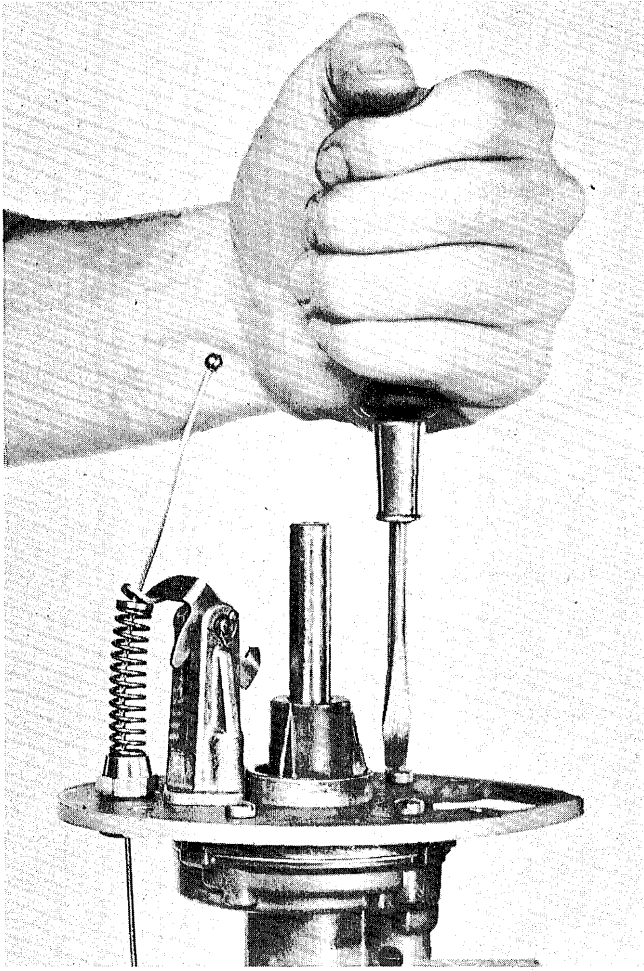
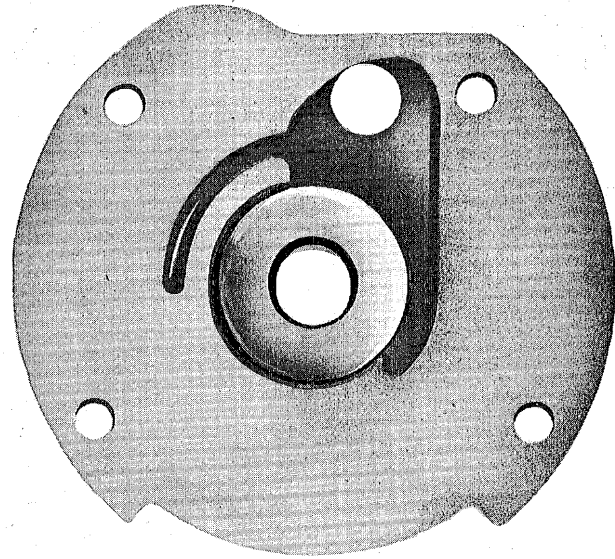




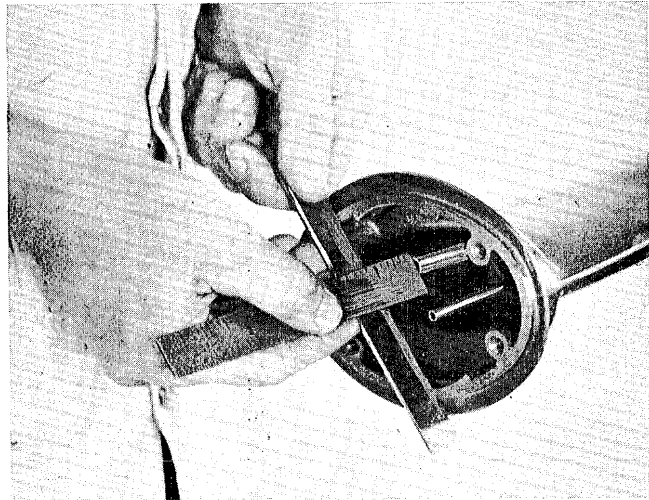
The water pump assembly is installed in the upper gearcase section and is made accessible for inspection or repair on removal from the bearing support plate as shown below.



