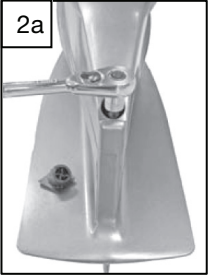
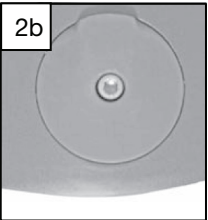




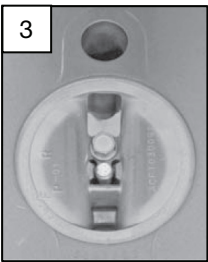
1. Note or mark the position of the anode/trim tab before loosening the bolt. The trim tab must be reinstalled in the original position otherwise the steering effort could be increased (photo #1).



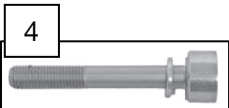
2. Remove the anode/trim tab.
 a. All models except V8 F300/F350 - remove the rubber cover and bolt (12mm socket) located on housing above the anti-cavitation plate (photo #2a).



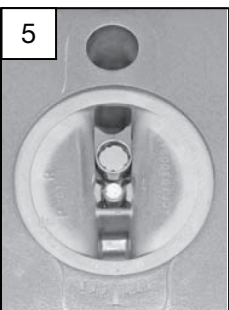
b. V8 F300/F350 models – remove bolt (8mm internal hex wrench) located on the bottom side of anti-cavitation plate (photo #2b).



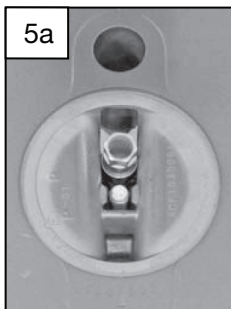
3. Remove the existing lower unit bolt (14 mm) from inside the anode/trim tab pocket located on the bottom side of the anti-cavitation plate (photo #3).



4. Install the supplied lock washer onto the McGard Lock Bolt. Apply marine lubricating grease to the length of the bolt (photo #4).



5. Thread the McGard Lock Bolt into the hole of the lower unit, using the McGard Key Socket and a 16 mm hex socket to tighten until finger tight (photos #5 & 5a).



The McGard Lower Unit Lock Bolt replaces the existing lower unit bolt located inside the anode/trim tab pocket on the bottom side of the anti-cavitation plate.

**Lower Unit Lock Bolt Installation Instructions
 Yamaha F/LF115 ~ F/LF350 L & X
 Shaft Motors (*except F150 X shaft)
 Also most Yamaha V4 & V6 Two Stroke Models**



NOTE: Store the key in a safe location. When having service performed let the technician know your lower unit is equipped with a McGard lock and provide the key to allow removal.



6. Tighten the Lock Bolt using the Key Socket, 16 mm socket and torque wrench to the specified torque 47 N-m (4.7 kgf-m, 35 ft-lb) (photo #6).
 7. Reinstall the anode/trim tab (reverse steps 1 and 2) and tighten the bolt to specified torque, 42 N-m (4.2 kgf-m, 31 ft-lb). Verify the trim tab is in the same position as recorded before removal.
 Reinstall rubber plug.

