

GARDNER

REVERSING - REDUCING GEARS



SPARE PARTS

CATALOGUE



GARDNER ENGINES (SALES) LTD.

HEAD OFFICE AND WORKS: **BARTON HALL ENGINE WORKS, PATRICROFT, ECCLES, MANCHESTER**

Telegrams: Gardworks Eccles Manchester

Telephone: ECCles 2201 (8 lines)

Spare Parts Catalogue for the

3UC

UNIT CONSTRUCTION REVERSING GEAR (DIRECT DRIVE)

&

UNIT CONSTRUCTION REVERSING — REDUCING GEAR

ENGINE SERIAL No..... REVERSING GEAR SERIAL No.....

REDUCING GEAR SERIAL No..... DATE.....

LONDON OFFICE

Abford House, Wilton Road, London, S.W.1.

Telegrams: Gardiesel London SW1 Telephone: TATe Gallery 3315 & 3316 Cables: Gardiesel London SW1

GLASGOW OFFICE

124, St. Vincent Street, Glasgow, C.2.

Telegrams: Glasgard Glasgow Telephone: CENTral 0887 & 0888

INTRODUCTION

To avoid errors and delay in the supply of spare parts the following instructions must be observed:—

ALWAYS QUOTE:—

- (1) The catalogue number of the part and the quantity.
- (2) The serial numbers of the engine and reversing gear, also reducing gear, if fitted.

It is not necessary to give a description of the part.

The engine serial number is stamped on the top of the crankcase alongside No. 1 cylinder, on the fuel pump side, also on the crankcase foot at the chain case end on the fuel pump side of the engine.

The serial number of the reversing gear is stamped on a special facing on the top of the reversing gear. The serial number of the reducing gear is stamped on a special facing on the top of the reducing gear.

These serial numbers will be found on the front page of this catalogue.

HOW TO ORDER A SPARE PART

If you require a spare part for your engine, this is the way to order. Turn to the illustrations, identify the part by the illustration, alongside which is the part number, next refer to the index to part numbers, this indicates the page numbers on which the required part number appears. Verify this spare part number with the description given in the text. Do not quote any other number except the serial numbers appearing on the engine and reversing gear, also the reducing gear, if fitted. You have now all the necessary information to enable you to order.

Here is an example of how to order a part:—

Your unit, we will suppose, is a 6L3B Engine number 123456 with a 3 UC Reversing Gear (Direct Drive), number 7890, and you require some packings, Part No. 154PA, for the oil drain plug fitted in the reversing gear case. Your telegram should then be composed in the following way:—

“Gardworks Eccles Manchester

Send twelve 154PA 6L3B/123456/7890 Smith 47 High St EXTOWN”

Translated, this would read:—

“Gardner Engines (Sales) Ltd., Patricroft, Eccles, Manchester

Send as soon as possible twelve packings for the oil drain plug fitted in the reversing gear case for my 3 UC Reversing Gear No. 7890.

Smith, 47, High St., EXTOWN”

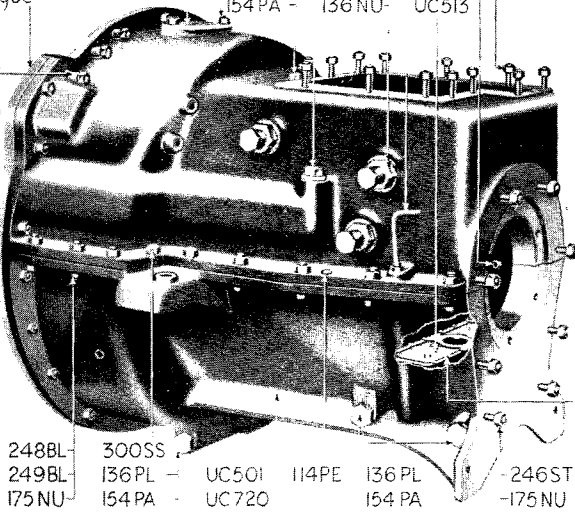
NOTE:—Do not omit the stroke between the engine number and the reversing gear number. This stroke, or solidus as it is called, is transmissible by telegram and is counted the same as one of the figures or digits.

REVERSING GEAR DETAILS

See Engine
Spare Parts
Catalogue

MA153- 120ST -UC17 UC527 -146ST
UC22 - 106NU -160PA 103PL -110NU
320SS- 335SS- 146PA -
154PA - 136NU- UC513

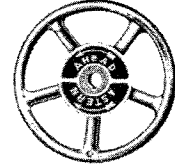
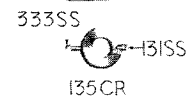
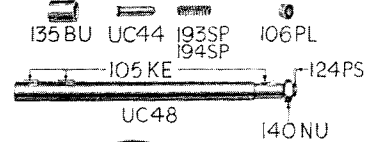
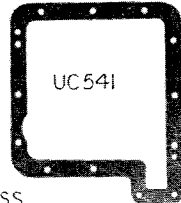
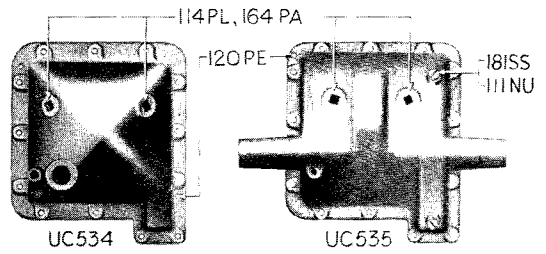
244BL
245BL
246BL
175NU
134CR



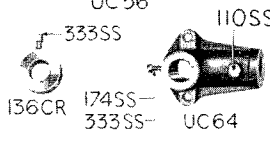
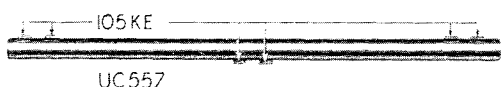
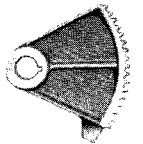
248BL
249BL
175NU

300SS
136PL - UC501
154PA - UC720

114PE 136PL -246ST
154PA UC720 154PA -175NU
-234SS



330SS



UC559 174SS-
333SS UC425

UC68 UC69 UC70



UC67

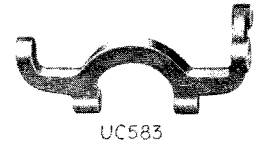
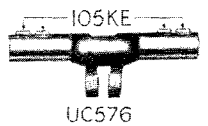
226SS

UC571

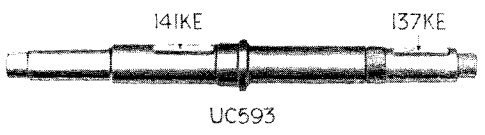
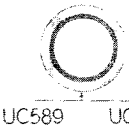
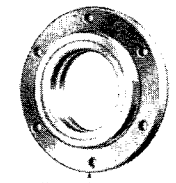
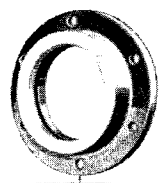
110SS
129NU
239BL
133BU



