

Whilst every effort is made by the manufacturer to ensure all components are carefully and correctly packed. In the unlikely event of there being items incorrectly supplied, missing or damaged please contact your dealer immediately. During transit the thrust bearing on the P30-R, P60-B, P60-K and P80-M can appear to be out of line, the bearings in these units are self adjusting and can easily be realigned by hand or by gently tapping with a rubber hammer. When mounting, still always ensure they are at 90 degrees to both the horizontal & vertical plane, as described in the manual which comes with the unit.

Symptom/Complaint	Cause	Solution
Prop shaft does not fit bearing.	Incorrect prop shaft dimension Incorrect thrust bearing	Change or re-machine shaft Check dimensions or change thrust bearing to the correct size
Adaptor flange does not fit transmission	Incorrect flange supplied or requested	Check dimensions / contact your dealer
CV-drive shaft (bolts) does not fit flange	Incorrect shaft supplied or requested	Check dimensions / contact your dealer
Alignment of components exceeds acceptable level	Flange registers not correct Components incorrectly machined	Check dimensions / contact your dealer
Thrust bearing clamp damaged	Assembled without oil Bolts tightened incorrectly	New clamp required
Clamp does not transmit prop shaft rotation	Prop shaft under size Excessive torque load Clamp assembly incorrect	Change or modify shaft Select larger Python-Drive Re-install clamp
Thrust bearing temperature exceeds 80°C, when operating at full speed	Thrust bearing not mounted at 90 degrees as recommended Excessively worn or damaged thrust bearing Thrust bearing incorrectly specified	Re-shim rubbers to identical compression Replace bearing/ seek assistance from your dealer Replace with larger unit or contact your dealer
Grease leaking from thrust bearing	Damaged or worn seal / cover Thrust bearing not mounted at 90 degrees as recommended Misalignment of shaft in thrust bearing	Re-install clamp Re-install thrust bearing unit Mount new bearing if needed
CV-joint shows temperature in excess of 80 to 90°C	Angles larger than recommended Rotation speed higher than recommended Excessive torque Combination of the above	Adjust engine/prop-shaft Adjust engine RPM Change to larger CV-drive Shaft Check original calculations
Grease ejected from CV-Joint	Securing bolts loose Excessive amounts of grease used during assembly (P750 and larger) Boot/seal damaged	Retighten to the recommended torque Grease will continue to come out until normal level is reached Replace boot/seal
Radial movement of unit	Bolts securing thrust block are loose Worn or damaged CV-drive shaft Intermediate shaft splines worn or damaged	Check all bolts are tight Replace CV-drive shaft Replace CV-drive shaft
High Frequency noise from thrust bearing	Insufficient lubrication	Replace seal and re-grease or mount new bearing
Irregular rattling noises from CV-drive shaft at various engine speeds (often combined with 'rocking' of the engine)	Vibration from propulsion unit when installation is at working temperature, due to wrong adjustment of driveline components	Thoroughly check of engine including load on engine mounts, misalignment and run out of driveline components