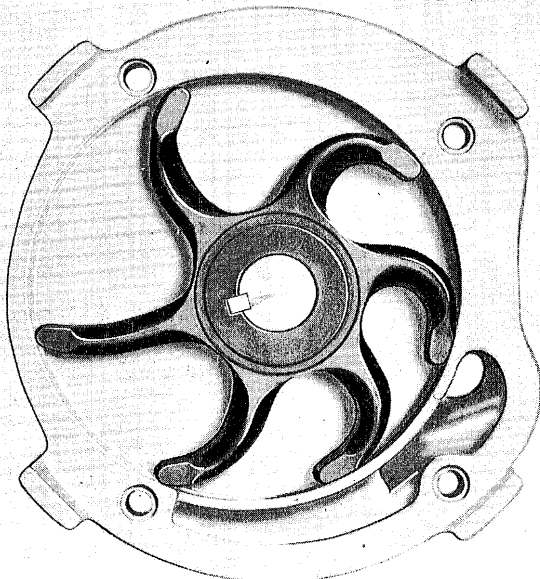
Detaching Bearing Support and Clutch Control Mechanism from the Water Pump Assembly



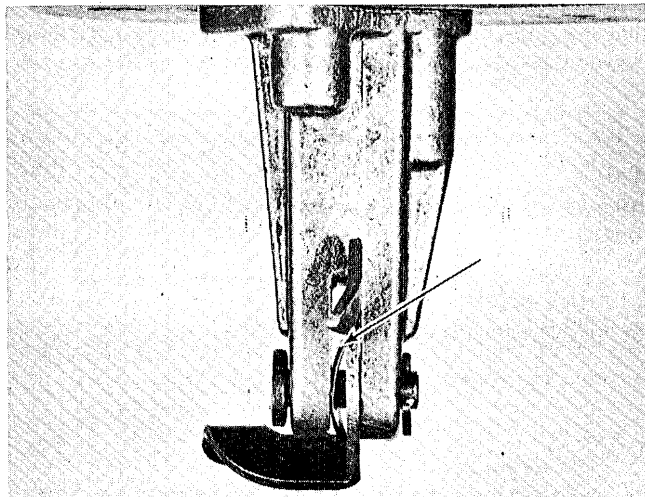
Top Side of Bearing Support Plate Showing the Oil Seal and Water Channel (Intake) for the Water Pump



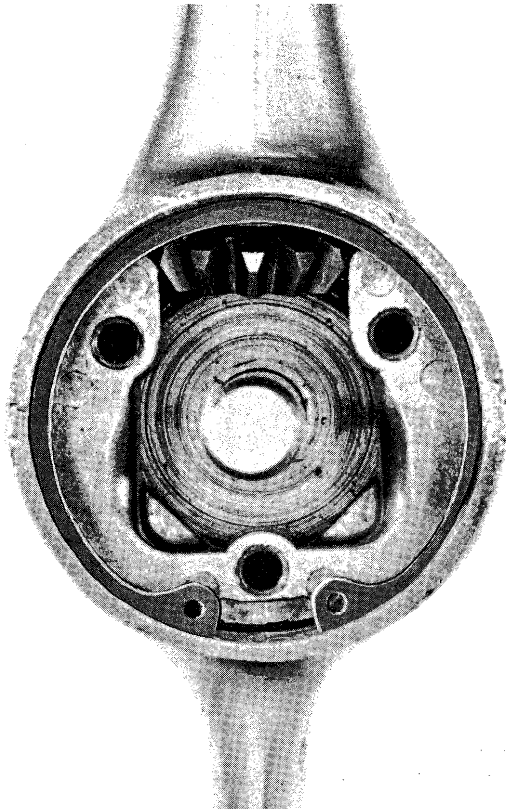
Correct Procedure for Checking Position of the Water Tube (to Cooling System)—End of the Tube Should Locate $7/8$ " Below Surface of the Housing as Illustrated—IMPORTANT: End of Control Cable Tube Should Protrude $7/8$ "



