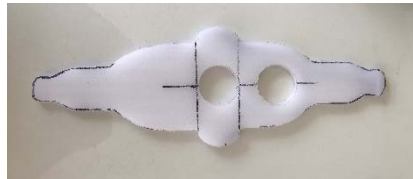
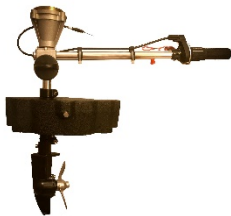




Build Notes for Drop-in Drive – Modification of your standard-length unit. (See below for the expanded version with more detail on the build.)



When the unit arrives, your drive is fully assembled, but in need of your cassette to mount the system. In the following numbered outline below, are the instructions with images to finish the drilling portion of the cassette and lock pin.

1. Find an area to disassemble the drive, so it will not tip over as once you pull the clutch housing and driveshaft, the gear oil can leak out. Not a big deal if it does, since it can be easily refilled.
2. Unbolt the clutch housing and pull this off part off so you have access to the tube and plastic bushings. If the drive shaft comes out that is perfectly fine as it is meant to be serviceable. It sets back in.
3. Loosen the upper collar and slide it off to get to the bushings. The bushings will be inserted into the cassette once the holes are drilled. Its very important to make a mockup of where you want the holes to be located. I used a cutting board to practice the cut when choosing the ideal location. DO NOT place them in the direct center of the cassette. The pin runs across the center.
4. You will drill 2 holes running through the same location on each side of the cassette. Mark and measure accurately. The drive shaft tube is 28mm, but you will be making a slightly larger hole the size plastic bushings. I measure the diameter of the bushings and subtract 1 mm, so the bushings fit tight. Some people foam the cassette or add resin to create a solid block, but I have not done so on my builds. You will always have options to create a custom mount if you choose.
5. The ears that lock the drive in need to be ground off and drilled with a $\frac{1}{2}$ hole to utilize the stainless pin. The pin pushes right through. I fasten the pin with heavy duty tie wraps from the inside to keep the pin from shifting. The wraps are not necessary, but I use them.
6. You can set the prop height by moving the collars up and down. The cassette is held in place with these collars.

7. When I reassemble, I use my Hobie to place the drive and attach the clutch housing back on. From here you can attach the Honda engine with the pullcord facing you. Use the 4 stainless bolts supplied.
8. Attach the throttle cable through the lower stop/adjuster behind the air cleaner. It slides into the throttle plate. I usually push the throttle plate down and drop the lead stop on the cable in the channel.
9. Adjust the opening and closing with the thread on the cable end.
10. The Shimano shifter has more increments than you will need to get your range of throttle. I remark my positions with a silver permanent marker just for a visual if you feel you need to.
11. The Honda engine takes a straight 30 weight oil and only fill it with the engine on its side with the filler pointing upward. Only fill to the first thread at the top of the crankcase when you look down into the filler tube. Otherwise, it will send oil into the carburetor when it is running.
12. The waterproof plug has a red wire with a round connector. This attached to one bolt under the clutch housing. The black attaches to the black from the Honda engine. Crimp and heat the heat shrink connector to keep water out.
13. Make sure you grease the driveshaft if you pulled it out. The gearbox has 80 weight gear oil and should drained and changed every 40 hours of use. You can stretch it to 50 with no problem.
14. The prop is locked with the collar and requires no service unless you shear a blade from hitting something. The set screw has Loctite on it to prevent loosening. The shear pin is stainless, so you will not have an issue with corrosion.
15. It is essential to spray lubricant on all the metal surfaces, once the engine is clean, to preserve the finish. WD-40 works great.



Instructions for Cassette Modification

1. With the cassette free from the hull, you are to find the plastic ears on both sides of the cassette. These are where the locks hold the cassette in place.
2. On Revo models you can snip both ends off with simple cutters. On PA, Outback, and other models, you will need to drill a ½ in. hole in place of where these plastic ears were located. The cassette is hollow so go slow when drilling this out. The plastic on the Revo is soft, where the PA and Outback tend to be more brittle in nature. Drill slow with a good bit.
3. Once drilled, you can slide the lock pin through the cassette. There should be a little friction to ensure a snug fit. If it moves back and forth easily, I would use some clear adhesive glue or epoxy to help keep it from sliding back and forth. Some people tend to drill the hole to large.
4. Now, the second part of cassette modification is essential and should be measured accurately in order to the use of the drive system optimally. You will be cutting 2 vertical holes on either side of the cassette. Each side is identical to the other, so make sure you measure multiple times before you cut. As a rule, either make a template or use tape as a straight line to identify the center of the cassette, which is right above the lock pin.
5. I measure on one side 2.75 inches from the center pin tape and mark the casting line with a permanent marker. This is done on both sides. The hole in which the bushing fits is 35mm. I do use a metric hole cutter for this part. So, once you have the marks drill out the holes on both sides.
6. On the drive itself you will see 2 plastic bushings that will be used on the cassette. The long center bushing will not be needed. This most likely will not be on the drive tube if the drive was built for you. This would need to be discarded when doing a conversion. You will need to unbolt the clutch housing, slide it off, unbolt the tiller arm and throttle cable, take off the upper clamp, and slide the bushings off the drive tube.
7. Now, you are to place each bushing on one side of the cassette and then proceed to slide the cassette down the drive tube. Tighten the upper clamp for a snug fit and place the clutch housing back on noting the hole for the smaller bolt. Proceed to bolt the tiller arm back in place. You will still need to make slight adjustments later.

Instructions for Engine Attachment and Throttle Cable

1. This step I would advise to complete with the drive inserted or clamped vertically, so the engine can be inserted into the drive. Make sure the pull cord is facing the driver with the tiller handle and prop facing the same direction.
2. Once the Honda or other engine is unboxed, place the engine on the clutch housing and secure it with 3 of the 4 bolts and washers. Leave the 1 bolt closest the carburetor off. Take off the air cleaner cover for the next step.
3. Open the tiller arm up to a 90-degree position and place the throttle cable through the carburetor bracket with a few turns only. Now guide the cable end into the channel on the butterfly on the carburetor. You will need to rotate the butterfly clockwise most likely. The cable end should slide in and down. let go of the butterfly and proceed to either screw in or out the cable end so the carburetor is not opening at all. Tighten the barrel nut and this part is done.
4. You can move the throttle cable around your tiller arm to suit your preference.

Kill Switch Connection

You will notice one black and one red end on the kill switch wiring. Black needs to be crimped to black and the heat shrink connector closed with a heat source for a waterproof connection. The red eyelet then gets placed under the 4th engine mounting bolt and snugged up. You are about ready to add oil.

Adding Oil and Filling It Up

With the engine laying on its side, and the pull cord facing upward, use a good 30 weight oil and fill up the crankcase to the lower thread on the filler plug. Do not use synthetic oil and overfilling will cause oil to be sucked into the carburetor. Please follow all startup procedures in the Honda manual.

*Please see the website for larger outback or PA version cut down images.

<https://kayakbuddys.com/hobiedropinmount.html>