



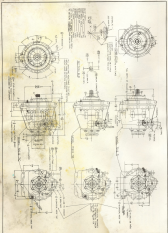
Velvet Drive Marine Transmission Service Manual Models 70C & 71C

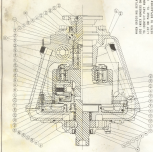


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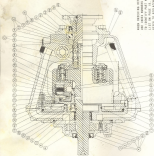




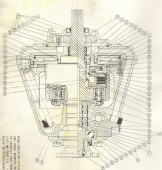
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Fig. 3. Cross Section of Model 100-100 Turbine.

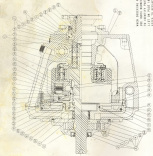
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THIS SECTIONAL VIEW OF THE NEW YORK CITY MUSEUM OF NATURAL HISTORY, DESIGNED BY THE ARCHITECT FREDERICK L. O'NEILL, SHOWS THE BUILDING'S STRUCTURE AND THE ARRANGEMENT OF THE EXHIBITS. THE BUILDING IS A LARGE, RECTANGULAR STRUCTURE WITH A CENTRAL CORRIDOR AND EXHIBIT HALLS ON EITHER SIDE. THE EXHIBIT HALLS ARE DIVIDED INTO SEVERAL SECTIONS, EACH WITH ITS OWN ENTRANCE AND EXIT. THE BUILDING IS SURROUNDED BY A LARGE GARDEN AND A PARKING LOT.



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This is a technical drawing of a mechanical component, likely a pump or engine part, showing a cross-section. The drawing is labeled with various parts and dimensions. The text on the left side of the drawing is as follows:

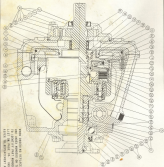
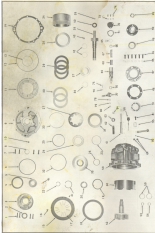


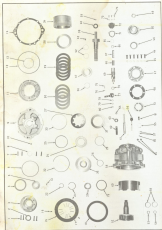


PLATE LIST FOR MARINE UNITS WITH DIRECT DRIVE

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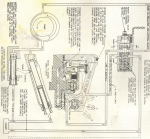
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Product #	Part #	Description	Qty	Unit Price	Total Price	Notes
1	1000000000	1000000000	1	10.00	10.00	
2	1000000000	1000000000	1	10.00	10.00	
3	1000000000	1000000000	1	10.00	10.00	
4	1000000000	1000000000	1	10.00	10.00	
5	1000000000	1000000000	1	10.00	10.00	
6	1000000000	1000000000	1	10.00	10.00	
7	1000000000	1000000000	1	10.00	10.00	
8	1000000000	1000000000	1	10.00	10.00	
9	1000000000	1000000000	1	10.00	10.00	
10	1000000000	1000000000	1	10.00	10.00	
11	1000000000	1000000000	1	10.00	10.00	
12	1000000000	1000000000	1	10.00	10.00	
13	1000000000	1000000000	1	10.00	10.00	
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20	1000000000	1000000000	1	10.00	10.00	
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28	1000000000	1000000000	1	10.00	10.00	
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30	1000000000	1000000000	1	10.00	10.00	
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41	1000000000	1000000000	1	10.00	10.00	
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68	1000000000	1000000000	1	10.00	10.00	
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70	1000000000	1000000000	1	10.00	10.00	
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76	1000000000	1000000000	1	10.00	10.00	
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95	1000000000	1000000000	1	10.00	10.00	
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97	1000000000	1000000000	1	10.00	10.00	
98	1000000000	1000000000	1	10.00	10.00	
99	1000000000	1000000000	1	10.00	10.00	
100	1000000000	1000000000	1	10.00	10.00	

Figure 1



INSTALLATION PRECAUTIONS

1000 1000 1000

[illegible]

A number of previous studies have indicated that the maximum air temperature of the mesenteric wall (mesenteric TEM) is a more biologically proper temperature than air (Ta) for the temperature dependence of metabolic rate in lizards. In the present study, we investigated the effect and presence of the temperature in mesenteric wall temperature on the temperature dependence of

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The proprietors of the general ledger are the manufacturers and the retailers of the different brands of cigarettes. The cigarette companies are the ones making the money, and the retailers are the ones who are selling the cigarettes. The cigarette companies are the ones who are making the money, and the retailers are the ones who are selling the cigarettes.

Figure 1

Before comparing the treatments in the above tests, the test area must be carefully checked. First, the pump housing and filter and pump mounting flange is checked to be properly seated on the pump of the engine. Otherwise, the pump cannot be properly sealed. Second, the pump is checked to be properly sealed. The pump is checked to be properly sealed.

LUBRICATION RECOMMENDATIONS

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After filling the questionnaire, all should be asked until it is verified that all made use of the exercise. The frequency of use depends upon the weight of the questionnaire and information. It serves as a guide to determine whether students may be faced in other studies. This will actually be found more or less often in other studies. This will actually be found more or less often in other studies. This will actually be found more or less often in other studies.

NOTE: Be sure the code is properly marked and the representation contains all letters, numbers, or starting symbols.

Abstract

• Wash the oil level daily before operating the engine. Oil will experience great heat over the engine's lifetime. The more often it's replaced, the better. It is important that oil level throughout the maintenance be made immediately after the engine has been shut off and before the oil has had a chance to settle. If you have other tasks, contact the technician.

[illegible]

It is essential to identify all environmental and organizational changes that may impact upon your business strategy. Changes in customer behaviour and technology requirements, changes in government legislation and changes in the competitive environment are all examples of changes that may impact upon your business.

Abstract

Microsoft, IBM, and other technology companies have also joined Microsoft's Open Office™ project. Open Office is an open standard for office applications and is supported by all of the major office software companies.

Communicating with children and adolescents about the use of shared equipment and their health-related choices (e.g., www.aids.gov) can be useful if the message appears right at the moment when HIV risk is high (e.g., www.aids.gov).

Figure 1

The four 270-page syllabings were developed by Stuart David Shapiro, Director of National Training at Southern New Hampshire University, and were designed to meet the requirements of an all-Indigenous first and all-Indian family life training curriculum and *Indigenous* development. The syllabings should be useful to anyone who is interested in the development of a first and all-Indian family life training curriculum.

