

My saga continues. Motor mounts look fine. I think shaft alignment is ok. The two coupler flanges were parallel when I separated them (spec is .003"). Here's a pic of the old xmission:



And the new one (ZF 10 M):



Which is 1" longer than the original. Therefore there is not enough room in the cavity to get the spline shaft straight for insertion.. need about 1" more. Here is the cavity:



I think the spline in the motor looks ok.. here's a close-up:



So I think I have two options.. either lift the motor like Jim (c130king) did, or maybe..

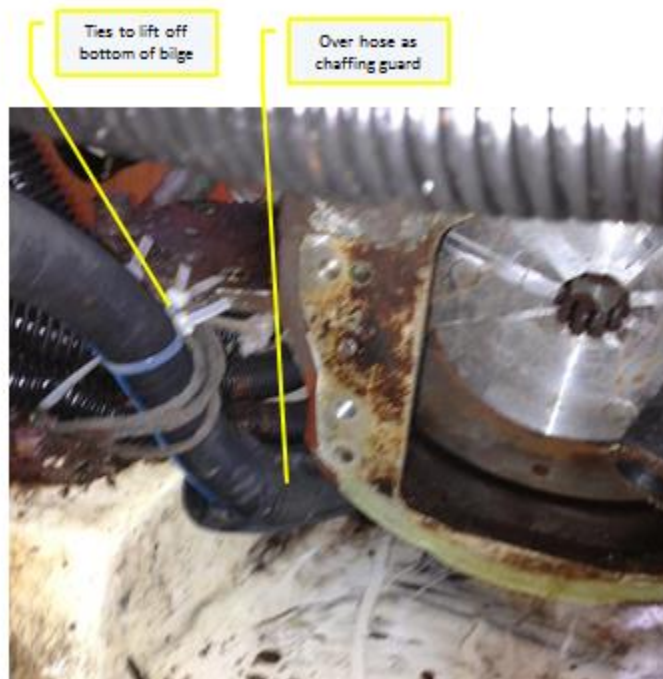


The clamp would prevent the prop shaft from sliding out (and sinking the boat.. it's in the water). There would then be enough room to insert the new xmission. But that seems a little scary and the coupler may not remove that easily... so I'm leaning towards the "c130king" technique.

A couple of other issues surfaced during this exercise. The raw seawater hose that runs from the seawater filter to the pump on the front of the engine was routed so that it was laying in the bottom of the engine bilge.. it was laying there since I bought the boat (new.. 12 years ago.. hull #66). It looked fine but in cleaning out under the old tran, I felt mush on the bottom of this hose. I took it off and here is what it looked like:



I could easily poke a small Philip's head screw driver totally through the mushy part. It looked to me like it would totally fail this season. What a disaster that would be! Here is the new hose installation:



The other issue is the heat exchanger, which I removed to get better access. Several years ago I installed a new exchanger because the original copper body wore through from vibration against the steel



clamps. When I replaced it I put in some rubber sheet to act like a damper at the interface. I found that my rubber sheets had pretty much disintegrated and new damage was evident on the exchanger. So.. I fashioned some new dampers out of higher quality rubber, shown here:



I also placed a damper between the exchanger and the engine in the receiving engine cavity.

So that's my story to date. I hope to finish up this week.