

PATHMAKER AIRBOATS, INC.
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RECOMMENDED MAINTENANCE

CHANGE BREAK IN OIL AFTER 10 HOURS OF OPERATION.

CHANGE OIL AFTER EVERY 25 HOURS OF OPERATION.

GREASE DRIVE UNIT ABOUT EVERY 25 HOURS OF OPERATION. (THIS C
TO 5 PUMPS FROM A GREASE GUN ON ALL GREASE ZERTS.)

CARRY SPARE #7460 AND #7335 GATES FAN BELTS.

CARRY AT LEAST 1 QUART OF OIL.

CARRY AT LEAST 2 GALLONS OF CLEAN WATER.

RECOMMENDED TOOLS TO CARRY

COMBINATION WRENCHES AND SOCKETS – 7/16, 1/2, 3/8, 9/16, 5/8.

RATCHET AND EXTENSION.

CRESCENT WRENCH – 10”.

SCREW DRIVERS – STANDARD AND PHILLIPS HEAD.

PLIERS OR VICE GRIPS.

NOTE

A/C PF932 OIL FILTER OR EQUAL.

50WT RACING MOTOR OIL IS RECOMMENDED.

91 OCTANE FUEL OR BETTER.

READ AND APPROVED BY: _____

DATE: _____

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AIRBOAT MAINTENANCE

DAILY:

- 1.) CHECK OIL LEVEL
- 2.) CHECK COOLANT LEVEL
- 3.) VISUALLY INSPECT FOR LOOSE NUTS AND BUTS. (TIGHTEN IF NECESSARY.)
- 4.) SPRAY ENGINE WITH WD-40 DAILY TO PREVENT CORROSION AND RUST

EVERY 25 TO 30 HOURS:

- 1.) CHANGE OIL & FILTER (RECOMMEND OIL VALVOLINE 50W RACING OIL)
- 2.) PUMP EACH GREASE FITTING ON DRIVE UNIT TWO TIMES ONLY. (DO NOT OVER GREASE THESE BEARINGS.)
- 3.) CHECK BELTS ON ALTERNATOR.
- 4.) CHECK DRIVE UNIT MOUNT BOLTS.
- 5.) CLEAN AIR FILTER WITH SOLVENT.
- 6.) CLEAN PROPELLER.
- 7.) CHECK PROP GUARD NUTS HOLDING GUARD TO HULL.
- 8.) CLEAN STEERING CABLE PUSH RODS AT STEERING STICK & RUDDERS.

EVERY 150 HOURS:

- 1.) CHECK AND CHANGE FUEL FILTER IF NECESSARY.
- 2.) CHECK FLEX PLATE BOLTS ON DRIVE UNIT.

EVERY 300 HOURS:

- 1.) CHANGE SPARK PLUGS IF NECESSARY.
- 2.) CHANGE DISTRIBUTOR CAP AND ROTOR IF NECESSARY.

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COLOR CODE FOR WIRING

WHITE - FROM SENDER STUD ON TACHOMETER TO TACH SIDE OF IGNITION DUSTRICTOR.

PURPLE- FROM IGNITION STUD ON TACHOMETER TO BATTERY SIDE OF IGNITION DISTRIBUTOR

ORANGE- FROM IGNITION STUD ON KEY SWITCH TO ELECTRIC FUEL PUMP

YELLOW- FROM STARTER STUD ON KEY SWITCH TO STARTER MOTOR SOLENOID

GREEN – FROM TOGGLE SWITCH NEXT TO KEY SWITCH ON PANEL TO OILER MOTOR UNDER DECK

BROWN – FROM TOGGLE SWITCH ON PANEL TO BILGE PUMP WITH FUSE IN LINE TO IGNITION STUD ON KEY SWITCH

BLUE – FROM TOGGLE SWITCH ON PANEL TO RUNNING LIGHTS WITH FUSE INLINE TO IGNITION STUD ON KEY SWITCH

RED – (12 GUAGE) FROM 1 SIDE OF AMMETER T STUD ON REAR OF ALTERNATOR

RED – (10 GUAGE) FROM S STUD ON AMMETER TO LARGE STUD ON STARTER MOTOR SOLENOID

RED – (12 GUAGE) FROM S STUD ON AMMETER TO BATTERY STUD ON KEY SWITCH

BLACK – GROUND WIRE FOR TACHOMETER AND HOUR METER

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PROCEDURE IF AIRBOAT SINKS AND ENGINE GOES UNDERWATER

(THIS PROCEDURE SHOULD TAKE ABOUT ONE HOUR TO PERFORM)