333SS



UC89



UC587 UC721

UC588 UC722

UC589 UC723

132KE

141KE

UC594

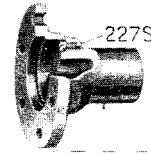
138PL

325SS UC600

UC249

253BL 110BE

UC699



UC603

1298E

UC605

UC606

UC608

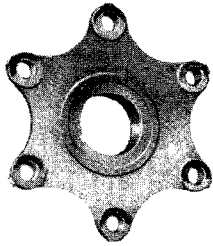
UC707

116COP UC724

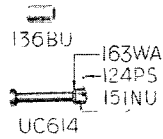
119BE

REVERSING GEAR DETAILS

See Engine
Spare Parts Catalogue



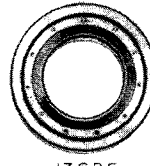
UC612



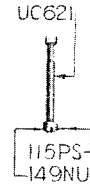
UC614



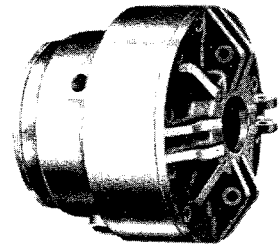
UC618



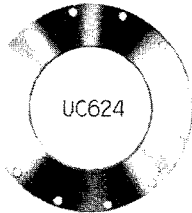
136BE



UC621
115PS
149NU



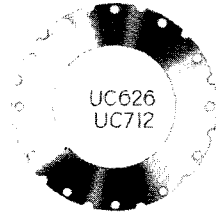
UC620



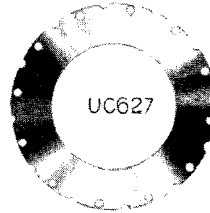
UC624



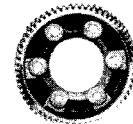
UC625
UC711



UC626
UC712



UC627

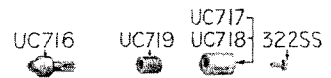


UC628

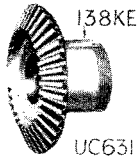


233NU
UC629

CLUTCH PLATE ASSEMBLY [L3 & 6L3B Engines UC713
8L3B Engines UC714



UC716 UC717 UC718 UC719 322SS



UC631



UC633



UC635



UC636
UC715
236NU



162WA 151BE



139BE

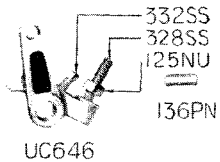


UC642

AHEAD CLUTCH PLUNGER
ASSEMBLY UC835 or UC836



UC643 199SP 141PN
UC715



UC646



UC651



UC652



UC653



206SP 205SP



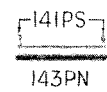
137SS



UC658



UC659



141PS
143PN



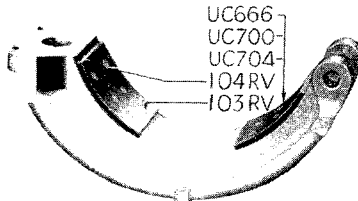
UC662



115LP



235NU



UC665



UC668



UC172



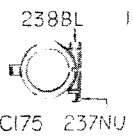
UC173



UC174



UC175



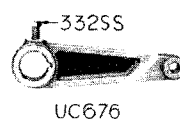
238BL
237NU



126PS
138PN



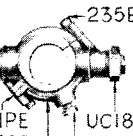
202SP



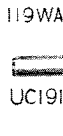
UC676



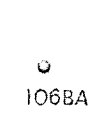
UC188



235BL, 119WA



UC191



106BA



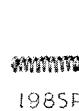
UC193



196SP



UC692



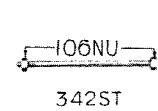
198SP



UC197



200SP

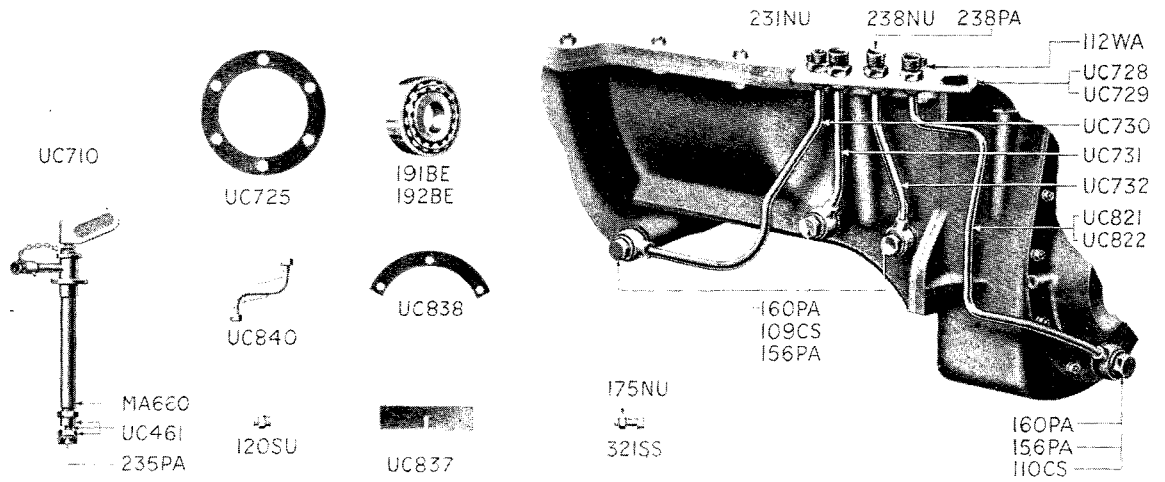


106NU
342ST

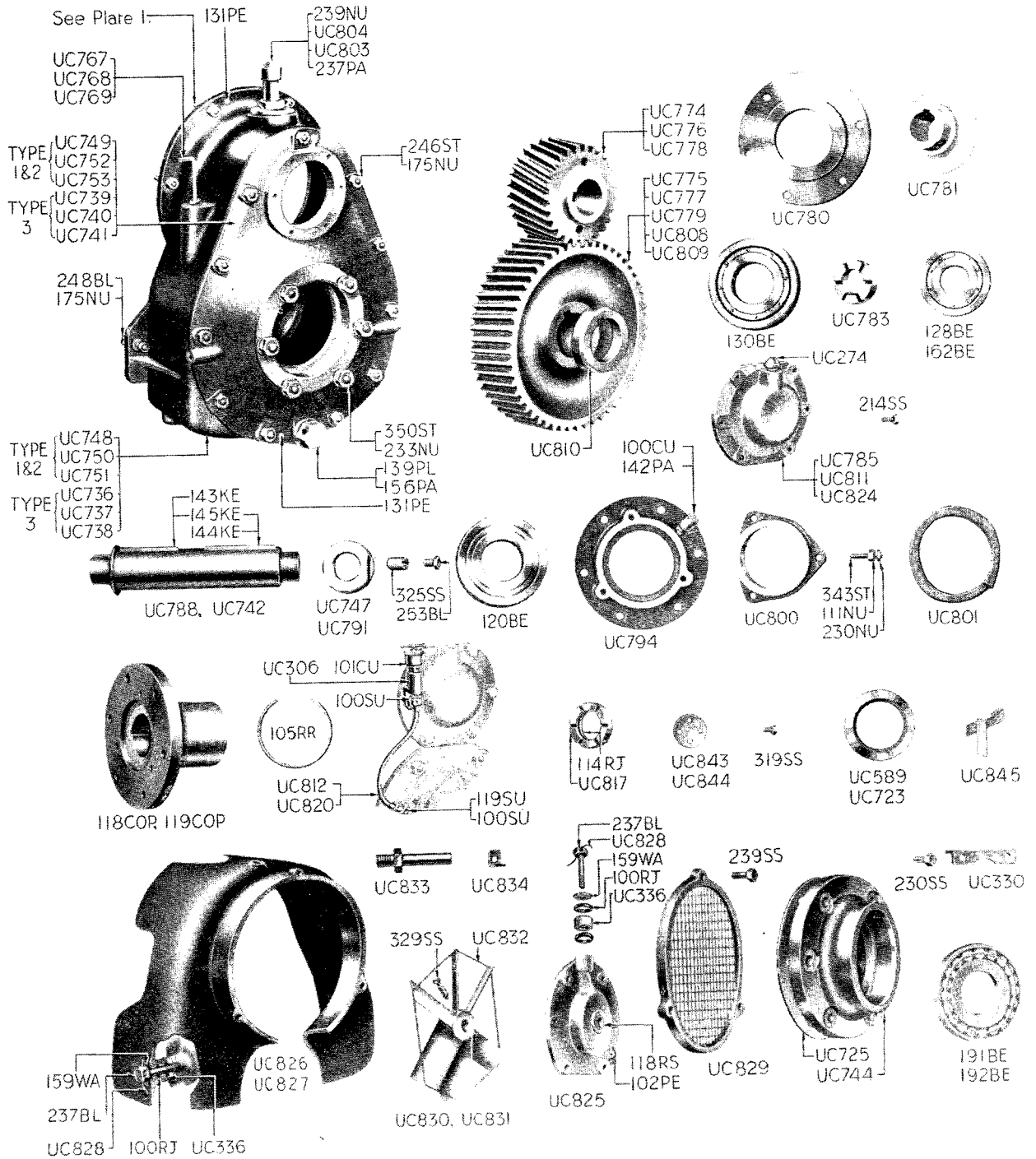


UC201

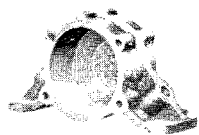
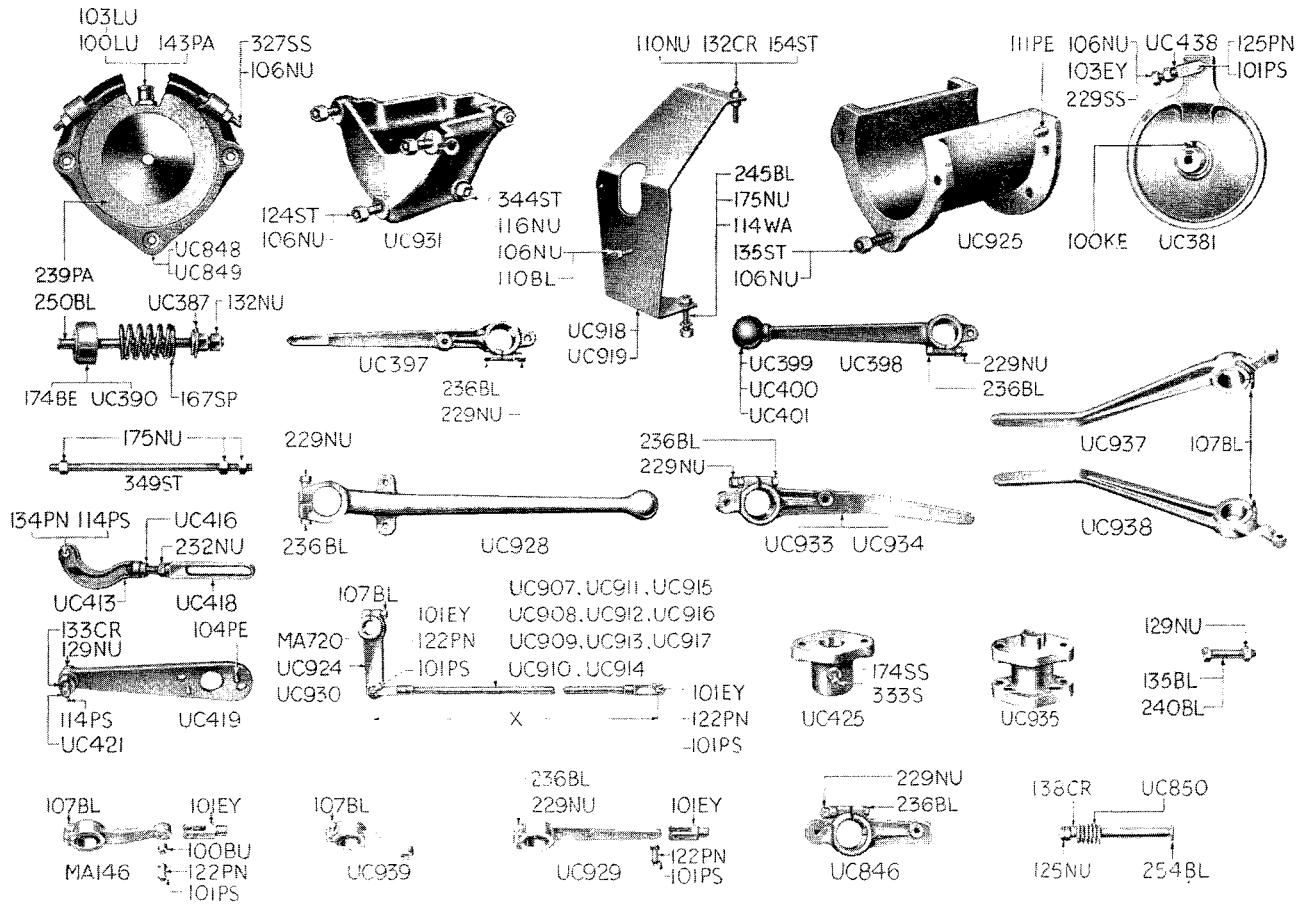
REVERSING GEAR DETAILS



