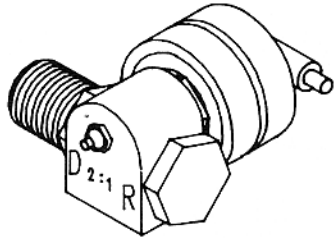


SECTION 0 - # 120 MECHANICAL DRIVE ADAPTER

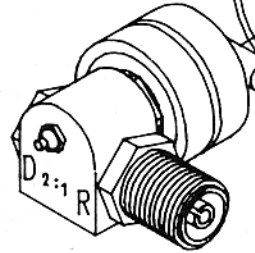
(normally shipped with 1 - direct rotation and 1 - reverse rotation)

(used on the following engines)

Part #	Description
06020	#120 x 7/16" Mercruiser or Crusader engine based on the Chevy 350 block
06021	#120 x 1/2"
06022	#120 x 5/8" Volvo TAMD 60, or 70 series Crusader or Chrysler engine based on the Ford 490 block
06023	#120 x .650" Volvo TAMD 40 series
06024	#120 x 3/4" Chrysler 330 engine (Max. bolt hole size 3/4" dia.)



NOTE: Drive Adapter shown with Direct Rotation



NOTE: Drive Adapter shown with Reverse Rotation

06025 #120 Drive Adapter Assembly .500
Direct or Reverse Rotation

75620 1/8" Cotter Pin
2 required

Use existing bolt in crankshaft to mount adapter housing to front engine pulley

50615	7/16"	Adapter Housing
50616	1/2"	" "
50617	5/8"	" "
50618	.650"	" "
50619	3/4"	" "

NOTE: Most diesel engines have clockwise rotation.

Most gasoline engines have one clockwise and the other engine counter-clockwise rotation.

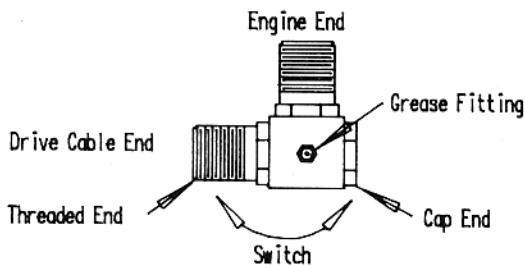
Drive adapter output rotation may be varied by using "D" direct or "R" reverse drive adapters. Direction of rotation may be changed by switching drive adapters to suit drive cable routing to the synchronizer. See section E for drive cable connections. If it is desirable to change the rotation on the adapters please refer to section P below.

NOTE: When testing synchronizer at the dock, the engine might "hunt". Once the engines are put under a load, the "hunting" will stop.

INSTALLATION:

- 1) Remove crankshaft bolt on each engine. The aluminum adapter housing should fit the crank bolt with little or no play.
- 2) Install adapter housing on each engine using crank bolt. To minimize run-out, clean paint from the front pulley where the adapter housing will contact the pulley.
Avoid the use of pipe wrenches, etc. to hold the adapter when tightening the crank bolt. This will distort the housing.
- 3) Before installing the drive adapter assembly into the housing, check run-out of the housing by turning over the engine at idling speed. Run-out should be kept under .02". Excessive run-out can often be decreased by loosening the crank bolt and turning the housing 90 or 180 degrees and then re-tightening.
- 4) Install adapter assembly into the housing, this is a push-fit. This is retained into the housing by using two cotter pins shipped with the unit.
- 5) The drive cable routed to each adapter should be securely strapped or fastened approximately 9" - 12" away from the adapter. This will act as an anti-rotation support for the drive adapter.
- 6) At least once a season or 200 engine hours the drive adapter should be greased at the grease fitting provided.

SECTION P - DRIVE ADAPTER ROTATION CHANGE



To change drive adapter outlet rotation:

- 1) Remove threaded end and internal shaft
- 2) Remove cap end and install on threaded end side
- 3) Install threaded end and shaft on cap end side