



TECHNODRIVE



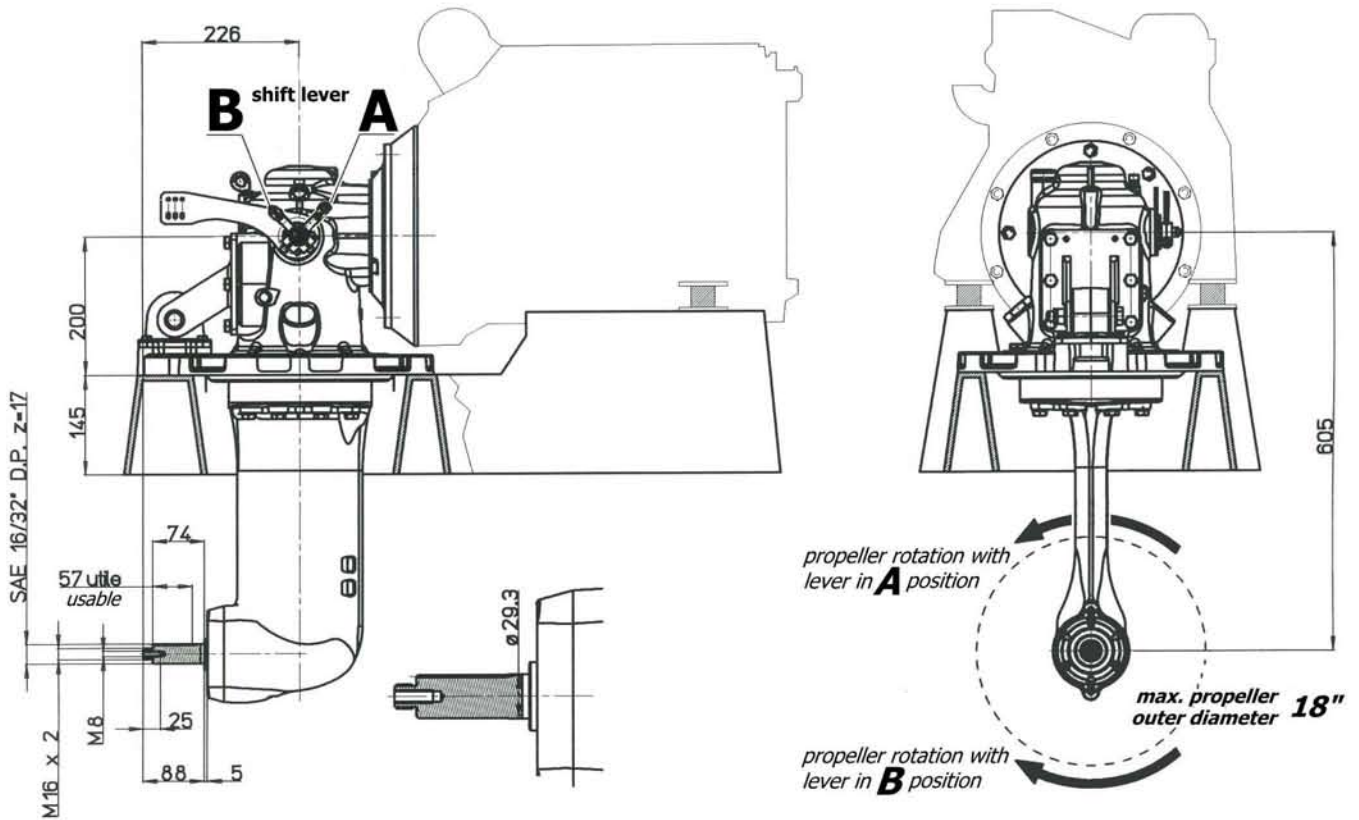
Installation, Use & Operation Manual



TECHNICAL FEATURES

- Reduction ratios: 2,15:1 - 2.38:1.
- Maximum input speed: 3.800 giri/min [RPM]
- Mechanically operated oil wet clutch

