

- A. Precaution in Handling and Installing Hydraulic Trim Cylinders
- B. Propellers for MerCruiser 165 and 120 Models
- C. Corrosion Sealer - Gear Housing Bearing Carrier and Retainer

A. PRECAUTION in HANDLING and INSTALLING HYDRAULIC TRIM CYLINDERS - All Models

(Attach Bulletin Reference Stickers to PP 2A-9, 2B-10-11, 2E-5, 2F-6, 2G-9, 2H-9 and 7A-22 of Your Service Manual.)

To prevent damage to hydraulic hoses, use care in handling trim cylinders during removal and/or installation of stern drive units. DO NOT allow trim cylinders to hang only by their hydraulic hoses. Damage can be avoided if trim cylinders remain attached to the forward anchor pin during servicing and repairs. Rough treatment could weaken the hose by over-stress and result in hose separation at the fitting. It also could bend the metal tubing which also will cause hose separation that could block the flow of oil to the trim cylinder.

A twisted hose causes severe loads which will over-stress the hose and bend the tubing. To prevent hose twisting during replacement (Figure 1), carefully hold metal ferrule on the hose with pliers when tightening the fitting. The indicator line on the hose MUST follow the hose bend without a twist. Also, the fittings on the cylinder end of the hose MUST point approximately 45° from the stern drive centerline toward the transom. (Figure 1)

Inspect hose installation by checking for twists, kinks and severe bends at fitting ends with the stern drive in full left and right turns in both full up and down positions. (Figure 2)

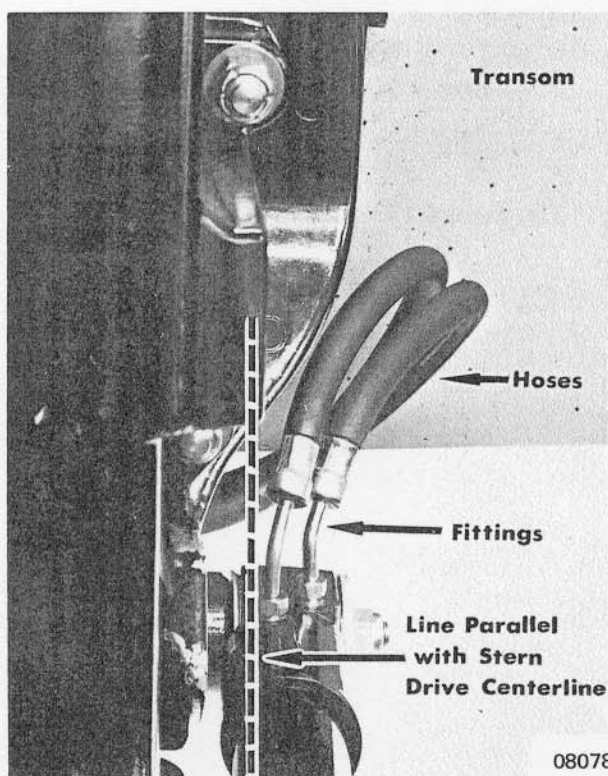


Figure 1. Correct Installation

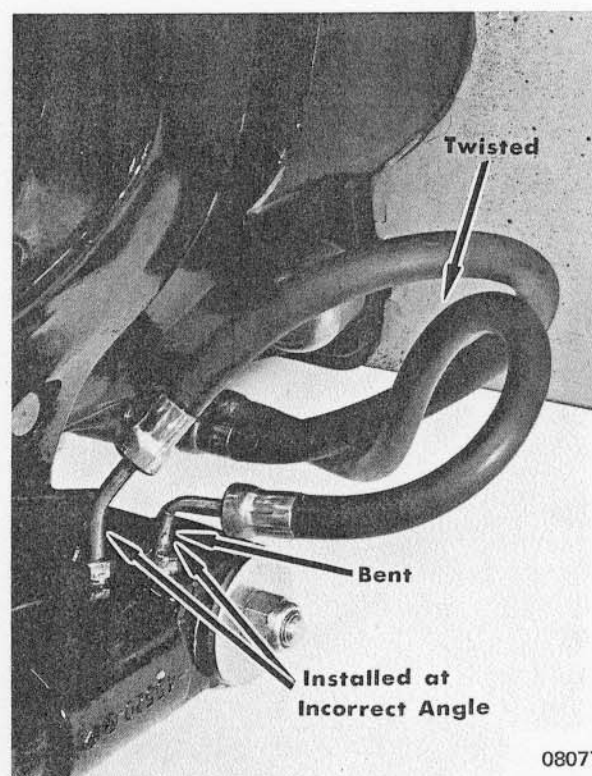


Figure 2. Incorrect Installation

(OVER)

B. PROPELLERS for MERCUISER 165 and 120 MODELS

(Attach Bulletin Reference Stickers to PP 8-24 and 8-25 of Your Service Manual.)

Cupped Quicksilver propellers (suffix "A4") now are recommended for MerCruiser 165 installations. In most instances, a gain in performance will be noted over non-cupped (suffix "A1") propellers.

Cupped propellers ARE NOT RECOMMENDED for MerCruiser 120 installations, as they will be equal or less efficient than a non-cupped propeller.

C. CORROSION SEALER - GEAR HOUSING BEARING CARRIER and RETAINER

(Attach Bulletin Reference Sticker to P. 9-29 of Your Service Manual.)

If used as directed, Perfect Seal (C-92-34227-1) will reduce corrosion damage to the gear housing and ease removal of its bearing retainer and carrier spool after long periods of saltwater exposure. Apply Perfect Seal liberally to outer diameters of carrier spool, but ONLY to cleaned, oil-free surfaces. DO NOT allow sealer to enter ball bearing or reverse gear. Also apply sealer liberally to threads in gear housing before installing the retainer.

NOTE: Sealer MUST BE APPLIED adequately over the area, which it is to protect, in order to be effective. Use mineral spirits or kerosene to clean and remove sealer from parts during repairs.

Use Perfect Seal on propeller shaft splines to ease propeller removal. Also use it on nuts, bolts, pins, etc, that are subject to corrosion salt buildup. DO NOT USE Perfect Seal in areas that rotate or are lubricated periodically. DO NOT USE Anti-Corrosion Grease where Perfect Seal now is recommended.

C-92-34227-1 Perfect Seal No. 4, 16 Oz. Tube (.473 Liter) \$2.95 Net U.S.