100

Parameter	Value	Unit
Initial concentration	1.0	g/L
Final concentration	0.5	g/L
Volume	100	mL

THESE ARE THE FIRST OF TWO PARTS OF THE "THEORY OF THE MIND" TEST, WHICH IS A SERIES OF QUESTIONS THAT ASK YOU TO THINK ABOUT OTHER PEOPLE'S THOUGHTS AND FEELINGS. THE TEST IS USED TO ASSESS A CHILD'S ABILITY TO UNDERSTAND OTHER PEOPLE'S PERSPECTIVES AND TO PREDICT THEIR BEHAVIOR. THE TEST IS USED BY PSYCHOLOGISTS AND EDUCATORS TO IDENTIFY CHILDREN WITH AUTISM AND OTHER DEVELOPMENTAL DISORDERS. THE TEST IS USED TO ASSESS A CHILD'S ABILITY TO UNDERSTAND OTHER PEOPLE'S PERSPECTIVES AND TO PREDICT THEIR BEHAVIOR. THE TEST IS USED BY PSYCHOLOGISTS AND EDUCATORS TO IDENTIFY CHILDREN WITH AUTISM AND OTHER DEVELOPMENTAL DISORDERS.

*MOPR #1

Subject: Revised Forward Specifications and Effective Serial Numbers for Changeover to Spring Rings as Described in MOPR #4.

Effective serial numbers for the addition of sealing rings to In-Line units, models 10-11 and 15-16.

10-11 000-001	10000	15-16 000-001	21000
002	001	002	21001
003	002	003	21002
004	003	004	21003
005	004	005	21004
006	005	006	21005
007	006	007	21006
008	007	008	21007
009	008	009	21008
010	009	010	21009
011	010	011	21010
012	011	012	21011
013	012	013	21012
014	013	014	21013
015	014	015	21014
016	015	016	21015

These serial numbers are to be used in conjunction with MOPR #4. The regulator valve spring was also changed to provide additional control flow. The new regulator spring 706-242 is available for identification. The new valve and spring assembly part number is 8004-738-001. The old spring 70-242 or valve and spring assembly 71-420 are obsolete and when new bearings are used, and the new parts should be used when sealing rings are used in either the 10-11, 15-16, or any of the In-Line assemblies. The spring was changed a short time after the In-Line units were changed to the sealing rings, therefore there will be a few In-Line units which will have the old spring and will need sealing rings.

The pressure chart below should be used for checking pressure of all units having the new regulator spring.

Engine RPM	Neutral Load		Forward Load		Reverse Load	
	Min	Max	Min	Max	Min	Max
500	80	120	80	120	80	120
2000	—	—	80	120	80	120

DISASSEMBLY OF TRANSMISSION

NOTE: These drain procedures should not begin until the transmission exterior and work areas have been thoroughly cleaned.

OIL DRAINING PROCEDURE

1. Remove all filler plug located below the shift lever on rear left side of transmission case.
2. If space permits, place container having approximately two (2) quart capacity under drain cap, located as shown in (Fig. 16). Remove the drain plug and transfer return tube assembly, reach into the opening with a suitable tool, and remove the return assembly. (Fig. 77). Allow oil to drain into pan.

DISASSEMBLY OF VALVE AND SPRING ASSEMBLY FROM TRANSMISSION

1. Remove shaft (1) hex head bolts, lockwashers, valve cover and valve cover gasket, as shown in (Fig. 78).
2. Remove shift lever and associated parts, (Fig. 79).
3. Tap with soft hammer on exposed threaded shaft, upon which shift lever was mounted, and roll valve

and spring assembly out of case from right side, (Fig. 78).

4. Place valve and spring assembly in a suitable holder, (Fig. 79). Remove the valve spring retainers and valve spring until the snap ring is free to be removed. The compressive of the valve and spring assembly can now be measured in the order shown in (Fig. 80).

NOTE: The control valve assembly can also be disassembled by using an valve press with suitable tools as shown in (Fig. 78).

REMOVAL OF FRONT PUMP ASSEMBLY

1. Remove the front (1) front pump retaining bolts, (Fig. 81), place a protective covering over splines to prevent damage to steel lip, and lift pump assembly upward up and over the surrounding input shaft, (Fig. 81).
2. Remove pump drive gear, front pump gasket, and Woodruff key, (Fig. 82).

NOTE: The different pump assemblies are used. One includes a backing plate which must be removed before the gears are exposed. For additional information and description see pages 48 and 49.

3. For the pump assembly with the backing plate, remove the rear (2) flat head machine screws, (Fig. 83) and lift backing plate to expose gears.
4. Next gear is identify for proper definition of gear faces during reassembly, (Figs. 83 and 84). (Figs. 83 and 84) show views of the different front pump parts when completely disassembled.



Fig. 16. Draining Transmission Oil

DISASSEMBLY OF ADAPTER AND REVERSE CLUTCH PISTON

13. Remove the four (4) cap screws (12 point heads), (Fig. 41), from the adapter and reverse clutch piston, (Fig. 40). If necessary, tap the adapter with a soft hammer to remove.

Caution: The reverse clutch pressure plate can stick permanently to the reverse clutch piston. To avoid damage, prevent pressure plate from dropping.

14. Force compressed air into reverse clutch cavity while holding piston, as shown in (Fig. 42) and piston will pop up out of reverse clutch cavity.
15. Remove trailing rings as shown in (Figs. 43 and 44).

REMOVAL OF THROAT WASHER, REVERSE CLUTCH PRESSURE PLATE, FORWARD CLUTCH SPRINGS AND BORE PIN

16. Throat washer can now be lifted from position shown in (Fig. 38).
17. Remove clutch pressure plate as shown in (Fig. 44).
18. The twelve (12) pressure plate springs and the throat (3) damper pins can now be removed, (Fig. 44).

DISASSEMBLY OF DRIVE GEAR AND CLUTCH ASSEMBLY

19. Snap the exposed front end of the input gear and lift straight up drive gear and clutch assembly parts away from end of opening in front, (Fig. 44).
20. Remove throat washers located between drive gear and planetary carrier, (Fig. 44).
21. Remove drive gear and clutch assembly in various positions and remove to install a external snap rings to hold bearing from the drive gear and clutch cylinders, (Figs. 45 and 46). Do not permit drive gear to move forward after the above snap rings are removed.

