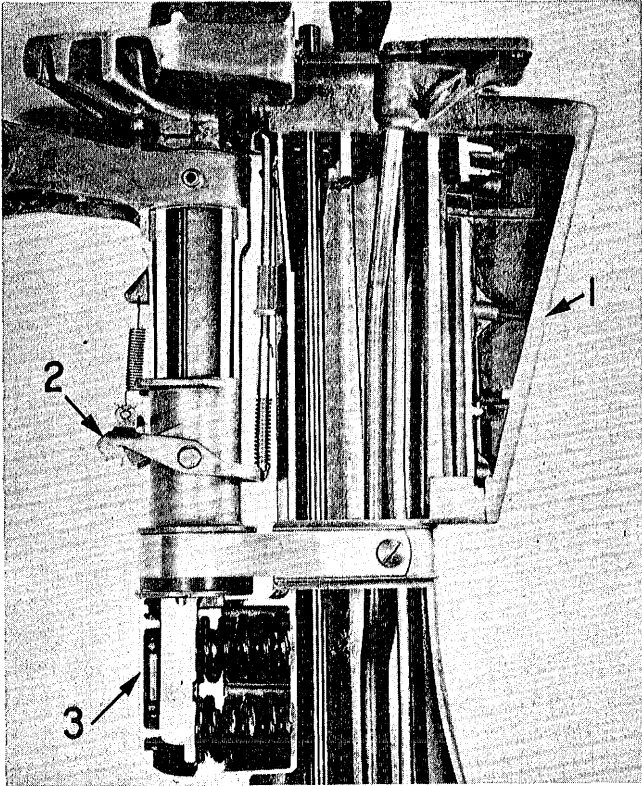
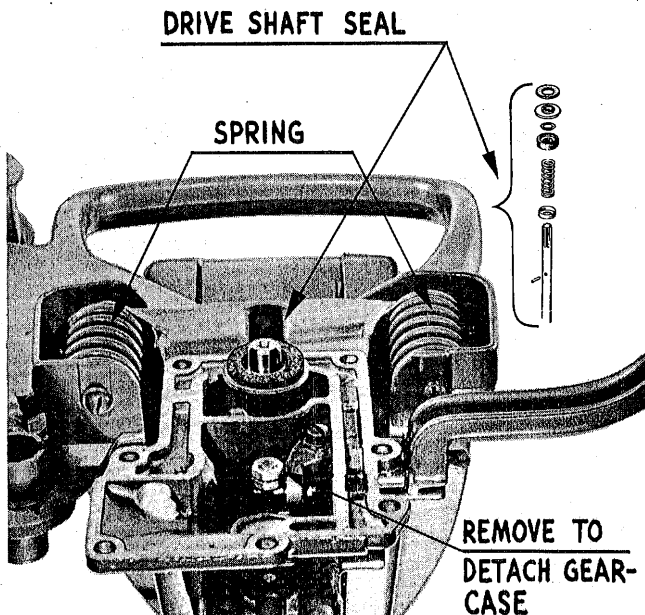




