

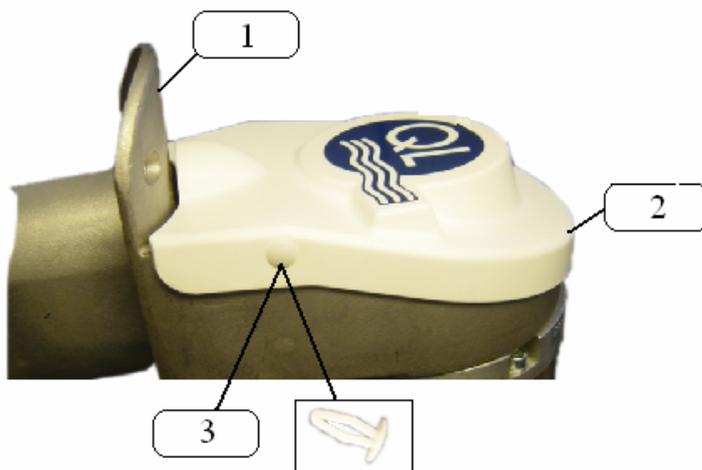
Checking and servicing CT 600 bracket and associated parts

Check **bracket (pos. 1)** visually for damage or damaging corrosion. Replace if necessary.

When servicing/replacing parts such as bearings, sim-rings, drive belt pulleys, O-rings and drive belts in the underwater unit, the unit must be detached from the boat. In this case the propeller must be detached first and the 4 (four) nuts for the M8 anchor bolts must be unscrewed.



Remove the **cover (pos. 2)** from the bracket (**pos. 1**) by removing 2 (two) **fastening clips (pos. 3)**.

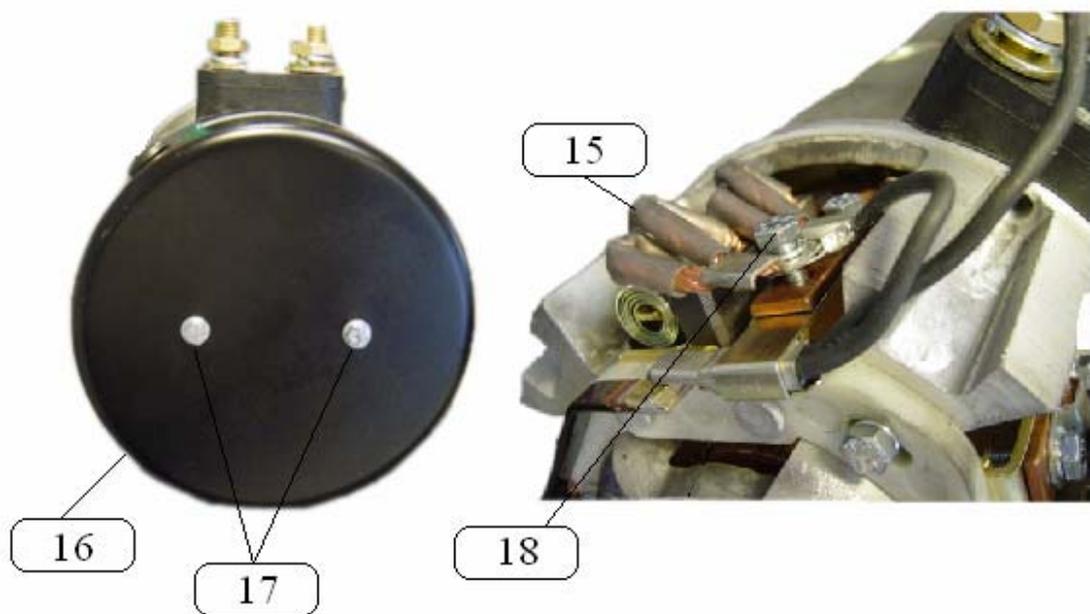


INSPECTING/CHANGING ENGINE BRUSHES

Remove both the screws from the end of the engine cover (**pos. 17**). Take off the cover (**pos. 16**). The brushes can be inspected/changed by undoing the screw (**pos. 18**) from the engine's brush holder.