22. While holding the ring gear, tap the front end of the drive gear with soft hammer. The drive gear and forward clutch ball assembly will pass through the ring gear and forward clutch assembly to come out of the rear end of the ring gear, (Fig. 47).

DISASSEMBLY OF FORWARD CLUTCH

23. Remove bearing from clutch cylinder by tapping with soft blow tool.
24. Remove ring gear snap ring, (Fig. 48).
25. While holding ring gear, tap with soft blow tool on exposed face of forward clutch cylinder inside of ring gear. Forward clutch cylinder will now forward to disassemble end of front of ring gear. After removing the clutch spring and the clutch spring snap ring, all parts of the forward clutch can be disassembled as shown in (Figs. 49, 50, 51, 52 & 53).

26. Piston can be removed from forward clutch cylinder in position in (Fig. 41) by applying compressed air to clutch cavity through one of three (3) holes in inside diameter of forward clutch cylinder, while other holes have now blocked.



Fig. 41 Disassembling Reverse Clutch Piston to Adapter

23. Remove forward clutch working ring, as shown in (Page 10 & 11).

REMOVAL OF PINION CAGE AND OUTPUT SHAFT ASSEMBLY FROM TRANSMISSION CASE

24. Remove main shaft nut shown in (Page 10).
25. Using bearing puller, pull coupling from output shaft.
26. Remove pin (2) from head bolts and lockwashers, (Fig. 11).
27. Remove bearing retainer and gasket.

REMOVAL OF BEAR BEARING

NOTE: The following paragraphs (18 & 19) describe alternate methods of removing the rear bearing. Either method is equally desirable.

18. Using bearing puller, grasp bearing by exposed grooves on outside diameter and gently pull bearing from case, (Fig. 10).



Fig. 10. Removing Bearing From Case

19. Place transmission, with frame face down, on other press. Using roller-aid tool, press down on exposed end of output shaft until shaft is free of bearing inside diameter. Without piston rods and output shaft from design from their during this operation.

REASSEMBLY PRECAUTIONS

The following list contains a number of assembly problems which it is felt requires special attention during the assembly of the direct drive transmissions. The information herein includes the location in the manual where information and instructions are available on other important assembly features.

1. Installation of pump piston rods and output shafts extend to transmission cases without handling, (Page 12, Paragraphs 18 & 19).
2. Selection of the proper clutch spring ring ring, (Page 12, Paragraph 20).
3. Selection of the proper ring and ring ring, (Page 12, Paragraph 20).

4. Installation of subject on transmission case should follow the procedure outlined, (Page 12, Paragraph 20). For tightening the cap screws, if bolts are not already tightened a small amount, damage can result to the needle bearing and its input shaft case.
5. Pressing of pump seal during assembly of pump assembly over input drive gear, (Page 12, Paragraph 21).
6. Mounting pump to correspond to the engine rotation, (Page 12, Paragraph 22).
7. Check input shaft to insure that it rotates freely when turned by hand after transmission is assembled (Page 12, Paragraph 23).

INSPECTION AND GENERAL INSTRUCTIONS

1. Cleanliness is absolutely necessary during assembly to insure proper functioning of transmission. Transmission case passages should always have pipe plugs removed to allow for thorough cleaning. When available, use compressed air to dry parts before they are assembled. Do not use grease with pipe to clean or dry them as this will form the sludge, may cause excessive oiler action.
2. Inspect all parts for damage or wear. Replace defective parts.
3. All shafts, oil seals and rubber sealing rings should be inspected except in relatively new units. Judgment should then be exercised as to the need for replacing these parts.
4. Oil seals and bearings will best be installed by using an oiler press, suitable jacks, and tools as properly align parts being assembled. Hammering seals and bearings into position will seriously damage parts.
5. Automatic transmission fluid type "M" or type "M" should be used in lubrication parts as they are specified. Automatic jacks may be used as guides at oiler points that need be held in position during assembly. All rubber parts will retain more flexibly if lubricated.
6. Tighten all bolts and screws evenly to the recommended torque. (See page 41).

ASSEMBLY OF TRANSMISSION

ASSEMBLING OIL SEAL IN BEARING RETAINER

1. Inspect rubber lip of seal for cracks, holes or visible condition of rubber lip material.
2. Wash front face of bearing retainer or oiler press tube. Apply a suitable coating to the outside diameter of seal before installing seal.

Take back of bearing with seal lip positioned as shown in (Fig. 11). Location should be observed to insure that seal will install in seal seat.

3. Using oiler press and suitable tool, as shown in (Fig. 12), press the oil seal into the bearing retainer until the back face of the oil seal is flush with the rear face of the bearing retainer.



Fig. 11 Installing oil seal



Fig. 12 Pressing oil seal in bearing



Fig. 28. Installing baffle into the case

INSTALLATION OF THE BAFFLE IN THE TRANSMISSION CASE

1. Insert the baffle inside the transmission case with the marked side toward the front, and the center of baffle toward the bottom of the transmission case, (Fig. 28).
2. Press down on the baffle and move the rectangular clamps at each end as to the rear flanges at each side of the case, (Fig. 29). These flanges will protrude and hold the baffle in its proper place.



Fig. 29. Baffle 200 & 250 cc. Baffle Properly Installed



Fig. 30. Pinion Cage and Output Shaft Assembly Installed in Case Proper

INSTALLATION OF PINION CAGE AND OUTPUT SHAFT ASSEMBLY IN THE TRANSMISSION CASE

1. Place the pinion cage and output shaft assembly in a 3 inch diameter by 2.5/8 inch deep assembly nest, which in turn is mounted on an output press, as indicated in (Fig. 31).

NOTE: If the transmission case does not have bearing bushings for the output shaft desired, use only the output shaft of the design with three oil grooves as shown in (Fig. 32). See page 53 (Paragraphs 10 & 11), for further information.



Fig. 31. Pinion Cage and Output Shaft Assembly Properly Installed



Fig. 17. Top bearing assembly. Washers, shaft, and housing.



Fig. 18. Rear bearing assembly in place.

5. Place the transmission case over the pinion shaft and secure shaft assembly by an transmission case wedge squarely on wedge groove table which is supporting assembly tool (Fig. 21).
6. Inspect the bearing bore for possible dirt or burrs.
7. Inspect the ring bearing for scored or damaged balls and cones and for loose or rounded ball retention. Replace the bearing with a new part if damage is detected.
8. Inspect the bearing for presence of dirt. If dirt is present, wash bear-

ing until clean and lubricate with suitable transmission fluid, type "M", and/or "M", before assembly.