LOWER UNIT



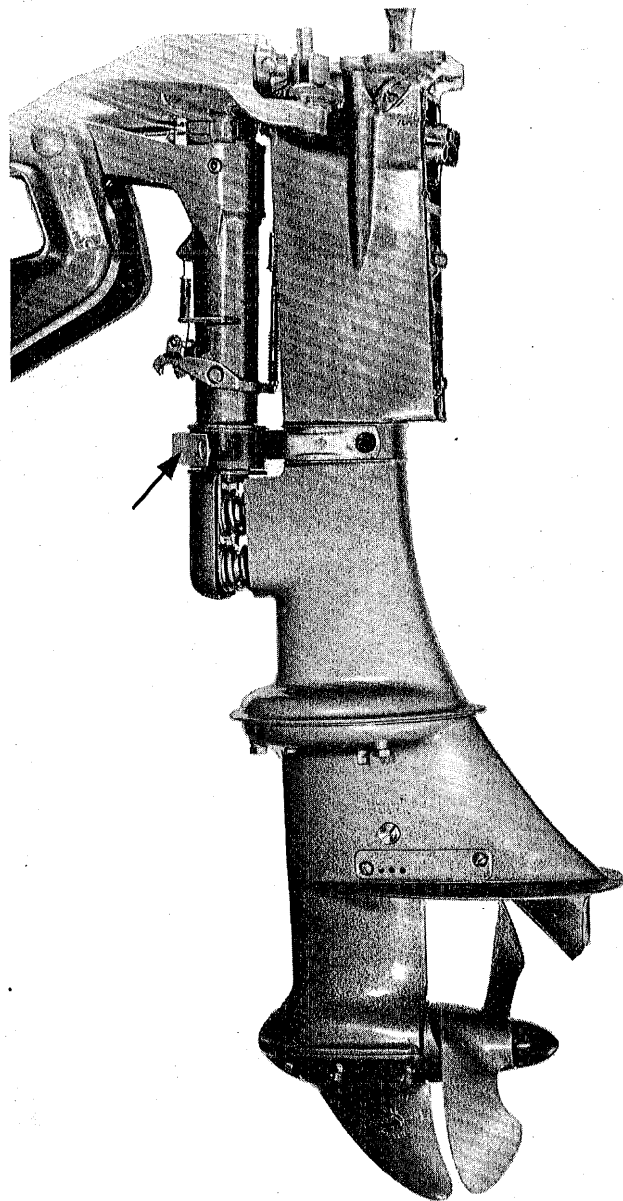
Upper section (sectionalized) of the lower unit showing (1) the muffler silencer, (2) the reverse lock and (3) cushion mount springs, which absorb shock of power impulses.



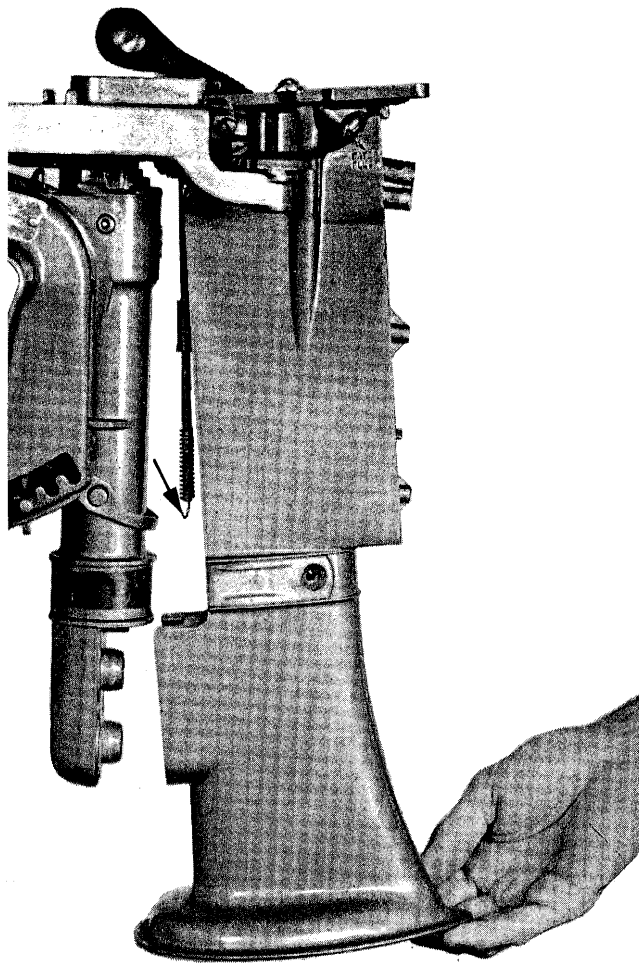
Showing top end of the lower unit, exposing the driveshaft and seal assembly, the shift rod lever and securing nuts and the cushion mount springs. Arrow indicates position of seal on the driveshaft and assembly lay-out to the right. To detach the shift rod as required when removing the gear-case, remove both nuts holding rod fast to the shifting lever swivel. Replace in reverse order. Springs are employed to absorb torque impulses created by the Power Head. Note—Always install a new cork washer (No. 303355)—top of crankshaft seal assembly when removing and prior to replacing the Power Head.

The Model CD lower unit is of simple but sturdy construction and built along conventional lines as employed in other models, except that cushion mounting and an exhaust expansion or silencing chamber—attached to the exhaust stack—have been included to reduce audible operating noises to a minimum. Cushion mounting minimizes sounding board effect of the transom to which the motor is attached while the exhaust silencer acts to reduce the staccato effect of exhaust discharge.