REDUCING GEAR DETAILS



SPEED, REVERSING GEAR & REMOTE CONTROL DETAILS



UC351



UC352



111SS



323SS



324SS



116NU

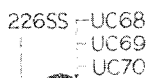
UC358 UC359



UC357



196SP



226SS UC68 UC69 UC70



120PS



104EY



187NU



40 Centres UC362 UC363 43



139PN



UC371 UC450

3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear	
1	UC 501	REVERSING GEAR CASE (Upper and Lower Halves are not supplied as separate items), with 249BL, 175NU, 300SS, 114PE, 320SS, 136PL, 154PA, 103PL, 146PA, UC513, 134SS, UC17, 160PA, 146ST, 110NU, MA153, UC22, 120ST, 106NU, 335SS, 136NU, UC527, UC541, 234SS	1	
	UC 720	REVERSING GEAR CASE (Upper and Lower Halves are not supplied as separate items), with 249BL, 175NU, 300SS, 114PE, 320SS, 136PL, 154PA, 103PL, 146PA, UC513, 134SS, UC17, 160PA, 146ST, 110NU, MA153, UC22, 120ST, 106NU, 335SS, 136NU, UC527, UC541, 246ST	1	
	248 BL	Bolt, $\frac{1}{2}$ " B.S.F. \times $1\frac{7}{8}$ " long \times $\frac{7}{16}$ " Hex.	} With Reverse Gear Case Emptying Pump	2
	249 BL	Bolt, $\frac{1}{2}$ " B.S.F. \times $1\frac{5}{8}$ " long \times $\frac{7}{16}$ " Hex.		12
	249 BL	Bolt, $\frac{1}{2}$ " B.S.F. \times $1\frac{5}{8}$ " long \times $\frac{7}{16}$ " Hex.	} Without Reverse Gear Case Emptying Pump	14
	175 NU	Nut, $\frac{1}{2}$ " B.S.F. \times $\frac{7}{16}$ " \times $\frac{7}{16}$ " Hex.		14
	300 SS	Setscrew, $\frac{1}{2}$ " B.S.F. \times $1\frac{1}{8}$ " long \times $\frac{7}{16}$ " Hex.	} Joining Halves	4
	114 PE	Steady Peg, $\frac{1}{2}$ " diam. \times $1\frac{1}{4}$ " long		2
	320 SS	Setscrew, $\frac{3}{4}$ " Wh. \times 1" long \times $\frac{3}{8}$ " Hex.		1
	136 PL	Plug, $\frac{1}{2}$ " B.S.P. \times $\frac{5}{8}$ " Hex.		3
	154 PA	Packing, Circular, $1\frac{1}{16}$ " O.D. \times $\frac{3}{32}$ " I.D. \times $\frac{1}{32}$ "		4
	103 PL	Plug, $\frac{1}{4}$ " B.S.P. \times $\frac{3}{8}$ " Hex.		1
	146 PA	Packing, Circular, $\frac{11}{16}$ " O.D. \times $\frac{1}{2}$ " I.D. \times $\frac{1}{16}$ "		1
	UC 513	Reversing Gear Case Strainer Gauze		1
	134 SS	Setscrew, Cheese Head, 1 B.A. \times $\frac{5}{16}$ " long		12
	UC 17	Plug — Oil Filling Hole, with 160PA		2
	160 PA	Packing, Circular, $1\frac{1}{2}$ " O.D. \times 1" I.D. \times $\frac{1}{32}$ "		2
	146 ST	Stud, $\frac{3}{8}$ " Wh. \times $1\frac{3}{4}$ " long		13
	110 NU	Nut, $\frac{3}{8}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{5}{16}$ " Hex.		13
	MA 153	Door — Timing Line Inspection		1
	UC 22	Packing — Timing Line Inspection Door		1
	120 ST	Stud, $\frac{5}{16}$ " Wh. \times $1\frac{1}{8}$ " long		2
	106 NU	Nut, $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex.		2
	335 SS	Setscrew, Pointed, 1" B.S.F. \times $2\frac{13}{16}$ " long \times $\frac{5}{8}$ " Hex.		6
	136 NU	Locknut, 1" B.S.F. \times $\frac{37}{64}$ " \times $\frac{7}{8}$ " Hex.		6
	UC 527	Dip Rod — Reversing Gear Oil Level		1
UC 541	Packing — Reversing Gear Case Cover		1	
3	UC 837	Reverse Gear Case Oil Drip Plate	} Direct Drive Gears with Taper Roller Bearings 191BE and 192BE	1
	UC 838	Reverse Gear Case Oil Dam Plate		1

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.



3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear	
3	321 SS	Setscrew, $\frac{1}{2}$ " B.S.F. \times $1\frac{3}{8}$ " long \times $\frac{7}{16}$ " Hex. } For UC837 } Direct Drive Gears with Taper Roller Bearings 191BE and 192BE	2	
	175 NU		Nut, $\frac{1}{2}$ " B.S.F. \times $\frac{7}{16}$ " \times $\frac{7}{16}$ " Hex. } } 2	
1	234 SS	Setscrew, $\frac{1}{2}$ " B.S.F. \times $\frac{9}{32}$ " long \times $\frac{5}{16}$ " Hex. } Direct Drive Gears with UC837 } Direct Drive Gears without UC837	6	
	246 ST		Stud, $\frac{1}{2}$ " B.S.F. \times $1\frac{3}{8}$ " long } Reducing Gear Case to Reversing Gear Case	8
	175 NU	Nut, $\frac{1}{2}$ " B.S.F. \times $\frac{7}{16}$ " \times $\frac{7}{16}$ " Hex. } } 8	8	
	244 BL	Bolt, $\frac{1}{2}$ " B.S.F. \times $2\frac{11}{16}$ " long \times $\frac{7}{16}$ " Hex. } Reversing Gear to Flanged End Plate	Quantity dependent on Specification	
	245 BL			Bolt, $\frac{1}{2}$ " B.S.F. \times 2" long \times $\frac{7}{16}$ " Hex.
	246 BL			Bolt, $\frac{1}{2}$ " B.S.F. \times $2\frac{1}{2}$ " long \times $\frac{7}{16}$ " Hex.
	175 NU			Nut, $\frac{1}{2}$ " B.S.F. \times $\frac{7}{16}$ " \times $\frac{7}{16}$ " Hex.
	134 CR			Collar, $\frac{7}{8}$ " O.D. \times $\frac{1}{2}$ " I.D. \times $\frac{1}{2}$ " wide
	UC 534	Reversing Gear Case Cover — Wheel Control, with 114PL, 164PA, 120PE, UC541, 135BU, UC44, 106PL, 193SP	1	
	UC 535	Reversing Gear Case Cover — Lever Control, with 114PL, 164PA, 120PE, UC541, 135BU, UC44, 106PL, 194SP, 181SS, 111NU	1	
—	UC 857	Reversing Gear Case Cover — Lever Control, with 114PL, 164PA, 120PE, UC541, 135BU, UC44, 106PL, 194SP, 181SS, 111NU } To suit Engines with Single Lever Control and Hydraulic Remote Control	1	
1	114 PL	Plug, Sq. Hole, $1\frac{3}{8}$ " — 16 Thds. (Inspection Hole)	2	
	164 PA	Packing, Circular, $1\frac{3}{4}$ " O.D. \times $1\frac{1}{2}$ " I.D. \times $\frac{1}{32}$ "	2	
	120 PE	Steady Peg, $\frac{5}{16}$ " diam. \times $\frac{5}{8}$ " long	2	
	UC 541	Packing — Reversing Gear Case Cover	1	
	135 BU	Bush — Clutch Cam Stop	1	
	UC 44	Clutch Cam Stop	1	
	106 PL	Plug, Sq. Hole, $\frac{3}{8}$ " B.S.P. (Clutch Cam Stop Hole Plug)	1	
	193 SP	Spring — Compression — Clutch Cam Stop	1	
	194 SP	Spring — Compression — Clutch Cam Stop	1	
	181 SS	Quadrant Stop Screw	2	
	111 NU	Nut, $\frac{3}{8}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{3}{8}$ " Hex.	2	
	UC 48	Wheel Control Shaft, with 105KE, 140NU, 124PS, 135CR, 333SS, 131SS	1	
	105 KE	Woodruff Key	3	
	140 NU	Locknut, $\frac{1}{2}$ " B.S.P. \times $\frac{3}{8}$ " \times $\frac{5}{8}$ " Hex.	1	
	124 PS	Split Pin, $\frac{1}{8}$ " diam. \times $1\frac{3}{8}$ " long	1	
	135 CR	Collar — Control Shaft	1	
	333 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " — 28 Thds. \times $\frac{5}{8}$ " long	1	
	131 SS	Setscrew, Cheese Head, 1 B.A. \times $\frac{1}{4}$ " long	1	

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.

3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
1	UC 551	Control Shaft Gear	1
	UC 56	Control Wheel with Indicator Plate and Screw, with 330SS	1
	330 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " — 28 Thds. \times $1\frac{3}{16}$ " long	1
	UC 557	Lever Control Shaft, with 105KE, 136CR, 333SS	1
	105 KE	Woodruff Key	6
	136 CR	Collar — Control Shaft	1
	333 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " — 28 Thds. \times $\frac{5}{8}$ " long	1
	UC 559	Reversing Gear Quadrant, with 174SS	1
1, 5	UC 425	Control Lever Coupling, with 174SS	1
	174 SS	Setscrew, Sq. Head, Pointed, $\frac{3}{8}$ " — 24 Thds. \times $\frac{7}{8}$ " long	2
	333 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " — 28 Thds. \times $\frac{5}{8}$ " long	1
1	UC 64	Control Lever Socket, with 110SS, 174SS	1
—	UC 858	Control Lever Socket, with 110SS, 174SS	1
1	110 SS	Setscrew, $\frac{5}{16}$ " Wh. \times $\frac{5}{8}$ " long \times $\frac{1}{4}$ " Hex.	1
	174 SS	Setscrew, Sq. Head, Pointed, $\frac{3}{8}$ " — 24 Thds. \times $\frac{7}{8}$ " long	1
	333 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " — 28 Thds. \times $\frac{5}{8}$ " long	1
	UC 67	Control Lever, with UC68, 226SS	1
	UC 68	Control Lever Knob — Black	1
	UC 69	Control Lever Knob — Red	1
	UC 70	Control Lever Knob — Green	1
	226 SS	Setscrew, $\frac{3}{8}$ " B.S.F. \times $\frac{1\frac{5}{8}}$ " long \times $\frac{1}{4}$ " Hex.	1
	UC 571	Remote Control Lever	1
	133 BU	Bush, $\frac{3}{4}$ " O.D. \times $\frac{1}{2}$ " I.D. \times $\frac{5}{8}$ " long	1
	239 BL	Bolt, $\frac{7}{16}$ " B.S.F. \times $1\frac{1}{2}$ " long \times $\frac{3}{8}$ " Hex.	2
—	241 BL	Bolt, $\frac{7}{16}$ " B.S.F. \times 2" long \times $\frac{3}{8}$ " Hex.	2
1, 5	129 NU	Nut, $\frac{7}{16}$ " B.S.F. \times $\frac{3}{8}$ " \times $\frac{3}{8}$ " Hex.	2
1	UC 76	Ahead Clutch Cam, with 333SS	1
	333 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " — 28 Thds. \times $\frac{5}{8}$ " long	1
	UC 576	Reversing Clutch Crank, with 105KE	1
	105 KE	Woodruff Key	2
	UC 578	Reversing Clutch Crank Pinion, with 333SS	1
	333 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " — 28 Thds. \times $\frac{5}{8}$ " long	1
	UC 580	Reversing Clutch Link	1

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.