9. Mark the groove on the inside diameter of the bearing located across the run of the transmission, as shown in (Fig. 20), place the bearing over the protruding output shaft and squarely in the bearing bore.
10. Using an assembly tool designed to press evenly on the bearing outer and inner races, press bearing free until seated against shaft or rear shoulder. (Fig. 22).



Fig. 19. Rear bearing assembly. Washers, shaft and housing.



Fig. 20. Bearing Retainer Detail in Place



Fig. 10 Assembling bearing retainer on shaft



Fig. 11 Tightening oil seal retainer nut

13. Place bearing retainer against its seated flange(s) and turn as shown in (Fig. 10). Seals may be coated with petroleum jelly for easier assembly.

14. Place bearing retainer in place as seen in view as shown in (Fig. 11). Tighten six M10 x 1.5 inch screws and six M10 x 1.5 inch hex head bolts against flange to a torque of 40-45 pound-feet.



Fig. 12 Pressing Gear Coupling in Place

15. Inspect and lubricate the full diameter of rear coupling which runs in contact with the rubber lip of oil seal. If this surface is scratched or scored, replace the part with a new piece to prevent seal-lip damage and subsequent oil leakage.

16. After lubricating the splined portion of coupling, assemble the splined coupling onto the externally splined portion of the output shaft. When the coupling has been aligned properly on the output shaft and hand assembly has proceeded as far as possible, place a suitable tool on the coupling, (Fig. 12), and gently press the coupling with other press until contact with the bearing inner race is made.

17. Assemble onto shaft nut in place on output shaft and tighten to prescribed torque of 100 to 120 pound-feet. This should bring inner race of bearing axially in contact with the shoulder on output shaft and eliminate any undesirable end play in the coupling and output shaft combination. (Fig. 12)

ASSEMBLING DRIVE GEAR AND CLUTCH ASSEMBLY

27. With drive gear and clutch hub in assembly tool as shown in (Fig. 43 and 44), place ring gear and forward clutch assembly over drive gear as shown in (Fig. 45).

28. Lower ring gear and clutch assembly until internal teeth of clutch plates begin to engage teeth on forward clutch hub. Rotate ring gear to align teeth of plates with teeth on clutch hub. Be not force ring gear, no damage to teeth on plates will result. Move ring gear and clutch up in correct position, rear end of ring gear should be against the assembly tool or "flush" with the rear thrust face of drive gear, as shown in (Fig. 46). Be not remove drive gear and clutch assembly from assembly tool or move drive gear forward until steps 29, 47 and 48 are completed. Any movement of the drive gear forward will result in the clutch plates becoming disengaged with clutch hub and sealing rings moving out of position.

29. Place aligned parts and assembly tool in place on arbor press. Place bearing over protruding drive gear and squarely into hole on front of forward clutch cylinder press bearing down with arbor press until bearing is fully seated on shoulder and snap ring groove in front of bearing are engaged (Fig. 48).



Fig. 45 Assembling Ring Gear and Clutch Assembly to Drive Gear



Fig. 46 Assembling Ring Gear and Clutch Assembly to Drive Gear



Fig. 48 Pressing Clutch Bearing in Place



Fig. 40. Installing Snap Ring

40. Install external snap ring on drive gear. (Fig. 40).
41. Install internal snap ring in clutch cylinder. (Fig. 41).

INSTALLATION OF DRIVE GEAR AND CLUTCH SHAFTS. REVERSE CLUTCH PLATE, AND REVERSE CLUTCH DRIVE-UP PLATE IN TRANSMISSION CASE

42. Place the parts assembled in steps 1 through 11 inclusive, on a smooth, clean surface in the upright position indicated in (Fig. 51). In this position, the rear face of rear coupling will provide sufficient base to enable assembly to proceed.



Fig. 41. Installing Snap Ring



Fig. 42. Installing Snap Ring

43. Coat the drive gear thrust washer with petroleum jelly and assemble rear pinion shaft and output shaft assembly, as shown in (Fig. 43). Grease the washer carefully over base provided for rear of drive gear.
44. After lubricating the rear end of the drive gear and checking correct position of the thrust washer, insert the drive gear and clutch assembly into the case and pinion shaft and output shaft assembly. (Fig. 44). Care and proper centering must be exercised at this point to prevent damage to the bearings when the rear diameter of the drive gear enters the output shaft.

12. Install the reverse (R) pressure plate springs in the holes provided in the reverse clutch cavity, (Fig. 14). The holes should be 1/16" from the end and all springs should be firmly seated.

13. Coat the three (3) dove pin with petroleum jelly and assemble them in the three (3) pressure provided in the outside diameter of the reverse clutch cavity, (Fig. 14). Assembly is complete when the dove pins are firmly seated in and not into the pressure, as far as pressure contact will permit.



Fig. 14. Installation of Reverse (R) Pressure Plate Springs and Three (3) Dove Pins



Fig. 15. Installing Drive Gear and Clutch Assembly

17. Install reverse clutch plate over exposed splined teeth of ring gear. Clutch plate must be firmly and evenly seated on the ring gear forcing the rear of the reverse clutch cavity, (Fig. 15).

18. Install the reverse clutch pressure plate with the twelve (12) holes in the downward position. Align the rear side in the pressure plate with the large oil hole in the front face of the transmission case, (Fig. 15). When the twelve (12) pressure plate springs are not evenly spaced, the slip and oil hole alignment are

required to locate the pressure plate with relation to the pressure plate springs, (Fig. 15). A properly assembled reverse pressure plate will appear as shown in (Fig. 15). If pressure plate does not drop into position, approximately flush with transmission case front face, check the three (3) dove pins for possible misalignment.



Fig. 16. Installing Reverse Clutch Pressure Plate



Fig. 42 Front Pump Parts for 1965-66 Mustang

ASSEMBLY OF FRONT PUMP

11. Confirm the parts shown in (Fig. 42) and check carefully for the following:

- (a) Damage to gear surfaces, movement, and gear clearances.
- (b) Oil seal lip for bearing condition, cracks and wear, and seal outside diameter for dents or scratches.
- (c) Seal must be loose.