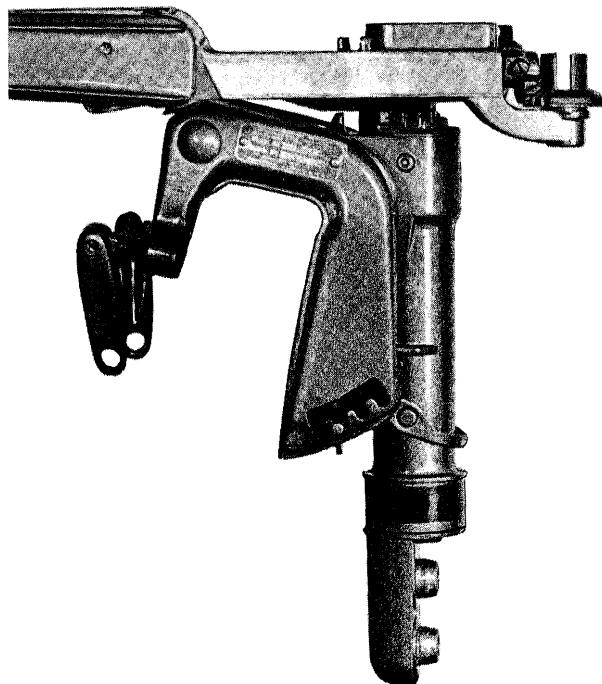
A gear shifting arrangement—forward, neutral and reverse is provided. See page 407 and a Vari-volume pump for cooling purposes. See page 408. A propeller shock absorber is built into the drive-shaft assembly—Maintenance and assembly operations are not difficult to perform—Note details of construction as they appear in sectionalized view of the lower unit assembly on page 389.



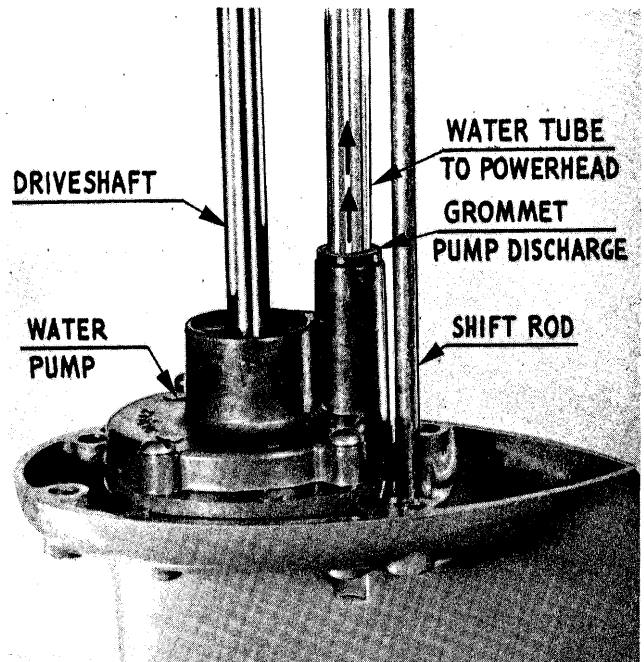
To detach gearcase-driveshaft casing assembly from the swivel bracket, remove band indicated by the arrow.



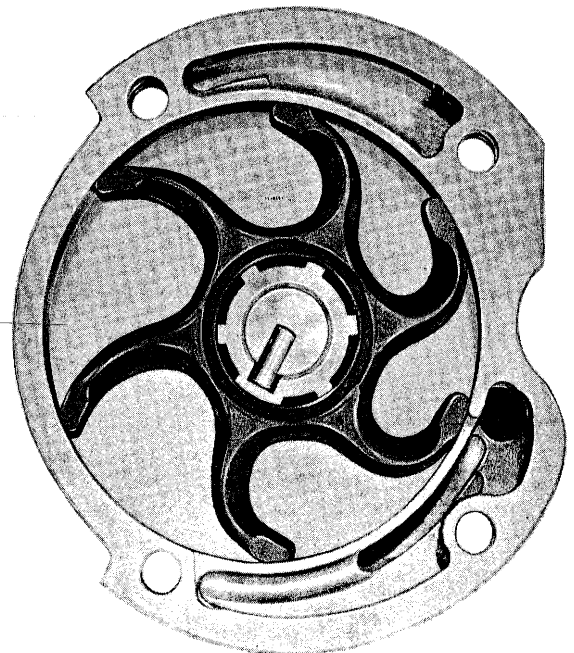
To detach driveshaft casing-exhaust stack from the swivel bracket, tilt with hand as shown, then lift up with "twisting" motion to free it from the torque springs on top end after disconnecting the reverse lock.



