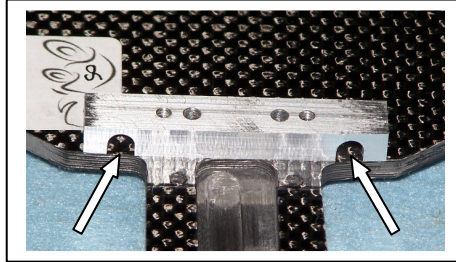


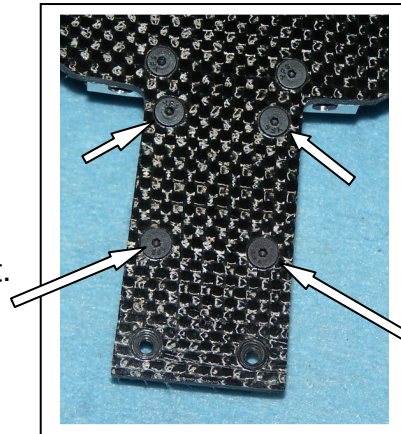
BAG D

TRANSMISSION INSTALLATION

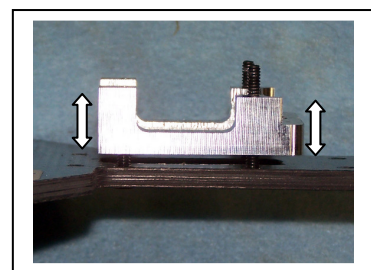
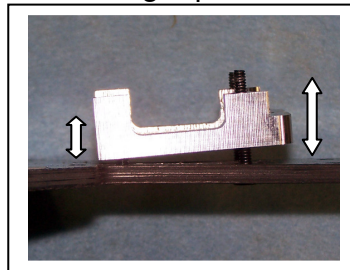
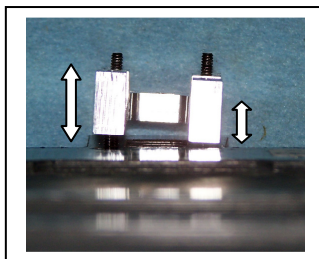
- D1) If you use thread lock, do the two tapped holes of the hinge pin brace. (XF3260) Put two 4-40 X 3/8" flat head screws up from the bottom of the chassis to install the hinge pin brace, bushing bosses to the rear.



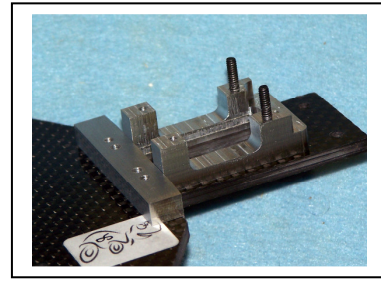
- D2) Put two 4-40 X 1" flat head bolts (XF6027 long arrows) and two 4-40 X 3/8" flat head bolts (short arrows) up from the bottom of the chassis to bolt on the transmission cradle. 1" bolts to the rear, 3/8" to the front. The very back chassis holes will be used later.



- D3) Now install the transmission cradle (XF5030). If you use thread lock, do only the two front holes. The two rear holes are not tapped, but you will want to twist the 1" bolts to help the cradle slide down. You want to twist a little bit on each bolt in order to keep the cradle level as you install it. "Walk" it down. Don't let it get on a large angle as in the left and center photos. Keep it level, as in the right photo.

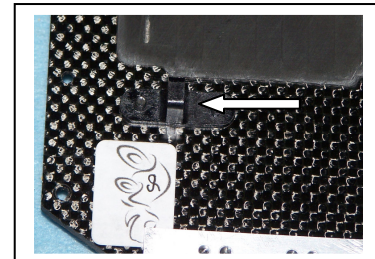
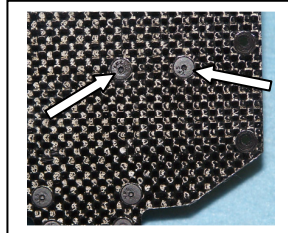
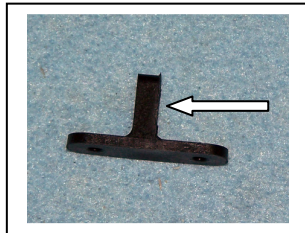


- D4) When installed properly, the brace and cradle look like this.