Fig. 43 Installing Front Oil Seal

NOTE: Two different pump assemblies have been used on the Model F6C & F7C transmission. If the pump assembly on your transmission includes a locking plate see page 98 (paragraphs 1 through 10) for important information concerning its assembly and service.

The front pump assembly without the locking plate can only be used with the new CTC-601 adapter (Fig. 40), the seal key 14731, and the new version of the drive gear with the re-laminated pump lever. For identification of the proper parts see (Fig. 40).



Fig. 44 Front Pump Is Lowered Into Housing

12. Place pump bearing squarely on other pump shaft. Apply a suitable sealant to the outside diameter of seal before installing squarely into bore of housing with seal lip positioned as shown in (Fig. 41). Caution should be observed to insure that no sealant is not used, that no excess is wiped away after the seal is installed, and that the sealant does not get on the mating element.
13. Using an arbor press and suitable seal, press seal into housing until front face of seal is flush with front face of pump housing (Fig. 45).

44. Drive seal is assembled. Lubricate the pump housing with the proper concentration oil and place as shown in (Fig. 43). Install lubricated drive pump gear with identification mark as shown in (Fig. 43).

ASSEMBLING FRONT PUMP ON ENGINE

45. Place gears assembled in steps 1 through 44 inclusive as shown in (Fig. 43), after inspecting the adapter face for dust and contamination.

46. Lubricate and install front pump gears. (Fig. 44).



Fig. 43 Assembling front drive gear and front pump housing

47. Rotate the splined portion of the input drive gear with a suitable tool to position the rubber lip on the seal during the assembly of the remaining front pump gears. (Fig. 44).

48. With the pump driven gear properly installed in the front pump housing, assemble the housing and pump driven gear upwards over the protruding input shaft and assembly tool. A slight rotation of the pump housing and pump driven gear will allow engagement of pump gear teeth. (Fig. 45).



Fig. 44 Installing front drive gear

49. Install Woodruff key. (Fig. 46).

NOTE: Check (Fig. 46) to determine that proper key and shaft are used.

50. Install the pump drive gear on the input shaft, with one of the Woodruff key flats in drive gear mating with the Woodruff key on the input shaft. (Fig. 46).

NOTE: The two pump gears should be assembled so that the same gear faces are mated with the mated face of the pump housing as listed in dimension. Marks should have been applied as dimension to insure proper assembly. (Page 24, paragraph 33).



Fig. 45 Assembling front pump housing



Fig. 46. **Corrected Rotation for Forward Pump Run in Self-Start Mode**

47. Repeat the pump mounting bolt, nut and washer indicating direction of rotation as correspond with the direction of rotation required by the engine. (Fig. 46). If not installed in the proper rotation the pump will not provide oil pressure to operate the transmission when engine is started.

NOTE: After the direction of the pump is corrected make the internal view of the pump on the transmission and be certain the transmission is correct with rotation required to run for which the transmission



Fig. 48. **Mounting Pump Run to Double**

run originally assembled. The direction of rotation of the pump on a 1,500 r.p.m. transmission should always agree with original factory installation and must not be changed.

48. With the pump assembled correctly against the adapter and pump gasket, set the end assembly nut correct, install three 1/4-16-18 hex head bolts. (Fig. 48). Tighten hex head bolts evenly to torque of 17.00 pounds-feet.
49. Check freedom of rotation of pump gears in pump housing by rotating the input shaft. If the pump will not rotate freely, disassemble the pump and check for foreign material.



Fig. 49. **Correct View of Pump and Housing**

in the pump. Any dirt particles on the adapter face will also tend to rack the pump when mounted on the adapter and cause it to wear.

ASSEMBLING VALVE AND SPRING ASSEMBLY

50. Select the valve and spring number is compatible, as shown in (Fig. 50) on a clean surface and note carefully the following:
- (a) The relative position of the pressure dependent valve faces the valve spring.

14) The valve spring assembly and the pressure regulated valve.

15) The pressure portion of the valve spring release assembly over the valve spring.

- 16) After carefully checking the pressure regulated valve and the beam in the forward and return gas compression valve for dirt and burrs, assemble all valve and spring components shown in (Fig. 70).



Fig. 70. Assembly of bearing

INSTALLATION OF THE VALVE AND SPRING ASSEMBLY IN THE ENGINE-DRIVEN CASE

- 17) Place parts assembled in steps 1 through 16 inclusive, on clean flat surface. Take the opening provided high at the right-hand side of the transmission case, place the valve and spring assembly, threaded and nutting first, (Fig. 71). This is a hand assembly and is completed when the valve and spring assembly "bottoms" against the shoulder in the cast iron.



Fig. 71. Install Valve Assembly in Piston

- 18) Place the assembled unit in a valve stem assembly fixture, (Fig. 72). Turning handle of threaded plunger, compresses the regulator valve spring until the groove for the snap ring in the pressure regulator valve is fully exposed. Insert snap ring shown in (Fig. 73). The "O" ring shown in (Fig. 70) should be installed on end of valve.

NOTE: The control valve assembly can also be assembled by using an air pressure with suitable tools, as shown in (Fig. 73).



Fig. 72. Installation of regulator bearing assembly



Fig. 10. Assembly of valve lever.



Fig. 11. Shift lever assembly.

ASSEMBLY OF SHIFT LEVER

10. To insure correct positioning of valve and transfer assembly of lever, align .005-.010 width slot in valve with bottom 1/4-1/2 hole hole in valve cover then of case as shown in (Fig. 11).

11. Assemble the valve cover gasket, valve cover, lockwashers and two head bolts as indicated in (Fig. 11). Torque two head bolts to 8-11 pounds-feet.

12. Assemble shift lever and related parts in the order shown in (Fig. 11). Torque the two nut 8 to 11 pounds-feet. (Fig. 11). Rotation of the valve and spring assembly through the forward, neutral and reverse position should require no more than finger-tip effort. If valve binds in position, remove and inspect.



Fig. 12. Assembly of shift lever and transfer.



Fig. 13. Shift lever, transfer and transfer.

INSTALLATION OF OIL STRAINER ASSEMBLY AND OIL DRAIN PLUG INTO TRANSMISSION CASE

17. Assemble the oil strainer assembly, under line return tubing and vent or return tube assembly in the order shown in (Fig. 17). The gromet end of the oil strainer assembly should be approximately 1/2 inch below the face of the case when the assembly is correctly installed.