3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
1	140 PN	Pin, Plain, $\frac{1}{2}$ " diam. \times $2\frac{3}{8}$ " long	1
	123 PS	Split Pin, $\frac{1}{8}$ " diam. \times $1\frac{1}{8}$ " long	2
	UC 583	Ahead Clutch Crank, with UC584, UC88, UC89	1
	UC 584	Ahead Clutch Trunnion Block	2
	UC 88	Ahead Clutch Crank Roller Pin	1
	UC 89	Ahead Clutch Crank Roller	1
	UC 587	Thrust Bearing Bush — Type 1	1
	UC 588	Thrust Bearing End Plate — Type 1, with UC589	1
	UC 589	Oil Seal, for UC588	1
	UC 721	Thrust Bearing Bush — Type 2	1
	UC 722	Thrust Bearing End Plate — Type 2, with UC723	1
	UC 723	Oil Seal, for UC722	1
3	UC 725	Direct Drive and Reducing Gear Thrust Bearing End Plate Shim (Thickness to be specified when ordering)	As req.
1	251 BL	Bolt, $\frac{9}{16}$ " B.S.F. \times $3\frac{1}{2}$ " long \times $\frac{1}{2}$ " Hex.	6
	233 NU	Nut, $\frac{9}{16}$ " B.S.F. \times $\frac{1}{2}$ " \times $\frac{1}{2}$ " Hex.	6
	UC 593	Main Shaft, with 138PL, 141KE, UC 249, 253BL, UC606, 171SS, UC707, UC708, 137KE	1
	UC 594	Main Shaft, with 138PL, 141KE, UC249, 253BL, UC606, 171SS, UC707, UC708, 132KE, UC817, 114RJ	1
	138 PL	Plug, $\frac{3}{8}$ " B.S.P. \times $\frac{7}{16}$ " long	2
	141 KE	Feather Key, $\frac{3}{8}$ " \times $\frac{1\frac{1}{2}}$ " \times $3\frac{3}{8}$ " long	1
	UC 600	Nut, $1\frac{1}{2}$ " B.S.P. \times 1 " \times $1\frac{3}{4}$ " Hex., with 325SS (Superseded, will be replaced by UC249)	1
	325 SS	Setscrew, Headless, $\frac{3}{8}$ " Wh. \times $\frac{1}{2}$ " long	1
	UC 249	Nut, $1\frac{1}{2}$ " B.S.P. \times 1 " \times $1\frac{3}{4}$ " Hex., with 253BL	1
	253 BL	Bolt, $\frac{5}{16}$ " B.S.F. \times $\frac{1\frac{1}{2}}$ " long \times $\frac{1}{4}$ " Hex.	1
	UC 606	Eccentric — Lubricating Oil Pump, with 171SS	1
	171 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " B.S.F. \times $\frac{1\frac{1}{2}}$ " long	1
	UC 608	Collar, Screwed, $2\frac{3}{8}$ " — 20 Thds. \times $4\frac{1}{4}$ " O.D. \times 1 " thick, with 334SS (Superseded, will be replaced by UC707)	1
	334 SS	Setscrew, Sq. Head, Pointed, $\frac{3}{8}$ " — 24 Thds. \times $1\frac{1}{16}$ " long	2
	UC 707	Locking Collar, Screwed, $2\frac{3}{8}$ " — 20 Thds. \times $4\frac{1}{4}$ " O.D. \times 1 " thick, with UC708 (When supplied as a replacement for UC608, for Reducing Gears with UC783, Part No. UC817 with 114RJ MUST also be supplied)	1
	UC708	Locking Collar Screw	1

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3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear	
1	137 KE	Feather Key, $\frac{9}{16}$ " \times $\frac{3}{8}$ " \times $4\frac{1}{2}$ " long	Direct Drive Gear only	1
	132 KE	Feather Key, $\frac{9}{16}$ " \times $\frac{3}{8}$ " \times $5\frac{1}{2}$ " long		1
4	UC 783	Distance Collar (Superseded, will be replaced by UC817)	} Reversing — Reducing Gear only	1
	UC 817	Distance Collar, with 114RJ		1
	114 RJ	Joint Ring, $2\frac{1}{4}$ " I.D. \times .139" Sectional diam.		1
1	110 BE	Ball Journal Bearing, 2" I.D. \times 4" O.D. \times $\frac{1}{8}$ " wide (In Spigot Sleeve)		1
	UC 699	Ball Bearing Locating Ring		1
	UC 603	Thrust Collar		1
	129 BE	Ball Journal Bearing, $2\frac{1}{2}$ " I.D. \times $5\frac{1}{2}$ " O.D. \times $1\frac{1}{4}$ " wide (In Bevel Gear Case Cover)		1
	UC 605	Ahead Clutch Operating Sleeve		1
	116 COP	Direct Drive Gear Aft End Coupling — Type 1	} Reverse Gears with Duplex Ball Thrust and Journal Bearing 119BE	1
	119 BE	Duplex Ball Thrust and Journal Bearing, 3" I.D. \times 7" O.D. (width ground to size)		} Direct Drive Gear only
	UC 724	Direct Drive Gear Aft End Coupling — Type 2, with 227SS	} Direct Drive Gears with Taper Roller Bearings 191BE and 192BE	1
	227 SS	Setscrew, Cheese Head, $\frac{5}{16}$ " B.S.F. \times $\frac{1}{32}$ " long		4
3	191 BE	Taper Roller Bearing, $3\frac{1}{4}$ " I.D. \times $6\frac{3}{8}$ " O.D. \times $1\frac{7}{8}$ " wide		1
	192 BE	Taper Roller Bearing, $3\frac{3}{4}$ " I.D. \times $7\frac{1}{8}$ " O.D. \times $2\frac{1}{8}$ " wide		1
2	UC 612	Reversing Gear Spider, with 136BU		1
	136 BU	Reversing Gear Coupling Bush		6
	UC 614	Reversing Gear Coupling Bolt, with 163WA, 151NU, 124PS (Superseded, will be replaced by UC859)		6
—	UC 859	Reversing Gear Coupling Bolt, with 163WA, 302NU		6
2	163 WA	Washer, $1\frac{3}{16}$ " O.D. \times $\frac{21}{32}$ " I.D. \times $\frac{1}{8}$ "		6
	151 NU	Castle Nut, $\frac{5}{8}$ " B.S.F. (Superseded, will be replaced by 302NU)	} For UC614	6
	124 PS	Split Pin, $\frac{1}{8}$ " diam. \times $1\frac{3}{8}$ " long		6
—	302 NU	Nut, $\frac{5}{8}$ " B.S.F. \times $\frac{3}{4}$ " \times $\frac{1}{2}$ " Hex.		6
2	UC 618	Spigot Sleeve		1
	136 BE	Ball Journal Bearing, $5\frac{3}{8}$ " I.D. \times $7\frac{3}{4}$ " O.D. \times 1" wide		1
	UC 620	Reversing Gear Bevel Gear Case, with Cover, with UC860, 294NU, 403SS, UC658 (Note:—Gear Case and Cover are not supplied as separate items)		1
	UC 621	Gear Case and Cover Bolt, with 149NU, 115PS (Superseded, will be replaced by UC860)		12
—	UC 860	Gear Case and Cover Bolt, with 294NU		12

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3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
2	149 NU	Castle Nut, $\frac{1}{2}$ " B.S.F. (Superseded, will be replaced by 294NU)	12
	115 PS	Split Pin, $\frac{3}{32}$ " diam. \times $1\frac{1}{4}$ " long	12
—	294 NU	Nut, $\frac{1}{2}$ " B.S.F. \times $\frac{9}{16}$ " \times $\frac{7}{16}$ " Hex.	12
2	137 SS	Balance Weight Spring Retaining Screw (Superseded, will be replaced by 403SS)	4
—	403 SS	Balance Weight Spring Retaining Screw	4
2	UC 658	Locking Wire	1 length
	UC 713	CLUTCH PLATE ASSEMBLY, Comprising 1 off UC624, 1 off UC627, 7 off UC711, 6 off UC712	1 Set
	UC 714	CLUTCH PLATE ASSEMBLY, Comprising 1 off UC624, 1 off UC627, 9 off UC711, 8 off UC712	1 Set
	UC 715	Ahead Clutch Pin — Untapped (Engines with Clutch Plates $\frac{3}{32}$ " Thick)	4
	UC 624	Clutch Plate, Inner	—
	UC 625	Clutch Plate, Bronze, $\frac{1}{8}$ " thick	—
	UC 626	Clutch Plate, Steel, $\frac{1}{8}$ " thick	—
	UC 627	Clutch Pressure Plate, Steel, $\frac{3}{8}$ " thick	—
	UC 711	Clutch Plate, Sintered Bronze and Steel, $\frac{3}{32}$ " thick	—
	UC 712	Clutch Plate, Steel, $\frac{3}{32}$ " thick	—
	UC 628	Clutch Hub	1
	UC 629	Clutch Hub Bolt, with 233NU (For Clutch Hub and Driven Bevel)	6
	233 NU	Nut, $\frac{9}{16}$ " B.S.F. \times $\frac{1}{2}$ " \times $\frac{1}{2}$ " Hex.	6
—	UC 847	PLANET GEAR ASSEMBLY, Comprising Driving, Planet and Driven Bevels, Bearings, Setscrew, Nut and Washers	1
2	UC 631	Driving Bevel	1
	UC 635	Planet Bevel	4
	UC 642	Driven Bevel	1
	138 KE	Driving Bevel Feather Key	1
	UC 633	Driving Bevel Locknut, with 265SS	1
	265 SS	Setscrew, Cheese Head, 1 B.A. \times $\frac{1\frac{1}{2}}{32}$ " long	1
	151 BE	Roller Journal Bearing, 30 m/m. I.D. \times 72 m/m. O.D. \times 19 m/m. wide	4
	139 BE	Ball Journal Bearing, 30 m/m. I.D. \times 72 m/m. O.D. \times 19 m/m. wide	4
	UC 636	Planet Bevel Bearing Bolt, with 236NU, 142PS, 162WA (Superseded, will be replaced by UC864)	4
—	UC 864	Planet Bevel Bearing Bolt, with 303NU, 162WA	4

