48239

$32\frac{1}{2}$ TO ℄ OF PROP SHAFT

$3\frac{15}{16}$

$\frac{9}{32}$

$\frac{5}{16}$

$3\frac{9}{32}$

$62\frac{13}{16}$ TO PROP FLANGE

FULL   IDLE
32.30

$\frac{5}{16}$ DIA

$2\frac{1}{4}$ R

℄ ENGINE

$3\frac{9}{32}$

$\frac{7}{16}$

$1\frac{3}{4}$ R

32.30
OFF   RUN
$\frac{5}{16}$ DIA

$62\frac{31}{32}$ TO PROP FLANGE

$37\frac{3}{32}$

$\frac{5}{16}$

TO ℄ OF PROP SHAFT

$\frac{5}{16}$

$36\frac{1}{8}$

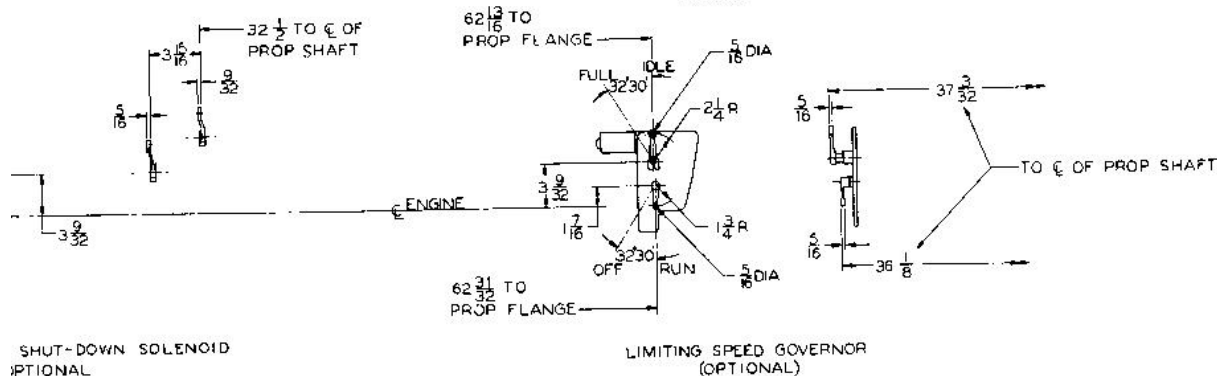SHUT-DOWN SOLENOID OPTIONAL

LIMITING SPEED GOVERNOR (OPTIONAL)

Printed stock tends to be dimensionally unstable due to stretching, shrinking, and folding. Therefore, dimensions which are not shown on this drawing should not be calculated by scaling.

$45\frac{3}{4}$ OVERALL WIDTH

$22\frac{7}{8}$

$13\frac{1}{8}$

RAW WATER OUTLET
$2\frac{3}{8}$ O.D.

$54\frac{13}{16}$
OVERALL HEIGHT

HEAT EXCHANGER TANK.

$33\frac{5}{8}$

CG

WATER DRAINS

$2\frac{15}{16}$

$12\frac{13}{32}$

$2\frac{5}{8}$

ALL MOUNTS

$2\frac{5}{8}$

$\frac{7}{16}$

PROP SHAFT

$\frac{15}{16}$ DIA.
6 HOLES

$16\frac{7}{16}$

CLEARANCE REQ'D FOR REMOVAL OF OIL PAN.

$8\frac{7}{32}$

7122-7300

7122-3300

17

ALL MOUNTS 34

DO NOT SCALE

7122-3300 (PORT ENG)
7122-7300 (STBD ENG)