18. Tighten under line return and oil drain tubing to recommended torque of 15 to 25 pounds feet.

INSTALLATION OF NICKELBORON BRAZING PARTS

19. Install the bracket assembly as shown in (Fig. 18). Be sure bracket is on the top of the bracket assembly illustrated as this will change the seating element. For installation of other type bracket assemblies see page 46, paragraphs 2 & 3 of the instructions.



Fig. 18. Installation of bracket assembly



Fig. 19. Installation of dip stick assembly

20. Install the dipstick assembly as shown in (Fig. 19) and tighten to a torque sufficient only to prevent oil leakage (approximately 15-25 pounds feet).

21. Install 3/8-16, 1-1/4-18 and 1/2-20 drywall plugs, (Fig. 20) and torque to values indicated on page 46.



Fig. 20. Installation of nickelboron
2 & 3 of 4

SPECIAL INFORMATION AND INSTRUCTIONS

MODEL 70C & 71C TRANSMISSIONS

NOTE: It may be found that in a Model 70C or 71C transmission assembly a number of components may vary from the description and illustrations presented in the preceding portions of this manual. This results from changes which have been made since the first introduction of this model. In this section the information and description is presented for those features which are no longer incorporated in the current production models.

INSTALLATION OF OIL FILLER CAP AND OIL STRAIN ASSEMBLY

5. Place oil filler cap and dipstick assembly in the oil-filler tube provided on rear left side of transmission case, (Fig. 61). Push down on filler cap and dipstick until assembly bottoms on tube, then turn cap to right as far as it will screw (Fig. 62).

INSTALLATION OF OIL STRAINER ASSEMBLY AND OIL DRAIN PLUG INTO TRANSMISSION CASE

6. Assemble the oil strainer assembly (700-990) and master line return (hooking 44014) in the order shown in (Fig. 63). The end cap of oil strainer assembly should protrude out of tappet hole in case approximately 1/4 inch when inserted to full depth.

NOTE: Hooking (44014) illustrated in (Fig. 77) is used with present oil strainer assembly, but be used with the old oil strainer assembly (710-990) shown in (Fig. 64). On the other hand, the old hooking (44014) is not threaded the entire length of its internal thread. Therefore, it cannot be assembled with the master return tube (710-99) shown in (Fig. 77). Before complete assembly of parts, illustrated in (Fig. 77) or (Fig. 64), it is noted as they are interchangeable.



Fig. 61 Installation of Oil Filler Cap and Dipstick Assembly



Fig. 62 Locking of Oil Filler Cap Assembly and Cap for Line Return Hooking



Fig. 40: Installation of breather assembly



Fig. 41: Installing breather assembly



Fig. 42: Checking Breather in Final Assembly

INSTALLATION OF BREATHER ASSEMBLY

1. In addition to the breather assembly shown in (Fig. 40), other breather assemblies will be found as are illustrated in (Fig. 40) and (Fig. 41). The above illustrations demonstrate the manner in which these breather assemblies are installed.
2. The breather in (Fig. 41) is supplied for those installations where a pressure type breather replaces the breather shown in (Fig. 40). This breather is used with an internally threaded fitting which presses into the case before the installation of the threaded breather assembly.

ASSEMBLY OF FRONT PUMP

NOTE: The following instructions are for the assembly of the front pump with a locking plate (Fig. 43). This pump can be used with either of the two different adapter housings, but it should normally be found assembled on the one shown in (Fig. 43). In all the various versions of the pump, the same can be used with this pump, but the proper one must always be used with each shaft. See (Fig. 43) for comparison of the installation of the two pump assemblies and information on the other related parts.



Fig. 43: Exploded view of the installation of the front pump. The pump is shown on the left, and the adapter housing is on the right.

3. Examine the parts shown in (Fig. 50) and check carefully for the following:
 - (a) Boreing is gear perfect, cross-hatched, backing plates and gear faces.
 - (b) Bolts and liners on both faces of backing plates.
 - (c) Oil seal lip for leakage conditions, cracks and chips. Oil seal outside diameter for dents or scratches.
 - (d) Gear teeth for liners.



Fig. 49. Inspecting oil seal

4. Place pump bearing squarely in shaft grove holes. Apply a suitable sealant to the outside diameter of seal before installing squarely into hole of housing with seal lip positioned as shown in (Fig. 51). Careless should be observed to insure that the sealant is not used, that the grove is wiped free after the seal is installed, and that the sealant does not get on the sealing element.
5. Facing an entire grove and suitable seal, grove and gear bearing will form face of seal on flange with frame face of gear bearing. (Fig. 52).



Fig. 50. Mounting oil seal

6. Place bearing, lubricated with appropriate transmission fluid type "A", within "A", and complete with seal in position shown in (Fig. 53). Install lubricated grove as shown, with reasonable identification marks marked. (Fig. 54).



Fig. 53. Mounting pump parts on the bearing shaft, including in (A) and



Fig. 54. Inspecting Pump Mount



Fig. 40. Installing locking plate



Fig. 41. Guiding the rear pump split shaft bearing from



Fig. 42. Mounting front cover

8. Impact both faces of locking plate for drive, intermediate and assembly, as shown in (Fig. 38).

10. Install the flat head machine screws and tighten to final torque of 20 to 30 pounds-foot, (Fig. 34). Check rotation of gears as assembled in pump housing; diameters and in space of gears do not turn freely.

Mounting front pump or trans. housing

11. Place assembled transmission on rear face of coupling in upright position, as shown in (Fig. 37). Impact upper exposed splines from the drive and observations, then lock, cure and install front pump gears.

12. Install Woodruff key.

NOTE: Check (Fig. 36) to determine that proper key and shaft are used.

13. Use a portable test to cover the exposed portion of the input shaft and thereby protect the rubber lip on the oil seal during assembly of front pump. (Fig. 37).

14. When checking the following items, place the front pump assembly, steps 5 through 10 inclusive, separately down over the protruding input shaft and assembly only. (Fig. 37).

(a) Alignment of Woodruff key also in drive gear with mating Woodruff key on the input shaft.

(b) Orientation of pump mounting bolt holes and direction of rotation arrow, depending on desired direction of input rotation. (Fig. 36 or Fig. 39).

(c) Freedom of rotation of pump gears in housing.

(Fig. 400). The location of the markings on the 71-40 pump housing identifying the orientation of the pump assembly on the adapter has eight, or less, lead markings will vary depending upon which pump assemblies and adapters are used.

