

## REMOVING A MODEL V1C

Refer to the parts drawing for item #'s.

- 1 Remove the capstan washer & screw #'s 2 & 3. The screw is right handed.
- 2 The capstan is made in two parts, the top portion of the capstan, the capstan cap # 4, unscrews from the shaft. There are two types of capstan caps, both pictured on the spare parts drawing. The older style uses a spanner type wrench # 1, the other uses a rod # 1. If you cannot find these parts we manufacture them. Use the appropriate part and unscrew the capstan cap # 4 completely off the main shaft. You may need to soak the top threads on the shaft with penetrating fluid. Or, using a small torch apply heat to the top of the shaft and around the top of the capstan cap.
- 3 The capstan # 5 comes straight up. Spray penetrating fluid inside the capstan where the shaft comes through it. Use two small screw drivers 180 degrees apart and pry between the bottom of the capstan and above the friction disc # 7.
- 4 Remove the capstan key # 6.
- 5 Unbolt the chain stripper # 19
- 6 The wildcat # 8 comes straight up. If not use two screwdrivers as described above between the bottom of the wildcat and the top of the friction disc.
- 7 The lower friction plate # 9 is usually the most difficult part to remove. Spray where it meets the shaft with penetrating fluid. Put the plastic friction disc back on the lower friction plate and use a hammer to tap around on the flat surface. Although you are hammering the plate in a down direction sometimes it will jar the part loose from the shaft. Use two small pry bars 180 degrees apart to force the plate up. It is imperative to use two, 180 degrees apart. If this does not work apply heat to the shaft & hub of the friction plate with a small torch. In rare cases the friction plate will have to be cut off. Use a hacksaw and cut parallel to the shaft.

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- 8 Remove the drive pin # 21. The pin is not tapered. Use a drift & hammer to drive it out.
- 9 Spray penetrating fluid around the main shaft # 12 where it comes out of the ball cap # 41. Use a rubber hammer, or a piece of wood and a hammer, tap around the outside diameter of the main shaft just above the ball cap. None of the ball cap, seal or screws need to be removed #'s 41 – 43.
- 10 Insert a small screwdriver through the hole in the shaft where the drive pin was. This will prevent the gear case assembly from falling into the boat when removing the deck bolts. Remove the deck bolts and nuts #'s 11 & 13.
- 11 If the main shaft is not frozen to the deck plate ball bushing then the shaft will drop down and the screwdriver will hold the assembly from falling into the boat. With one person holding the assembly from below have another remove the screwdriver. Pull down the assembly.
- 12 If the assembly does not drop down try twisting and pulling from below. If this does not work, use a piece of wood to protect the top of the shaft and drive the shaft down through the deck plate. None of the ball cap, seal or screws need to be removed #'s 41 – 43.