

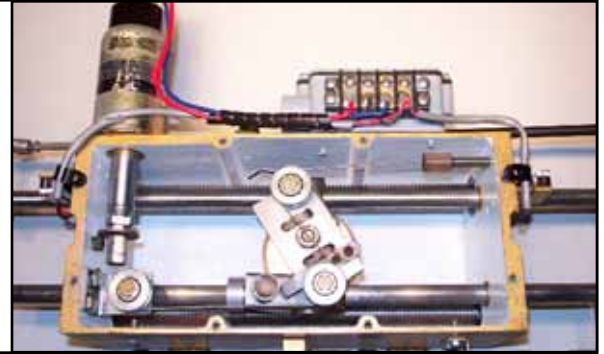


Synchronizer Clutch Cable Replacement Procedure

Model 1750 Solenoid Clutch Cable Replacement Instructions

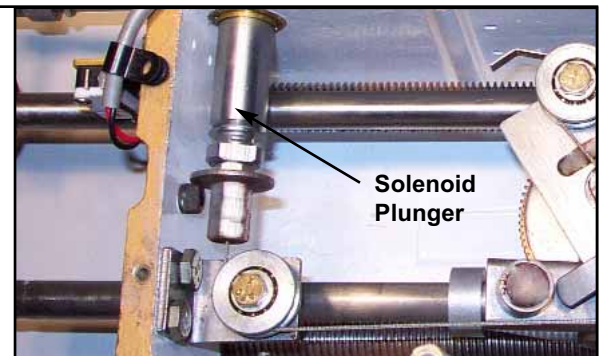
STEP 1: TURN ENGINES & SYNCHRONIZER OFF.

The model 1750 solenoid clutch cable should be replaced with the engines and Synchronizer OFF. Remove the Synchronizer cover.



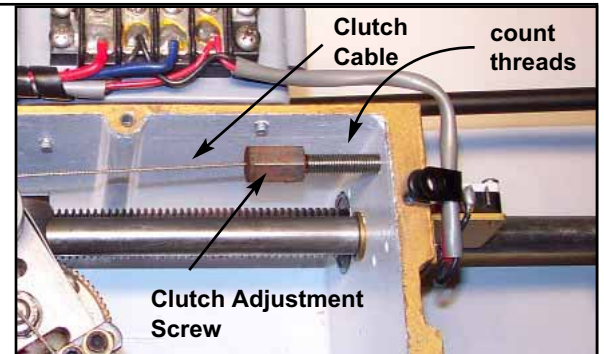
STEP 2: DISCONNECT OLD CLUTCH CABLE

Disconnect the old clutch cable from the solenoid plunger.



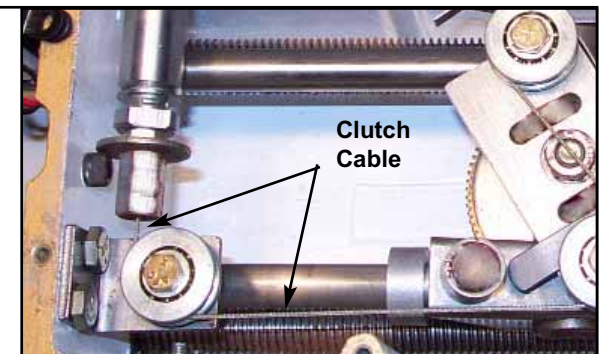
STEP 3: REMOVE BROKEN CLUTCH ADJUSTMENT SCREW

Count the number of threads remaining on the broken clutch adjustment screw, which is attached to the other end of the clutch cable. You will need to know this in order to replace the new adjustment screw in the correct position. Unscrew the broken adjustment screw from the Synchronizer case.



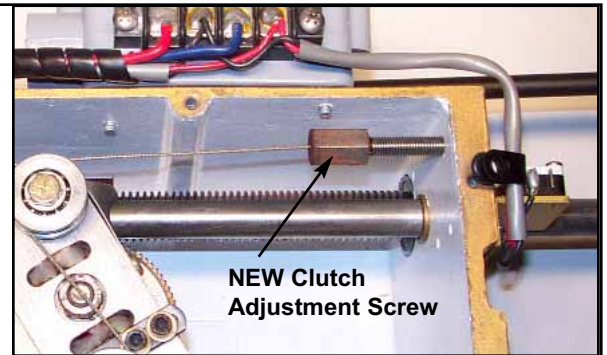
STEP 4: INSTALL NEW CLUTCH CABLE

Connect the new clutch cable to the solenoid plunger by tightening the nut "wrench tight" onto the solenoid plunger while holding the plunger with a 9/16" wrench. Install the new clutch adjustment screw (with new clutch cable attached) in place of the old one.