The newer pump assembly with backing plate, identified by the rib on the pump housing, will be properly oriented when the marking on the pump housing appears as shown in (Fig. 401), when mounted on the 71-40 adapter, (Fig. 402). If the same pump were mounted on the new adapter 71C-4, (Fig. 411), the pump markings would be identical to those illustrated for the new 71C-40 pump assembly in (Fig. 411).

The older pump assembly with backing plate, identified by the absence of the rib on the 71-40 pump housing, would appear as illustrated in (Fig. 401) when mounted on the old 71-40 adapter (Fig. 402). This older pump assembly with backing plate could also be mounted on the new 71C-4 adapter (Fig. 411), but this has not been illustrated as an original factory installation was made in this manner.



Fig. 400 Orientation markings for the 71-40 pump assembly on 71-40 adapter



Fig. 401 Orientation markings for the 71-40 pump assembly on 71C-4 adapter

15. With front pump assembly resting against its panel and seal assembly seal removed, install two 1-1/8 long hex head bolts, (Fig. 403). Tighten hex head bolts evenly to torque of 27 to 32 pounds-feet.

ELIMINATION OF REGULATOR VALVE BUBBLES

16. Run pressure regulator valves 71-1411 have a relief at the upper diameter at the closed end for the elimination of regulator valve foam, (Fig. 404). If a communication should have a valve bore and two valves a 71-1411 pressure regulator valve which does not have the relief, the valve should be replaced, or repaired as illustrated.



Fig. 403 Installing front pump assembly



Fig. 10. Schematic diagram of drive gear assembly.



Fig. 11. Cross section of drive gear and shaft assembly.



Fig. 12. Drive gear and output shaft assembly of the engine.

DRIVE GEAR AND PULLEY ASSEMBLIES

17. The two methods of sealing the end of the drive gear are illustrated in (Fig. 111). Method "B" illustrating the method now used will attach "B" the method formerly used. The two drive gear assemblies, varying only in the method of sealing the end of the shaft, are fully interchangeable.

FINISH COGE AND OUTPUT SHAFT ASSEMBLY

18. Finish cage and output shaft assembly has been supplied with three oil grooves around the shaft diameter as shown in (Fig. 112). This shaft can be used to replace any shafts. However, shafts without the grooves must not be used with these forward and reverse transmission cases supplied without the PU-208 bearings.

FORWARD AND REVERSE GEAR TRANSMISSION CASE AND RUNNING ASSEMBLY

19. Two versions of the transmission case have been supplied; one includes bronze bushings for the output shaft journals, the other is designed for use without the bushings. These two versions of the transmission case are completely interchangeable, except that the case without bushings cannot be used with the output shaft assemblies which do not have the oil grooves (Fig. 113). Information regarding the correct replacement of your bushings can be found on page 39, (Fig. 113). It is necessary to replace a case of the design without bushings because of worn journals, it can be returned to your engine supplier. Do not return the case to Warner Gear for inspection and installation of bushings and can furnish information concerning the cost of this service.

SPECIAL INFORMATION AND INSTRUCTIONS

NOTE: Except for the descriptions and illustrations on the features included in this section all other information concerning the Model T90 and T90 Transmissions may be found in preceding sections of this manual containing information for the assembly or disassembly of the Model T90 and T90 Transmissions, or in the special supplementary section for these Transmissions, pages 62 to 64.

INSTALLATION OF BATTERED JOINTS

2. According to some reports, broader membership was shown in 1956, 1958.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

3. The group assembly for the Model run and TSC communications (TSC-AM) contains a different plan than the group assembly with briefing plans for the Model (by) and TSC (TSC-AM). They are identical in all other respects. Therefore, when receiving the from group assembly TSC-AM follows the information in paragraphs 5-250 pages 88 to 89, with the assumption that the end should be entered into the from briefing until from data is read in L8 (both from from data at group briefing. (Fig. 200).



1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

3. The drive gear assembly has a 311.5-centimeter input drive spline. For other instructions see page 52, paragraph 32.

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4. For assembly of shift lever see page 44, paragraph 14. The assembly procedure is the same for the Model 100 and 110 Transmission as that described and illustrated for the Model 100 and 110. Although the



Abstract



1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

present shaft have 171-1760, (Fig. 171, can be substituted for the shaft shown in (Fig. 166). It would change the travel of the control linkage for shifts between "Neutral" and "Reverse" positions, see (Fig. 173 and (Fig. 161).

SPECIAL INFORMATION AND INSTRUCTIONS MODEL 70 & 71 TRANSMISSIONS

NOTE: Except for the dimensions and illustrations on the features included in this section all other information concerning the Model 70 and 71 Transmissions can be found in the general information for the assembly or disassembly of the Model 70 and 71 Transmissions, or in the special supplementary sections, pages 17 to 18.

ASSEMBLY OF FRONT PUMP

- On early production Model 70 and 71 transmissions the overall height of the gear housing between front and rear 1-7/8 inches instead of 1-5/8 as all other earlier pump assemblies. For any pump housing having the 1-7/8 inch dimension, assemble the rear 1/8 inch below opposite pump flange. For all other information regarding the front pump see page 16, paragraph 45.



Fig. 46 Installing baffle

ADAPTER CAPSCREW

- The 1/8-24x1-1/4 hex socket cap screw (148994) formerly used to fasten the adapter to the transmission case have now been replaced with a similar (148995) cap screw (148995) which has better loading characteristics. The two types are completely interchangeable.

INSTALLATION OF THE BAFFLE IN THE TRANSMISSION CASE

- Place the baffle inside the transmission case with the curved portion below the rear spherical bearing in the case as shown in (Fig. 167). Also refer to (Fig. 41 and (Fig. 73.
- Position the front end of the baffle so that the center of the baffle rests on top of the bolt at the front center of the transmission case and the lowest front corner of the baffle is located below the rear spherical bearing on the front of the transmission case.

Keep the baffle level position by lifting up on the curved portion so that the two large holes are located directly on the spherical bearing at the rear of the transmission case as shown in (Fig. 167).



Fig. 47 Adapter cap screw

INSTALLATION OF OIL STRAINER ASSEMBLY AND OIL DRAIN PLUG INTO TRANSMISSION CASE

- a. Using the oil strainer assembly, strainer gasket and oil drain plug as shown in (Fig. 100) proceed as follows:

(a) Insert the oil strainer into the tapped hole provided in the lower-right side of the transmission case. The end of the oil strainer assembly will be approximately 1/2 inch below the finished base of the case when properly installed.