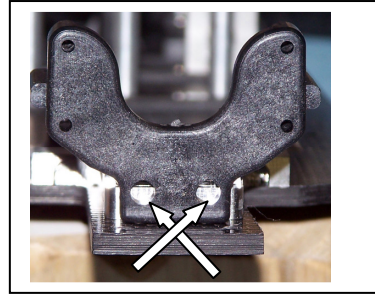
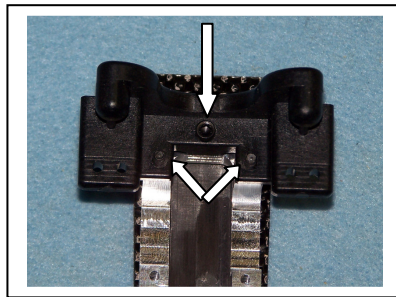


ONWARD TO THE TRANSMISSION!

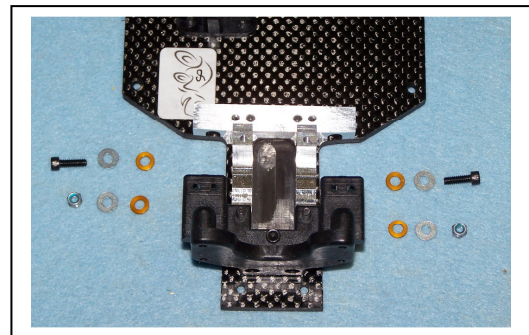
- D5) Install the motor plate brace (XF1130) with two 4-40 X 3/8" flat head screws coming up from under the chassis. Leave them finger tight for now. Note that the brace is offset to the left.



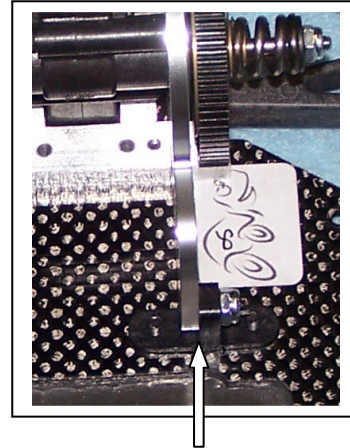
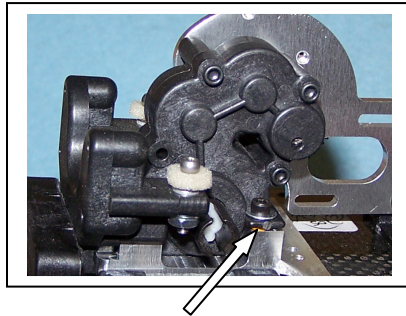
- D6) Install the rear bulkhead (XF1310) onto the rear of the transmission cradle with a 4-40 X 1/2" cap head screw (long arrow). The bulkhead should slide over the two screws extending up through the cradle (short arrows). The two holes at the bottom rear of the bulkhead are not used on the X – 60CF.



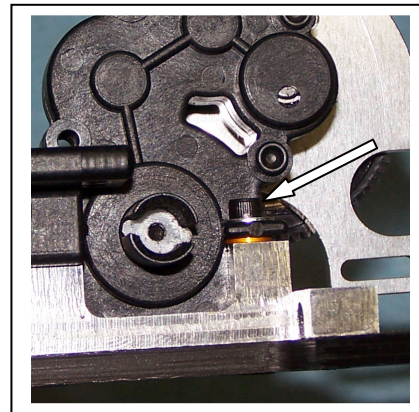
- D7) Gather together two 4-40 X 3/8" cap head screws, two 4-40 mini nuts (XF6073), and four #4 flat washers (XF6080). Check the tuning section and set-up sheet to determine which transmission shims (XF5702) you will use, get those four shims out of the bag, and save the others. Here we are using the 0.060" shims.



