

## 408 USE OF WELDING FIXTURE – EPC Shift Mechanism Modification

1. Remove the jet drive from motor.
2. Remove reverse gate.
3. Mount welding fixture on jet using reverse gate pins.
4. Adjust position of 3 aluminum bosses to fit contour of housing.
5. Pencil mark boss location, remove fixture and remove paint in areas to be welded.
6. Remount fixture and tack weld 2 edges of each boss  
Then remove bolts and fixture and complete welding  
Housing alloy is 356 aluminum.
7. Drill through upper 2 bosses with #7 (.201) dia. drill and tap 1/4-20 through.
8. Mount drill jig on reverse gate and lock on center line with 1/4 bolt and nut. Drill hole for control rod using F (.257) dia. drill
9. Prime and paint weld areas.
10. Reassembly unit as described on attached sheet.

### WELD FIXTURE

PLEASE RETURN ASAP FOR NEXT PERSON

Weld Fixture & Screws

Reverse Gate Drill Jig

2 – Bushings OJ 408.6

1 - #7 (.201) drill

1 – F (.257) drill

1 – 1/4-20 tap

1 – set instructions

Specialty Mfg. Co.

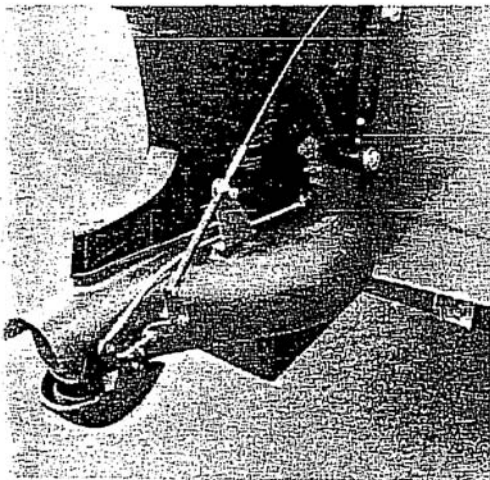
Outboard Jets

2035 Edison Ave

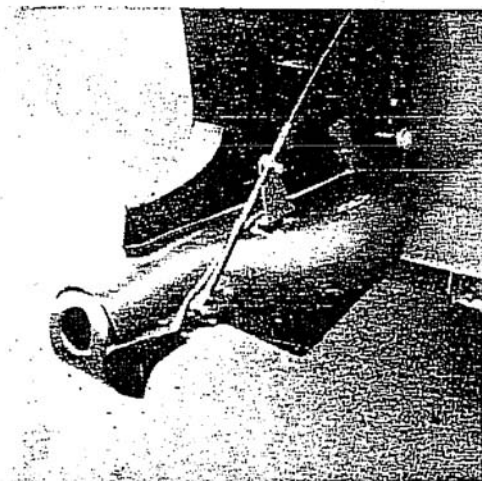
## MODELS E, G, P, S, AC

The reverse gate shift linkage on all Mercury jet drives from 35 HP and up has been changed. Our old type shift rod linkage is still used to operate the tilt latch cam, but the shift cable is removed from the power head attached to the side of the jet drive. It may be necessary to use a 1 foot longer shift cable.

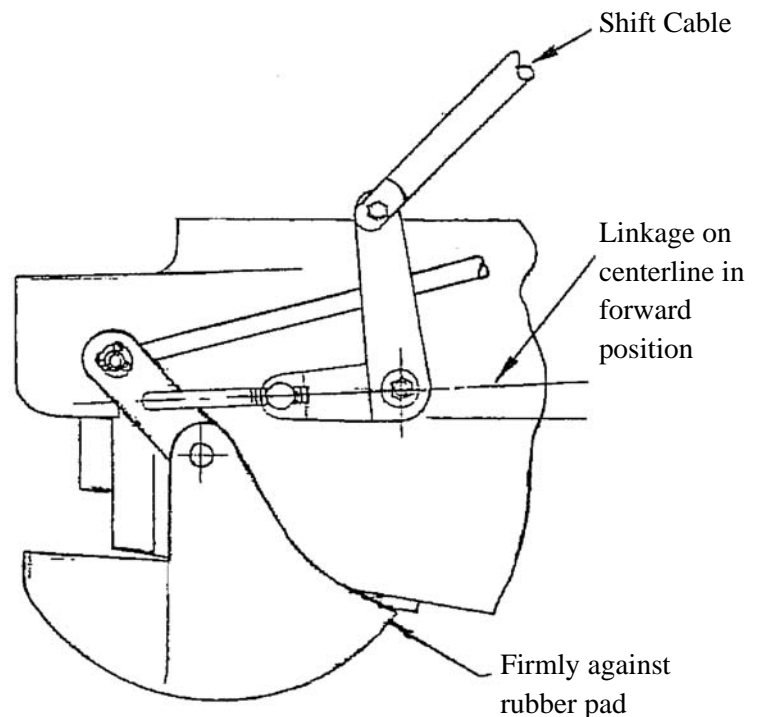
1. A small aluminum sleeve, 7/16 dia. x 3/8 long, is placed on the pin in the powerhead, where the cable end normally attaches, so that the cable end keeper can be secured. If this is not done, the keeper can turn sideways and jam the mechanism. (Not used on Mode AC)
2. The shift cable anchor bracket is attached to the jet drive with two 1/4-20 x 5/8 hex head bolts and 1/4 flat washers.
3. The cable end uses a 1/4 flat washer between the shift lever and plastic cable end. Adjust the cable per diagram below.



FORWARD



REVERSE



Specialty Manufacturing Company

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