

THE STRIPPER HAS VERY SHARP BLADES - HANDLE WITH CARE

VOLVO 120 SAILEDRIIVE INSTALLATION INSTRUCTIONS

The Stripper fits on the saildrive shaft as an exact replacement for the line cutter located between the propeller and the saildrive leg.

The Stripper comprises a fixed cutter mounted in bearings integral with the rotating cutters creating a powerful shearing action as the blades pass each other.

The rotating cutter is driven by two cap head screws which locate in holes drilled in the front face of the propeller boss.

The fixed cutter is restrained by a peg which passes through a hole in the modified anode and locates in an existing cap head screw in the saildrive leg.

The only modifications necessary are to the propeller boss, the details of which are included in these instructions.



1

Unscrew the propeller cone nut and slide the propeller off the splined shaft.

Retain any tab washers supplied with the propeller for re-use. The propeller boss requires modification before re-installation as detailed on page 2.



2

Remove the line cutter which is no longer required as the Stripper replaces this item.

NOTE: On later models the line cutter was replaced with a plain spacer. This should also be discarded before fitting the Stripper.



3

Using a posi-drive screwdriver, unscrew the two countersunk head screws and remove the standard anode from the saildrive.

Fit the modified anode supplied with the Stripper.

Note: Replacement modified anodes are available from Ambassador Marine



4

Slide the Stripper assembly onto the shaft with the round peg on the Stripper fixed blade positioned through the hole in the top of the anode and located in the cap head screw in the saildrive leg.

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5

Refit the modified propeller (see Page 3) so that the heads of the two driving screws in the rotating cutter engage in the two new holes in the propeller boss.

Refit the propeller cone nut following the propeller manufacturer's original instructions.
Rotate the propeller to ensure that the assembly turns freely.

FIXED & FOLDING BLADE PROPELLER MODIFICATIONS

The following fixed and folding/feathering blade propellers are readily adaptable for use with the Ambassador Marine AMSD120 Ropestripper when fitted to the Volvo 120 Saildrive.

The propeller modifications detailed opposite are applicable to all fixed and folding propellers, however, some manufacturers/suppliers will supply the propellers ready modified if requested.

Ambassador Marine also offer a propeller modification service - details available on request.

In addition to the modifications, the Volvo folding propeller requires an Ambassador Marine adapter kit (P/N PCKVRAD) to replace the standard prop nut. The tab washer supplied with the folding prop must be re-used.

PROPELLER TYPE	FIXED	FOLDING					
	VOLVO	VOLVO	MAXPROP Classic and Cushion Hub	FLEX-O-FOLD	GORI	KIWI	BRUNTON Autoprop
Modified By	Owner / Ambassador Marine	Owner / Ambassador Marine	Darglow Eng.	Owner / Darglow Eng / Ambassador Marine	Owner / Ambassador Marine	Owner / Vecta Marine / Ambassador Marine	See * below
Notes		PCKVRAD adapter required					No lip to remove

* If specified with new orders Bruntons will supply the Autoprop ready to receive the Stripper. For retro-fit situations Bruntons will supply a modified front plate for the propeller boss.



Modified Volvo Prop Hub



PCKVRAD Adapter Kit

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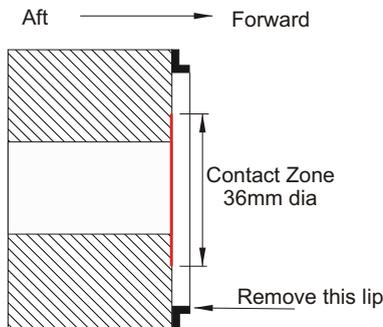


Diagram 1

Propellers require two modifications before fitting with the Stripper:

- 1 Remove the lip from the front face of the propeller boss to leave a flat surface (see Diagram 1)

It is important that no part should protrude forward of the contact zone with which the original spacer and now the Stripper make contact.

The lip can be removed in a lathe, if available or sawn off by hand and filed flush.

TIP: If working on site fit the propeller onto the spline backwards and leave the saildrive in gear. This places the propeller at a convenient height to work on with a hacksaw and file.

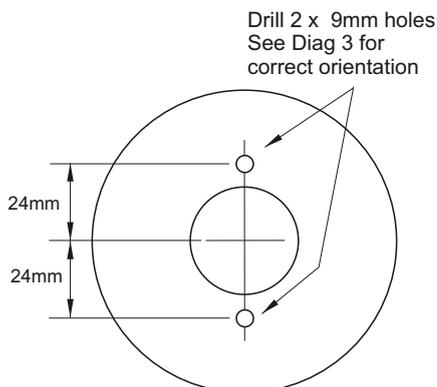
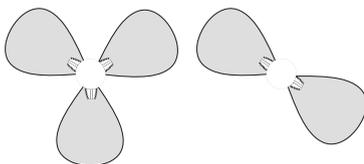


Diagram 2

- 2 Drill two 9mm (3/8") diameter holes 5.5mm deep in the front face of the propeller boss as shown in Diagram 2. The purpose of these holes is to locate on the two cap head screws on the back face of the Stripper to impart drive to the rotary cutters.

The radial positioning of the holes should be such that the Stripper blades are positioned directly in front of the propeller blades as shown in Diagram 3.

TIP: For a quick and simple method of marking the hole positions on the propeller, slide the Stripper onto the saildrive shaft and dab a spot of anti-fouling (or any paint) onto the heads of the two cap head screws on the back face of the Stripper.



When drilling holes align cutter blades with propeller blades as shown.

Diagram 3

Your Stripper will last for many years with very little maintenance. The wearing parts are the plastic bearings and as they wear the free play between the Fixed and Rotary cutters will increase.

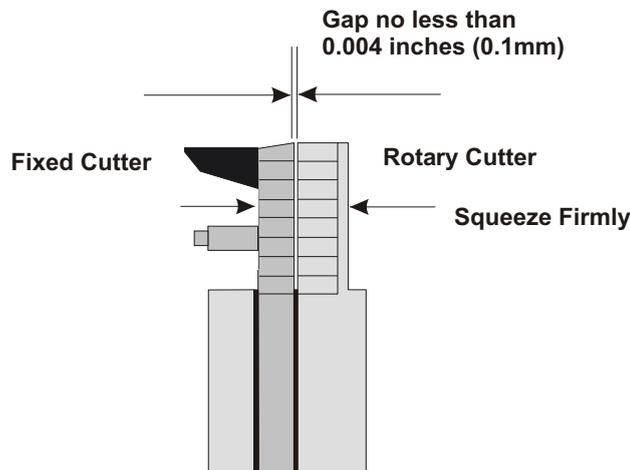
In areas of heavy silt, dissolved salts of calcium and magnesium will be deposited on underwater parts which could increase bearing wear.

Bearings can last for several years but are dependant on engine hours and water clarity.

It is recommended that the following simple test is carried out annually.

Squeeze the fixed cutter towards the rotary cutter and if the gap is such that the two nearly touch (less than 0.1mm) then it is time to replace the bearings.

Service packs containing a set of bearings and screws for the clamp plate are available from Ambassador Marine



To replace the bearings follow the steps below:

1. Remove the Stripper from the saildrive and undo the two cap head screws retaining the clamp plate.
2. Separate the bearings from the fixed cutter.
3. Clean all bearing surfaces on the fixed and rotary cutters and the clamp plate.
4. Position the new bearings each side of the fixed cutter and reassemble the Stripper.
5. Apply Loctite to the threads of the cap head screws before assembly and fully tighten.