Reduction ratio		2, 15 :1	2,38 :1
Max. input power	Pleasure	49 kW @ 3000 rpm	44 kW @ 3600 rpm
Max. input speed		3800 rpm	
net dry weight		35 Kg.	
oil capacity		3,0 lit.	
oil type		ATF	



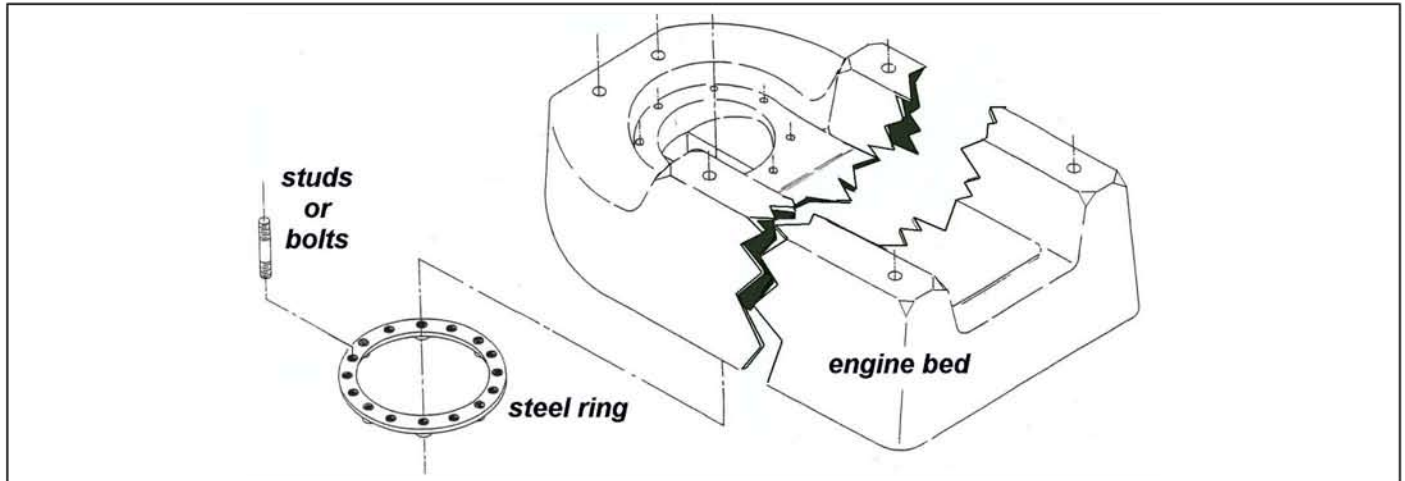
WARNING:

If the propeller rotation in forward is clockwise , looking from transom, use RH = Right Hand propellers.