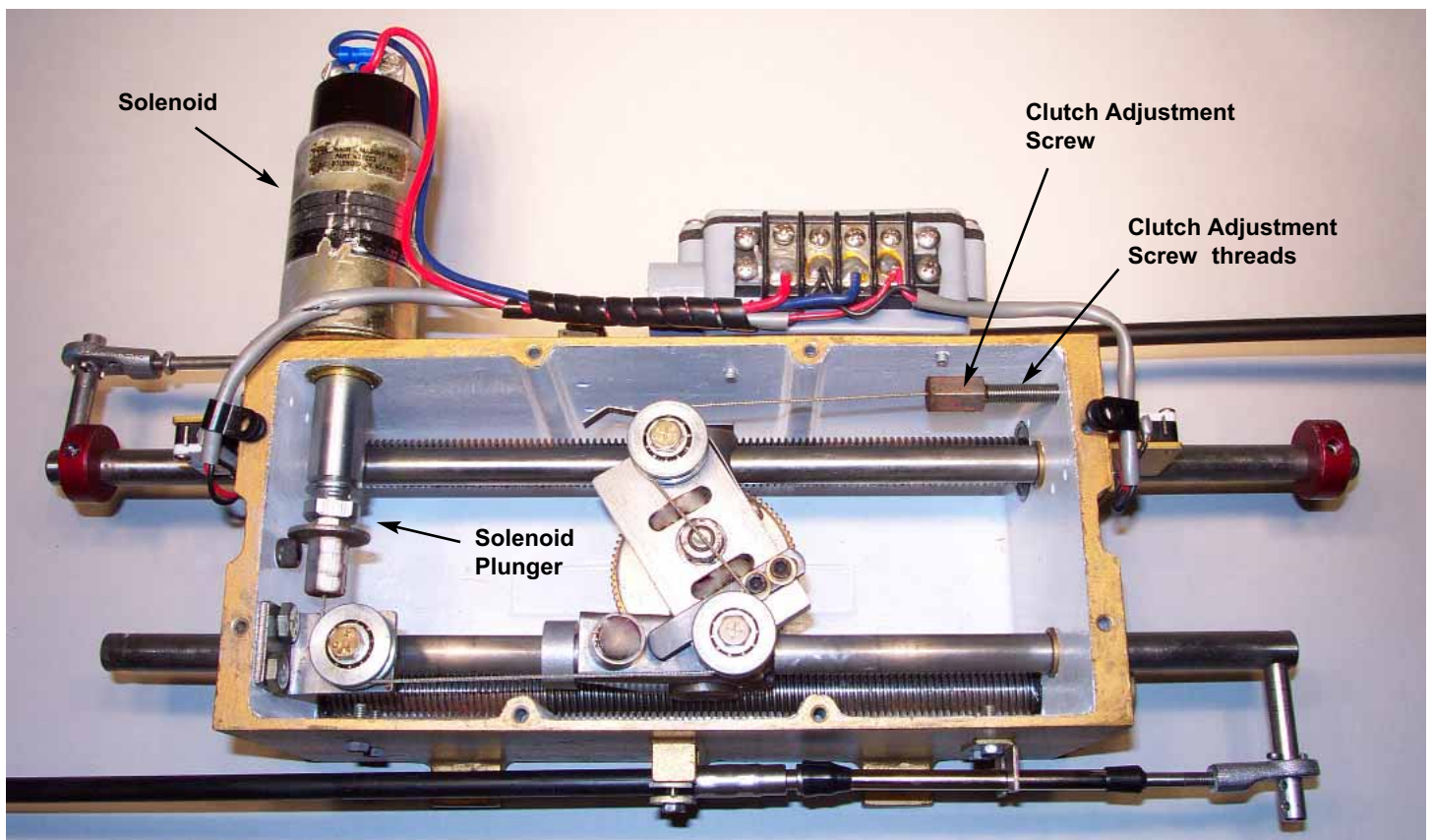
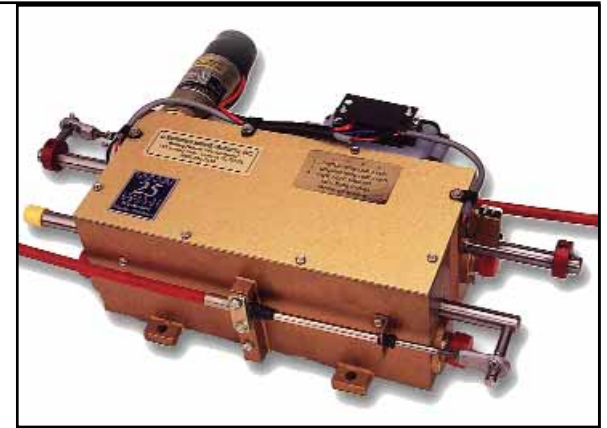
STEP 5: INSTALL NEW CLUTCH ADJUSTMENT SCREW

The new clutch adjustment should be screwed into the Synchronizer case to approximately the same location as the broken screw that was removed, based on the number of threads remaining inside the Synchronizer box determined in step 3.



STEP 6: REASSEMBLE & TEST UNIT

Reassemble the Synchronizer cover and test operate the unit. If the Synchronizer solenoid chatters or buzzes, or the pilot light is dim when you activate the switch, the clutch cable is too tight and the adjustment screw should be turned CLOCKWISE (into the unit) to reduce the tension on the clutch cable. If the unit turns on OK, but the slave engine responds "sluggishly," or not at all, then the clutch cable is too loose and should be tightened by turning the adjusting screw COUNTER-CLOCKWISE (out of the unit). We recommend NOT turning the screw more than 1 turn at a time.



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