

Powerhead Lower End Cap - 225, 225 EFI, 3 Litre

Models Affected

MARINER AND MERCURY

1994 and 1995

225

S/N 0D280813 thru 0G259667

225 Magnum EFI/XRi

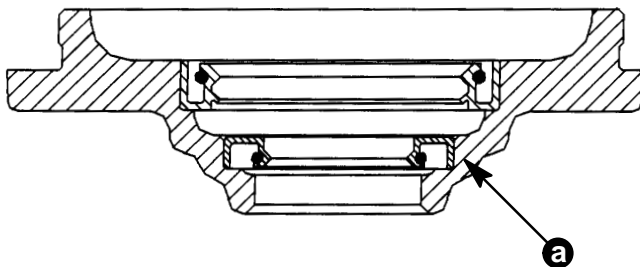
S/N 0G244750 thru 0G259667

3 Litre Marathon/Sea Pro

S/N 0G245601 thru 0G259667

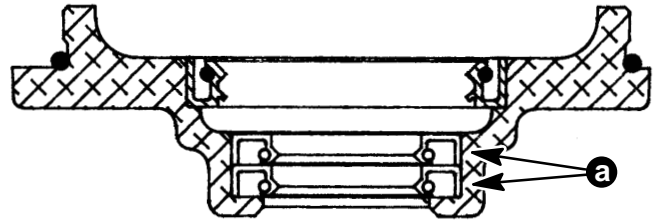
Beginning with s/n 0G259668, the 225 carburetor, 225 EFI, and 3 litre Marathon/Sea Pro models have an improved lower end cap installed on the powerhead. The new end cap has a taller casting, 1171-9787-C1 cast on it, and two drive shaft seals instead of one.

Any time a powerhead with the previous single drive shaft seal end cap assembly is removed, replace the end cap with the new two seal assembly. Stamp the powerhead with two punch marks (figure 3) to identify the installation of the new lower end cap assembly.



a. One Drive Shaft Seal

Figure 1. Previous 1171-9787A-1 End Cap Assembly

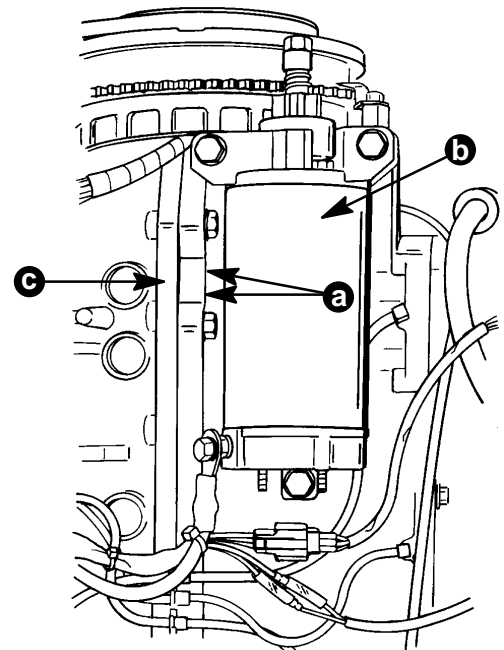


a. Two Drive Shaft Seals

Figure 2. New 1171-9787A-3 End Cap Assembly

REPLACEMENT POWERHEAD

A Quicksilver replacement powerhead with the new end cap has two punch marks on the starboard side of the powerhead and/or a date code of X 065 95 and above stamped on the block.

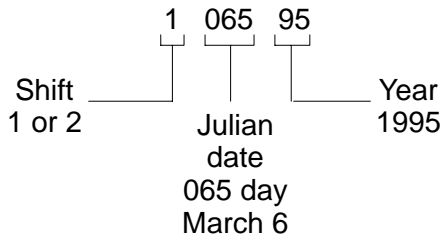


a. Two (2) Punch Marks
b. Starter Motor
c. Date Code

Figure 3. Starboard Side View

52135

Starboard side date code explanation:



EXHAUST ADAPTOR PLATE REPAIR KITS – SERVICE BULLETIN 94-11

Exhaust adaptor repair kits p/n 19-828808A-5 (used outboard) and 19-828808A-6 (new outboard) have the new end cap assembly shipped with the kit. Install the new end cap while the powerhead is removed and punch mark the powerhead for identification.