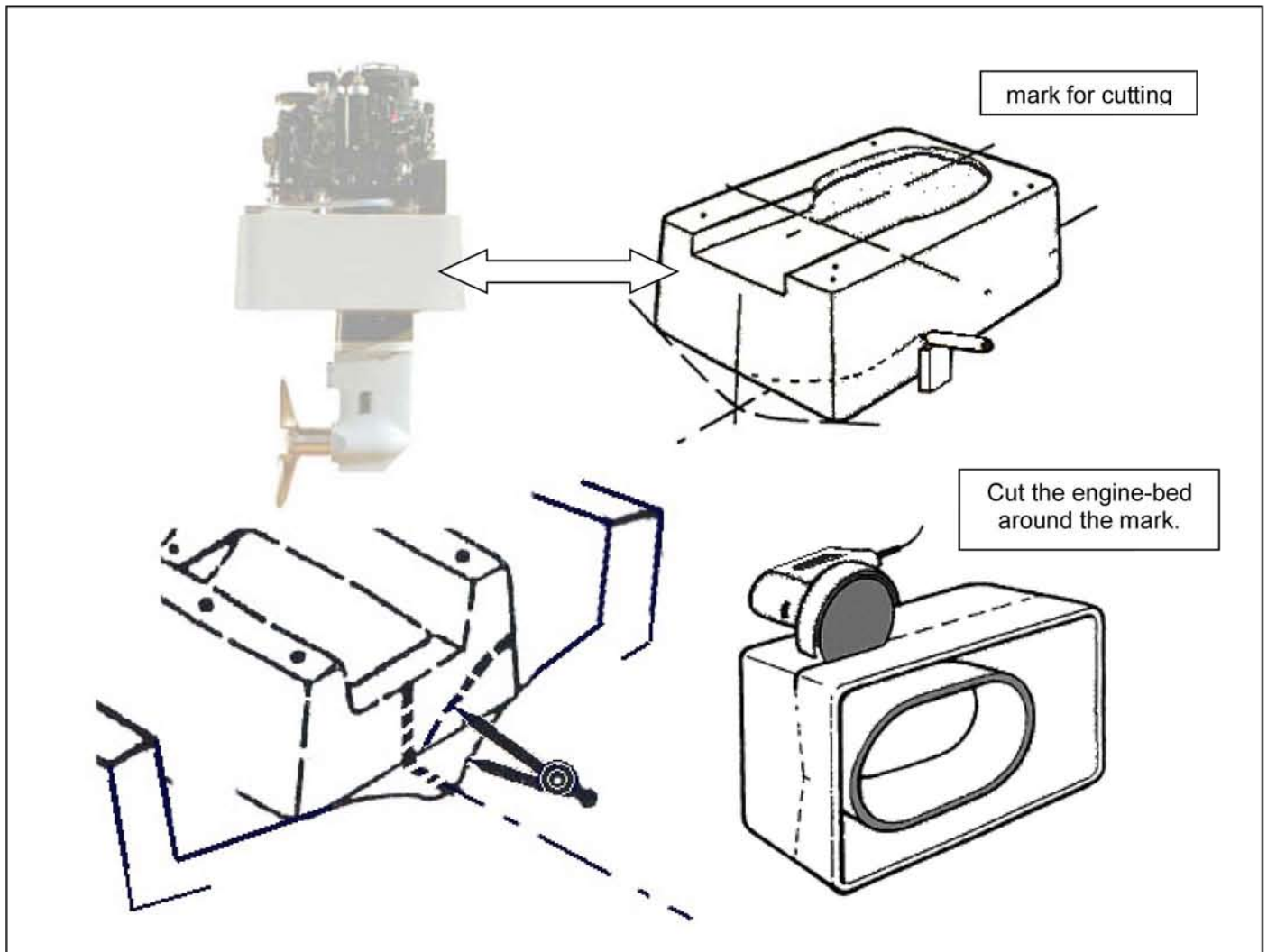
INSTALLATION HINTS AND SUGGESTIONS

First installation (boatbuilding):

Engine and SEAPROP 60 are usually supplied with the engine-bed (a polyester foundation already equipped with the inner steel ring). Once the engine bed has been located in the hull, it is easily marked for cutting with a block of the appropriate height.



