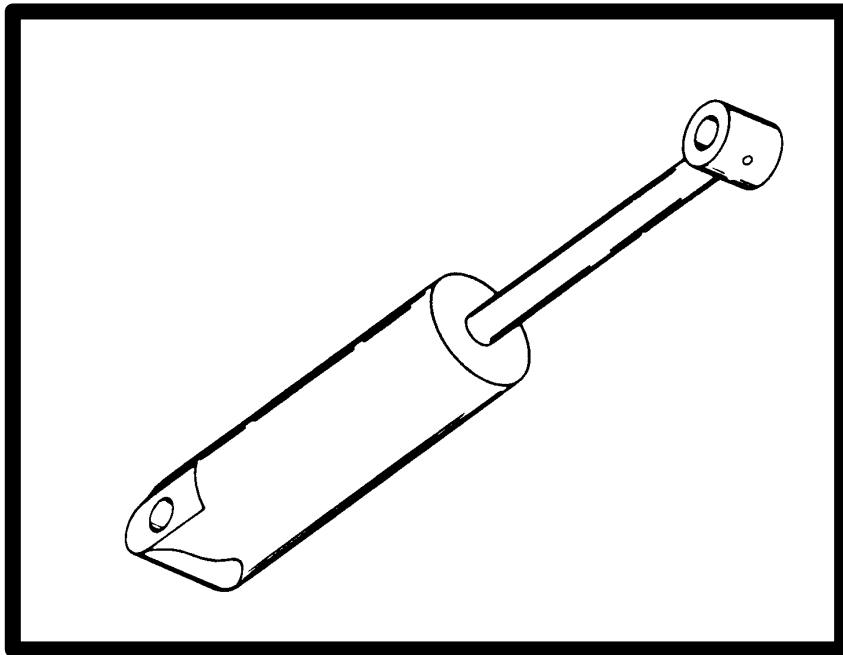




LOWER UNIT



SHOCK ABSORBER

5

C



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Engines Equipped with a Single Shock Absorber