- 1.) REMOVE SPARK PLUGS
- 2.) DRAIN OIL PAN AND REMOVE OIL FILTER
- 3.) REFILL WITH OIL AND NEW FILTER
- 4.) CHANGE STARTER MOTOR
- 5.) CRANK ENGINE WITH STARTER MOTOR TO BLOW WATER OUT OF CYLINDERS, THEN SPRAY CYLINDERS WITH WD-40
- 6.) REPLACE SPARK PLUGS
- 7.) DRAIN FUEL TANK
- 8.) REPLACE FUEL FILTER
- 9.) REMOVE BOTTOM SCREWS ON CARBURETOR BOWLS TO DRAIN CARBURETOR
- 10.) REPLACE CARBURETOR BOWL SCREWS
- 11.) REMOVE DISTRIBUTOR COIL CAP AND DRY COIL THEN REPLACE
- 12.) REMOVE DISTRIBUTOR CAP AND ROTOR
- 13.) DRY INSIDE OF DISTRIBUTOR WITH SOLVENT
- 14.) PUT BACK DISTRIBUTOR CAP AND ROTOR
- 15.) REFILL FUEL TANK
- 16.) START ENGINE
- 17.) CHECK OIL AFTER RUNNING FOR 10 MINUTES. (IF SIGNS OF WATER REMAIN, CHANGE OIL AGAIN.)

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REQUIRED EQUIPMENT FOR AIRBOAT, DRIVER AND PASSENGERS

- HARD HAT WITH EARMUFFS FOR DRIVER
- SAFETY GLASSES FOR DRIVER
- MINIMUM OF 4 PAIR OF EARMUFFS, NOT EAR PLUGS, MUST BE KEPT ON THE AIRBOAT FOR ALL PASSENGERS
- LIFE VEST FOR DRIVER
- LIFE VESTS FOR ALL PASSENGERS
- FIRST AID KIT
- FLARE GUN FOR DISTRESS SIGNAL
- THROW RING BUOY
- FIRE EXTINGUISHER
- SAFETY TOE SHOES FOR DRIVER
- LONG PANTS ARE TO BE WORN AT ALL TIMES, UNDER NO CIRCUMSTANCES WILL A DRIVER BE ALLOWED TO WEAR SHORTS

Check List for Airboat Going on Job / Returning from Job

AIRBOAT LA# _____

COMMENTS

- | | | |
|-----------|-------------------------|-------|
| 1) _____ | CLEANLINESS OF HULL | _____ |
| 2) _____ | PROP | _____ |
| 3) _____ | TEFLON | _____ |
| 4) _____ | NON-SKID | _____ |
| 5) _____ | RUDDERS | _____ |
| 6) _____ | SPRAYER PUMP & TANK | _____ |
| 7) _____ | PROP GUARD | _____ |
| 8) _____ | RADIATOR | _____ |
| 9) _____ | WATER LEVEL | _____ |
| 10) _____ | FLYWHEEL | _____ |
| 11) _____ | SEAT COVERS | _____ |
| 12) _____ | ENGINE COVER | _____ |
| 13) _____ | FIRE EXTINGUISHER | _____ |
| 14) _____ | LIFE RING | _____ |
| 15) _____ | GAS TANK FULL | _____ |
| 16) _____ | OIL LEVEL & CLEANLINESS | _____ |
| 17) _____ | STEERING CABLE | _____ |
| 18) _____ | THROTTLE CABLE | _____ |
| 19) _____ | BILGE PUMP & HOSE | _____ |
| 20) _____ | EXHAUST | _____ |
| 21) _____ | SPARE TIRE | _____ |
| 22) _____ | TRAILER LIGHTS | _____ |
| 23) _____ | GREASE TRAILER BEARINGS | _____ |
| 24) _____ | BATTERIES | _____ |