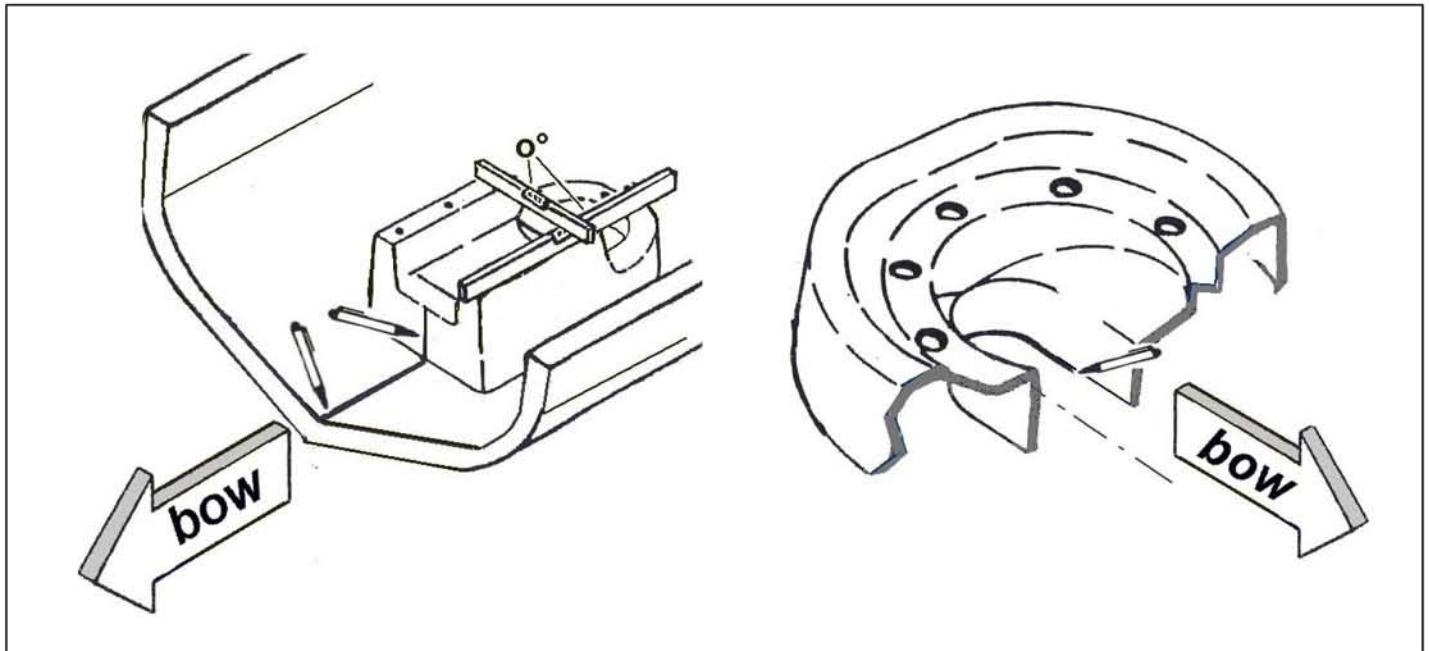
Once the hull is even with the floor, identify the location of the engine bedding in the hull and proceed with markings:



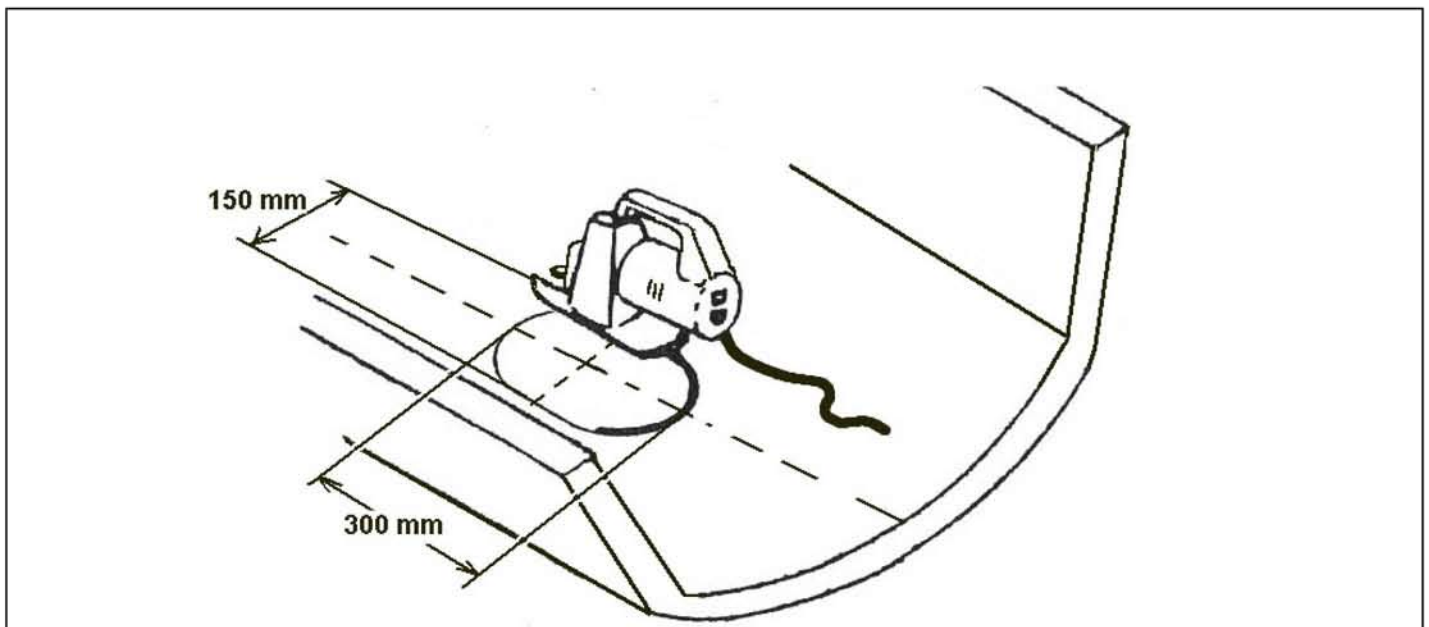
Fixing the engine bed to the hull:

Prior to glass definitely the engine bed, the thru-hull hole has to be marked for cutting. This SEAPROP leg will pass into the water via the circular opening (hole) .

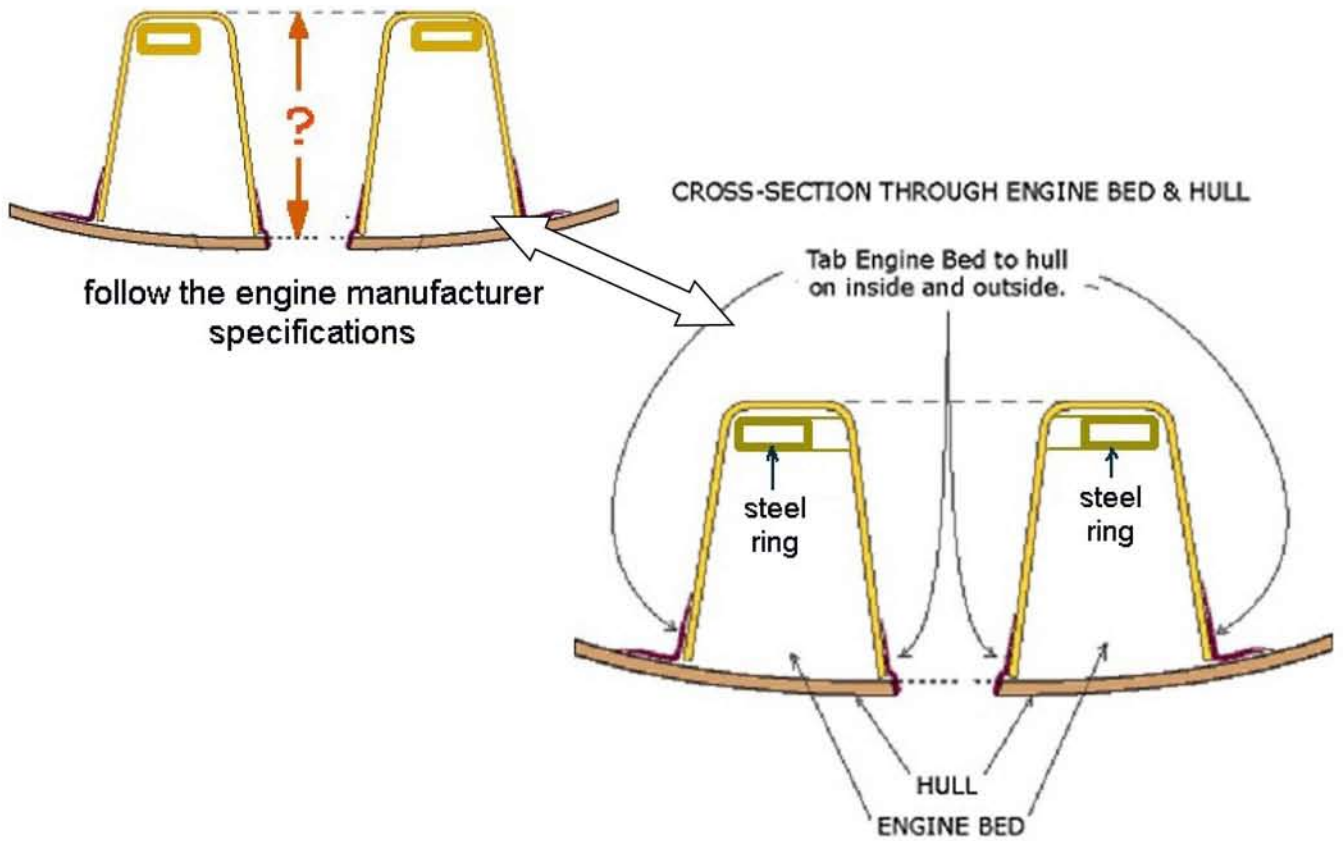
Fit the engine bed in its location and mark the thru-hull opening:

