

RECOMMENDATIONS FOR FITTING LH150 GEARBOX

1. FIT "O" RING TO DRIVING GEAR. (If not already fitted)
2. BOLT DRIVING GEAR TO FLYWHEEL
3. CAREFULLY INSERT OIL PUMP DRIVING GEAR INTO ADAPTOR OIL SEAL.
4. LUBRICATE "O" RING ON DRIVING GEAR
5. OFFER UP ADAPTOR ASSEMBLY TO ENGINE, TURNING PUMP DRIVE GEAR TO FACILITATE PASSAGE OVER "O" RING AND TO LOCATE WITH PEG ON GEAR.
IF NECESSARY USE HAMMER AND WOODEN DRIFT FOR FINAL LOCATION.
6. SECURE ADAPTOR WITH 3/8"unc BOLTS & SPRING WASHERS
7. ASSEMBLE DEFLECTOR PLATE TO GEARBOX HOUSING FOLLOWED BY OIL PUMP. CHECK CONDITION OF S/U PLUG (REPLACE IF TWISTED) & TIGHTEN
8. CHECK THAT JOINT 201-25740 WILL FIT OVER GEARBOX REGISTER - TRIM IF NECESSARY OR DAMPEN SLIGHTLY TO EXPAND.
SPREAD THIN FILM OF JOINTING COMPOUND (HYLOMAR) ON BOTH FACES OF JOINT, GEARBOX FACE AND ADAPTOR FACE. ALLOW TO DRY (circa 30secs) & STICK JOINT TO GEARBOX.
9. PLACE SPIGOT BUSH IN DRIVING GEAR & LUBRICATE. OFFER UP GEARBOX TO ADAPTOR, TURNING COUPLING TO FACILITATE ENGAGEMENT OF GEARS.
DO NOT FORCE.

10. HANG GEARBOX ON TOP TWO STUDS AND ROTATE ENGINE SLIGHTLY UNTIL IT IS EVIDENT THAT OIL PUMP GEARS HAVE MESHED. GEARBOX MAY THEN BE BOLTED UP TO ADAPTOR AND FILLED WITH EP80/90 OIL ALONG WITH REDUCTION BOX (if fitted)

NOTE: * IT IS VERY EASY TO DAMAGE OIL PUMP SHAFT EITHER WHEN GEARBOX IS BEING HANDLED OR FITTED.
* TREAT WITH GREAT CARE & NEVER FORCE ASSEMBLY OR TRY TO MAKE MATING SURFACES 'MEET' BY TIGHTENING NUTS.
* REPLACEMENT OF THE OIL PUMP SHAFT IS EXPENSIVE

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