INSPECTOR _____ DATE _____

BOAT DRIVER _____

JOB RETURNED FROM _____

***** ANY REPAIRS NEEDED OR ITEMS MISSING THAT ARE NOT REPORTED ON HERE WILL BE DEDUCTED FROM THE DRIVER'S PAY *****

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AIRBOAT SAFETY REQUIREMENTS

- NEVER STAND NEXT TO OR BEHIND THE PROPELLER OF AN AIRBOAT WHEN THE ENGINE IS RUNNING.
- NEVER APPROACH THE AIRBOAT FROM THE REAR WHEN THE ENGINE IS RUNNING. THE REAR OF THE AIRBOAT IS A BLIND SPOT FOR THE OPERATOR. MAKE THE AIRBOAT OPERATOR AWARE OF YOUR PRESENCE AT ALL TIMES.
- ALWAYS BE AWARE OF THE AIRBOAT PROP WASH. IT IS VERY POWERFUL AND CAN KNOCK PEOPLE DOWN, CAPSIZE OTHER BOATS, BREAK WINDOWS AND BLOW LOOSE OBJECTS WITH TREMENDOUS FORCE.
- SECURE ALL OBJECTS, PREFERABLY WITH A NET OR TARPAULIN AND KEEP THEM AWAY FROM THE PROPELLER. ALL AIRBOATS SHOULD HAVE A FULL SAFETY SHROUD AROUND THE PROPELLER. KEEP THE BOAT FREE OF DEBRIS.
- THE AIRBOAT OPERATOR IS RESPONSIBLE FOR SAFETY ON BOARD THE AIRBOAT.
- WEAR A BUCKLED LIFE VEST AT ALL TIMES.
- DO NOT OVERLOAD THE AIRBOAT. POST THE MAXIMUM LOAD AND/OR PASSENGER LIMIT IN THE BOAT.
- BALANCE THE BOAT.
- DO NOT MOVE OR STAND WHILE THE AIRBOAT IS IN MOTION.
- KEEP YOUR HANDS AND FEET INSIDE THE AIRBOAT AT ALL TIMES. WAIT UNTIL THE AIRBOAT IS COMPLETELY STOPPED BEFORE GETTING OUT.
- AIRBOATS SHOULD OPERATE AT A REASONABLE SPEED, NO MORE THAN 40-48 KM/H (25-30 MPH).
- SOME AIRBOATS RUN WITH OPEN EXHAUST. WATCH FOR FIRES. MUFFLERS ARE RECOMMENDED.
- SMOKING IS PROHIBITED WHEN CARRYING FLAMMABLE LIQUIDS, EXPLOSIVE MATERIALS OR WHEN REFUELING. SIGNS SHOULD BE APPROPRIATELY POSTED.

AIRBOAT DRIVER QUALITY CHECKLIST

DRIVERS' NAME: _____ YOUR NAME: _____

TRAVELING FROM: _____ TRAVELING TO: _____

DATE: _____ DURATION OF JOURNEY: _____

IF YOUR ANSWER TO ANY OF THE FOLLOWING QUESTIONS IS **NO**, OR THERE IS ANYTHING WHICH YOU FEEL COULD PRESENT A HAZARD, DO NOT WAIT UNTIL YOU ARRIVE AT YOUR DESTINATION, **ACT NOW**. IF THE DRIVER FAILS TO FOLLOW SAFETY PROCEDURES, TELL HIM AT THE TIME. DO NOT WAIT, IT MAY BE TOO LATE.

THE DRIVER HAS AUTHORITY TO REFUSE TO TRANSPORT ANYONE WHO REFUSES TO WEAR THEIR **PPE** OR IF PROPER SEATS ARE NOT AVAILABLE ON THE AIRBOAT.