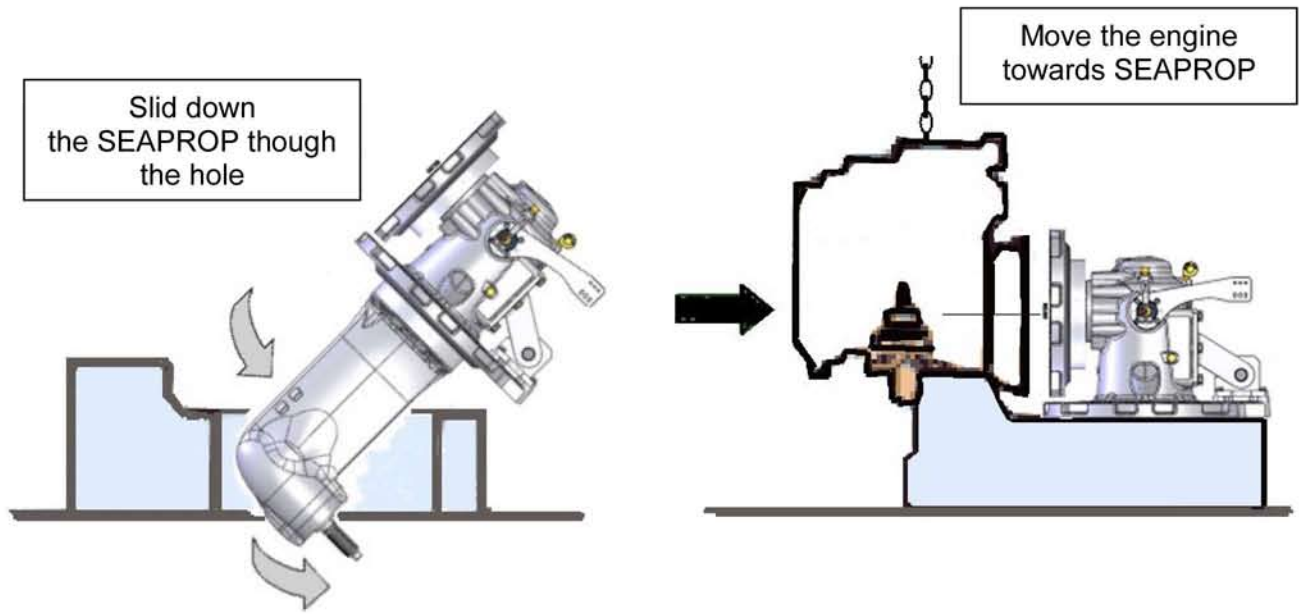


Once marked, remove the engine bed and cut



The Engine bed is glassed to the hull both around the outside of the bed, and around the hole cut in the hull for the drive leg, as shown in this diagram. Photo's of the process follow.