Showing stern and swivel bracket assembly after detaching the driveshaft casing and gearcase

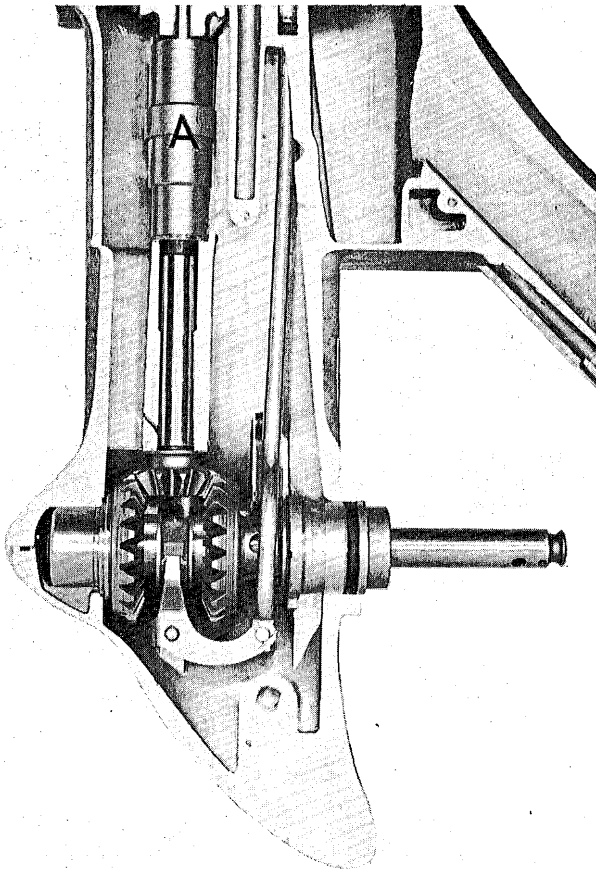


Showing location of the Water Pump



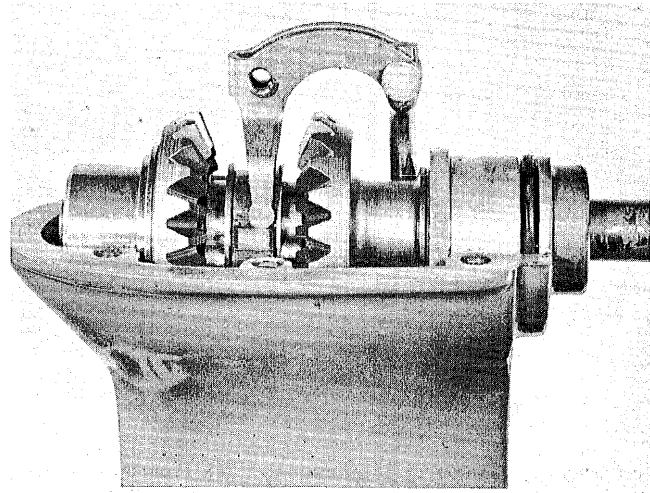
Showing the pump assembly — driveshaft, impeller and pump housing. See explanation of the Vari-Volume pump on page 431.



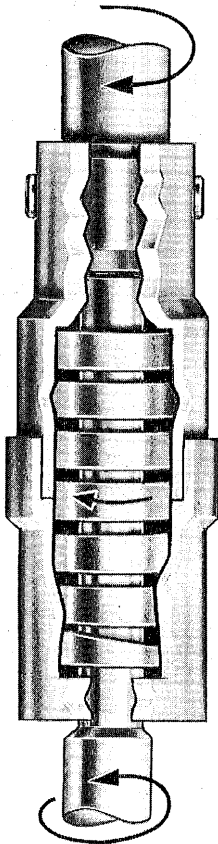


Sectionalized view of the gearcase showing gearshifting mechanism and the shock absorber "A"