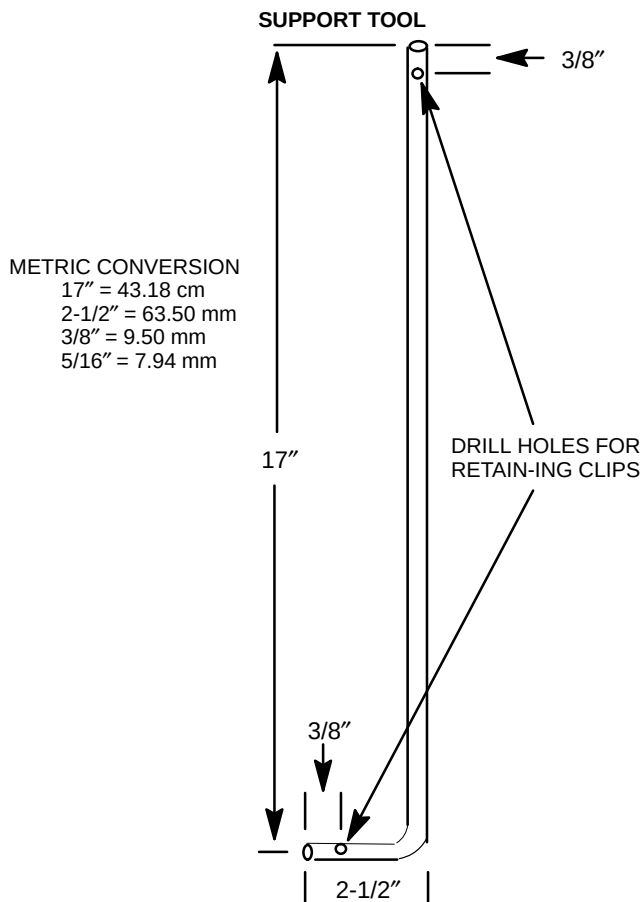
Removal

1. Tilt engine to full "UP" position and engage tilt lock lever.

⚠ WARNING

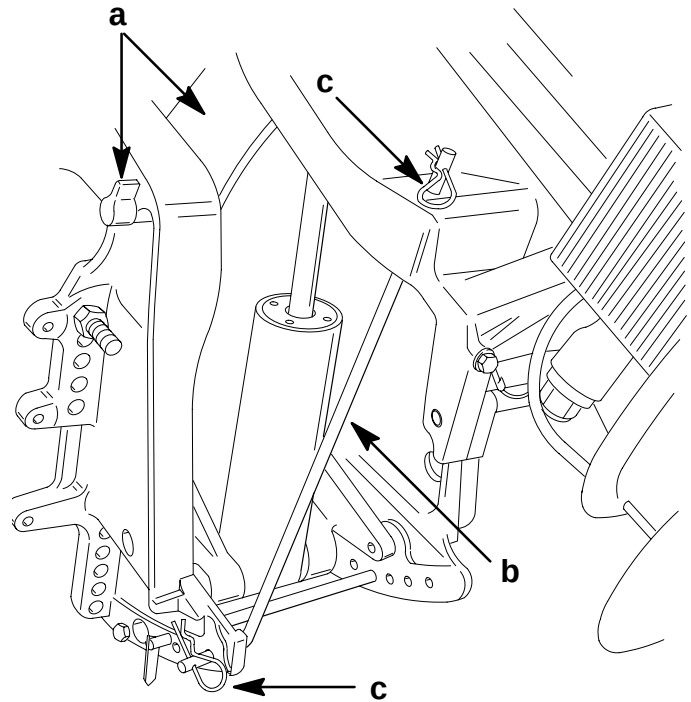
Failure to support engine as shown could result in personal injury and/or damage to engine or boat.

IMPORTANT: Support engine with tool as shown, to prevent engine from tipping over center into boat when retaining pin is removed.



METRIC CONVERSION
17" = 43.18 cm
2-1/2" = 63.50 mm
3/8" = 9.50 mm
5/16" = 7.94 mm

Use a metal rod (5/16" diameter) to make support tool.

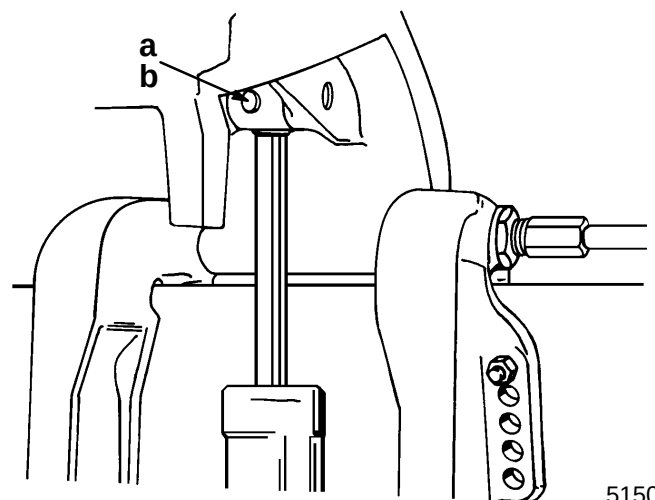


53983

- a - Tilt Lock Lever
- b - Support Tool
- c - Retaining Clips

2. To remove tilt pin when straight cross pin is installed, use a punch and hammer to drive out tilt pin (shearing cross pin) and remove halves of sheared cross pin.
3. To remove tilt pin when headed cross pin is installed, use diagonal cutters to pry cross pin out of tilt pin. Push out tilt pin.

IMPORTANT: Cross pin should not be reused after removal. Replace with a new pin.

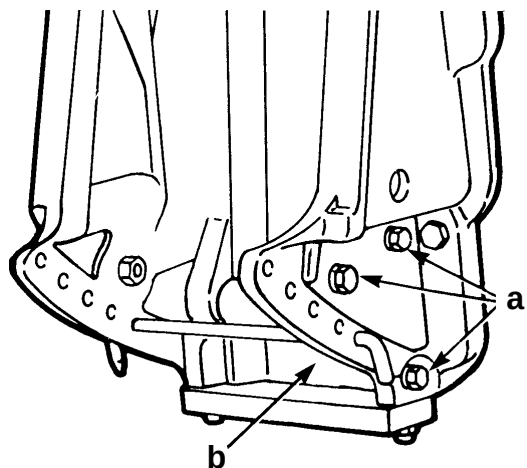


51505

- a - Cross Pin (Design 1 - Straight)
- b - Cross Pin (Design 2 - Headed)