(b) Insert the strainer gasket on the oil drain plug and screw the oil drain plug into the case drain hole. Tighten plug to a torque of 10-15 pounds-feet.

NOTE: The oil strainer assembly T1-270 shown in (Fig. 100) has replaced a strainer oil strainer assembly T1-270B, but these two parts are fully interchangeable. However, oil strainer assembly T1-270, with

the strand nut and wire ring, should not be confused with either of the two other oil strainer assemblies. It can only be used when cooler return flow does not return through the oil strainer assembly.

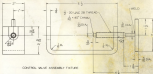
COOLER RETURN TO TRANSMISSION

1. In the Model N and T1 transmissions it is now recommended that the cooler oil flow be returned to the transmission case as shown in (Fig. 11). Transmissions with the cooler flow returning to a source other than that now recommended need not be changed. However, the arrangement now recommended is chosen to prevent failures in other transmission installations, and permits better removal of the cooler oil. Cool oil flow to the pump assembly.

NOTE: If cooler return flow is changed to the new location be sure that the oil strainer installed is similar to the one illustrated in (Fig. 100). The oil strainer assembly with one end sealed would block the flow of the cooler return oil.

TORQUE SPECIFICATIONS

PART NUMBER	DESCRIPTION	APPLICATION	TORQUE LBS.-FT.
179823	5/16-18 x 1-1/2 HEX HEAD BOLT	PUMP TO ADAPTER	17-22
4911	3/8-18 x 1-1/4 12 POINT CAPSCREW	ADAPTER TO CASE	27-37
179793	1/4-20 x 3/8 HEX HEAD BOLT	VALVE COVER TO CASE	8-11
115329	5/16-24 NUT	SHIFT LEVER TO VALVE	8-11
179859	1/16-14 x 1-1/4 HEX HEAD BOLT	BEARING RETAINER TO CASE	27-32
4715L	1-20 NUT	OUTPUT SHAFT NUT	100-200
4885B	3/4-14 BUSHING	COOLER RETURNS TO CASE	23-33
444687	1/8-27 DRYSEAL PIPE PLUG	CASE	7-12
444691	1/4-18 DRYSEAL PIPE PLUG	ADAPTER	12-20
444666	3/8-18 DRYSEAL PIPE PLUG	CASE	17-27
71-A195	1/4-14 PIPE PLUG	DIPSTICK ASS'Y. INTO CASE	10-15



The assembly tool drawings shown on this page are included to illustrate how these tools may be made. Most millwrights, however, in assembling and disassembling the transmission and other divisions may be performed by the substitution of other objects of pro-

portion. However, the use of the oil pump assembly tool, or other means of processing the seal lip, is a necessity.

The drawings are provided as a convenience.

WORKING WITH HANDS NOT NECESSARILY ON ALL OF THE TOOLS ILLUSTRATED.

*NOTE #4

Subject: Vehicle Drive Reverse Clutch Plates

CHART LISTING REVERSE CLUTCH PLATES

PART NUMBER	DESCRIPTION	PLATE THICKNESS	
		Inch	mm
11-66-071	1964	240 - 252	6.21-6.40
12-068	Overhead Camper	2685-282	1.54-1.60
12-06800	Overhead Camper	1125-118	2.88-2.95
10-17-000-001	Pushover	112-118	2.81-3.00
12-170	2000	0002-001	1.68-1.69

11) Not longer available from Warner Bros.

The following chart will simplify the selection of the correct reverse clutch plate for field servicing of Vehicle Drive transmissions. The correct clutch cavity depth should be measured and a reverse clutch plate and dowel combination should be selected according to the listed and cavity depth as shown in the following chart. The new cast-iron plates 10-17-000-001 are recommended. However, proper combinations of earlier clutch plates may be used.

CLUTCH SELECTION

TRANSMISSION MODEL	CLUTCH CAVITY DEPTH		PART NUMBER OF PLATE	NUMBER PISTONS	OTHER COMBINATIONS
	Inch	mm			
1. 700 & 71	182	45.9	71-66	1	2 or 10
2. 72			71-81-20*		
3. Direct Drive	182	45.9	72-060	2	None
4. 72			72-110		
5. 71 Pushover	280	71.1	71-81-20*	5	5
6. 72 Direct Drive			72-060		
7. 72	280	71.1	72-110	5	5
8. 72 Pushover			72-171-20*		
9. 72	1004	27.2	72-060	2	9
10. 72			72-170		
11. 72	280	71.1	80-001-20*	5	None
12. 72			72-110		
13. 71 Direct Drive	220	55.8	71-81-20*	7	7
14. 71			71-81-20*		
15. 71 Direct Drive	240	60.9	70-17-000-001	5	5
16. 71			71-81-20*		
17. 71 Pushover	280	71.1	70-17-000-001	5	2
18. 72 Direct Drive			72-110		
19. 72	1004	27.2	70-171-20*	4	4
20. 72			72-110		
21. 700 & 71	182	45.9	70-17-000-001	1	1
22. 71			72-110		

*Not Recommended

Do they have been discontinued except for the following:

44807-18

44807-19

44807-20

44807-21

44807-22

44807-23

44807-24

44807-25

44807-26

44807-27

44807-28

44807-29

44807-30

44807-31

44807-32

44807-33

44807-34

44807-35

44807-36

44807-37

44807-38

44807-39

44807-40

44807-41

44807-42

7207 Forward Clutch Pack Kit

7207 Forward Clutch Pack Kit

Output Shaft Bushing Kit

Oil Seal & Sealing Ring Kit

Gas Bushing Kit

Sealer, Oil Seal & Sealing Ring

Kit for 7207

Pier Light Kit

Seal Parts Kit for 7207

Drive Gear Alarm Kit

Neutral Switch Kit

Seal Ring Kit for All 700, 720,

& 720 Units

Sealer & Seal Kit for All CR2 units

Seal Parts Kit for CR2 Units

Drive Output Kit

Don't Waste Time - Call Now

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Indicates kits may not be purchased from kits that have been discontinued even though the kit will be shipped to customer. Use kits 10-17-000-001 and 44807-21 to replace kit 44807-18.