

Circulate to: Sales Manager Accounting Service Manager Technician Parts Manager

225/250 Pro XS Product Change

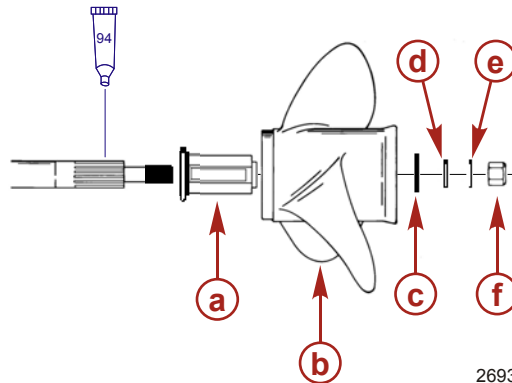
Models Affected

Models Covered	Serial Number Or Year
225 Pro XS	1B752547 and Above
250 Pro XS	1B752548 and Above

Situation

The above listed models will be converting from the Torque Master lower unit to the standard lower unit which is currently used on the standard 200/225/250 OptiMax and EFI 3.0 Liter models.

The Torque Master lower unit utilizes a 19 spline, 32 mm (1-1/4 in.) diameter propeller shaft. The standard lower unit has a 15 spline, 25 mm (1 in.) diameter propeller shaft. This change will affect propellers, propeller hubs, and propeller hardware used on these models.




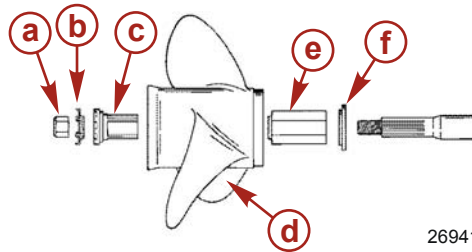
Propeller hardware 19 spline, 32 mm (1-1/4") propeller shaft

- a** - Propeller hub
- b** - Propeller
- c** - Washer
- d** - Belleville washer
- e** - Washer
- f** - Propeller nut

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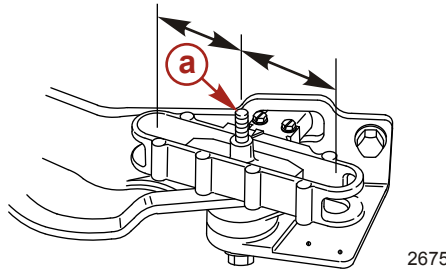
Tube Ref No.	Description	Where Used	Part No.
 94	Anti-Corrosion Grease	Propeller shaft spline	92-802867Q 1



Propeller hardware 15 spline, 25 mm (1") propeller shaft

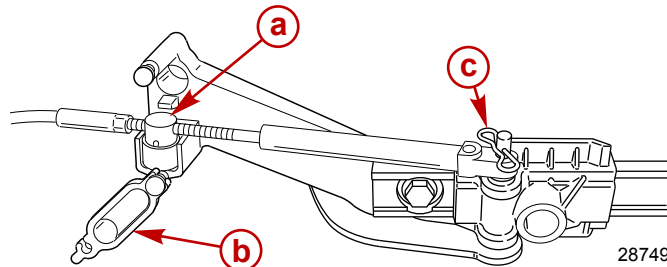
- a** - Propeller nut
- b** - Propeller nut retainer
- c** - Rear thrust hub
- d** - Propeller
- e** - Propeller hub
- f** - Forward thrust washer/hub

The shift cable adjustments between Torque Master and the standard lower unit are basically the same, but the shift slides do appear different. The earlier models that used the Torque Master lower unit used a washer and locknut to retain the shift cable to the anchor pin. The shift slide used with the standard lower unit use a retainer clip to retain the cable to the anchor pin.



Shift slide used with Torque Master lower unit

- a** - Anchor pin



Shift slide used with standard lower unit

- a** - Cable barrel
- b** - Shift cable retainer
- c** - Retainer clip

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