MERCRUISER
SERVICE
BULLETIN

Section: XII (Bulletins)
Number: 69-8-02
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A. Tightening Clamp Nut - MerCr. 200-225 *(For Section II)*
B. MerCruiser II Drive Unit Installation *(For Section II)*
C. Locking MerCruiser 200-225 Clamp Nut *(For Section II)*

A. TIGHTENING CLAMP NUT - MerCruiser 200-225 (With Transom Mount)

(For Installation Section II)

Reports have been received that some MerCruiser 200 and 225 drive units will not remain tight in the transom plate after the clamp nut is tightened.

To remedy, first check clamp nut for proper installation. The "Forward" marked side of clamp nut should be toward flywheel of engine. If it is not, remove clamp nut and remove paint from its flat side and from surface for nut on transom plate. Coat with New Multipurpose Lubricant (C-92-49588) and reinstall nut correctly.

If the clamp nut is installed correctly, and the unit will not tighten in transom plate, remove the drive unit. Check for a broken locating pin which will keep the drive teeth in the steering lever housing from mating with teeth in the transom plates. Remove paint from flat side of clamp nut and from surface for nut on transom plate. Coat with New Multipurpose Lubricant (C-92-49588).

If locating pin is broken, remove broken piece. Reinstall drive, aligning drive by sight to be vertical with proper engagement into mating teeth of transom plate as clamp nut is tightened.

TIGHTEN CLAMP NUT SECURELY and SOLIDLY with TIGHTENING BAR (B-91-49670), ALIGNING CLAMP NUT FLUTES with LOCKING SCREWS. (Figure 1) SNUG LOCKING SCREWS and TIGHTEN LOCK NUTS. (Figure 2)

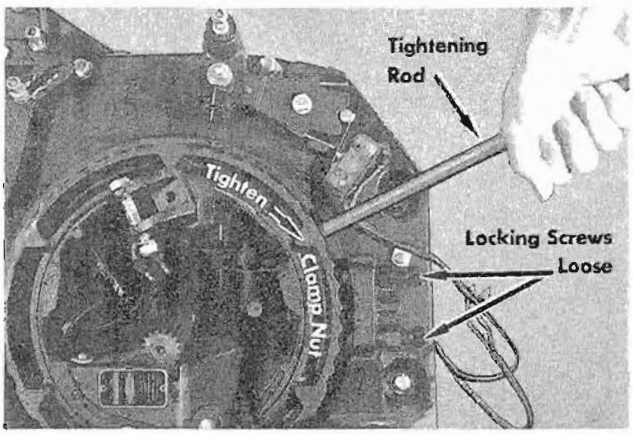

Figure 1. Clamp Nut Installation

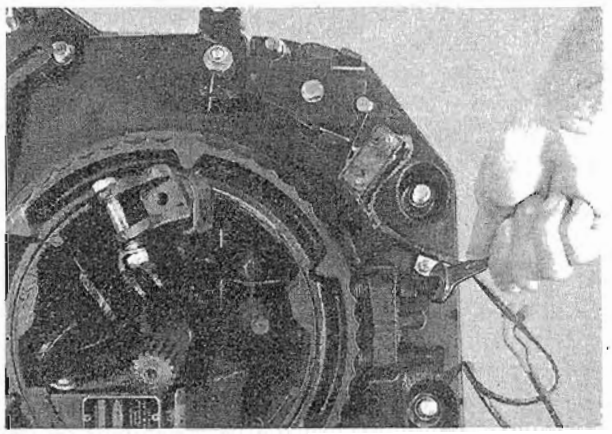

Figure 2. Tightening Locking Screws

B. MERCRUISER II DRIVE UNIT INSTALLATION (Revision) (Non-Transom Mounted)

(For Installation Section II)

Occasional communication reveals that some MerCruiser II (1.78:1) drive units will not tighten in the transom plates when the clamp nut is tightened.

To solve, first check that the clamp nut is installed properly. The "Forward" marked side of the clamp nut should be toward the engine flywheel. If it is not, remove and install correctly. If the clamp nut is installed correctly, and drive unit still will not tighten in transom plates, remove the

(OVER)

drive unit. Check for 1) a broken locating pin which would keep the drive teeth in the steering lever housing from mating with the teeth in the transom plates, or 2) that the locating pin is installed off center. In either case, remove the locating pin and reinstall the drive, aligning it by sight to be vertical. Check the drive for proper engagement into the mating teeth of the transom plate. The drive unit will lock into the outer transom plate if the clamp nut is securely and solidly tightened with Tightening Bar (B-91-49670), aligning clamp nut flutes with locking washer and screw. (Figure 3)

NOTE: Remove paint from flat side of clamp nut and from surface for nut on transom plate and coat with MultiPurpose Lubricant (C-92-49588), reinstalling clamp nut.

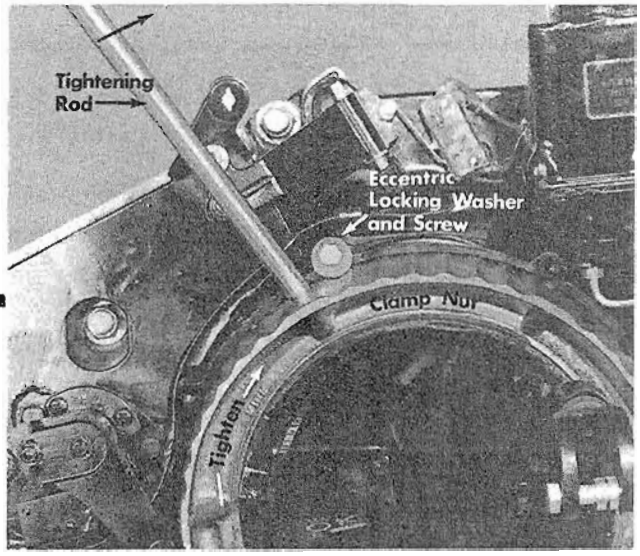

Figure 3. Installation of Eccentric Washer and Screw

C. LOCKING MERCRUISER 200-225 CLAMP NUT (Reprint)

(For Installation Section II)

Install new eccentric locking washer (B-12-54208) and screw (C-10-35192) on the inner transom plate of MerCruiser II (1.78:1) drive to retain clamp nut on units presently using regular flat washer. (Figure 3)

C-10-35192	Screw	$ .25 U.S. List
B-12-54208	Eccentric Washer	.15 U.S. List