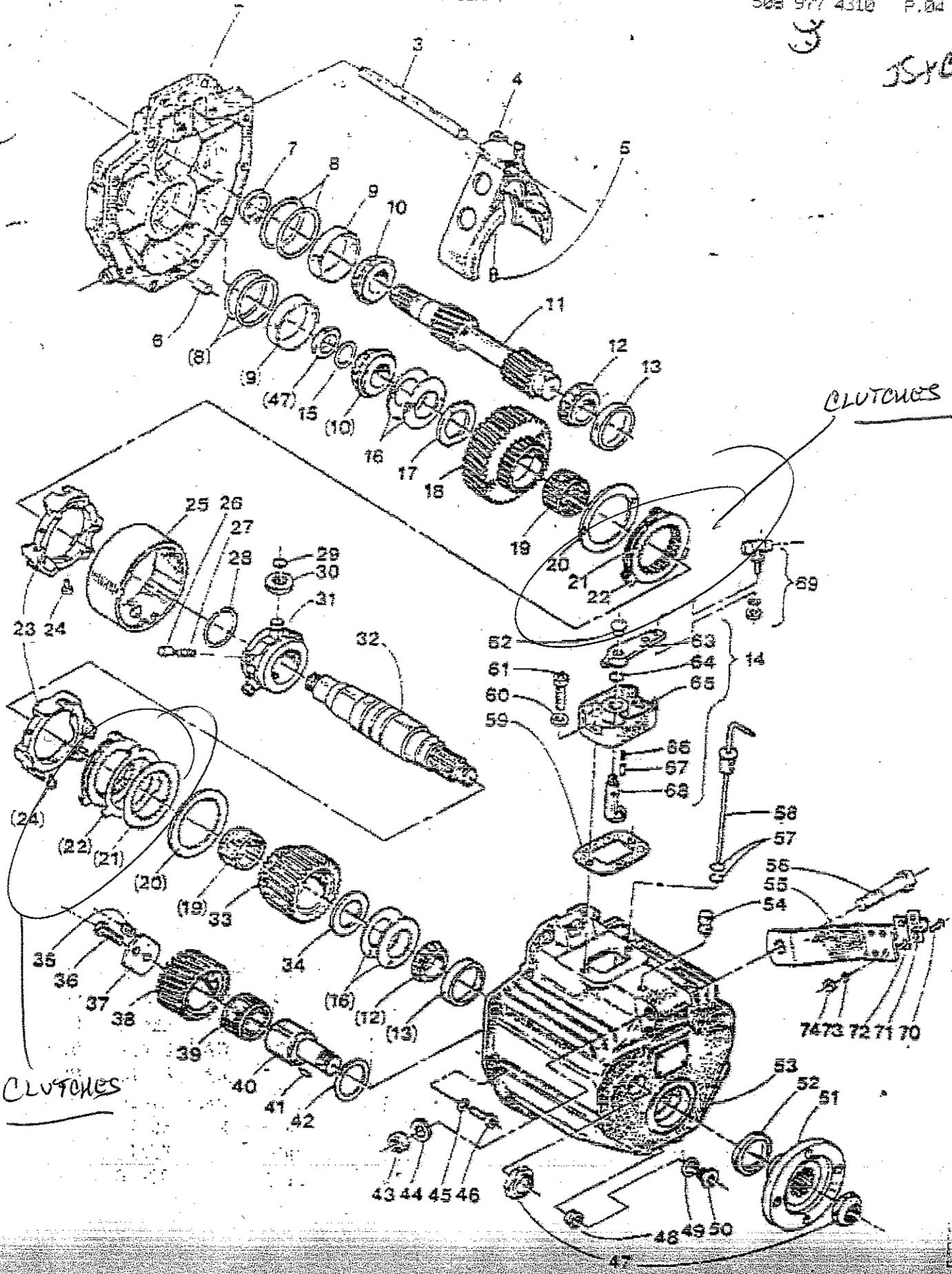


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3.3 Operating temperature

The maximum permissible temperature of the transmission oil is 130 °C.

3.4 Operation of gearbox

The zero position of the operating lever on the control console must coincide with the zero position of the actuating lever on the transmission. Shifting is initiated by a cable or rod linkage via the actuating lever and an actuating cam. The completion of the gear changing operation is servo-automatically controlled.

Gear changing should be smooth, not too slow, and continuous (without interruption). Direct changes from forward to reverse are permissible, since the multiple-disc clutch permits gear changing at high rpm, including sudden reversing at top speeds in the event of danger.

3.5 Sailing and moving in tow

Rotation of the propeller without load while the boat is sailing, being towed, or anchored in a river, as well as operation of the engine with the propeller stopped (for charging the battery), will have no detrimental effects on the gearbox.

Important

When the boat is sailing (engine stopped), the gear lever must be in zero position. Never put the gear lever in the position corresponding to the direction of travel of the boat.

★ Locking of the propeller shaft by an additional brake is not required: use the gear lever position opposite your direction of travel for this purpose.

3.6 Lay-up periods

If the transmission is not used for periods of more than 1 year it should be completely filled with oil of the same grade to prevent corrosion. Protect the input shaft and the output flange by means of an anticorrosive coating if required.

3.7 Preparation for re-use

See item 2.3

THIS IS FROM A HURTH-HBW MANUAL
(WHICH IS NOW ZF)