

Mounting Tip: Do not use a long carriage bolt with the drive box.

Problem: In the 1990's it was popular to mount the CPT drive box using a plastic T-handle with a long carriage bolt. It has come to our attention that the long carriage bolt is not designed for use with the mounting bracket. The mounting bracket uses a square hole, and was not designed for a round bolt. No matter how hard you tighten the long carriage bolt, it will not tighten the mounting bracket properly.

After several seasons the long carriage bolt will cause wear in the square mounting bracket hole. If your bracket hole is worn the drive box will begin to tilt and have trouble aligning vertically with the steering wheel. This will eventually cause excessive clutch wear.

Solution: Replace the long carriage bolt with two short carriage bolts, $\frac{1}{4}$ " x $\frac{3}{4}$ " length, which are designed for the bracket and will help with alignment. We will replace these bolts at no charge when servicing your pilot, or please feel free to contact us.



Mounting Tip: Old CPTs that have trouble with tilting drive boxes

Problem: On an older unit that has seen decades of use you may have developed belt alignment issues if the rear edges of your bracket are worn. This will cause the drive box to tilt and not align properly with the belt; sometimes the clutch will disengage on its own because of the belt angle.

Solution: An easy fix is to add a shim to the bottom bolts of the bracket mounted to the pedestal or bulkhead. This will bring the bracket back into alignment. Let us know when we service your pilot and we'll provide this shim at no charge, or feel free to contact us.