BEFORE OR DURING YOUR PRESENT JOURNEY, DOES OR DID THE DRIVER:		Y/ N	COMMENTS
1.	Hold a valid GP driving certificate (inspect it)?		
2.	Understand his instructions for the trip before Setting- off?		
3.	Carry out daily airboat/equipment checks? (incl. Engine, Fluids, Prop, Controls, and Hull)		
4.	Keep the airboat clean & tidy inside & outside?		
5.	Insure all passengers have proper seats facing Forward?		
6.	Complete journey management correctly?		
7.	Check that everyone is wearing their PPE Correctly before moving off?		
8.	Adhere to GP speed limits?		
9.	Drive at a safe speed dictated by the terrain/ Traffic/ weather conditions?		
10.	Drive defensively?		
11.	Courteous to others?		
12.	Choose a safe and sensible route when in rough Terrain.		
13.	Stay alert and in control		
14.	Maintain a smooth and safe operation?		
Overall evaluation			
15.	Do you feel comfortable with this driver driving?		
Other comments (use reverse of page if necessary)			

Your signature _____

Driver signature _____

OVERVIEW OF ALL AIRBOAT OPERATIONS AND TRAINING

Airboat Drivers

a) Airboat drivers are responsible for:

- driving airboats in a safe and responsible manner at all times
- driving airboats in accordance with manufacturer's recommendations
- driving airboats in accordance with the training they have received
- wearing the required PPE
- performing and documenting daily, weekly, and monthly maintenance according to the owner's maintenance schedule prior to driving airboats
- refusing to drive an airboat that does not meet defined requirements or has otherwise been assessed as a significant hazard
- taking responsibility for their equipment seriously
- good participation in QHSE initiatives related to airboats
- actively identifying, reporting and rectifying hazards relating to airboat operation
- reporting incidents promptly
- reporting mechanical deficiencies to the mechanic promptly
- considering the environmental impact of actions taken with the airboat, and adjusting actions in order to minimize environmental impact

Actions

Airboat Driver Selection, Training and Assessment

Airboat driver Selection

Airboat drivers shall be selected based on the following criteria:

- previous airboat experience
- previous job experience
- comprehension of water transport
- mechanical aptitude
- ability to give and take instructions

Airboat Driver Assessment and Training

Only approved personnel shall be allowed to operate airboats. The approval process is defined below.

- a) The approval process shall include an Airboat Driving Assessment and a formal briefing on local

driving hazards and conditions. This assessment and briefing shall be conducted by designated qualified Airboat Driving Instructors.

- b) Each operation where airboats are in use shall have a minimum of one qualified Airboat Driving Instructor.
- c) Upon successful completion of training, the instructor shall either issue the Airboat Driver a certificate or record the training in the Airboat Driver Certificate or record shall specify the type of airboat they are authorized to drive, applicable geographical area and type of terrain. This certificate will be valid for one year only and will be acceptable at all Pathmaker Airboats job locations.
- d) Nobody shall be permitted to operate an airboat without the proper training and certification.
- e) Airboat Drivers are required to successfully complete test.
- f) Airboat Drivers are required to have First Aid and CPR training.
- g) Airboat Drivers must be re-assessed for each different type of airboat and whenever substantial modifications are made to airboats.

Airboat Driving Instructor Qualification

The minimum requirements to qualify as an airboat driving assessor are as follows?

- 3 years of airboat driving experience
- 12 months of airboat mechanical experience
- qualified and active airboat driver
- demonstrate good ability in training and assessing
- familiar with Company requirements as well as local regulations
- familiar with local hazards
- assessed "Good" or better according to Airboat Driver Assessment checklist and to consistently drive as trained
- not involved in a Serious airboat accident in the previous 12 months

Subcontractors

- a) All subcontractors are expected to supply qualified and competent operators with all airboats. Such operators will be required to undergo a 1 hour (minimum) assessment from a qualified Airboat Driving Instructor. Only after successfully completing the test drive will a sub-contractor driver be eligible to drive an airboat on a crew.
- b) The training of sub-contractor airboat drivers is the responsibility of the sub-contractor.