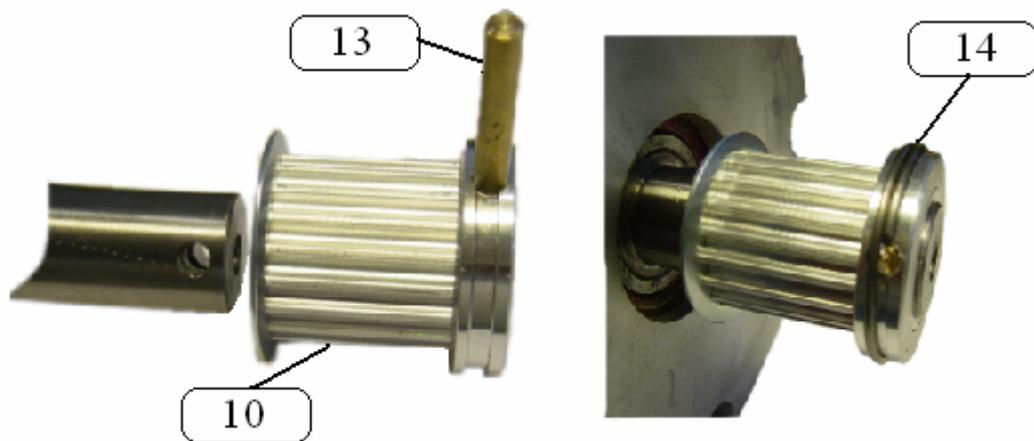
If the brushes are worn down this means there is no carbon left.
Clean by removing loose dust (e.g. blow it off using compressed air).
If there is copper rust/damp, apply "electroclean".

When mounting, make sure that brush leads (**pos. 15**) do not get squeezed. Fix both the screws that hold the engine cover in place (**pos. 17**).



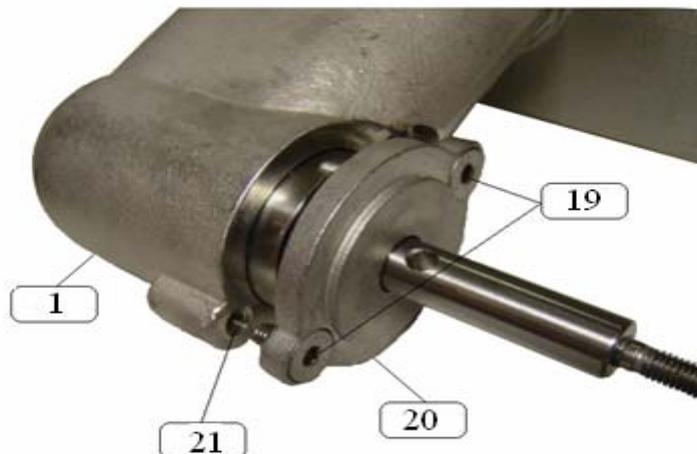
CHANGING THE ENGINE'S DRIVE BELT PULLEY

Drive belt pulley (pos. 10) is locked to the engine shaft by a $\varnothing 5 \times 35$ mm brass break pin (pos. 13). This is kept in place by locking springs (pos. 14) in the groove of the drive belt pulley.