Showing Position of Impeller in the Water Pump Housing—for Further Explanation of the Pump, see Page 408

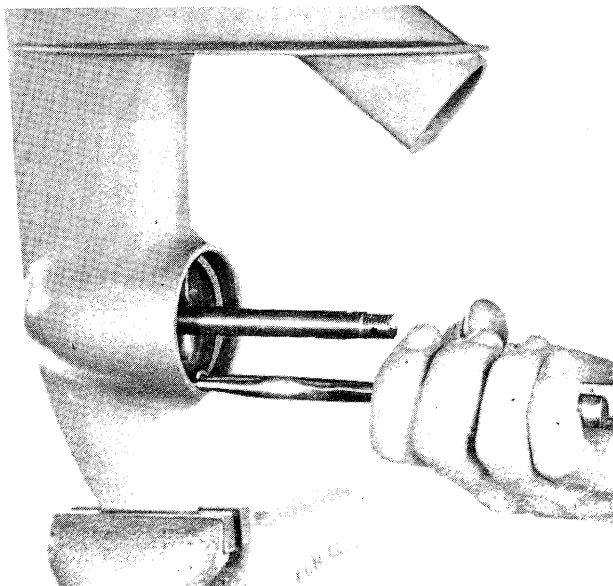


Note Correct Position of Spring Washer in Assembly of the Clutch Control Mechanism



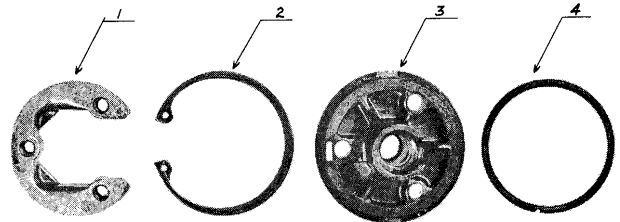
Showing Position of Retainer Ring in the Gear Case

To gain access to the gear assembly, remove three screws holding the gearcase head fast to the gearcase—withdraw the gearcase head. Final disassembly is accomplished by compressing the lockplate retainer ring with a pair of pointed nose pliers as shown here. Turn the gearcase upside-down to permit the clutch-shock absorber assembly falling out in palm of hand. Remove the lockplate and propeller shaft-gear assembly.

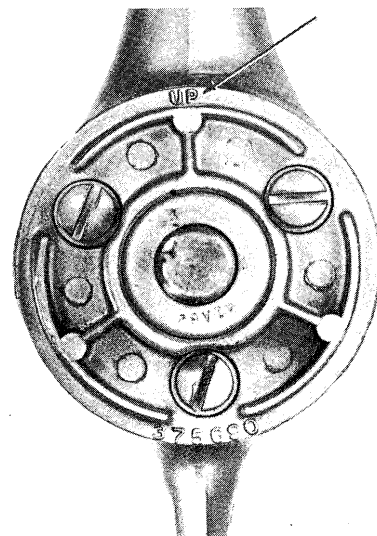
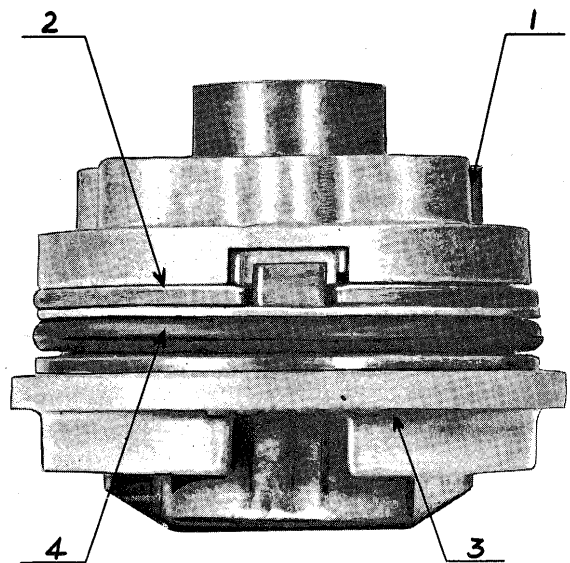


