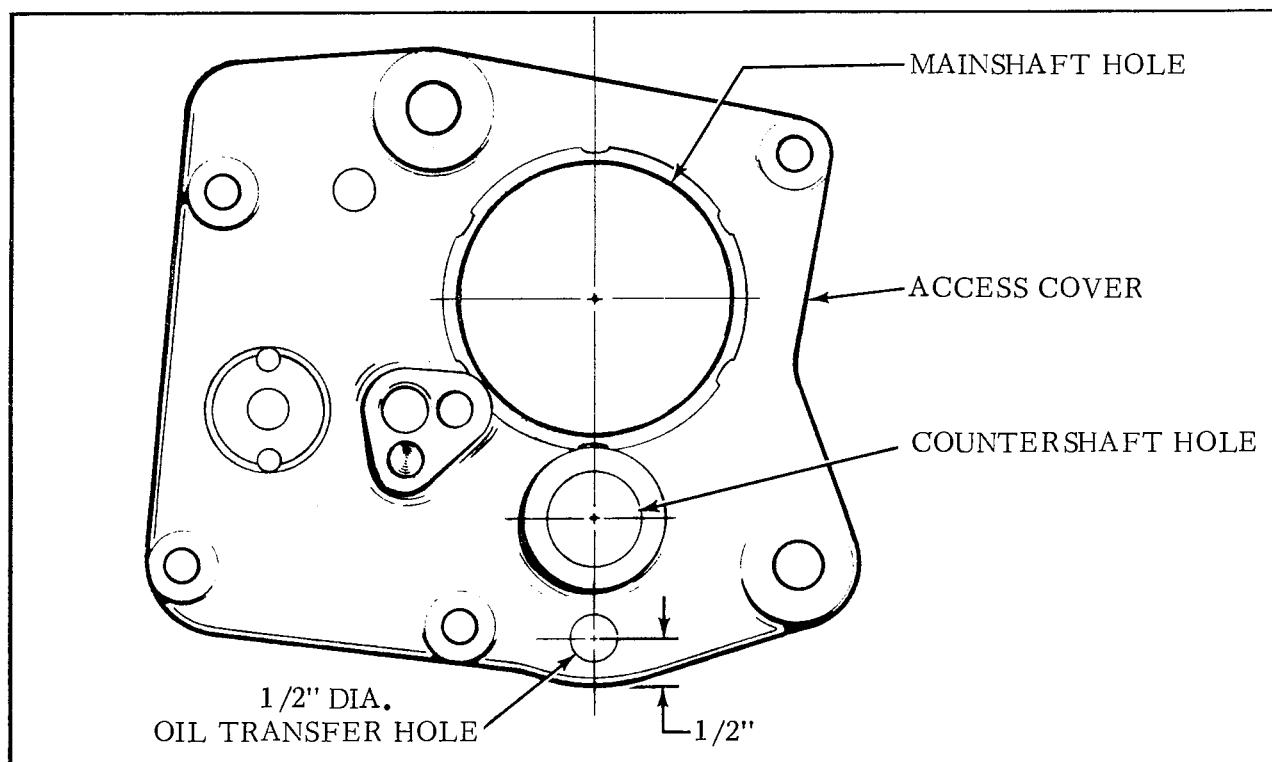


TRANSMISSION / XL, XLCH-1000

The following items regarding XL/XLCH transmissions are for your attention:

1. We have recently received several reports of Model XL/XLCH transmissions with a blocked oil transfer hole in the access cover between the chain compartment and the transmission gear box, resulting in little or no oil supply to the transmission. We recommend that the transmission drain plug be removed during setup of all 1975 XL/XLCH engines which were received before March 1, 1975, and if less than 1.5 pints of oil runs out, the access cover should be checked to see if the oil transfer hole is open. If you find that the hole is blocked, it can be opened by tapping the casting with a hammer and punch at the hole location as shown in the illustration. This should be done carefully to prevent chips from entering transmission. Loose chips should be removed from hole, or flushed out the transmission drain hole.



ACCESS COVER OIL HOLE LOCATION

2. We have determined that 63 mainshaft low (1st) gears, part No. 35277-52A, were inadvertently installed in XL/XLCH transmissions without prior heat treatment during the period between December 16, 1974 and January 7, 1975. Transmissions having such gears will develop noisiness when in low gear because of accelerated tooth wear. Transmission disassembly for gear replacement is recommended only in cases where customer complains of low gear noise, indicating presence of a substandard low gear.