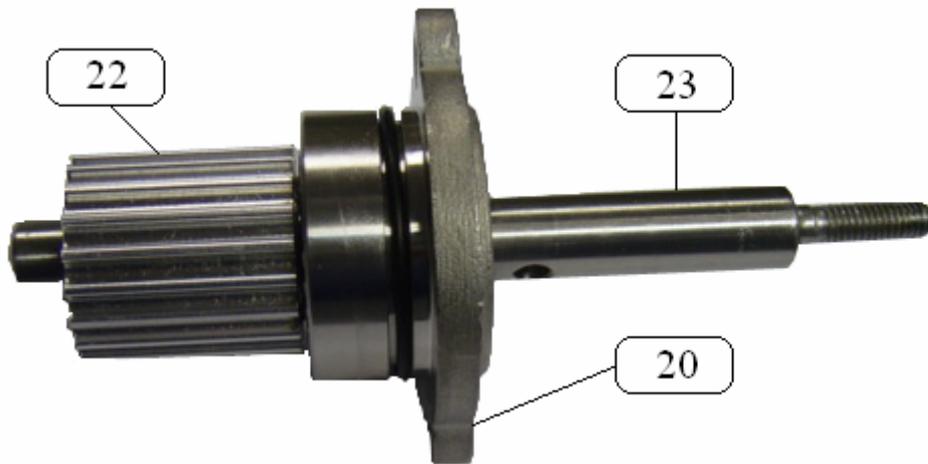


CHANGING THE DRIVE BELT AND UNDERWATER UNIT PARTS

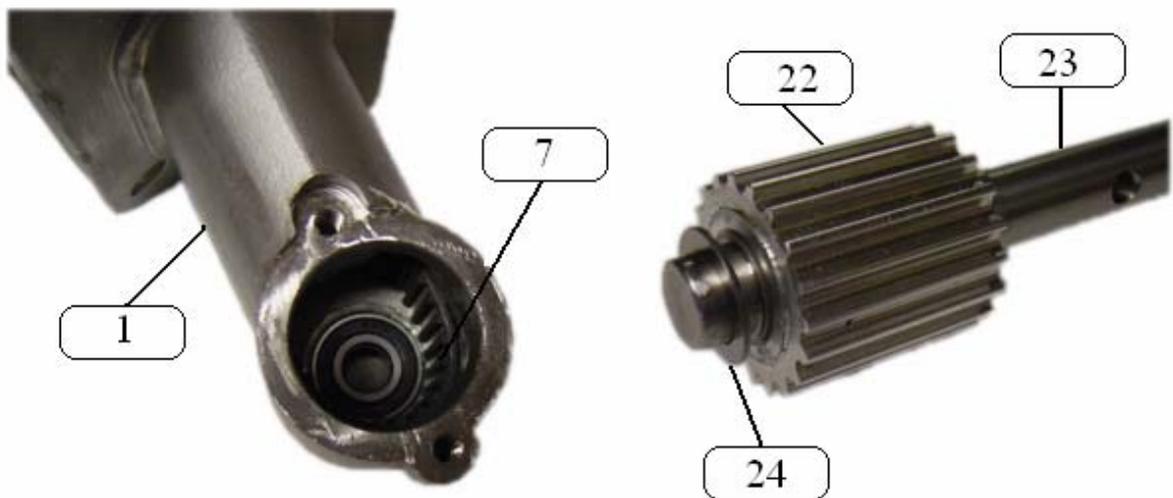
The flange (pos. 20) is loosened from the bracket (pos. 1) by unscrewing 2 (two) M6x12mm non-flush screws (pos. 19). These are fixed with Blue Lockite 242 and must be glued fast again after repairs. (Loctite 242)



The drive belt can be replaced by removing the whole assembly as shown below. Mounting the drive belt is made easier if you press the belt down into the base (pos. 7) (see next page) of the bracket (pos. 1) before the assembly is pressed carefully into the interior bearing again.



Always use a new O-ring when you have changed other parts of the underwater unit. The sim-rings must be replaced if there is any sign of wear or damage. The O-ring must be lubricated before being mounted to avoid it being damaged. (Use P/N 828250)

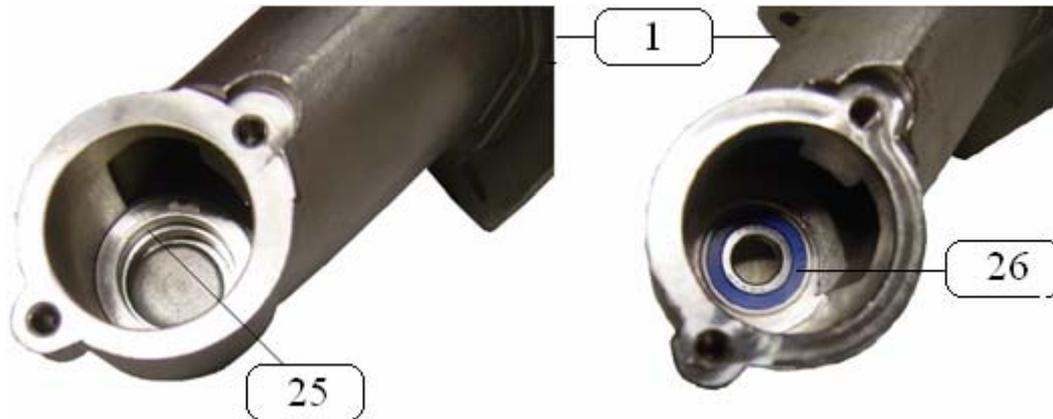


Note! Make sure that the same number of shims (pos. 24) is in place after parts are replaced.

Shims are fitted in the underwater unit WHEN NECESSARY. It is normally in the underwater unit that tolerance deviations are found. So it can happen that it is not the shims. Shaft deviations are extremely small. This means that normally you can use the same shims that come with the underwater unit.

Note! Interior **ball bearing (pos. 26)** is fixed with adhesive (**pos. 25**).

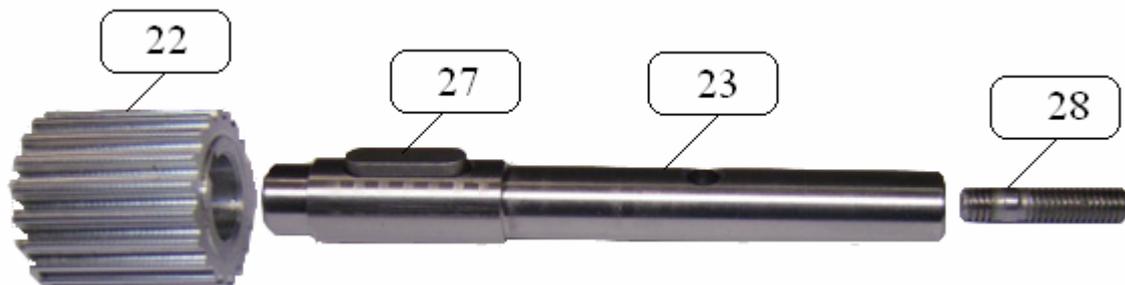
The ball bearing is loosened by being turned and fixed with pressure.
For fixing bearing, IF NECESSARY. Use adhesive, e.g. Loctite 641 or similar.



