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Sleipner Tunnel Thrusters

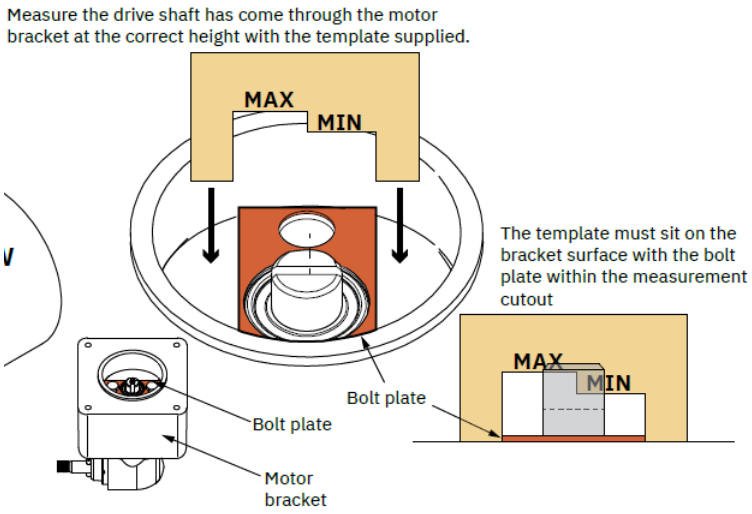
DRIVE CONNECTION/COUPLER PRODUCT INFO SHEET

The coupler is a mechanical fuse and with a good installation and normal operation, it will never break. It is meant to break if you ingested something into the tunnel creating a tunnel obstruction increasing the load on the coupler. That would be a normal break to protect the gearleg.

The installation of the Thruster into the tunnel is very important for the drive connection. If there is misalignment or bad engagement, the coupler will see adverse wear or damage that will cause it to break prematurely. The Installation Manuals explain that there should not be any build up on the tunnel where the Motor Mount bracket sits. Also avoid getting excessive sealant from the gearleg side pushed up under the motor mount. This can be a challenge for hull formed tunnel and not a real tunnel.

1. Smaller Single Prop Thrusters:

- The motor mount bracket is closed, so you cannot look in the sides to check alignment, like to can on larger twin prop models.
- With these smaller single prop models, you can ONLY visually check alignment by looking at the gearleg throat and driveshaft in the center of the motor mount bracket.
- To check for proper engagement, there is a small gauge supplied with the single prop thrusters to check height of the drive shaft in the center of the motor mount. *See graphic from Manual.



See pictures on page two on Visually checking driveshaft/leg in motor mount.

Tunnel with build-up and looking at the gearleg in the motor mount one side of the bronze throat is higher than the other and there is also sealant present which is also a flag for assembly mistake.

The result of misalignment is premature wear of the drive coupler, and it will break depending on use and not as the product was intended. Damage to a coupler or any resulting damage to any other components or equipment, is not covered under the product warranty.

2. Twin Prop Thrusters:

- The motor mount bracket is open, so you can check alignment and engagement looking in from the side. With the coupler off, visually check alignment with a straight edge.

  ** Note: On a Stern thruster where the motor mount bracket is recessed into the transom, you will have to use visual inspection looking at the motor mount bracket like a single prop thruster.*

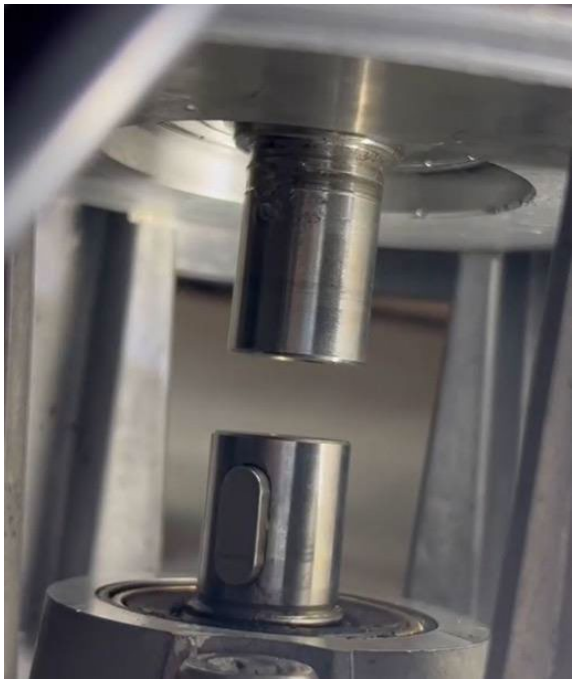
- You can also visually check alignment by looking at the gearleg throat and driveshaft in the center of the motor mount bracket to see if it is raised on one side causing alignment issue, or if the gearleg is too low, or two high in the motor mount causing engagement issue.

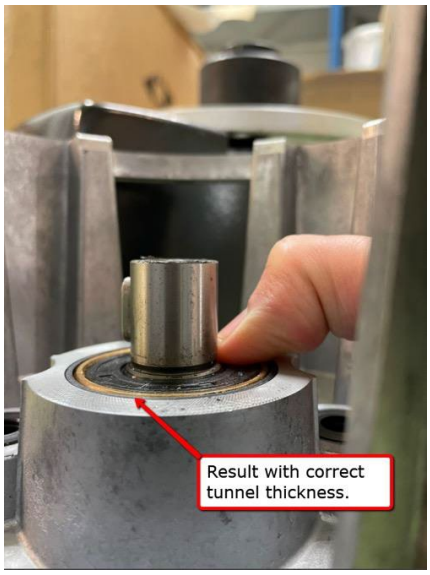
Examples of Tunnel with build-up and Hull molded tunnel. You can inspect the gearleg in the motor mount and also shaft alignment from the sides.

The result of misalignment is premature wear of the drive coupler, and it will break depending on use and not as the product was intended. Damage to a coupler or any resulting damage to any other components or equipment, is not covered under the product warranty

More Pictures follow:
Examples of misalignment and visual signs when looking at gearleg in the Motor Mount Bracket.


Lower side




Result with correct tunnel thickness.


Result with incorrect tunnel thickness.


Result with incorrect tunnel thickness.