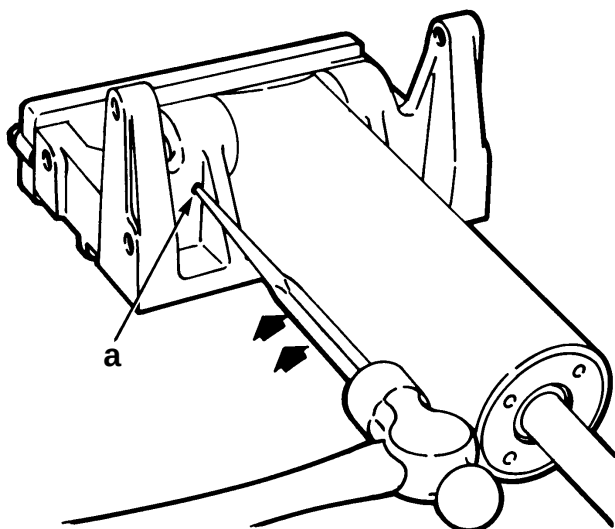
- Support lower mount bracket and remove (6) bolts.



17244

- a - Bolts (3 Each Side)
b - Lower Mount Bracket

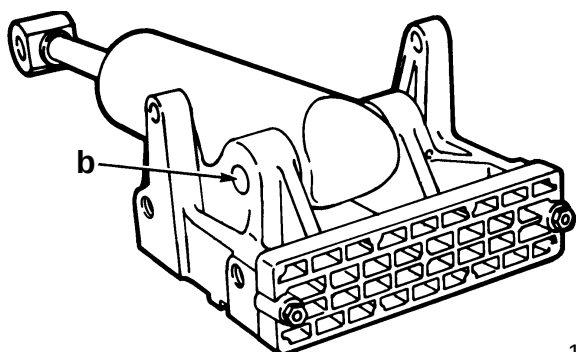
- Remove shock absorber from lower mount bracket by driving out cross pin using a punch and hammer.



17257

- a - Cross Pin

- Push out retaining pin.

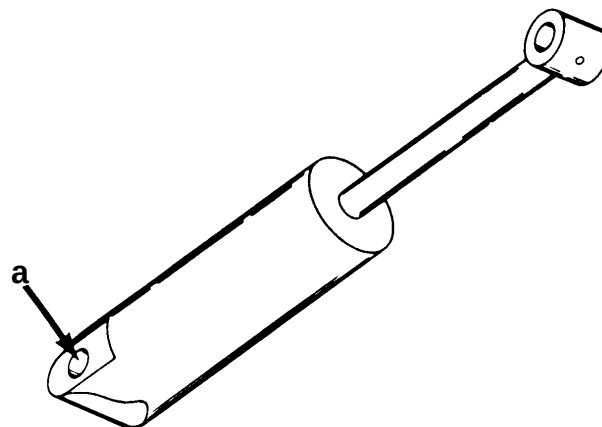


17258

- b - Retaining Pin

Inspection and Repair

- Inspect bushings and replace if worn.



- a - Bushings

⚠ CAUTION

The shock absorber is pressurized with gas. Do not disassemble unless fluid is leaking from shock absorber.

NOTE: A pressurized shock absorber makes tilting of the engine easier than a non-pressurized shock absorber.

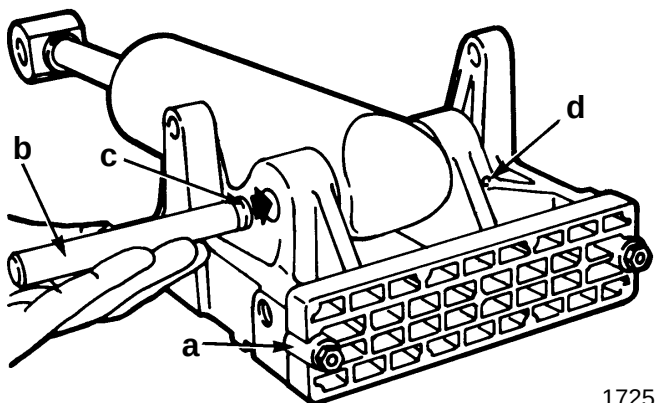
If the shock absorber leaks fluid it can be rebuilt by installing "Shock Absorber Repair Kit" (P/N 41760A2), however, the shock absorber will no longer be pressurized and the force needed to tilt the engine will be increased to that of a non-pressurized shock absorber. Instructions are supplied with kit.

If the shock absorber leaks fluid and a pressurized shock absorber is desired, replace shock absorber as an assembly.



