

# service bulletin

No. 97-2

# MERCURY. PERFORMANCE OUTBOARDS

# **New Hi-Performance Square Bore Hub Kit**

### **Application**

All outboard Cleaver, Chopper and Lightening ET propellers that have a square bore replaceable hub. The only propellers in these three styles that have a replaceable hub will have a part number that ends in A61, A62 & A63 or L61, L62 & L63.

#### **Problem**

Some Hi-Performance propellers that are run at very high engine heights, using the Hi-Performance square bore steel hub, may loosen on the propshaft.

#### Correction

To reduce the chance of the propeller becoming loose, insert bushing (P/N 23-849501) into the steel square bore hub for additional propshaft support.

## **Ordering Hub Kits**

 Order the new Hi-Performance square bore steel hub kit (P/N 849502A1) for use with all outboard Hi-Performance Cleaver, Chopper and Lightening ET propellers (ending numbers A61, A62 & A63 or L61, L62 & L63).

## **Updating In Service Propellers**

 Order bushing P/N 23-849501 for Cleaver, Chopper and Lightening ET propellers that are loosening prematurely in service. Replace the bushing under Quicksilver warranty using the following codes.

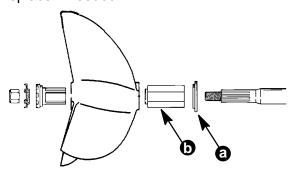
Failure Code: 217 97

Labor Code and Time: Excp. 0.5 hrs.

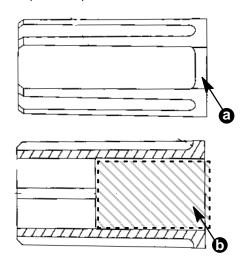
# Installing Nylon Bushing into Propeller

1. Remove propeller as per instructions in your Service or Operations and Maintenance Manual.

2. Inspect square bore steel replaceable drive sleeve and forward thrust hub for excessive wear. Replace if needed.



- a Thrust Washer
- b Replaceable Drive Sleeve
- 3. Press bushing into the replaceable steel drive sleeve. When completely inserted, the bushing will protrude from the drive sleeve approximately 1/16 in. (1.6 mm).



- a Replaceable Steel Drive Sleeve
- b Nylon Bushing Installed in Steel Sleeve
- Coat prop shaft with Quicksilver Anti-Corrosion Grease. Place a block of wood between the gear case and propeller and tighten the propshaft retaining nut to a minimum of 55 lb. ft. (75 N·m).
- 5. Secure propeller retaining nut by bending three of the nut retainer tabs into the thrust hub grooves.

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