Place the thru-hull flange onto the engine bed so that it matches with the studs or the bolt bores. Crew nuts or bolts but do not tighten. The resilient mounting racket can be fitted, but do not tighten the clamp yet.

Move the engine towards SEAPROP input housing and connect the flexible input coupling, the housing, engine mounts, checking for proper alignment referred to the bow to transom main axis.

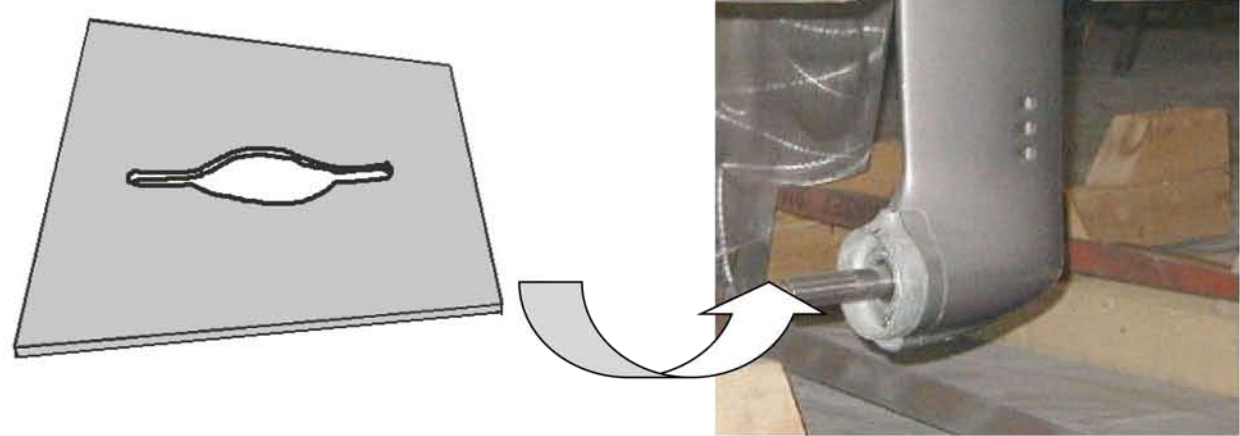
Perform any adjustment to match the alignment of the engine -SEAPROP 60 package, then tighten all fasteners to the recommended values.

Installation (servicing the SEAPROP):

To remove and reinstall SEAPROP 60 repeat the above procedure in reverse order.

Rubber cover installation

To improve hull efficiency a rubber sheet 3 to 5 mm. thick can be fitted; slid it through the SEAPROP leg and paste to the hull.