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3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
2	236 NU	Castle Nut, $1\frac{1}{8}$ " B.S.F. (Superseded, will be replaced by 303NU) } For UC636	4
	142 PS	Split Pin, $\frac{3}{16}$ " diam. \times 2" long	4
—	303 NU	Nut, $1\frac{1}{8}$ " B.S.F. \times 1" \times 1" Hex.	4
2	162 WA	Planet Bevel Packing Washer	4
	UC 643	Ahead Clutch Pin (Engines with Clutch Plates $\frac{1}{8}$ " Thick)	4
	UC 715	Ahead Clutch Pin (Engines with Clutch Plates $\frac{3}{32}$ " Thick)	4
	199 SP	Ahead Clutch Compression Spring (Superseded, will be replaced by UC719)	4
	UC 835	AHEAD CLUTCH PLUNGER ASSEMBLY , Comprising Plunger Pin, Collar, Spring Discs and Setscrew	4
	UC 836	AHEAD CLUTCH PLUNGER ASSEMBLY , Comprising Plunger Pin, Collar, Spring Discs and Setscrew	4
	UC 716	Ahead Clutch Plunger Pin	4
	322 SS	Setscrew, Cheese Head, $\frac{1}{4}$ " B.S.F. \times $\frac{7}{16}$ " long	4
	UC 717	Ahead Clutch Plunger Collar	4
	UC 718	Ahead Clutch Plunger Collar	4
	UC 719	Ahead Clutch Spring Disc (In sets of 20)	4
	141 PN	Ahead Clutch Lever Pin, $\frac{9}{16}$ " diam. \times $4\frac{1}{2}$ " long	Sets 4
	UC 646	Ahead Clutch Lever, with 332SS, 328SS, 125NU, 136PN, UC651	4
	332 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " — 28 Thds. \times $\frac{7}{8}$ " long	4
	328 SS	Ahead Clutch Lever Adjusting Screw	4
	125 NU	Nut, $\frac{3}{8}$ " B.S.F. \times $\frac{5}{16}$ " \times $\frac{5}{16}$ " Hex.	4
	136 PN	Ahead Clutch Lever Roller Pin	4
	UC 651	Ahead Clutch Lever Roller	4
	UC 652	Ahead Clutch Balance Weight — LEFT HAND, with 170SS, 206SP	4
	UC 653	Ahead Clutch Balance Weight — RIGHT HAND, with 170SS, 205SP	4
	170 SS	Setscrew, Sq. Head, Pointed, $\frac{1}{4}$ " — 28 Thds. \times $\frac{13}{32}$ " long	8
	206 SP	Balance Weight Spring — LEFT HAND	4
	205 SP	Balance Weight Spring — RIGHT HAND	4
	137 SS	Balance Weight Spring Retaining Screw (Superseded, will be replaced by 403SS)	4
—	403 SS	Balance Weight Spring Retaining Screw	4

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3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
2	UC 658	Locking Wire	1
	UC 659	Reversing Clutch Hinge Block	length 1
	143 PN	Reversing Clutch Hinge Block Pin	2
	141 PS	Split Pin, $\frac{3}{16}$ " diam. \times $1\frac{3}{4}$ " long	4
	UC 662	Reversing Clutch Hinge Block Stud, with 115LP, 235NU	1
	115 LP	Tabwasher, $1\frac{3}{8}$ " bore	1
	235 NU	Locknut, 1" B.S.P. \times $\frac{11}{16}$ " \times $1\frac{1}{4}$ " Hex.	1
	UC 665	Reversing Clutch Shoe, with UC704, 103RV, 104RV (Supplied in pairs only)	1 pair
	UC 666	Reversing Clutch Shoe Lining — 16 Hole Type (Supplied in pairs only)	1 pair
	UC 700	Reversing Clutch Shoe Lining — 12 Hole Type (Supplied in pairs only)	1 pair
	UC 704	Reversing Clutch Shoe Lining, with 103RV, 104RV (Supplied only in sets of 4)	1 Set of 4
	103 RV	Rivet, Flat Head, $\frac{3}{16}$ " diam. \times $\frac{5}{8}$ " long	20
	104 RV	Rivet, Flat Head, $\frac{3}{16}$ " diam. \times $\frac{3}{4}$ " long	4
	UC 668	Reversing Clutch Screw Shaft, with 107KE, UC172, UC173, UC174, UC175, 238BL, 237NU	1
	107 KE	Woodruff Key	1
	UC 172	Reversing Clutch Washer	2
	UC 173	Reversing Clutch Nut — LEFT HAND	1
	UC 174	Reversing Clutch Nut — RIGHT HAND	1
	UC 175	Reversing Clutch Nut Locking Collar, with 238BL, 237NU	2
	238 BL	Locking Collar Bolt	2
	237 NU	Nut, $\frac{7}{16}$ " B.S.F. \times $\frac{9}{16}$ " \times $\frac{3}{8}$ " Hex.	2
	UC 676	Reversing Clutch Lever, with 332SS	1
	332 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " — 28 Thds. \times $\frac{7}{8}$ " long	1
	202 SP	Spring — Compression — Clutch Lever	2
	138 PN	Pin, Plain, $\frac{1}{2}$ " diam. \times $1\frac{5}{8}$ " long	1
	126 PS	Split Pin, $\frac{1}{8}$ " diam. \times $1\frac{3}{4}$ " long	1
	UC 681	Lubricating Oil Pump Body and Cap, with 235BL, 105WA, 101PE, UC188, UC189, 103PL, UC191, UC692, UC193, 106BA, 107PS, 196SP, 200SP, UC197, 198SP (Note:—Body and Cap are not supplied as separate items)	1
	235 BL	Bolt, $\frac{5}{16}$ " Wh. \times $1\frac{5}{16}$ " long \times $\frac{1}{4}$ " Hex.	2
	119 WA	Spring Washer, $\frac{5}{16}$ " diam. bore (Superseded, will be replaced by 105WA)	2
—	105 WA	Washer, $\frac{5}{16}$ " diam. bore	2
2	101 PE	Steady Peg, $\frac{3}{16}$ " diam. \times $\frac{9}{16}$ " long	2

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3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear	
2	UC 188	Bush — Lubricating Oil Pump Locating	1	
	UC 189	Gland Nut — Lubricating Oil Pump Body	1	
	103 PL	Plug, $\frac{1}{4}$ " B.S.P. \times $\frac{3}{8}$ " Hex.	1	
	UC 191	Lubricating Oil Pump Ram, with UC193, 106BA	1	
	UC 692	Lubricating Oil Pump Suction Pipe, with UC193, 106BA, 107PS	1	
	UC 193	Suction and Delivery Valve Stop { Not supplied as a separate item, specify UC191 or UC692 as required	2	
	106 BA	Ball Valve, $\frac{3}{8}$ " diam. — Suction and Delivery	2	
	107 PS	Split Pin, $\frac{5}{64}$ " diam. \times $1\frac{1}{4}$ " long	1	
	196 SP	Spring — Compression — Lubricating Oil Pump Ram	1	
	200 SP	Spring — Compression — Lubricating Oil Pump Locating Bush	1	
	UC 197	Lubricating Oil Pump Balance Piston	1	
	198 SP	Spring — Compression — Lubricating Oil Pump Balance Piston	1	
	3	MA 660	Reversing and Reducing Gear Case Emptying Pump	1
		UC 728	Reversing Gear Case Emptying Pump Bracket	1
UC 729		Reversing and Reducing Gear Case Emptying Pump Bracket	1	
112 WA		Washer, $\frac{15}{16}$ " O.D. \times $\frac{17}{32}$ " I.D. \times $\frac{7}{64}$ ", for UC728, UC729	2	
UC 730		Reversing Gear Case Emptying Pipe — Forward, with 160PA, 156PA, 238PA	1	
UC 731		Reversing Gear Case Emptying Pipe — Centre, with 160PA, 156PA, 238PA	1	
UC 732		Reversing Gear Case Emptying Pipe — Aft, with 160PA, 156PA, 238PA	1	
109 CS		Connection Screw — Reversing Gear Case Emptying Pipe	3	
160 PA		Packing, Circular, $1\frac{1}{2}$ " O.D. \times 1" I.D. \times $\frac{1}{32}$ "	3	
156 PA		Packing, Circular, $1\frac{3}{16}$ " O.D. \times $\frac{1}{16}$ " I.D. \times $\frac{1}{32}$ "	3	
238 PA		Packing, Circular, Blank, $\frac{13}{32}$ " diam. \times $\frac{1}{16}$ "	3	
231 NU		Locknut, $\frac{3}{8}$ " B.S.P. \times $\frac{1}{4}$ " \times $\frac{1}{2}$ " Hex.	3	
238 NU		Cap Nut, $\frac{3}{8}$ " B.S.P.	3	
UC 461		Reversing and Reducing Gear Case Emptying Pump Connection, with 235PA	1	
235 PA		Packing, Circular, $\frac{9}{16}$ " O.D. \times $\frac{5}{16}$ " I.D. \times $\frac{1}{32}$ "	1	
UC 840		Adapting Pipe, with 120SU (For Reversing and Reducing Gear Case Emptying Pipes)	1	
120 SU		Reducing Union Stock, "M", $\frac{3}{8}$ " B.S.P. \times $\frac{1}{4}$ " B.S.P.	1	
2		342 ST	Reversing Clutch Assembling Stud	1
		106 NU	Nut, $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex., for 342ST	2
		UC 201	Lubricating Oil Pump Valve Key	1
3	UC 710	Reversing Gear Supporting Foot Shim (Thickness to be specified when ordering)	As req.	

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3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.

