

2. Longitudinal Position

- a. Move clutch lever to an upward position, PARALLEL with the RVG main shaft (half-way between an engaged and a disengaged position).
- b. Slide lever housing down on the main shaft until clutch cables are taut. Tighten housing-clamp bolt.
- c. When the lever is pushed toward the main shaft to a fully engaged position, the clutch cables should be slack and the cable-holding bushing or bolt head should touch the edge of the assembly hole.

E. To Adjust Lever Tension and Holding Capacity

1. The lever tension and holding capacity is controlled by the brake-clamp on the lever shaft-assembly.
2. Lever tension should be such that the lever can be moved with relative ease. At the same time, there must be enough tension to prevent the clutch springs from causing the lever to creep up from a disengaged to an engaged position.
3. If the lever is too hard to move or "creeps," tighten or loosen the brake-clamp screw, whichever is needed.

RVG RUDDER-UNIT DISASSEMBLY INSTRUCTIONS

Tools

1/2" closed end hex wrenches (2)
5/16" allen wrench, 6" long
Medium pliers
Medium screwdriver

To remove rudder from skeg

With the two 1/2" closed end hex wrenches, hold head of linkage bolt (23) and remove nut (31), lock washer (32), and flat washer (33). Turn bolt to remove from lever (24) and **THREADED** rocker arm (20).

Using the long end of the 5/16" allen wrench, loosen allen bolt (1) from rudder skeg (3) until head of bolt is flush with outer surface of upper rudder bearing (2). Pull rudder (6) away from skeg only to the extent that the rocker arm is cleared. If the rudder is pulled further back from the skeg, damage will result to the lower rudder assembly.

Lift upper rudder bearing out of its bushing and then lift entire rudder upward until bottom of rudder clears the lower rudder bearing (5).

To remove trim tab from rudder

Remove screw (8) from lower trim tab bearing (7) and pull bearing away from rudder slightly; and out of trim tab(9).

Pull trim tab (9) down and away from upper trim tab bearing (10).

To remove lower rudder bearing (for replacement only).

Loosen slotted screw (4) in skeg end-plate. With a 1"-diameter wooden dowel and hammer, drive lower rudder bearing up and out of the skeg end-plate.

To replace lower rudder bearing

With 1"-diameter wooden dowel and hammer, drive the lower rudder bearing down into skeg end-plate seat; tighten slotted holding-screw in end-plate. (When replacing rudder bearings, apply all-purpose grease to running surfaces.)

To re-assemble rudder unit

Reverse steps described above, making sure that all nuts are firmly tightened — but **DO NOT OVERTURN**. Special caution should be given to the bronze hex wood screw (8) in the lower trim tab bearing. After rudder unit is re-assembled, make sure that the rudder can be moved freely exactly 1/16" in its upper and lower bearings (1/16" longitudinal free play). Too much clearance can be corrected by driving the lower rudder bearing back up into the skeg end-plate the required distance.

When painting the trim tab, tape over openings of upper and lower trim tab ends (7 and 10), as paint on bushing surfaces will impair the unit's performance.

Apply silicone rubber to bolt threads and all flat washers that touch painted surfaces.