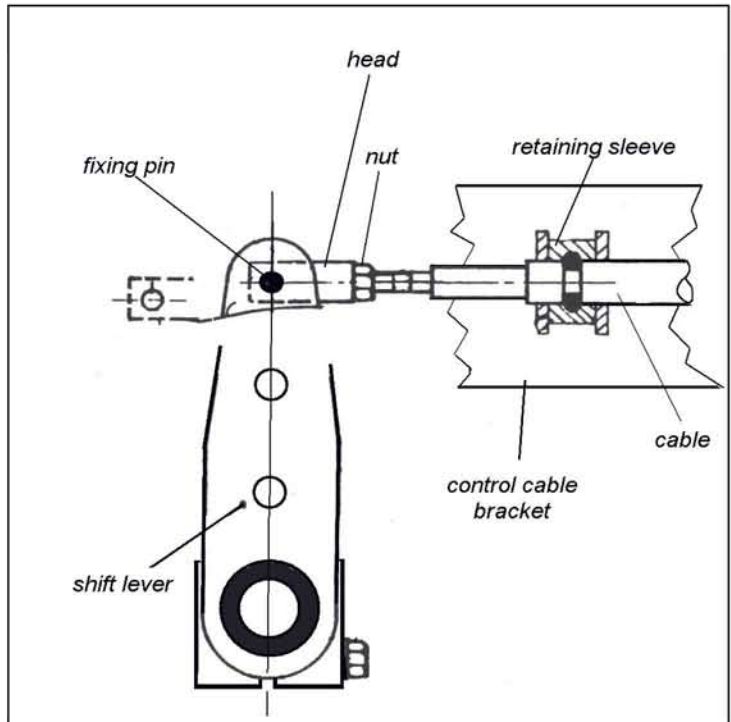
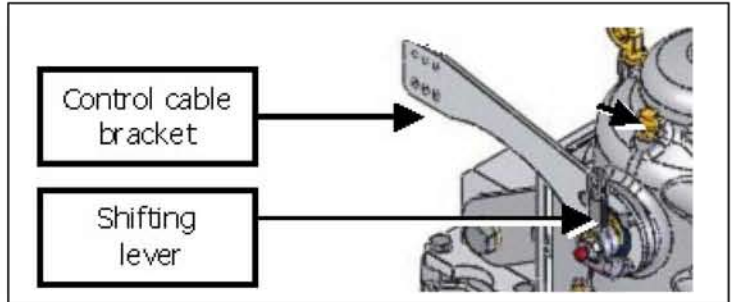


Next steps:

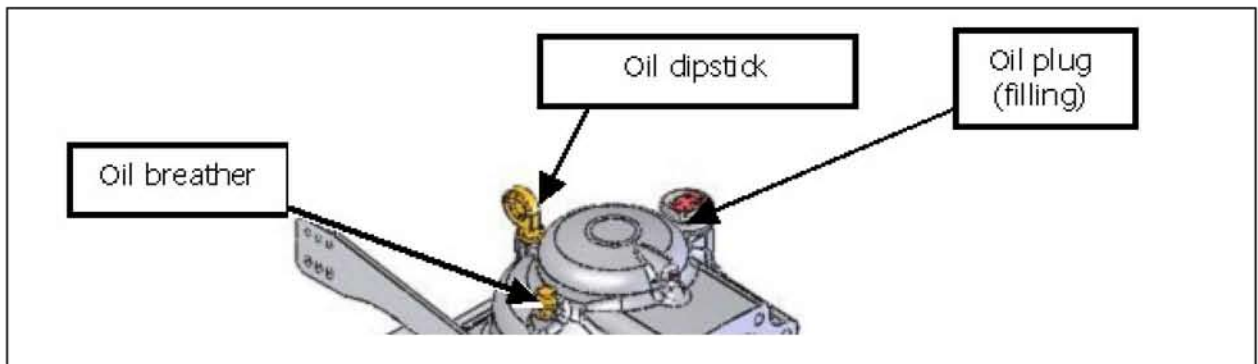
- **Connect the shifting "push&pull" cable**

- Connect one side of cable to the dashboard control lever (adjust it in neutral position)

1. Connect the opposite side of the cable to the SEAPROP lever (shifted in neutral position)
2. Fit the retaining sleeve on the cable and fix with the fastener
3. Screw on the cable threaded end
4. Screw head until its hole aligns with shift lever fixing pin hole
5. Secure nut on head
6. Fit fixing pin on head and add the securing split pin
7. Secure the retaining sleeve on control cable racket
8. Shift the lever from the dashboard
9. Check and adjust the cable so that the forward and reverse position match with the forward and reverse detent position of the SEAPROP lever.



- Fill with **ATF oil** = minimum quantity = **3,0 liters**



- Connect the water sensor ("normally opened contact" – 12/24V DC) to an alarm signal (snooze or light bulb) on dashboard