3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
REDUCING GEAR SECTION			
4	191 BE	Taper Roller Bearing, $3\frac{1}{4}$ " I.D. \times $6\frac{3}{8}$ " O.D. \times $1\frac{7}{8}$ " wide	1
	192 BE	Taper Roller Bearing, $3\frac{1}{4}$ " I.D. \times $7\frac{1}{8}$ " O.D. \times $2\frac{1}{8}$ " wide	1
	120 BE	Duplex Ball Thrust and Journal Bearing, $3\frac{1}{4}$ " I.D. \times $7\frac{1}{2}$ " O.D. (width ground to size)	1
	UC 736	Reducing Gear Case — 4 : 3 Ratio, with UC739, 350ST, 233NU, 139PL, 156PA, 246ST, 175NU, 131PE, UC803, UC804, 239NU, 237PA, 105RR, UC853, 319SS, UC767	1
	UC 737	Reducing Gear Case — 2 : 1 Ratio, with UC740, 350ST, 233NU, 139 PL, 156PA, 246ST, 175NU, 131PE, UC855, 277SS, UC803, UC804, 239NU, 237PA, 105RR, UC853, 319SS, UC768	1
	UC 738	Reducing Gear Case — 3 : 1 Ratio, with UC741, 350ST, 233NU, 139PL, 156PA, 246ST, 175NU, 131PE, UC855, 277SS, UC803, UC804, 239NU, 237PA, 105RR, UC854, 319SS, UC769	1
	UC 739	Reducing Gear End Cover — 4 : 3 Ratio, with 350ST, 233NU, 139PL, 156PA, 131PE, UC853, 319SS	1
	UC 740	Reducing Gear End Cover — 2 : 1 Ratio, with 350ST, 233NU, 139PL, 156PA, 131PE, UC853, 319SS	1
	UC 741	Reducing Gear End Cover — 3 : 1 Ratio, with 350ST, 233NU, 139PL, 156PA, 131PE, UC854, 319SS	1
	UC 725	Direct Drive and Reducing Gear Thrust Bearing End Plate Shim (Thickness to be specified when ordering)	As req.
	UC 748	Reducing Gear Case — 4 : 3 Ratio, with UC749, 350ST, 233NU, 139PL, 156PA, 246ST, 175NU, 131PE, UC803, UC804, 239NU, 237PA, 105RR, UC767	1
	UC 749	Reducing Gear End Cover — 4 : 3 Ratio, with 350ST, 233NU, 139PL, 156PA, 131PE	1
	UC 750	Reducing Gear Case — 2 : 1 Ratio, with UC752, 350ST, 233NU, 139PL, 156PA, 246ST, 175NU, 131PE, UC855, 277SS, UC803, UC804, 239NU, 237PA, 105RR, UC768	1
	UC 751	Reducing Gear Case — 3 : 1 Ratio, with UC753, 350ST, 233NU, 139PL, 156PA, 246ST, 175NU, 131PE, UC855, 277SS, UC803, UC804, 239NU, 237PA, 105RR, UC769	1
	UC 752	Reducing Gear End Cover — 2 : 1 Ratio, with 350ST, 233NU, 139PL, 156PA, 131PE	1
	UC 753	Reducing Gear End Cover — 3 : 1 Ratio, with 350ST, 233NU, 139PL, 156PA, 131PE	1
	350 ST	Stud, $\frac{9}{16}$ " B.S.F. \times $2\frac{1}{4}$ " long	6
	233 NU	Nut, $\frac{9}{16}$ " B.S.F. \times $\frac{1}{2}$ " \times $\frac{1}{2}$ " Hex.	
	139 PL	Plug, $\frac{1}{2}$ " B.S.P. \times $\frac{3}{4}$ " Hex.	1
	156 PA	Packing, Circular, $1\frac{3}{16}$ " O.D. \times $\frac{1}{8}$ " I.D. \times $\frac{1}{32}$ "	1
	246 ST	Stud, $\frac{1}{2}$ " B.S.F. \times $1\frac{13}{16}$ " long	9 11
	175 NU	Nut, $\frac{1}{2}$ " B.S.F. \times $\frac{7}{16}$ " \times $\frac{7}{16}$ " Hex.	
	131 PE	Steady Peg, $\frac{1}{2}$ " diam. \times 1" long	9 11
	UC 855	Reducing Gear Inspection Door	
—	277 SS	Setscrew, $\frac{5}{16}$ " B.S.F. \times $\frac{3}{4}$ " long \times $\frac{1}{4}$ " Hex.	4
4	UC 803	Oil Filling Plug, with UC804, 239NU, 237PA	1

Part No. UC725 will also be supplied, 3 off .002" Thick, 2 off .005" Thick and 2 off .008" Thick to be fitted as required

Type 3
(Reducing Gears with Taper Roller Bearings 191BE and 192BE)

Type 1 and 2
(Reducing Gears with Duplex Ball Thrust and Journal Bearing 120BE)

} Bearing End Plate or Stuffing Box
to Reducing Gear Case End Cover

} Reducing Gear End Cover
to Gear Case

{ 4 : 3 and 2 : 1 Ratio
3 : 1 Ratio

{ 4 : 3 and 2 : 1 Ratio
3 : 1 Ratio

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.



3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
4	UC 804	Vent Pipe	1
	239 NU	Vent Pipe Cap	1
	237 PA	Packing, Circular, 3" O.D. × 2 $\frac{5}{16}$ " I.D. × $\frac{1}{32}$ "	1
	105 RR	Roller Bearing Retaining Ring	1
	UC 330	Roller Bearing Retaining and Locking Plate, 2 $\frac{5}{8}$ " centres	1
—	UC 853	Roller Bearing Retaining and Locking Plate, 2 $\frac{7}{8}$ " centres	1
4	UC 845	Roller Bearing Retaining and Oil Drip Plate, 2 $\frac{5}{8}$ " centres	1
—	UC 854	Roller Bearing Retaining and Oil Drip Plate, 2 $\frac{7}{8}$ " centres	1
4	230 SS	Setscrew, $\frac{1}{4}$ " B.S.F. × $\frac{5}{8}$ " long × $\frac{3}{16}$ " Hex., for UC330, UC845	2
—	319 SS	Setscrew, $\frac{5}{16}$ " B.S.F. × $\frac{5}{8}$ " long × $\frac{1}{4}$ " Hex., for UC853, UC854	2
4	UC 767	Dip Rod — Oil Level — Reducing Gear (4 : 3 Ratio)	1
	UC 768	Dip Rod — Oil Level — Reducing Gear (2 : 1 Ratio)	1
	UC 769	Dip Rod — Oil Level — Reducing Gear (3 : 1 Ratio)	1
1	246 ST	Stud, $\frac{1}{2}$ " B.S.F. × 1 $\frac{1}{8}$ " long	8
4	248 BL	Bolt, $\frac{1}{2}$ " B.S.F. × 1 $\frac{7}{8}$ " long × $\frac{7}{16}$ " Hex.	2
1, 4	175 NU	Nut, $\frac{1}{2}$ " B.S.F. × $\frac{7}{16}$ " × $\frac{7}{16}$ " Hex.	10
4	131 PE	Steady Peg, $\frac{1}{2}$ " diam. × 1" long	2
	UC 742	Reducing Gear Secondary Shaft — Type 3, with UC843, UC844, 319SS, 143KE, 144KE, UC747, 253BL	1
	UC 843	Reducing Gear Secondary Shaft Roller Bearing Retaining Plate	1
	UC 844	Reducing Gear Secondary Shaft Locking Plate	1
	319 SS	Setscrew, $\frac{5}{16}$ " B.S.F. × $\frac{5}{8}$ " long × $\frac{1}{4}$ " Hex., for UC843, UC844	4
	143 KE	Feather Key — Stepped, $\frac{7}{8}$ " × $\frac{5}{8}$ " × 3 $\frac{7}{8}$ " long	1
	144 KE	Feather Key, $\frac{7}{8}$ " × $\frac{5}{8}$ " × 4 $\frac{1}{16}$ " long	1
	UC 747	Aft End Coupling Retaining Nut, with 253BL	1
	253 BL	Bolt, $\frac{5}{16}$ " B.S.F. × 1 $\frac{5}{8}$ " long × $\frac{1}{4}$ " Hex.	1
	UC 744	Reducing Gear Secondary Shaft Bearing End Plate — Type 3, with UC723	1
	UC 723	Oil Seal, for UC744	2
	UC 725	Direct Drive and Reducing Gear Thrust Bearing End Plate Shim (Thickness to be specified when ordering)	As req.

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.



3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
4	UC 589	Oil Seal, for UC780, UC781	1
	130 BE	Ball Journal Bearing, 3" I.D. × 7" O.D. × 1 $\frac{9}{16}$ " wide (Reducing Gear only)	1
	UC 783	Distance Collar (Superseded, will be replaced by UC817)	1
	UC 817	Distance Collar, with 114RJ	1
	114 RJ	Joint Ring, 2 $\frac{1}{4}$ " I.D. × .139" Sectional diam.	1
	128 BE	Ball Journal Bearing, 2 $\frac{1}{4}$ " I.D. × 5" O.D. × 1 $\frac{1}{4}$ " wide (For Main Driving Shaft)	1
	128 BE	Ball Journal Bearing, 2 $\frac{1}{4}$ " I.D. × 5" O.D. × 1 $\frac{1}{4}$ " wide (On Secondary Shaft for Gears up to and including Reducing Gear No. 5709)	1
	162 BE	Roller Bearing, 2 $\frac{1}{4}$ " I.D. × 5" O.D. × 1 $\frac{1}{4}$ " wide (On Secondary Shaft after Reducing Gear No. 5709)	1
	162 BE	Roller Bearing, 2 $\frac{1}{4}$ " I.D. × 5" O.D. × 1 $\frac{1}{4}$ " wide (On Main Driving Shaft and Secondary Shaft)	2
	105 RR	Roller Bearing Retaining Ring	1
	100 CU	Grease Cup, $\frac{1}{8}$ " B.S.P.	1
	142 PA	Packing, Circular, $\frac{1}{2}$ " O.D. × $\frac{3}{8}$ " I.D. × $\frac{1}{32}$ "	1
	101 CU	Grease Cup, $\frac{1}{4}$ " B.S.P.	1
	UC 306	Grease Cup Bracket	1
	100 SU	Union Stock, "M", $\frac{1}{4}$ " B.S.P. × $\frac{1}{4}$ " B.S.P.	1 or 2
	119 SU	Union Stock, "M", $\frac{1}{4}$ " B.S.P. × $\frac{1}{8}$ " B.S.P. (For Gears with Stuffing Box tapped $\frac{1}{8}$ " B.S.P.)	1
	UC 812	Pipe — Reducing Gear Stuffing Box Lubrication (2 : 1 Ratio Gear)	1
	UC 820	Pipe — Reducing Gear Stuffing Box Lubrication (3 : 1 Ratio Gear)	1
	UC 826	Fan Cowling — Reducing Gear (4 : 3 and 2 : 1 Ratio), with 100RJ	1
	UC 827	Fan Cowling — Reducing Gear (3 : 1 Ratio), with 100RJ	1
	UC 825	Reducing Gear Dust Cover, with 118RS, 102PE, 100RJ	1
	118 RS	Sealing Ring, 1" O.D. × $\frac{5}{8}$ " I.D. × $\frac{1}{4}$ " wide	1
	102 PE	Steady Peg, $\frac{3}{16}$ " diam. × $\frac{1}{16}$ " long	2
	100 RJ	Joint Ring, $\frac{1}{16}$ " O.D. × $\frac{5}{16}$ " I.D. × $\frac{3}{16}$ " Sectional diam.	9
	237 BL	Bolt, $\frac{3}{8}$ " B.S.F. × 1 $\frac{7}{8}$ " long × $\frac{5}{16}$ " Hex.	3
	159 WA	Washer, 1" O.D. × $\frac{1}{32}$ " I.D. × $\frac{1}{16}$ "	3
	UC 336	Collar, 1" O.D. × $\frac{1}{2}$ " I.D. × $\frac{3}{16}$ ", with 100RJ	3
	UC 828	Locking Wire	3
	UC 829	Fan Guard (Superseded, will be replaced by UC867)	1
—	UC 867	Fan Guard	1