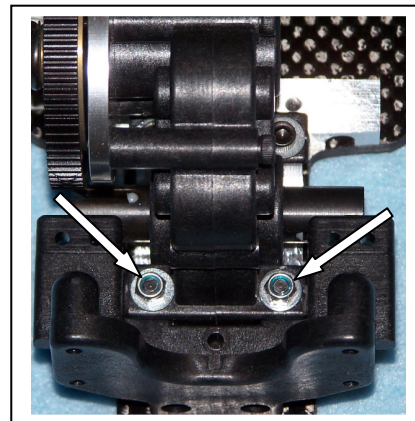
- D8) Place the four shims on the four posts of the cradle and put the transmission into the cradle. Be sure the shims stay in place (bottom photo) and the motor plate lines up correctly with its bracket (right photo).



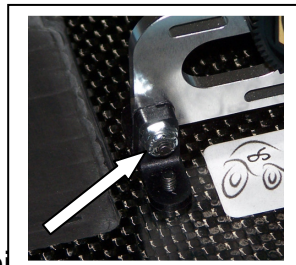
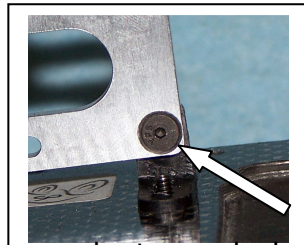
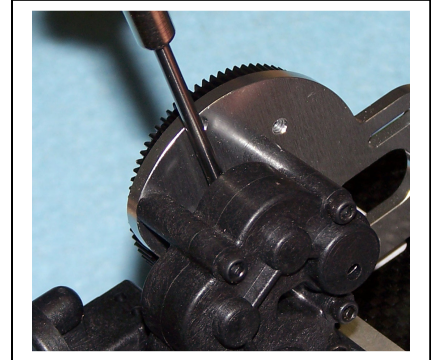
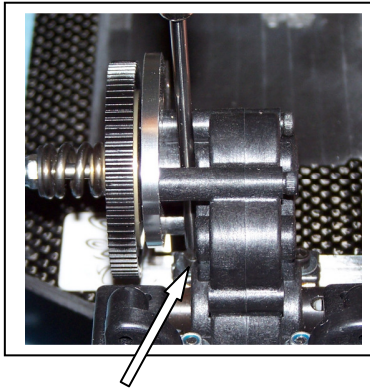
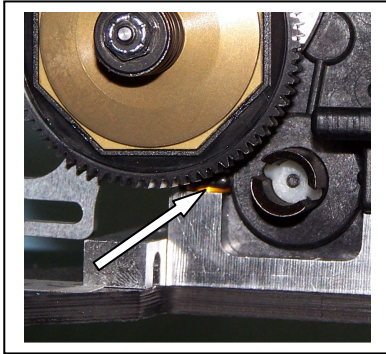
- D9) We'll do the easy one first. Place a flat washer on a 4-40 X 3/8" cap head bolt, insert the bolt through the hole in the right front transmission tab, through the shim, and screw it finger tight into the cradle.



- D10) In the rear, place flat washers over the two studs which should protrude through the rear transmission tabs. The shims should be in place. Install the two 4-40 mini locking nuts.



- D11) Place a flat washer over a 4-40 X 3/8" screw, put the screw on your wrench, and fit it down between the transmission and the motor plate to secure the left front tab. Be sure the shim is in place (left photo). Now tighten both bolts and both nuts.



- 12) If you have used a transmission heliograph, use flat washers between the motor plate support bracket and the chassis. Secure the motor plate to its bracket with a 4-40 X 1/2" flat head screw and 4-40 locking nut. Now tighten the brace's bolts from D5.

OK! Hardest part is done, we're rolling now!