Risk Minimization

- a) All drivers shall be involved in the preparation and review of the applicable site Hazard Data Sheets relating to Airboat Transport.
- b) Periodic HSE meetings shall be held with all airboat drivers to review performance, hold refresher sessions and discuss topics related to airboat driving issuers.
- c) General awareness about the risks relating to Airboat Transport shall be continuously maintained through meetings, visual displays such as posters and videos, or other appropriate means.

Airboat Standards

General Requirements

- a) All Airboats shall be equipped with the following equipment:
 - Two-way radio
 - Spark arrestors
 - Master power disconnect switch
 - 15 foot cane pole with high visibility flags
 - Tool kit with basic hand tools
 - All equipment as supplied by the manufacturer
 - First Aid Kit
 - 5 lbs. ABC Dry Chemical Fire Extinguisher
 - Set of applicable maps
 - Copy of site Emergency Response Plan
 - Life Ring
 - Flare Gun
 - Copy of required airboat documents (registration, insurance, etc.)
 - All agreed labels
 - Where airboats could be used at night, floodlights
 - Where applicable, Blood Borne Pathogens Kit
- b) Airboats must never transport more people than there are proper seats for and never more than recommended by the manufacturer.
- c) An Airboat with mechanical deficiencies posing a risk to occupants shall not be operated.
- d) Airboats shall not be loaded beyond the capacities specified by the manufacturer.
- e) Loads shall be properly balanced and secured. Their distribution shall follow the manufacturer's recommendations
- f) Tie-down points shall be installed.
- g) Modifications to airboats shall:

- Not interfere with the steering of the airboat
 - Not interfere with the balance and center of gravity of the airboat
- h) The stability of the airboat must be assessed prior, during and after any modifications
- i) The battery on an airboat must be inside a covered battery box
- j) Airboats must be equipped with non-skid floor boards
- k) Airboats must be marked with freeboard/load line markings

Airboat Driving

PPE

- a) Each airboat driver shall be equipped and maintain a personal set of PPE
- b) Airboat Driver PPE consists of the following:
- ANSI Z8901 Hard Hat
 - Class A Hearing Protection
 - Personal Floatation Device
 - ANSI Z87.1 Eye Protection
 - Steel-toed boots
 - Gloves
 - Suitable cold/hot weather equipment
 - High-visibility clothing

Pre-departure Checks and Maintenance

- a) Applicable RITE maintenance shall be conducted as specified for each type of airboat.
- b) Site specific airboat checklists adapted to local conditions and requirements shall be defined at each
Locations and incorporated in the inspection and maintenance program
- c) Each airboat driver is responsible for doing a pre-departure inspection.
- d) The ignition system must be properly locked out prior to commencing any work inside the propeller cage.
- e) No airboat driver shall knowingly take an airboat that is in poor mechanical condition away from the operational base.
- f) Any personnel who are aware of a defect on an airboat must inform the person in charge immediately.

Journey Management

- a) A journey management system shall be implemented in every location where airboats are operated in order to allow an effective management of the airboat fleet, elimination of unnecessary trips and early identification of overdue arrivals.

Defensive Driving

- a) Defensive driving must be practiced at all times.
- b) Driving an airboat under the influence of drugs or alcohol is not permitted. Violation of this rule shall be followed by strong discipline.
- c) Airboats must reduce speed when passing people or objects that may be affected by the wake
- d) Airboats must reduce speed prior to turns, intersections, and area of limited visibility
- e) Airboats should follow right banks when traveling on rivers and channels.
- f) Before crossing an unusually rough area, the airboat driver must warn the occupants, ensure that they brace themselves, and adjust the airboat speed accordingly.
- g) The airboat driver must always watch out for obstructions such as trees, stumps, sand banks, etc.