The picture below shows the drive shaft assembly.

Fix the **5x5x20mm A4 cleat (pos. 27)** and **drive belt pulley (pos. 22)** to the **shaft (pos. 23)** and use adhesive to fix the **M6x20mm stud bolt (pos. 28)** in the end of the **shaft (pos. 23)**.

For high strength locking and tightning. Use adhesive, e.g. Loctite 270 or similar.



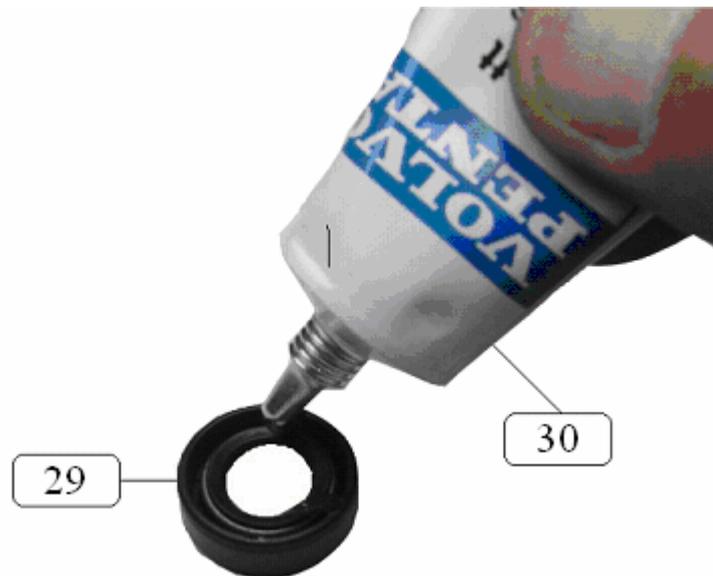
CHANGING TIGHTENING RING (S)/EXTERIOR BEARING

(Must always be done if the propeller shaft is replaced).

Series numbers up to 100 have 1 (one) tightening ring.

Series numbers from 100 onwards have 2 (two) tightening rings.

Always fill the tightening ring(s) with grease **P/N 828250 (pos. 30)** as shown in the picture. It is also important to lubricate the surface area between the shaft and the oil seal.



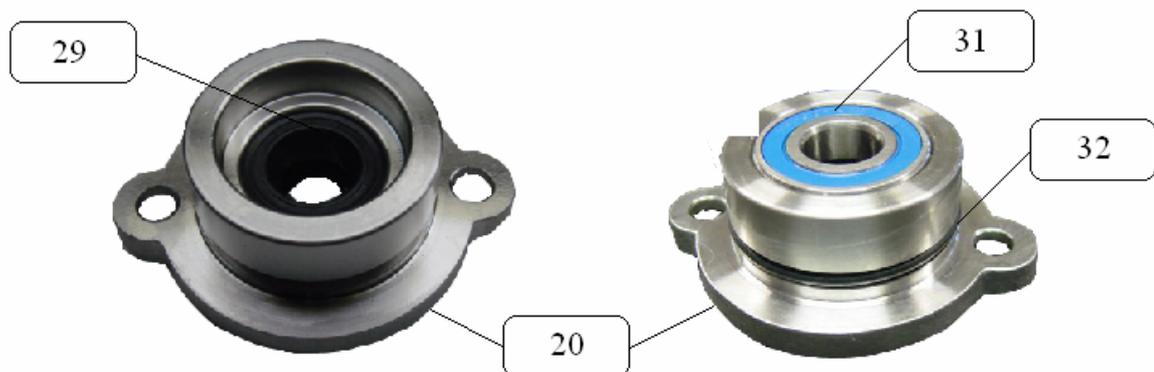
Fix the lubricated tightening ring(s) (**pos. 29**) to the **flange (pos. 20)** with the suspension spring(s) pointing towards the water. Fix the **bearing (pos. 31)** to the **flange (pos. 20)** and the **O-ring (pos. 32)** in the groove on the flange.

The ball bearing is loosened by being turned (or pierced from the other side) and pressed into position.

The ball bearing is loosened by being turned and fixed with pressure.

For fixing bearing, IF NECESSARY.

Use adhesive, e.g. Loctite 641 or similar.



REPLACEMENT OF CIRCUIT BOARD OR RELAYS

Replace circuit board (4).

Unscrew the 4 screws pos.1. and remove the cover with the circuit board. Unplug the cable. Remove the circuit board (4) from the cover by unscrewing the two screws pos. 2.

Mount in reverse order.

Replace relay (3).

Unscrew the 4 screws pos.1. and remove the cover with the circuit board. Unplug the cable. Remove relay (3) from the box by unscrewing the two screws holding the relay and the copper bars.

Mount in reverse order.