Installation

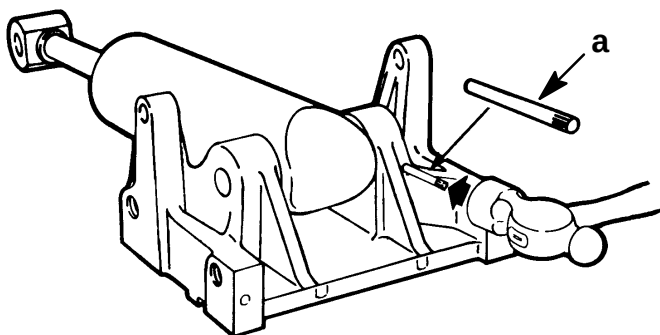
1. Remove anode plate. Lubricate retaining pin with Quicksilver 2-4-C w/Teflon. Place shock absorber into lower mount bracket, as shown, and install retaining pin so that groove aligns with hole.



17255

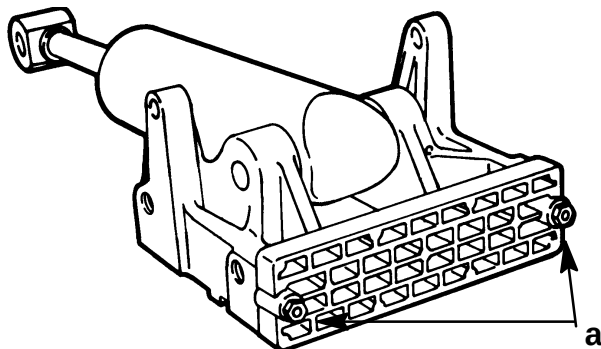
- a - Anode Plate
- b - Retaining Pin
- c - Groove
- d - Cross Pin Hole

2. Drive cross pin (flush) into lower mount bracket, as shown and reinstall anode plate. Secure anode with 2 bolts and washers. Torque bolts to 60 lb. in. (6.8 N·m).



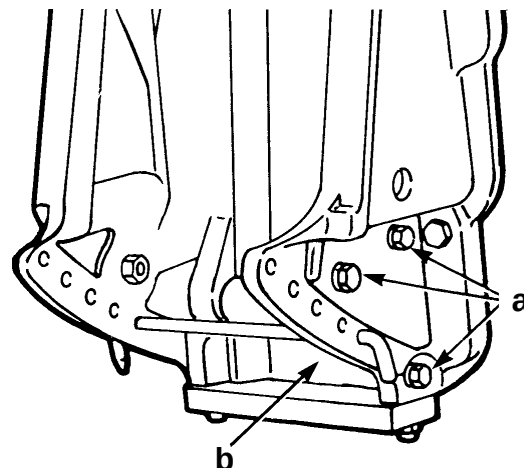
17256

- a - Cross Pin



- a - Bolts [Torque to 60 lb. in. (6.8 N·m)]

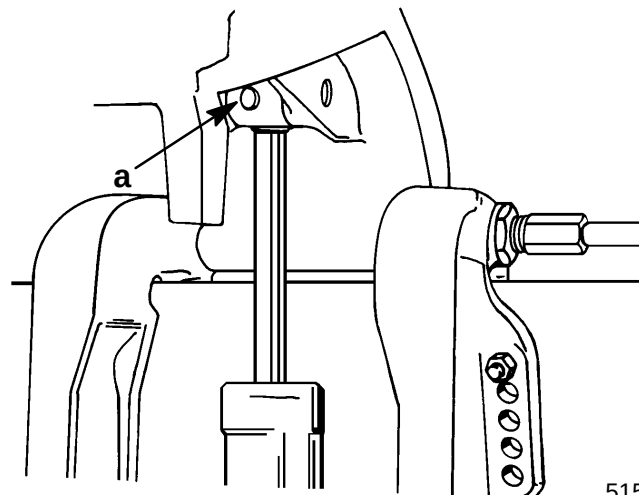
3. Reinstall shock absorber assembly between clamp brackets and secure shock assembly to clamp brackets with 6 bolts and lockwashers (3 each clamp bracket). Torque bolts to 30 lb. ft. (40.7 N·m).



17244

- a - Bolts [Torque to 30 lb. ft. (40.7 N·m)]
- b - Shock Asorber Assembly

4. Reinstall tilt pin through swivel bracket and shock absorber eye.
5. Install new cross pin securing shock to tilt pin.



51505

- a - Cross Pin