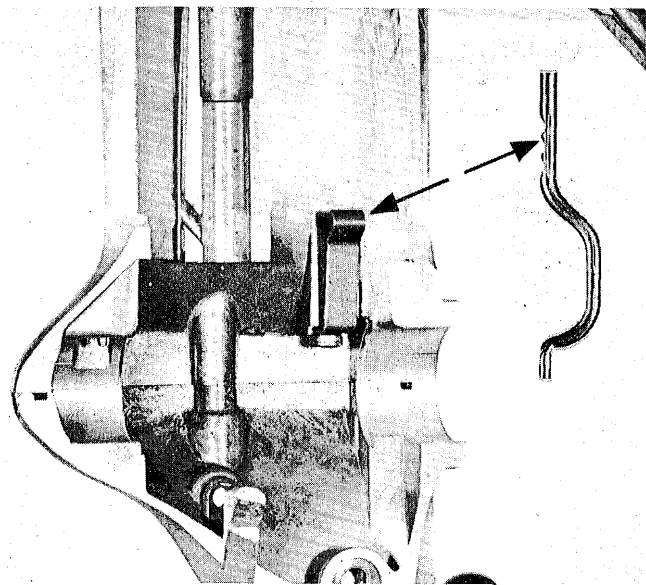
The shock absorber consists of two sleeves "riding" together, one keyed to the upper driveshaft, the other keyed to the lower driveshaft. As will be seen in the illustration, a spring of predetermined tension is inserted within the sleeves with tension bearing against the inner walls. Under ordinary operating conditions, the assembly turns as a unit to drive the propeller. However, on striking an underwater obstruction, the spring is caused to "coil" slightly; in doing so, outside diameter of the spring is reduced just enough to permit "slippage" between the spring and sleeves. On release of obstruction the spring returns to normal diameter and "drives" against inner walls of both sleeves to resume turning as a unit. The shock absorber requires no attention—replacement only in the event of failure.



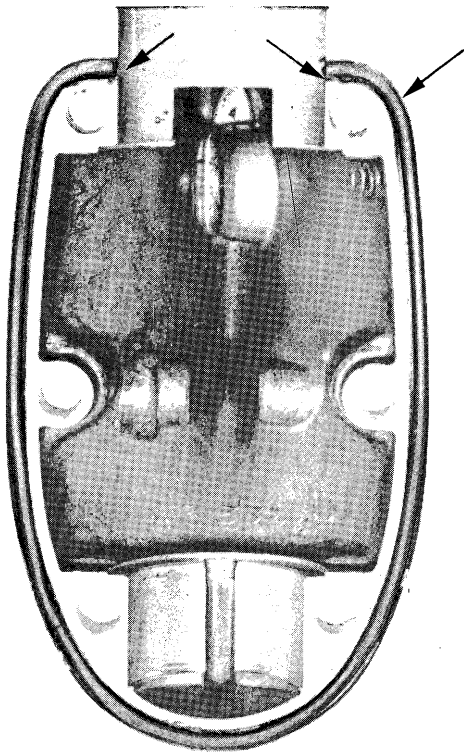
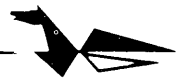
Skeg removed exposing Gear Shifting Mechanism



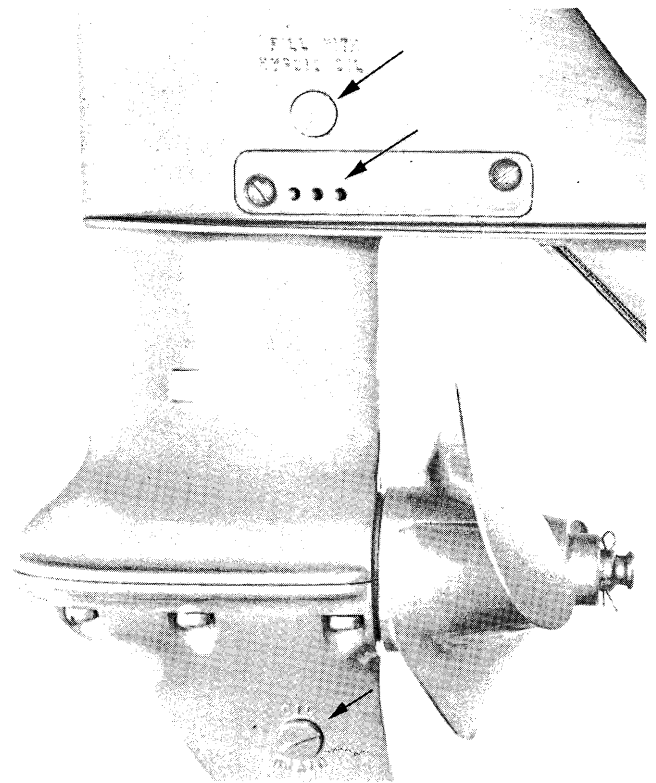
Sectionalized view of the Shock Absorber Assembly



