

Crankshaft Sealing Ring Change – 1991 135 thru 200

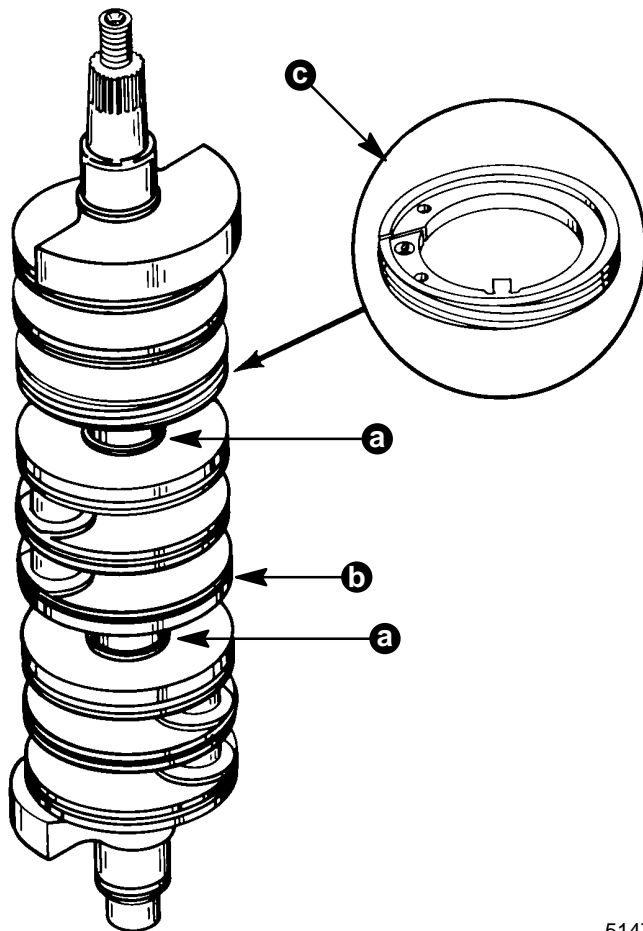
MERCURY/MARINER

135-175 S/N 0D050182 and above
 200 (2.5L) S/N 0C291520 and above

The crankshaft seal ring above the lower center main bearing and the drilled passages in the cylinder block to both center main bearings were deleted beginning with the serial numbers listed above.

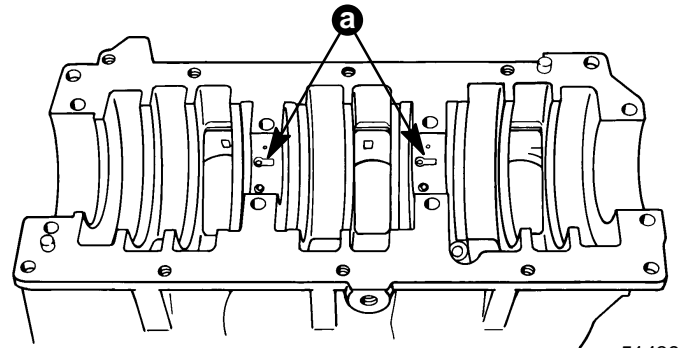
135-200 S/N 0D068770

Beginning with serial number listed, the sealing ring groove in the crankshaft above the lower center main bearing has also been eliminated.



51478

- a - Center Main Bearings
- b - Sealing ring groove above lower center main bearing.
- c - Oil Injection Gear



51439

a - Drilled passages to center main bearings

SERVICE TIPS

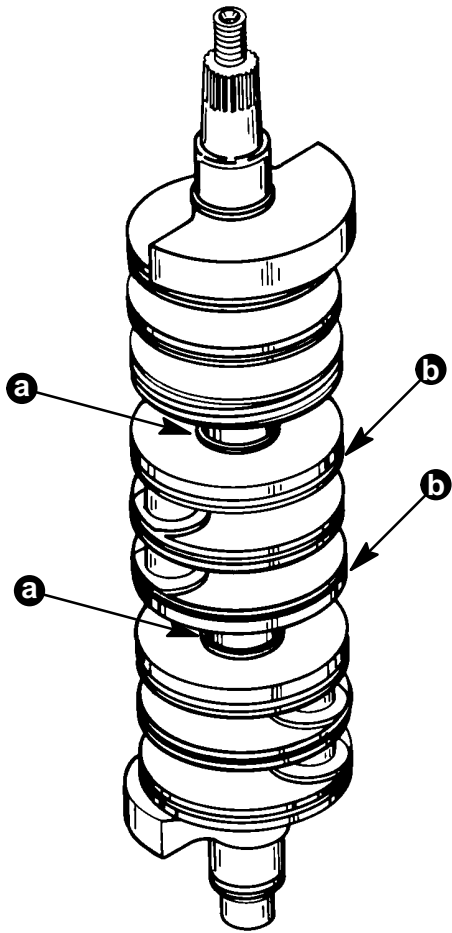
When reassembling a powerhead using a cylinder block that has drilled passages to the center main bearings, either crankshaft (with or without the sealing ring above lower center main bearing) may be used.

Cylinder block with drilled passageways = Crankshaft with or without sealing ring

When reassembling a powerhead using a cylinder block that does not have the drilled passages to center main bearings, a crankshaft without the ring above the lower center main bearing must be used. **DO NOT** install a crankshaft with a sealing ring above the center main bearing.

Cylinder block without drilled passageways = Crankshaft without sealing ring above lower center main bearing

NOTE: Hi-Performance crankshafts do not have an oil injection gear above the upper main bearing. Consequently the sealing ring grooves above both the upper and lower main bearings have been eliminated.



51478

a - Center Main Bearings

b - Sealing Ring Grooves Above Center Main Bearings

QUICKSILVER

After current service stock is depleted, replacement crankshafts and cylinder blocks, (except Hi-Performance cylinder blocks) will have the changes listed on this service bulletin.