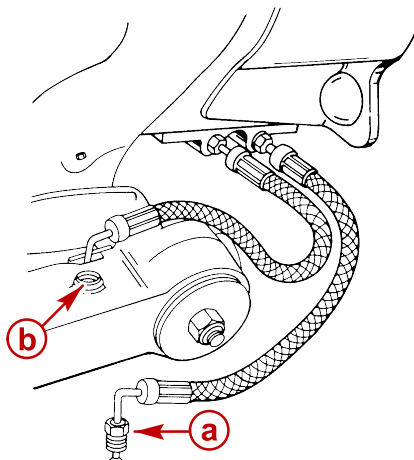


Air Bleeding Power Trim System

1. The Power Trim System will purge itself of a small amount of air by raising and lowering the sterndrive unit several times. However, if a rebuilt trim cylinder is being installed (which has not been filled with oil), the bleeding procedure should be used to remove the air from the system.

Bleeding OUT/UP Trim Circuit

1. Fill the pump reservoir to the proper level. The trim cylinder must be compressed.
2. Disconnect the OUT/UP hose from the front connection on the trim cylinder. If both cylinders were rebuilt, disconnect the hoses from both cylinders.
3. Direct the end of the removed trim hoses into a container.
4. Run the trim pump in the OUT/UP direction until a solid, air-free stream of fluid is expelled from the hoses. Reconnect the hoses and tighten securely.
5. Refill the trim pump to the proper level.



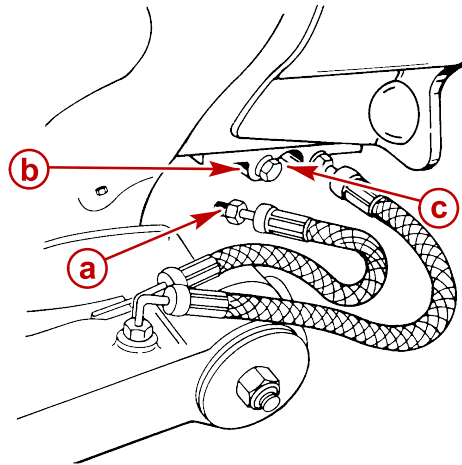
50389

- a** - OUT/UP Trim Hose
b - Front Connection On Trim Cylinder

Bleeding IN/DOWN Trim Circuit

1. Ensure that the pump reservoir is filled to the proper level.
2. Disconnect the IN/DOWN hose from the rear connection on the gimbal housing hydraulic connector. If both cylinders were rebuilt, disconnect the hoses from both sides of the hydraulic connector.
3. Plug the holes in the hydraulic connector using plug (22-38609) or suitable device.
4. Direct the end of the trim hose into a container.
5. Run the trim pump in the OUT/UP direction until the trim cylinders are fully extended.
6. Remove the plugs from the gimbal housing hydraulic connector and briefly run the trim pump in the IN/DOWN direction until a solid, air-free stream of fluid is expelled from the rear holes in the hydraulic connector. Reconnect the trim hoses and tighten securely.

7. Lower the sterndrive unit to the full IN/DOWN position and refill the trim pump to the proper level. Run the trim system IN/DOWN and OUT/UP several times and recheck the fluid level.



50389

- a** - IN/DOWN Trim Hose
- b** - Hydraulic Connector
- c** - Plug (22-38609)

Testing Power Trim Pump

⚠ CAUTION

Cross connecting trim hoses will damage the sterndrive housing. Appropriately mark trim hoses and hose connections to ensure proper reassembly.

Test Gauge

1. Check the trim pump oil level. Fill if necessary.
2. Place the sterndrive unit in the full IN/DOWN position.

Trim Cylinder Internal Leak Test

Refer to Power Trim Pump SECTION 5A.

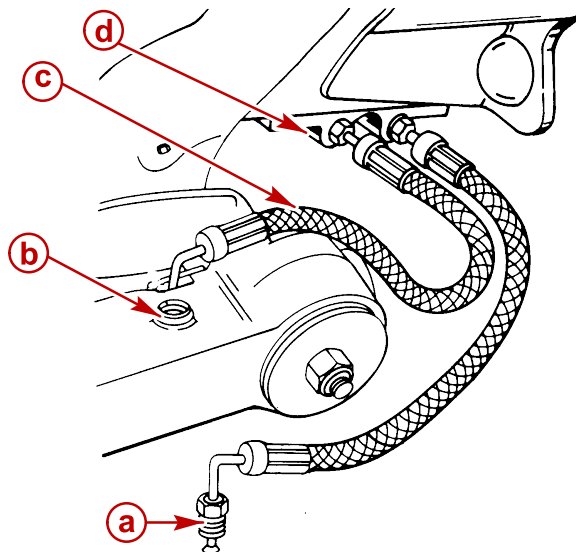
Trim Cylinder Shock Piston Test

Refer to Power Trim Pump SECTION 5A.

