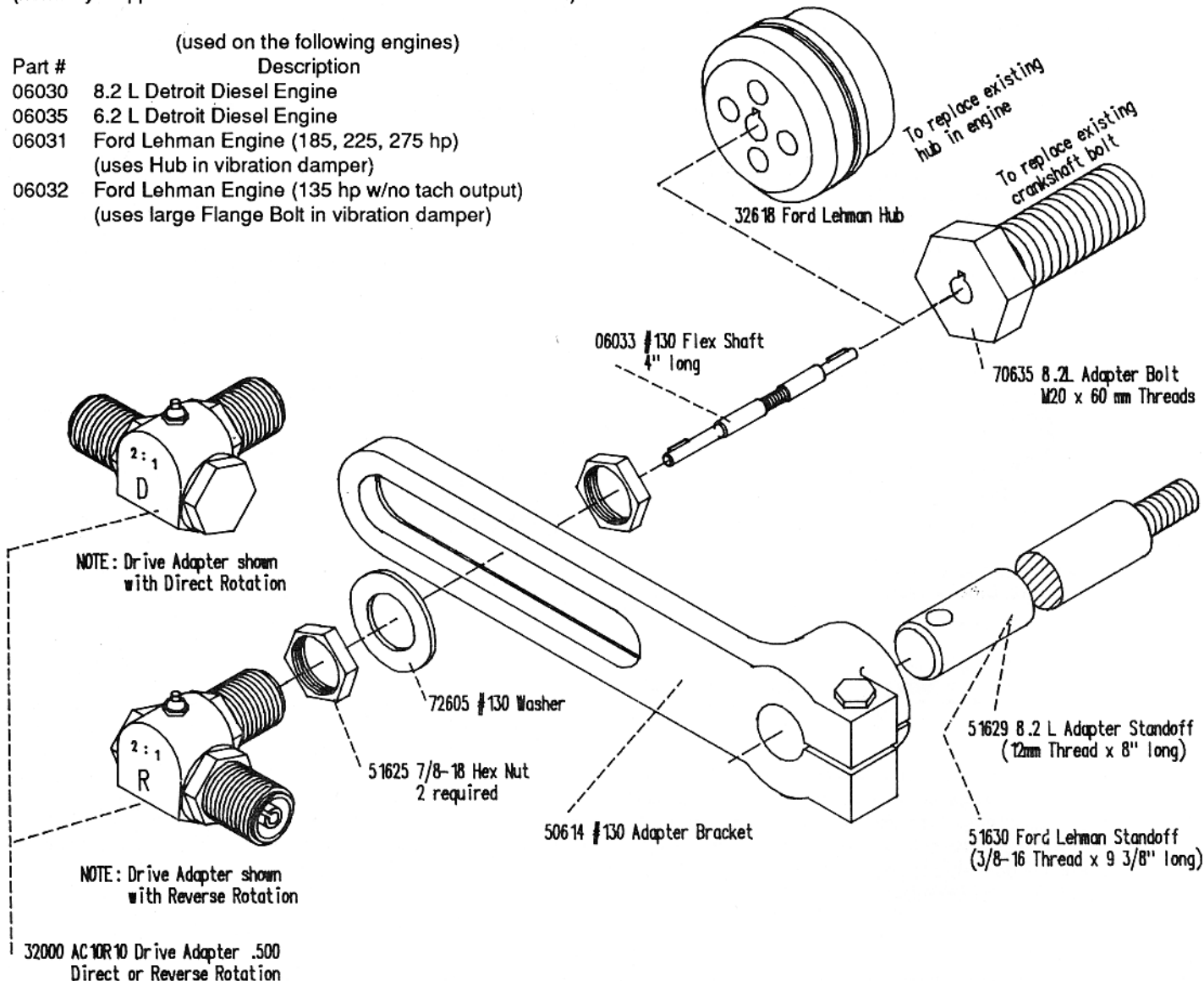


# SECTION Q - #130 MECHANICAL DRIVE ADAPTER

(normally shipped with 1-direct rotation and 1-reverse rotation)

(used on the following engines)

Part #	Description
06030	8.2 L Detroit Diesel Engine
06035	6.2 L Detroit Diesel Engine
06031	Ford Lehman Engine (185, 225, 275 hp) (uses Hub in vibration damper)
06032	Ford Lehman Engine (135 hp w/no tach output) (uses large Flange Bolt in vibration damper)



NOTE: Most diesel engines have clockwise rotation.

Drive adapter output rotation may be varied by using "D" direct or "R" reverse drive adapters. Direction of rotation may be changed by switching drive adapters to suit drive cable routing to the synchronizer. See section E for drive cable connections.

NOTE: Please do not remove inside locknut from the threaded fitting as the adapter has a one half reduction ratio. This threaded end with the nuts should be towards the engine. Refer to the drawing above. Please refer to section P for change of rotation procedure.

NOTE: When testing synchronizer at the dock, the engine might "hunt". Once the engines are put under a load, the "hunting" will stop.

## INSTALLATION:

- 1) Remove crankshaft bolt from each engine and install bolt shipped with adapters. Please return original crank bolts or hubs to receive a full credit of the surcharge.
- 2) Install standoff on each engine. This normally replaces a cap screw on the front engine block convenient to the front pulley. Use 3/8" hole in standoff for tightening. "Loctite" or equivalent is recommended to be used on standoff threads.
- 3) Install flex shaft in capscrews. Install adapter bracket on standoff as shown, Install drive adapter in bracket and locate both so that the flex shaft has:
  - approximately 3/16" - 1/4" of end play
  - proper alignment, flex shaft must be true on center

Correct alignment can be verified by using long nose pliers to check if flex shaft moves freely in and out.

- 4) Tighten adapter bracket lock bolt and locknuts on drive adapter when centered.
- 5) At time of assembly, lubricate the flex shaft ends especially the tip at the crank bolt. It is recommended that these ends should be lubricated once a season or every 200 engine hours.

Use a good molybdenum base lubricant or other metal adhering lubricant such as "Never Seez", etc.

NOTE: When replacing belts on engine, alignment of flex shaft might change and must be realigned. Keep alignment tool for future use.