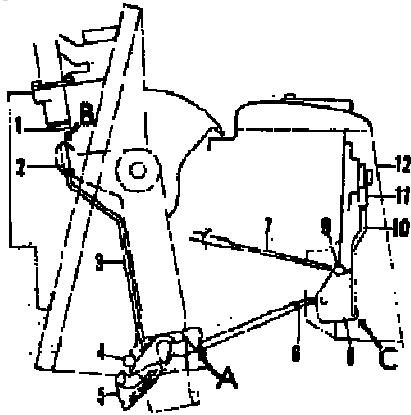


Checking and adjusting controls



7. Check that the control lever and the shift lever of the sterndrive both are in a neutral position. Remove the locking nut for the shift yoke (11) and turn the yoke on the thread of the shift rod (10) in a way that it gives the retaining pawl rod (6) at the connection to the shift lever such a position that it will touch (without pressing against) the yoke of the retaining catch at "A".

Lock the yoke (11) with the locking nut in this position.

NOTE! The retaining pawl rod (6) is not permitted to have an axial play.

Install the locking nut and the swivel on the shift cable. Adjust the swivel (9) of the shift cable (7) so that it easily will enter the hole on the shift plate.

Push the control lever to the forward position and check that the corner "C" on the shift plate (8) does not touch the housing.

Pull down the retaining pawl against the stop shoulders on the bearing and remove the stop nut on the thrust sleeve (2).

Adjust the sleeve with the retaining pawl still pulled down so that the sleeve becomes level or maximum 0.5 mm (0.020") under the contour "B" of the yoke.

Lock the thrust sleeve and the counter nut with locking compound, Volvo Penta part no. 1161053-2.

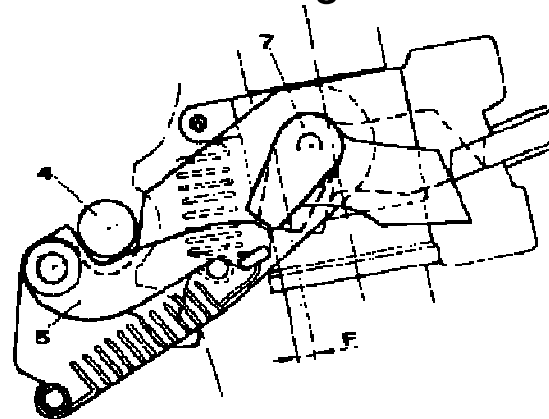
NOTE! Earlier the thrust sleeve was locked only with the counter nut. However, from sterndrive serial no. PZ 2813853 it is also locked with locking compound, Volvo Penta part no. 1161053-2. Adjustment afterwards is seldom necessary as the retaining pawl is adjusted at the time of delivery.

Then push the sterndrive forwards against the adjusting pin and check that the upper end of the push rod (3) does not touch the thrust plate of the lift device. The lifting device (1), when tilting, will disengage the retaining pawl. The retaining in the adjusting pin of the retaining pawl is checked by first pulling the sterndrive backwards and then in the two outer positions.

Then check that the electromechanical lifting device (1) when tilting the sterndrive will release the retaining pawl from the adjusting pin. With the sterndrive fully lowered and with the adjustment pin in the innermost position there should be a safe clearance between the thrust plate of the lifting device and the retaining pawl push rod.

8. Check the retaining pawl clearance as follows: Push the sterndrive forwards and hold the retaining pawl in this position. Then push the sterndrive backwards and check that the retaining pawl does not hook up on the adjustment pin.

Checking the retaining pawl when test running



9. Pull the sterndrive backwards so that the spring catches of the retaining pawl engages the adjusting pin.

- Check that the retaining pawl touches the under-side of the adjusting pin. If it doesn't probably the counter nut of the thrust sleeve is incorrectly adjusted or the push rod might be deformed.
- Check to make sure that there is a full overlap between the shoulders of the locking yoke and the stopping surface of the spring catches (5) when the shift is in the reverse position.
- The clearance between the shoulders of the locking yoke and the stop surface of the spring catch in neutral position should be approx. 2 mm (0.08") "F".