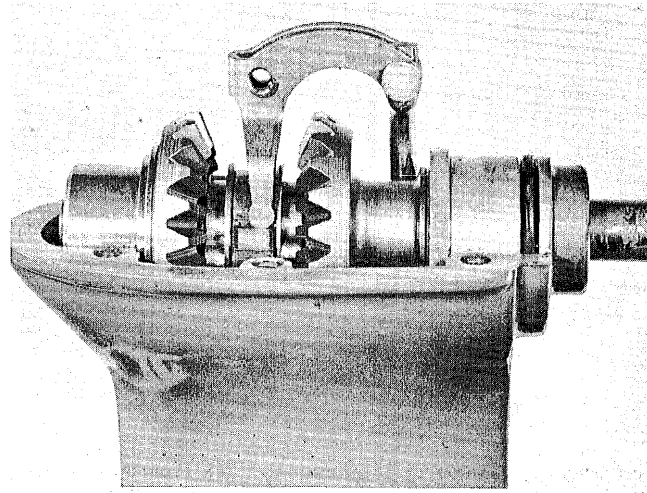
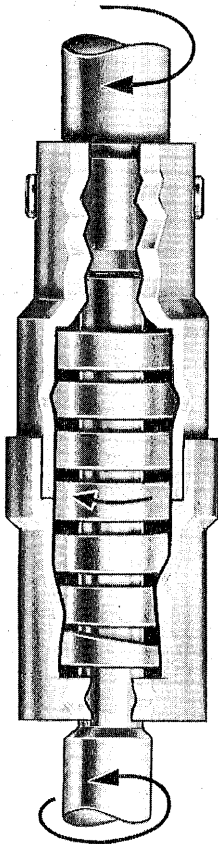


Sectionalized view of the gearcase showing gearshifting mechanism and the shock absorber "A"

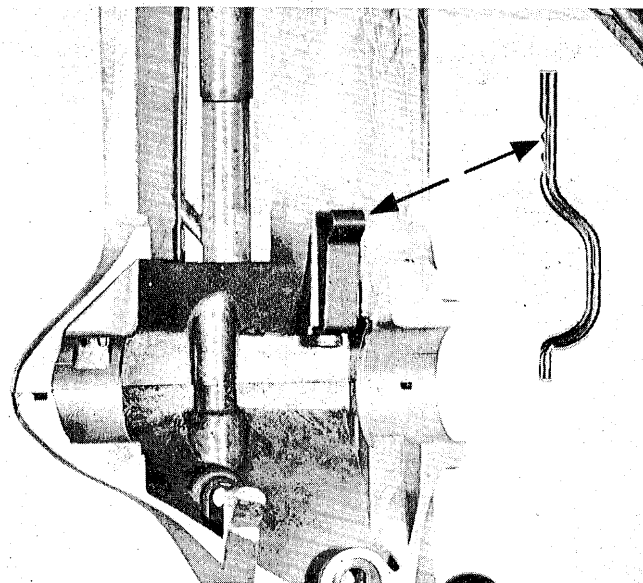
The shock absorber consists of two sleeves "riding" together, one keyed to the upper driveshaft, the other keyed to the lower driveshaft. As will be seen in the illustration, a spring of predetermined tension is inserted within the sleeves with tension bearing against the inner walls. Under ordinary 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.