Reducing Gears with
Duplex Ball Thrust
and Journal Bearing 120BE

Reducing Gears with
Taper Roller Bearings
191BE and 192BE

Fan Cowling to Reducing
Gear Case End Cover

6L3B and 8L3B Engines

lengths

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.

3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
4	239 SS	Setscrew, $\frac{5}{16}$ " B.S.F. \times $\frac{7}{8}$ " long \times $\frac{1}{4}$ " Hex. (Fan Guard to Fan Cowling)	3
—	105 WA	Washer, $\frac{5}{16}$ " diam. bore	3
4	UC 830	Cooling Fan — Reducing Gear, with 329SS, UC832 { Anti-Clockwise Rotation Engines looking on Flywheel End	1
	UC 831	Cooling Fan — Reducing Gear, with 329SS, UC832 { Clockwise Rotation Engines looking on Flywheel End	1
	329 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " B.S.F. \times $\frac{7}{8}$ " long	1
	UC 832	Spring — Tension — Reducing Gear Cooling Fan	1
	UC 833	Spindle — Reducing Gear Cooling Fan	1
	UC 834	Locking Washer — Fan Spindle	1
3	UC 821	Reducing Gear Case Emptying Pipe, with 160PA, 156PA, 238PA { 4 : 3 and 2 : 1 Ratio Reducing Gear	1
	UC 822	Reducing Gear Case Emptying Pipe, with 160PA, 156PA, 238PA { 3 : 1 Ratio Reducing Gear	1
	110 CS	Connection Screw — Reducing Gear Case Emptying Pipe	1
	160 PA	Packing, Circular, $1\frac{1}{2}$ " O.D. \times 1" I.D. \times $\frac{1}{32}$ "	4
	156 PA	Packing, Circular, $1\frac{3}{16}$ " O.D. \times $\frac{1}{8}$ " I.D. \times $\frac{1}{32}$ "	4
	238 PA	Packing, Circular, Blank, $\frac{1}{32}$ " diam. \times $\frac{1}{16}$ "	4
	238 NU	Cap Nut, $\frac{3}{8}$ " B.S.P.	4
	UC 729	Reversing and Reducing Gear Case Emptying Pump Bracket	1

6L3B and 8L3B Engines

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.



3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.

3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
<u>DECK CONTROL SECTION</u>			
—	UC 373	DECK CONTROL LEVER ASSEMBLY , 40" long, Comprising Lever, Knob, Trunnion Housing, Housing Cover, Trunnion, Springs, Pins, Setscrews and Nuts	1
—	UC 374	DECK CONTROL LEVER ASSEMBLY , 43" long, Comprising Lever, Knob, Trunnion Housing, Housing Cover, Trunnion, Springs, Pins, Setscrews and Nuts	1
5	UC 362	Deck Control Lever, 40" long, with UC68, 226SS	1
	UC 363	Deck Control Lever, 43" long, with UC68, 226SS	1
	UC 68	Deck Control Lever Knob — Black	1
	UC 69	Deck Control Lever Knob — Red	1
	UC 70	Deck Control Lever Knob — Green	1
		} In future use UC68	
	226 SS	Setscrew, $\frac{3}{8}$ " B.S.F. $\times \frac{1\frac{5}{8}}$ " long $\times \frac{1}{4}$ " Hex.	1
	UC 351	Deck Control Lever Trunnion Housing, with UC352, 111SS, 323SS, 324SS, 116NU	1
	UC 352	Deck Control Lever Trunnion Housing Cover	1
	111 SS	Setscrew, $\frac{5}{16}$ " Wh. $\times \frac{3}{4}$ " long $\times \frac{1}{4}$ " Hex.	4
	323 SS	Setscrew, Headless, $\frac{7}{16}$ " Wh. $\times 2$ " long (Astern Stop)	1
	324 SS	Setscrew, Headless, $\frac{7}{16}$ " Wh. $\times 2\frac{7}{16}$ " long (Ahead Stop)	1
	116 NU	Nut, $\frac{7}{16}$ " Wh. $\times \frac{3}{8}$ " $\times \frac{3}{8}$ " Hex.	2
	UC 357	Deck Control Lever Trunnion, with 195SP, 102BA, UC359	1
	195 SP	Spring — Compression — Deck Control Lever Trunnion Lever	2
	102 BA	Ball, $\frac{5}{8}$ " diam.	2
	UC 358	Control Lever Trunnion Binding Screw, with UC359	1
	UC 359	Binding Screw Locking Wire	1
	139 PN	Pin, Plain, $\frac{1}{2}$ " diam. $\times 2$ " long	1
	120 PS	Split Pin, $\frac{1}{8}$ " diam. $\times 1$ " long	2
	104 EY	Forked Eye, $\frac{5}{8}$ " B.S.F. $\times \frac{1}{2}$ " bore	1
	UC 371	Connecting Rod End (To suit 1" O.D. 14s Gauge Tube), with 187NU (Superseded, will be replaced by UC450)	1
	UC 450	Connecting Rod End (To suit 1" O.D. 13s Gauge Tube), with 187NU	1
	187 NU	Nut, $\frac{5}{8}$ " B.S.F. $\times \frac{1}{2}$ " $\times \frac{1}{2}$ " Hex.	1

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3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.

3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
<u>SPEED AND REVERSE GEAR CONTROL DETAILS</u>			
5	UC 848	Speed Control Plate, with 239PA, 327SS, 106NU, 103LU (Compression Spring Arrangement)	1
	UC 849	Speed Control Plate, with 239PA, 327SS, 106NU, 103LU (Spring Disc Arrangement)	1
	239 PA	Speed Control Friction Disc	1
	327 SS	Setscrew, Headless, $\frac{5}{16}$ " Wh. \times $2\frac{3}{16}$ " long	2
	106 NU	Nut, $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex.	2
	103 LU	Lubricator, $\frac{5}{16}$ " — 32 Thds.	1
	100 LU	Lubricator, $\frac{1}{8}$ " B.S.P.	1
	143 PA	Packing, Circular, $\frac{5}{8}$ " O.D. \times $\frac{3}{8}$ " I.D. \times $\frac{1}{32}$ "	1
	UC 381	Speed Control Disc, with 100KE	1
	100 KE	Woodruff Key	1
	UC 438	Speed Control Disc Stop, with 125PN, 101PS (Shortened to suit)	1
	125 PN	Pin, Headed, $\frac{1}{4}$ " diam. \times $\frac{3}{32}$ " long	1
	101 PS	Split Pin, $\frac{5}{16}$ " diam. \times $\frac{1}{2}$ " long	1
	103 EY	Forked Eye, $\frac{5}{16}$ " Wh. \times $\frac{1}{4}$ " bore	1
	106 NU	Nut, $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex.	1
	229 SS	Setscrew, $\frac{5}{16}$ " Wh. \times $1\frac{1}{4}$ " long \times $\frac{1}{4}$ " Hex.	1
	254 BL	Bolt, Fitting, $\frac{3}{8}$ " B.S.F. \times $5\frac{1}{4}$ " long \times $\frac{5}{8}$ " diam. head	1
	138 CR	Collar, $\frac{5}{8}$ " O.D. \times $\cdot 390$ " I.D. \times $\frac{5}{16}$ " wide	1
	UC 850	Speed Control Spring Disc (Set of 11)	1 Set
	125 NU	Nut, $\frac{3}{8}$ " B.S.F. \times $\frac{5}{16}$ " \times $\frac{5}{16}$ " Hex.	2
	250 BL	Bolt, Fitting, $\frac{1}{2}$ " B.S.F. \times $7\frac{5}{8}$ " long \times $\frac{5}{8}$ " diam. head	1
	UC 387	Spring Collar, $\frac{1}{2}$ " B.S.F. \times $1\frac{1}{4}$ " \times $1\frac{1}{2}$ " \times $\frac{1}{8}$ " long	1
	132 NU	Nut, $\frac{1}{2}$ " B.S.F. \times $\frac{1}{2}$ " \times $\frac{7}{16}$ " Hex.	1
	174 BE	Single Ball Thrust Bearing, 1" I.D. \times $1\frac{3}{32}$ " O.D. \times $\frac{5}{8}$ " wide	1
	UC 390	Speed Control Spring Collar	1
	167 SP	Spring — Compression — Speed Control	1
	349 ST	Stud, $\frac{1}{2}$ " B.S.F. \times $11\frac{3}{8}$ " long	1
	175 NU	Nut, $\frac{1}{2}$ " B.S.F. \times $\frac{7}{16}$ " \times $\frac{7}{16}$ " Hex.	3
	344 ST	Stud, $\frac{7}{16}$ " Wh. \times $3\frac{1}{2}$ " long	2
	116 NU	Nut, $\frac{7}{16}$ " Wh. \times $\frac{3}{8}$ " \times $\frac{3}{8}$ " Hex.	2
	UC 397	Speed Control Hand Lever — Plain, with 236BL, 229NU	1
	UC 928	Speed Control Hand Lever, with 236BL, 229NU	1
	UC 933	Speed Control Hand Lever — Port, with 236BL, 229NU	1
	UC 934	Speed Control Hand Lever — Starboard, with 236BL, 229NU	1