Trim Cylinder Repair

Removal

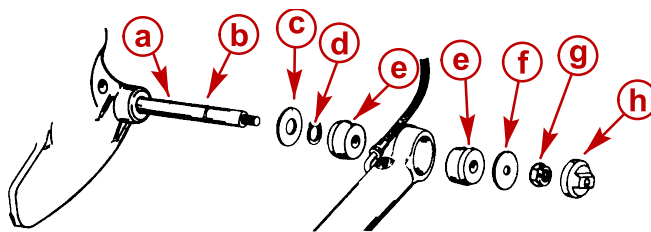
1. Disconnect OUT/UP trim hose from front hole on trim cylinder.
2. Disconnect IN/DOWN trim hose from hydraulic connector on gimbal housing. Plug holes with suitable plug or (P/N 22-38609). Cap hoses.



- a** - OUT/UP Hose
- b** - Front Hole On Trim Cylinder
- c** - IN/DOWN Hose
- d** - Hydraulic Connector

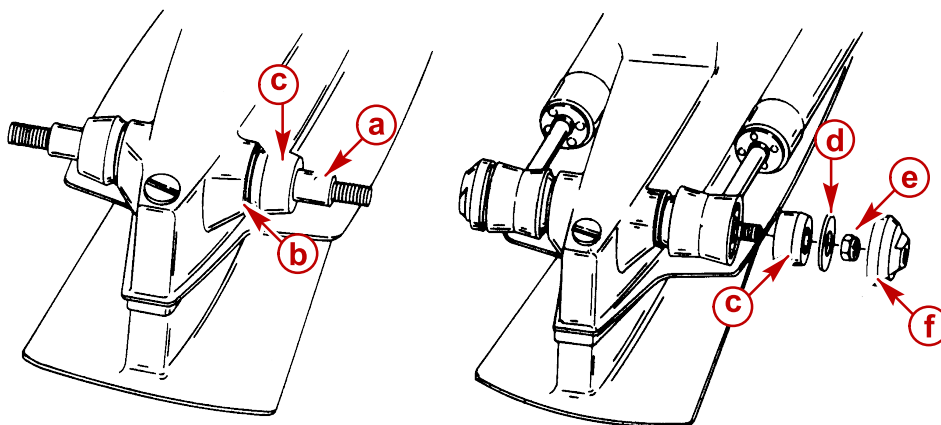
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3. Remove front and rear power trim cylinder mounting hardware.



71489

- a** - Anchor Pin (1)
- b** - Slots (2)
- c** - Flat Washer (Large I.D.) (2)
- d** - Snap Rings (2)
- e** - Bushings (4)
- f** - Flat Washer (Small I.D.) (2)
- g** - Locknut (2)
- h** - Plastic Cap (2)



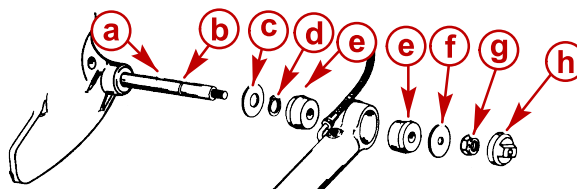
22029

- a** - Rear Anchor Pin
- b** - Large I.D. Washers (Port and Starboard)
- c** - Bushings (2) (Port and Starboard)
- d** - Small I.D. Washers (Port and Starboard)
- e** - Locknuts (Port and Starboard)
- f** - Plastic Caps (Port and Starboard)

Installation

NOTE: Refer to "Special Information" at the front of this section before reinstalling trim cylinders.

1. Install trim cylinder forward mounting hardware as shown.
2. Coat anchor pin threads with 2-4-C Marine Lubricant with Teflon (to prevent threads from galling).
3. Hand thread locknuts onto pin. Do NOT tighten at this time.