Airboat Occupants

- a) Airboat passengers must wear all required PPE.
- b) Airboat passengers must be Swim Tested prior to boarding an airboat.
- c) All occupants must remain properly seated when the airboat is in motion.
- d) All occupants must face the direction of travel.
- e) All occupants must remain alert throughout the journey.
- f) Only employees, subcontractors, and clients shall be transported on airboats.

Speed

- a) Speed must be adjusted to terrain
- b) Speed limits shall be clearly defined wherever airboats are operated.
- c) Airboat drivers shall at all times observe the established speed limits.
- d) Non-compliance with defined speed limits shall be cause for disciplinary action
- e) The maximum speed limit for airboats on any operation is 30 miles per hour. Speed limits (and corresponding speeds) are to be lowered according to local conditions.

Uncharted Terrain Driving

Uncharted terrain driving requires specialized skills to protect the occupants, the airboat and the terrain. As such, additional precautions must be taken.

- a) Prior to any uncharted terrain driving, a documented meeting on airboat driving techniques must take place between the airboat driver and his/her supervisor.
- b) Other special precautions as defined in the Contract Plane.

Night Operations

- a) Night driving will be permitted only under emergency situations with written management approval following a thorough assessment of the associated risks. The assessment must show that the risks are acceptable and manageable using clearly defined control and recovery measures.

Fuelling

- a) Engine must be turned off and all sources of ignition removed prior to fuelling.
- b) Smoking is not permitted during fuelling operations.
- c) Two persons must be present during fuelling operations.

Towing

- a) Towing shall only be conducted using proper shackles and tow ropes of adequate strength and length.
All Shall be correctly stored and regularly inspected. Shackles or any other metal objects shall not be used to tie ropes together.
- b) Establish the signals to be used and who will give signals prior to starting the operation.
- c) The person in charge must ensure that all everyone is completely clear prior to starting the towing operation.

Parking

- a) Airboats must be parked in designated areas.

Transporting Airboats

- a) Trailers must be properly secured to vehicles before loading and unloading airboats.
- b) Airboats shall be properly secured for transportation.

Monitoring

Airboat Driver Monitoring

a) The performance of Airboat Drivers can also be monitored by passengers through the use of checklists

such as the Airboat Driver Quality Checklist. Passengers are encouraged to use these checklists

regularly, particularly on the third party airboats.