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3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
5	UC 398	Speed Control Hand Lever — with Knob, with 236BL, 229NU, UC401	1
	236 BL	Bolt, $\frac{5}{16}$ " B.S.F. \times $1\frac{1}{16}$ " long \times $\frac{3}{16}$ " Hex.	1
	229 NU	Nut, $\frac{5}{16}$ " B.S.F. \times $\frac{9}{16}$ " \times $\frac{1}{4}$ " Hex.	1
	UC 401	Control Lever Knob, $1\frac{1}{2}$ " diam. — Black	1
	UC 399	Control Lever Knob, $1\frac{1}{2}$ " diam. — Red	} In future use UC401
	UC 400	Control Lever Knob, $1\frac{1}{2}$ " diam. — Green	
—	UC 943	Speed Control Hand Lever — Port, with 107BL	} To suit No. 3 "Teleflex" Speed Control Arrangement
—	UC 944	Speed Control Hand Lever — Starboard, with 107BL	
5	UC 937	Speed Control Hand Lever — Port, with 107BL	} To suit No. 4 "Teleflex" Speed Control Arrangement
	UC 938	Speed Control Hand Lever — Starboard, with 107BL	
	MA 720	Governor Remote Control Lever, $2\frac{1}{8}$ " centres, with 107BL	1
	UC 924	Governor Remote Control Lever, $2\frac{3}{4}$ " centres, Offset, with 107BL	1
	UC 930	Governor Remote Control Lever, $2\frac{3}{4}$ " centres, Straight, with 107BL	1
	MA 146	Remote Speed Control Lever, $3\frac{1}{2}$ " centres, with 107BL, 100BU	1
	107 BL	Bolt, $\frac{1}{4}$ " — 28 Thds. \times 1" long \times $\frac{3}{16}$ " Hex.	1
	100 BU	Bush, $\frac{1}{32}$ " O.D. \times $\frac{1}{4}$ " I.D. \times $\frac{1}{4}$ " wide	1
	UC 929	Remote Speed Control Lever, 6" centres, with 236BL, 229NU	1
—	UC 942	Remote Speed Control Lever, $2\frac{3}{4}$ " centres, with 107BL	} To suit No. 3 "Teleflex" Speed Control Arrangement
5	UC 939	Remote Speed Control Lever, $2\frac{3}{4}$ " centres, with 107BL	} To suit No. 4 "Teleflex" Speed Control Arrangement
	UC 846	Speed Control Connection Lever, with 236BL, 229NU	
	236 BL	Bolt, $\frac{5}{16}$ " B.S.F. \times $1\frac{1}{16}$ " long \times $\frac{3}{16}$ " Hex.	1
	229 NU	Nut, $\frac{5}{16}$ " B.S.F. \times $\frac{9}{16}$ " \times $\frac{1}{4}$ " Hex.	1
	107 BL	Bolt, $\frac{1}{4}$ " — 28 Thds. \times 1" long \times $\frac{3}{16}$ " Hex.	1
	UC 907	Speed Control Connecting Rod, (X = 7"), with 122NU, 101EY, 122PN, 101PS	8L3
	UC 908	Speed Control Connecting Rod, (X = $42\frac{3}{4}$ "), with 122NU, 101EY, 122PN, 101PS	3L3
	UC 909	Speed Control Connecting Rod, (X = $33\frac{7}{16}$ "), with 122NU, 101EY, 122PN, 101PS	4L3
	UC 910	Speed Control Connecting Rod, (X = $36\frac{7}{8}$ "), with 122NU, 101EY, 122PN, 101PS	5L3
	UC 911	Speed Control Connecting Rod, (X = $43\frac{1}{8}$ "), with 122NU, 101EY, 122PN, 101PS	6L3
	UC 912	Speed Control Connecting Rod, (X = $49\frac{1}{8}$ "), with 122NU, 101EY, 122PN, 101PS	8L3
	UC 913	Speed Control Connecting Rod, (X = $36\frac{1}{4}$ "), with 122NU, 101EY, 122PN, 101PS	3L3
	UC 914	Speed Control Connecting Rod, (X = $26\frac{7}{8}$ "), with 122NU, 101EY, 122PN, 101PS	4L3
	UC 915	Speed Control Connecting Rod, (X = $30\frac{3}{8}$ "), with 122NU, 101EY, 122PN, 101PS	5L3
	UC 916	Speed Control Connecting Rod, (X = $37\frac{3}{8}$ "), with 122NU, 101EY, 122PN, 101PS	6L3, 6L3B
	UC 917	Speed Control Connecting Rod, (X = $42\frac{1}{2}$ "), with 122NU, 101EY, 122PN, 101PS	8L3, 8L3B

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3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
—	122 NU	Nut, $\frac{5}{16}$ " B.S.F. $\times \frac{1}{4}$ " $\times \frac{1}{4}$ " Hex.	1
5	101 EY	Forked Eye, $\frac{5}{16}$ " B.S.F. $\times \frac{1}{4}$ " bore	3
	122 PN	Pin, Headed, $\frac{1}{4}$ " diam. $\times \frac{5}{8}$ " long	3
	101 PS	Split Pin, $\frac{5}{64}$ " diam. $\times \frac{1}{2}$ " long	3
	UC 413	Speed Control Interconnecting Forked Eye, with 134PN, 114PS	1
	134 PN	Pin, Headed, $\frac{3}{8}$ " diam. $\times \frac{3}{32}$ " long	1
	114 PS	Split Pin, $\frac{3}{32}$ " diam. $\times 1$ " long	1
	UC 416	Speed Control Interconnecting Adjusting Screw, with 232NU	1
	232 NU	Nut, $\frac{7}{16}$ " B.S.F. $\times \frac{1}{2}$ " $\times \frac{5}{16}$ " Hex.	1
	UC 418	Speed Control Interconnecting Link	1
	UC 419	Speed Control Interconnecting Lever, with 104PE	1
	104 PE	Steady Peg, $\frac{1}{2}$ " diam. $\times \frac{1}{32}$ " long	2
	UC 421	Speed Control Interconnecting Lever Pin, with 133CR, 129NU, 114PS	1
	133 CR	Collar, Split Pin Type, $\frac{7}{8}$ " O.D. $\times \frac{7}{16}$ " I.D. $\times \frac{1}{4}$ "	1
	129 NU	Nut, $\frac{7}{16}$ " B.S.F. $\times \frac{3}{8}$ " $\times \frac{3}{8}$ " Hex.	1
	114 PS	Split Pin, $\frac{3}{32}$ " diam. $\times 1$ " long	1
1, 5	UC 425	Control Lever Coupling, with 174SS	1
	174 SS	Setscrew, Sq. Head, Pointed, $\frac{3}{8}$ " — 24 Thds. $\times \frac{7}{8}$ " long	1
	333 SS	Setscrew, Sq. Head, Pointed, $\frac{5}{16}$ " — 28 Thds. $\times \frac{5}{8}$ " long	2
5	UC 935	Speed Control Interconnecting Lever Adapter	1
	135 BL	Bolt, $\frac{7}{16}$ " B.S.F. $\times 1\frac{3}{4}$ " long $\times \frac{3}{8}$ " Hex.	2
—	241 BL	Bolt, $\frac{7}{16}$ " B.S.F. $\times 2$ " long $\times \frac{3}{8}$ " Hex.	2
5	129 NU	Nut, $\frac{7}{16}$ " B.S.F. $\times \frac{3}{8}$ " $\times \frac{3}{8}$ " Hex.	4
	UC 918	Speed Control Bracket — Starboard	1
	UC 919	Speed Control Bracket — Port	1
	154 ST	Stud, $\frac{3}{8}$ " Wh. $\times 1\frac{7}{8}$ " long	2
	110 NU	Nut, $\frac{3}{8}$ " Wh. $\times \frac{3}{8}$ " $\times \frac{5}{16}$ " Hex.	2
	132 CR	Collar, $\frac{3}{4}$ " O.D. $\times \frac{3}{8}$ " I.D. $\times \frac{5}{16}$ "	2
	245 BL	Bolt, $\frac{1}{2}$ " B.S.F. $\times 2$ " long $\times \frac{7}{16}$ " Hex.	2
	175 NU	Nut, $\frac{1}{2}$ " B.S.F. $\times \frac{7}{16}$ " $\times \frac{7}{16}$ " Hex.	2
	114 WA	Washer, 1" O.D. $\times \frac{9}{16}$ " I.D. $\times \frac{3}{32}$ "	2
	110 BL	Bolt, $\frac{5}{16}$ " Wh. $\times 1\frac{1}{4}$ " long $\times \frac{1}{4}$ " Hex.	3
	106 NU	Nut, $\frac{5}{16}$ " Wh. $\times \frac{5}{16}$ " $\times \frac{1}{4}$ " Hex.	3
	UC 925	Speed Control Bracket, with 135ST, 106NU, 111PE	1

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.



3 U.C. REVERSING — REDUCING GEAR

Plate No.	Part No.	Description	Quan. per Gear
5	135 ST	Stud, $\frac{5}{16}$ " Wh. \times $1\frac{1}{2}$ " long	3
	106 NU	Nut, $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex.	3
	111 PE	Steady Peg, $\frac{5}{16}$ " diam. \times $\frac{3}{4}$ " long	2
	UC 931	Speed Control Bracket, with 124ST, 106NU	1
	124 ST	Stud, $\frac{5}{16}$ " Wh. \times $1\frac{7}{16}$ " long	3
	106 NU	Nut, $\frac{5}{16}$ " Wh. \times $\frac{5}{16}$ " \times $\frac{1}{4}$ " Hex.	3

When ordering it is **IMPORTANT** to quote the Number of the Engine and Reversing Gear, and also the Complete Numbers and Letters of the Part. It is necessary to quote the Number of the Reducing Gear if fitted.