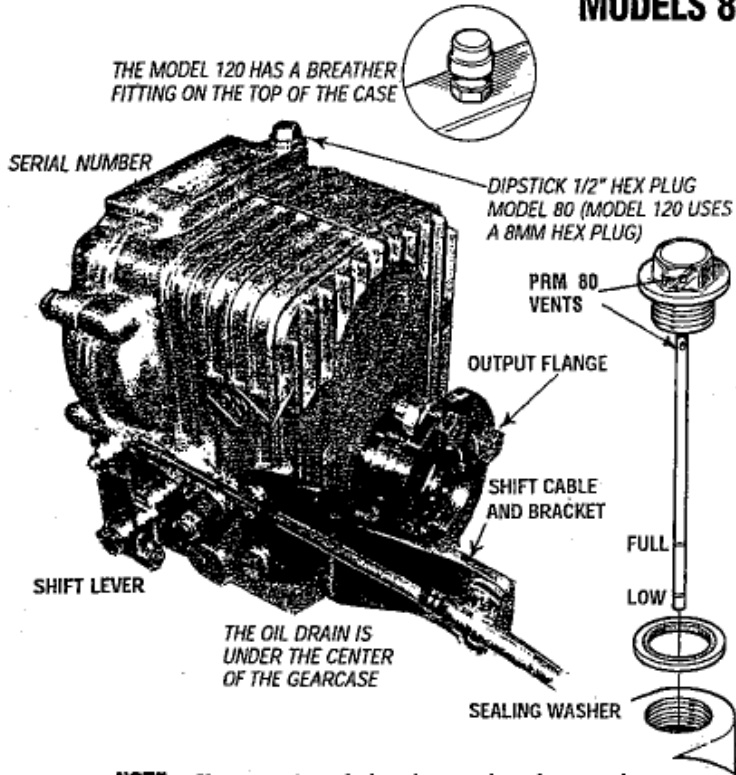


PRM NEWAGE TRANSMISSIONS

MODELS 80 AND 120



THE MODEL 120 HAS A BREATHER FITTING ON THE TOP OF THE CASE



NOTE: When changing the fluid, take care not to lose the drain plug sealing washer. The drain plug will leak without this sealing washer.

WARNING: Never pull out the dipstick while the engine is running. Hot fluid will splash from the dipstick hole. This could cause severe burns.

DAILY OPERATION

- Check the transmission fluid.
- Visually check the gear shift linkage and transmission.
- Start the engine in neutral, allowing a few minutes at idle to warm the fluid.
- Shift into gear.

NOTE: Too low an idle speed will produce a chattering noise from the transmission gear and damper plate. In such cases the idle speed should be increased.

GEAR SHIFTING

The engine must be at idle. Pause in neutral before selecting ahead or astern, Transmission models PRM 80 and 120 are ideal for single lever controls, controlling both the throttle and the gear shift at one time.

WARNING: When shifting gears, bring the engine throttle to idle and pause in neutral before shifting ahead or astern.

NOTE: Keep vent/vent holes clear and unobstructed.

INITIAL OPERATION

Before starting the engine, remove the dipstick and fill the transmission with automatic transmission fluid (ATF) Dextron 11 or Dextron 111. Fill to the mark on the dipstick. Do not overfill.

Run the engine to warm up the fluid and after shutting down the engine, re-check the fluid level.

Model PRM 80-1.0 U.S. pints (0.6L)
Model PRM 120-1.4 U.S. pints (0.8L)

NOTE: Always clean the area around the dipstick plug before filling with fluid. Replace the dipstick by screwing it down

CHECKING THE FLUID LEVEL

Thread the dipstick fully into the case, then unscrew it and observe the fluid level.

CHANGING THE TRANSMISSION FLUID

Change the fluid for the first time after about 25 hours of operation, then every 250 operating hours or at least once a year or when you change engine fluid. Check for leaks and make a visual inspection of the shift cables and shaft coupling. Push a suction pump hose down through the dipstick hole to the bottom of the housing and suck out the fluid. (If space allows, use the transmission drain). Remove the drain plug from the bottom of the transmission (1" with sealing washer) and allow the fluid to drain into a container, then reinstall the plug with its sealing washer. Wipe down the transmission and properly dispose of the used fluid. After running the engine, shut down and recheck the fluid level.

LOCKING THE PROPELLER

Locking of the propeller shaft by an additional brake is not required. Use the gear shift lever position opposite your direction of travel for this purpose. Never put the gear shift in the position corresponding to the direction of travel of the boat.

WHEN UNDER SAIL OR BEING TOWED

Rotation of the propeller without a load, such as when the boat is being sailed, being towed or anchored in a river, as well as operation of the engine with the propeller stopped (for charging the battery), will have no detrimental effects on the transmission.