

Bearing Carrier Nut Low Torque – 90/120

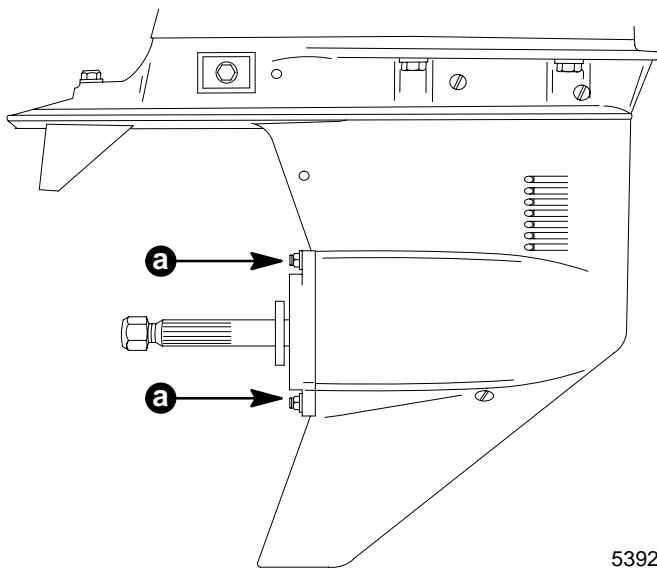
Models Affected

Force

1997 90/120

S/N 0E262167 thru 0E264177

A small quantity of bearing carrier nuts on the models listed were torqued below specification during assembly. On these models, the bearing carrier may become loose and eventually fail the gearcase. It is necessary to retorque the bearing carrier nuts to the specified torque of 25 lb. ft. (33.9 N·m).



a - Nut Torque 25 lb. ft. (33.9 N·m)

OUTBOARDS – Dealers that received outboards directly from the factory, within the serial numbers listed, have been contacted by phone and were instructed to retorque the bearing carrier nuts before delivery to the customer. Outboards received after December 10, 1996 should have the bearing carrier nut/stud inspected for the identification paint mark and retorqued if necessary.

QUICKSILVER REPLACEMENT GEAR HOUSINGS – Only the 90HP gear housings were assembled with suspected low nut torque.

1667-9011A77 90HP Long

Distribution stock was reworked before shipment to dealers. However, we suggest to inspect for the identification paint mark on the bearing carrier nut/stud on gearcases purchased between November 18, 1996 and December 20, 1996 and retorque if necessary.

CORRECTION

Loosen each bearing carrier nut, one quarter turn, and retorque to 25 lb. ft. (33.9 N·m). Paint the end of the stud/nut white for repair identification.

REPAIR IDENTIFICATION

Outboards with the bearing carrier nuts retorqued at the factory will have:

- a red rectangle stamped on the outside of the shipping carton next to the serial number.
- the end of the bearing carrier stud/nut painted white.

Quicksilver replacement gear housings with the bearing carrier nuts retorqued will have:

- the end of the bearing carrier stud/nut painted white.

WARRANTY

Complete warranty claim listing:

Outboard serial number *

One half (0.5) hour labor

Warranty labor rate code NJC.

Failure code: 202 20.