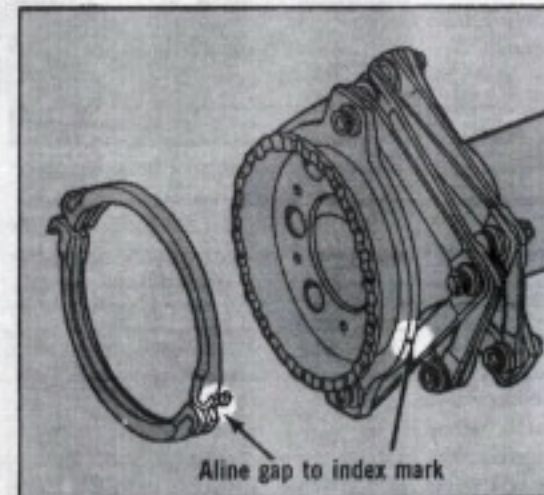
Locate 2 of the tools on the shaft and you can then easily compress the shaft by adjusting the turnbuckles.

When the shaft has been removed, never attempt to loosen or tighten any hardware. A requirement for a part change means the shaft has to be replaced. That info does not apply to the retaining clamps, tho.

Shaft can be compressed by adjusting tool turnbuckles



During installation, position the clamp set so the gap is in line with the circular index mark, which is located on the shaft end-fitting.



Aline gap to index mark

FINALLY, TORQUE THE CLAMP NUTS TO 100-150 LBS-IN!



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