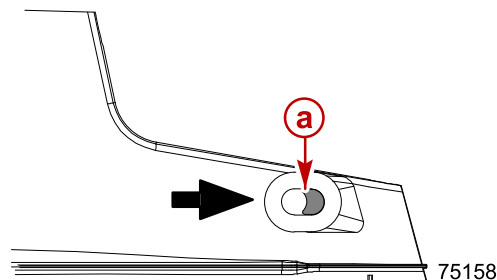
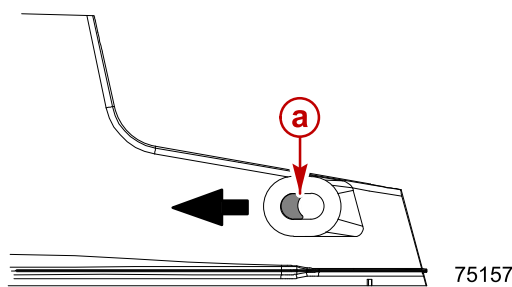
71489

- a** - Anchor Pin (1)
- b** - Slots (2)
- c** - Flat Washer (Large I.D.) (2)
- d** - Snap Rings (2)
- e** - Bushings (4)
- f** - Washers (Small I.D.) (2)
- g** - Locknut (2)
- h** - Plastic Cap (2)

IMPORTANT: On Bravo One, Two, and Three Models, the Trim-In Limit Insert, must be properly positioned before installing the trim cylinder anchor pin in the following steps.

NOTE: Ensure that the Trim-In Limit Insert is reinstalled in the same position that it was in prior to removal of the sterndrive unit. If you are not sure of its original position, contact the boat manufacturer for their recommendation. Refer to Special Information at the front of this section before reinstalling the Trim-In Limit Insert.

4. Ensure that the Trim-In Limit Insert is positioned as shown for the appropriate Bravo model.



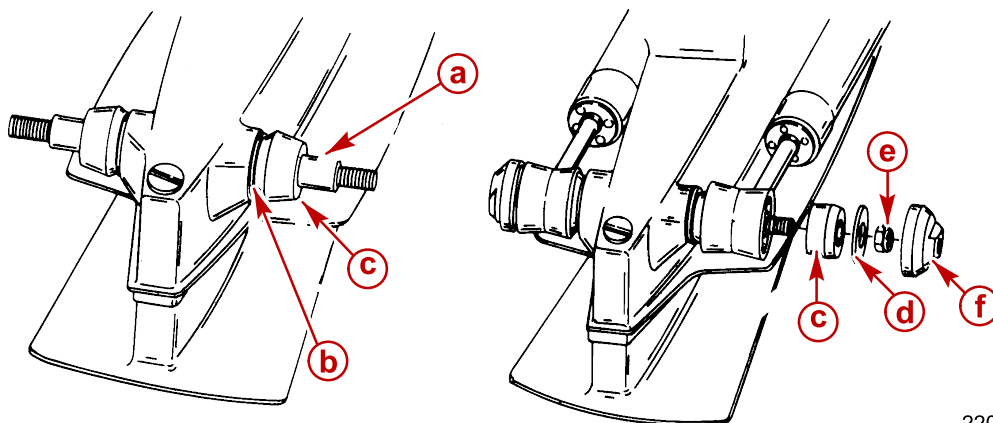
Bravo One and Two (Positioned Forward) Bravo Three (Positioned Aft)

- a** - Trim-In Limit Insert

IMPORTANT: The position of the Trim-In Limit Insert on the Bravo Three sterndrive unit should only be changed after the boat has been properly tested. Contact the boat manufacturer if you are not sure of the original position for a particular boat application.

5. Install trim cylinder aft mounting hardware as shown.

6. Coat anchor pin threads with 2-4-C Marine Lubricant with Teflon to prevent threads from galling.
7. Hand thread locknuts onto anchor pin. Install plastic caps.



22029

- a** - Aft Anchor Pin (Shorter)
- b** - Washers (2) - Large I.D.
- c** - Bushings
- d** - Washers (2) - Small I.D.
- e** - Locknuts (2)
- f** - Plastic Caps (2)

⚠ CAUTION

All 4 anchor pin locknuts must be tightened as described following or damage to sterndrive unit may result from drive unit moving too far inward.

8. Tighten 4 anchor pin locknuts until nuts and washers bottom out against anchor pin shoulder.
9. Reconnect trim hoses after air bleeding power trim cylinders and hoses following procedures outlined in Section 5A.