INSTRUCTIONS FOR INSTALLING DRIVE UNITS
CH-2, CH-3, TO THE ENGINE

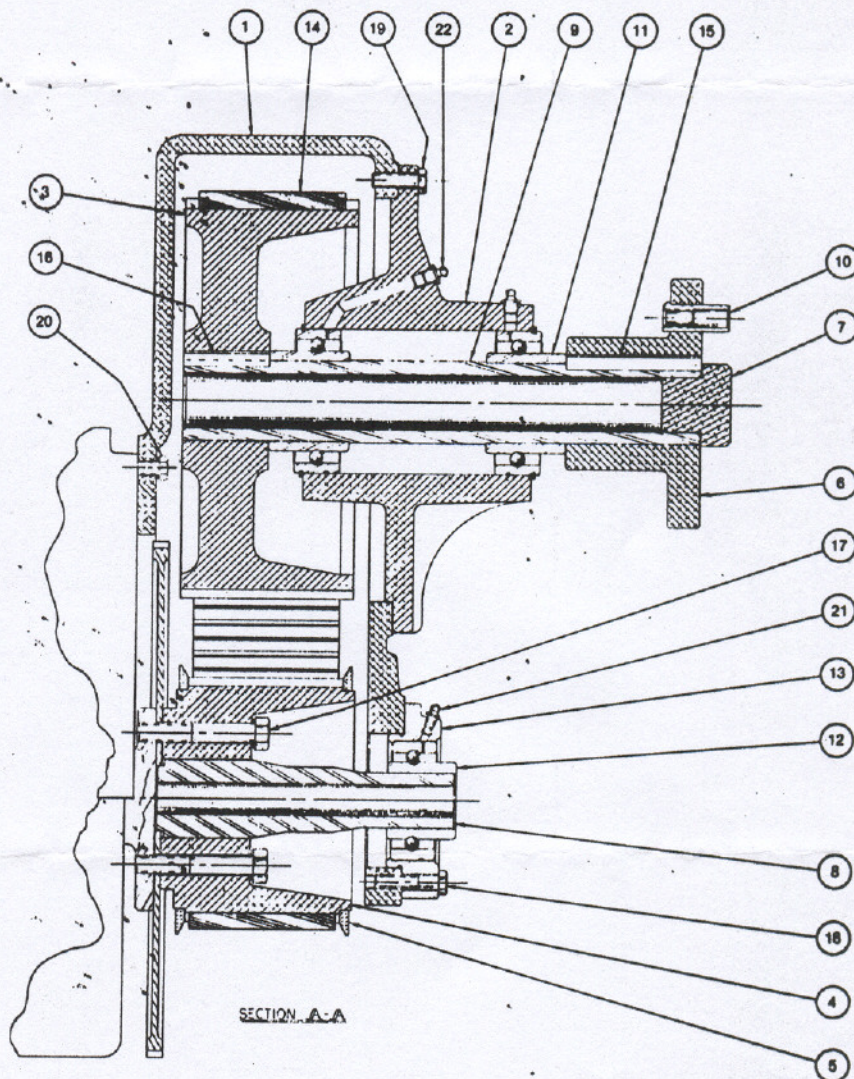
1. CHECK THE TOP OF THE BELL HOUSING; SOME ENGINES HAVE THE TOP HOLE, SOME DO NOT. IF YOURS DOESN'T PLACE THE CASE IN PLACE AND SCRIBE THE HOLE, DRILL 1" DEEP WITH 5/16" DRILL AND TAP WITH 3/8" COARSE THREAD TAP. ALSO A GOOD IDEA TO RUN THE TAP IN THOSE OTHER HOLES TOO.
2. REMOVE THE STARTER WHEEL, PLACE ON FIXTURE FURNISHED AND LAY THE CIRCULAR DRIVE PLATE ON THE STARTER WHEEL, LINING THE SIX OUTER HOLES UP WITH THE SPOKE CENTERS OF THE FLY WHEEL. CLAMP WITH AT LEAST TWO CLAMPS AND DRILL THROUGH THESE SIX HOLES, THROUGH THE SPOKES OF THE STARTER WHEEL WITH 25/64" DRILL.
3. BOLT STARTER WHEEL BACK TO ENGINE AS WAS.
4. LAY CIRCULAR DRIVE PLATE ON STUB SHAFT END OF BOTTOM PULLEY, PLACE (6) OF THE 7/16" LONG BOLTS, WITH HEADS TOWARD ENGINE, NUTS AND WASHERS IN THE HOLLOW PART OF THE PULLEY, AND TIGHTEN PLATE TO PULLEY SECURELY. YES, THE TWELVE BOLT HEADS AT THE ENGINE AREA WILL MISS EACH OTHER.
5. TAP WITH SOFT HAMMER, THE 1.706 SHAFT AND INTO THE CRANK COUNTER-BORE, AFTER CLEANING AND SANDING THIS RECESS BORE PROPERLY. THIS SHOULD BE A TIGHT FIT, AND MAY REQUIRE LIGHT FILING AND POLISHING OF THE STUB SHAFT END. BUT, IT MUST ENGAGE AT LEAST 3/8" INTO THE COUNTER-BORE, THIS IS IMPORTANT. THE 3/8" X 1" BOLTS COUPLE THE CIRCULAR DRIVE PLATE TO THE STARTER WHEEL, BY USING THE NUT SPACERS BETWEEN, AND WITH THE ROUNDED HEADS OF THE BOLTS TOWARD THE BELT, NUTS TOWARD THE ENGINE. TIGHTEN NUTS ONLY SNUG AT THIS TIME.
6. HANG BELT ON BOTTOM PULLEY, REMOVE OUTBOARD BEARING FROM MAIN CASE, AND BOLT MAIN CASE TO ENGINE, USING BOLTS AND WASHERS FURNISHED.
7. SLIDE OUTBOARD BEARING INTO PLACE AND BOLT TIGHT. NOW, WITH SOFT HAMMER, SEE IF BOTTOM SHAFT WILL GO FARTHER UP INTO THE COUNTER-BORE OF THE CRANK SHAFT. IF YOU ARE CERTAIN, LOCK THE TWO SET SCREWS ON THE BEARING SLEEVE. YOUR BOTTOM ASSEMBLY WILL BE LINED UP PERFECTLY WITH THE ENGINE CRANK.
8. HAVE SOMEONE HOLD UP ON THE BELT AND SLIDE THE UPPER PULLEY UNDER THE BELT AND INTO PLACE. IT IS NOT EASY BUT NOT ALWAYS TOO DIFFICULT.
9. YOU CAN REVOLVE THE ECCENTRIC BEARING HOUSING EITHER WAY FOR ADJUSTMENT, BUT WHEN BOLTS ARE SNUG, BELT SHOULD NOT BE DRUM TIGHT NOR TOO LOOSE EITHER.
10. NOW IS THE TIME TO FAST IDLE THE ENGINE, TO LET THE BELT FIND ITS RELAXED POSITION, AND TO ALLOW THE FLY WHEEL AND DRIVE PLATE TO RELAX AND NOT BE IN A BIND.
11. NOW, TIGHTEN THOSE (6) BOLTS THAT COUPLE THE SMALL DISC TO THE STARTER WHEEL, PERMANENTLY.
12. CHECK THE BELT TENSION NOW, ALSO AFTER IT RUNS A LITTLE, AS AFTER IT LIMBERS UP YOU CAN TELL BETTER WHETHER IT IS RIGHT. RUNNING A BELT DRUM TIGHT ONLY HOATS THE BEARINGS AND SHORTENS THE LIFE OF THE BELTED TRANSMISSION. THE THREADED HOLES ARE SPACED TO GIVE A DIFFERENT SETTING WHEN REVOLVED TO THE RIGHT OR TO THE LEFT. WE FURNISH A PROP PLATE, BUT NO PROP BOLTS S ALL PROPS USED ARE NOT OF STANDARD MEASUREMENTS.