Illustrating Procedure for Removal of the Retainer Ring with Pointed Nose Pliers to Accomplish Final Disassembly of the Gearcase

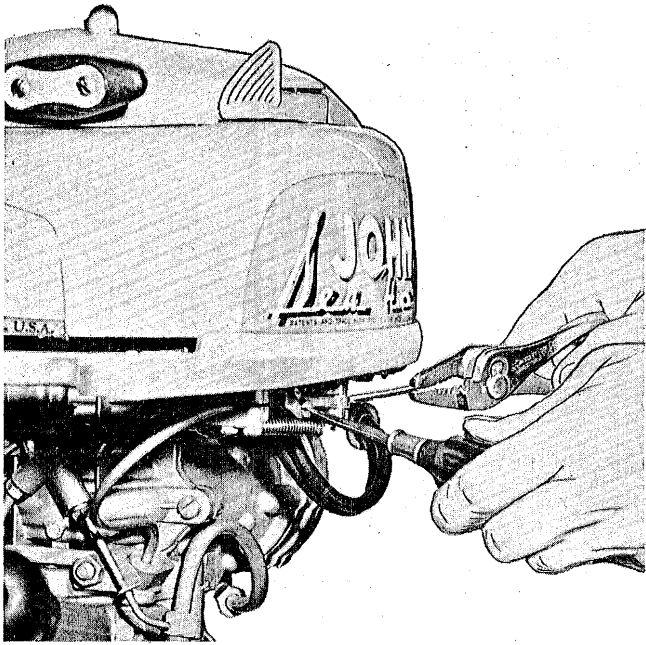
All parts of the lower unit assembly should now be available for inspection or replacement as required. Bearings are cast in. Reassembly should be carefully performed in order reversed of that explained above.



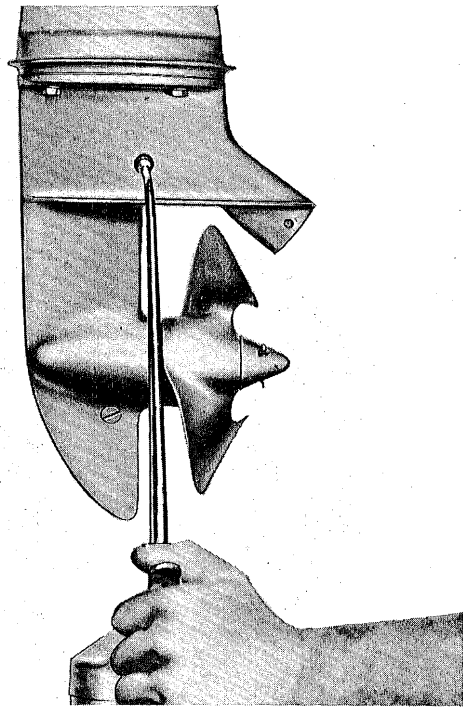
Top—Illustrating Details of the Gearcase Head Assembly: Below—Gearcase Head Assembly. (1) Lockplate, (2) Retainer, (3) Gearcase Head (Including Bearing and Oil Seal), (4) "O" Ring



Illustrating Correct Position of the Gearcase Head when Attached to the Gearcase



Illustrating Procedure for Correct Anchoring of the Clutch Cable on Completion of Assembly. Note—Neutral Control Lever in "Run" Position. Grasp Protruding End of Control Cable with Pliers, as Illustrated—Pull to Take up Slack (to a Point Beyond Where Spring Tension is Felt). Draw up Snugly on Clamp Screws



The Gearcase is Lubricated with Hypoid Gear Lubricant. Oil Seals are Provided for the Propeller Shaft and Drive-shaft. See Page 371 for Details of Oil Seal Installation.

NOTE: The inner driveshaft casing seal is not built into the lower unit assembly in the Model TN — same being replaced by a carbon seal, "O" ring, washer and a spring which bears against the carbon seal from below to insure contact with the end of the crankshaft. The "O" ring seals the space between the outside wall of seal and recess (which contains the above parts) in upper end of driveshaft casing.

NOTES