PARTS INTERCHANGEABILITY

Lower end cap assembly

— Supersedes to —>

1171-9787A-1
one drive shaft seal

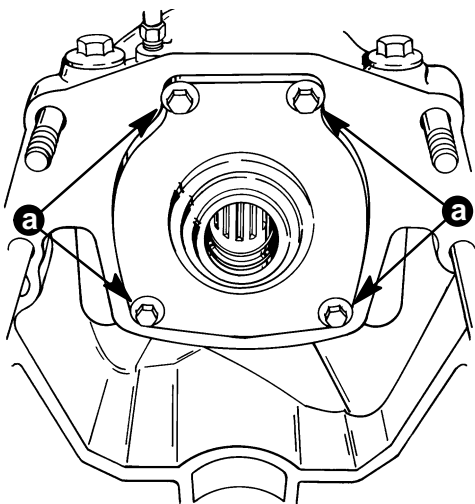
1171-9787A-3
two drive shaft seals

DEALER PARTS STOCK

Return all 1171-9787A-1 lower end cap assemblies to Mercury Marine for credit.

REPLACEMENT

Remove the lower end cap assembly from the powerhead. It may be necessary to lightly tap the end cap to loosen.



52325

a. Attaching Bolts

Figure 4. Lower End Cap Removal

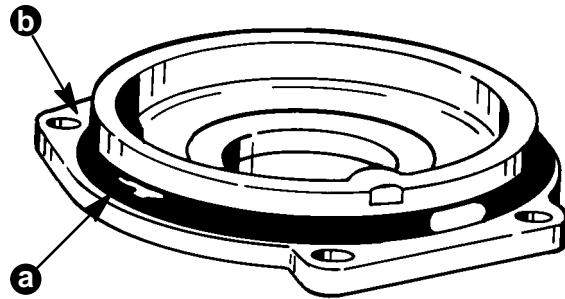
If necessary, use crocus cloth to clean the area of the crankshaft and drive shaft that will contact the seals.

Clean the crankshaft and drive shaft splines and lubricate with Quicksilver 2-4-C with Teflon (92-825407A12).

Lubricate the lips of the three seals and pack the area between the seals with Quicksilver 2-4-C with Teflon (92-825407A12).

Apply a light coat of Perfect Seal (92-34227--1) to the end cap flange.

Lubricate the O-ring seal with Quicksilver 2-4-C with Teflon (92-825407A12) to aid in installation and reinstall the lower end cap assembly.



51849

a. O-Ring
b. End Cap Flange

Figure 5. Lower End Cap

Assemble the end cap to the powerhead, reinstall the four (4) attaching bolts, and torque to 85 lb. in. (9.6 N·m).

IMPORTANT: Stamp the powerhead with two punch marks for future identification of the installation of the new end cap assembly. Refer to Figure 3.

CAUTION

When installing the powerhead to the exhaust plate and drive shaft, carefully lower the powerhead. Violent contact may dislodge the seal garter spring and/or damage the end cap or the seal. **DO NOT** distort the lip of the new seals. The teflon material will not return to the correct shape easily and leakage may occur.

WARRANTY:

Qty. 1 P/N 1171-9787A-3 Lower End Cap Assembly.

One half (0.5) hour labor for installing the new end cap assembly.

Warranty labor rate code NJC.

Failure code 424 – 00

US & Canada – Tag and hold parts for 60 days after the warranty credit is received.

International – Hold parts for inspection/disposal by a Marine Power International technical representative.