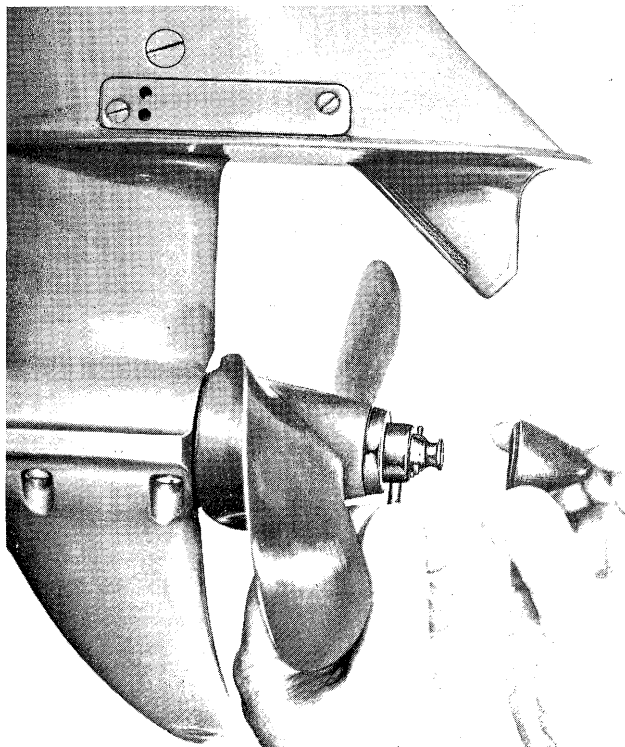
Sectionalized view of the gearcase showing spring ratchet which engages detents in the shifting rod to assure position of the shifter dog when engaged at forward, neutral, or reverse, as the case may be.



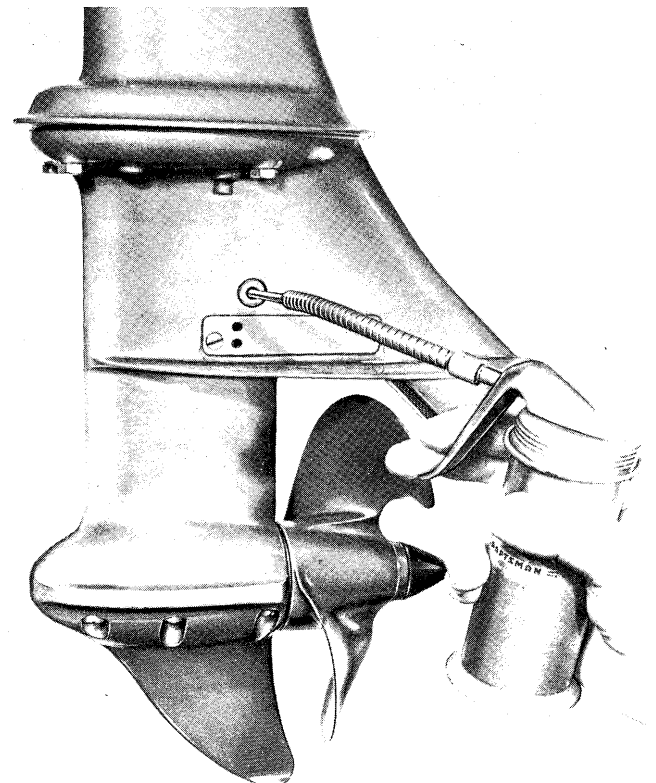
Top face of the gearcase skag showing installation of seal strip. See explanation and installation instructions, page 433.



Holes in the rectangular plate attached to the gearcase are provided to insure ample water entrance for cooling when operating in reverse. Shown also are the drain and fill plugs (OMC Type "C" Lube) in the gearcase.



Removing and/or replacing the Propeller Drive Pin



Inserting Type "C" Gear Lube - Fill to Point of Overflow.