YOUR DRIVE UNIT COMES GREASED FOR THE FIRST 25 HOURS OF OPERATION, AND WITH A LITHIUM BASE WHEEL BEARING GREASE.

MUST LOCK-TITE DRIVE PLATE FLYWHEEL NUTS AND BOLTS. ALSO, PROPERLY TORQUE. SILICONE SPRAY WILL HELP WITH THE FINAL ASSEMBLY.

**AIRBOAT DRIVE UNITS
687 BUCKTAIL ROAD
FRANKLIN, PA 16323**

1. Unit Case
2. Machined propeller housing
3. Upper propeller pulley
4. Bottom drive pulley
5. Drive pulley fences (2 per unit)
6. Propeller hub
7. Propeller centering hub
8. Bottom drive shaft
9. Propeller shaft "hi-alloy steel"
10. Propeller dowels (6 per unit)
11. Shaft bearings (ER-39)
top shaft (2 each)
12. Shaft bearings (MFC-24)
bottom shaft
13. Shaft bearings (MFC-24)
bottom shaft
14. Gear belt 1280-8M-127
15. Propeller hub key
3/8" X 3/8" X 2 1/2" long
16. Upper pulley key 2 1/2" long
17. Bottom attach bolts
7/16" X 3 1/4" (6 per unit)
18. Bolts 3/8" X 2" (4 per unit)
19. Attach bolts 3/8" X 1 1/2" course
(9 per unit)
20. Attach bolts 3/8" X 1 1/4"
(7 per unit)
21. Bottom bearing grease fitting
22. Grease fitting 1/8" pipe thread
(2 per unit)
23. Flex plate



CH3 belts are 5" wide or 127 MM
CH2 belts are 4" wide or 102 MM