

Trim Cylinders Removing & Reinstalling

All Applications

To remove the old trim cylinders you will first need to remove the plastic caps if they are installed on your trim cylinders. They should unscrew unless they are on a SE116™ drive, then you will need to pop them straight off using a couple of flathead screwdrivers. Then take off the nuts from one side. You are going to need either a 9/16" or a 5/8" wrench depending on the year. You may also need to hold the other side from turning with another wrench. The SE116 uses e-clips, so for those you will just need a flathead screwdriver.

After you have removed the nuts or clips, you should be able to pull the trim cylinder off the pivot pins. If they do not want to come off by hand, you can gently pry them off with a large screwdriver. Start at one end and then move to the other.

Once one side is off, you can then remove the other side. The pins will be removed with the trim cylinder due to the nuts or clips still being attached. As you remove the cylinder you may find that the trim lines do not allow you enough room to get the pins all the way out. Simply pull the pins through the trim cylinder to give you some slack.

Once you have the cylinder and pins removed you can then remove the pins from the cylinder. Make sure and keep track of all of the washers and bushing so you can reassemble it properly.

Now you will need to swap the trim lines to the new cylinders. You will lose some oil during this step, so make sure to have a suitable drain pan. First, match up the trim cylinder so you are sure that you have port and starboard correct. Then, using a 3/8" flare nut wrench, remove the trim lines from the cylinder. You will also need to remove the retention plate holding the line to the cylinder. Repeat for the other trim cylinder.

The 102 series trim cylinders are universal as far as port and starboard are concerned. You will need to leave one of the plugs in on the aft end of the trim cylinder. Make sure and tighten the plug that will remain installed.

Reinstall the lines and retention plate onto the new cylinders. You may also have anodes on the old cylinders that you will want to swap to the new ones.

To reinstall you will need to assemble the pins, washers and bushings back onto the trim cylinder. Then insert the pins into the holes on the gimbal ring and stern drive. Then reinstall the washers and bushings and trim cylinder on the opposite side. Using soapy water will help with installing the bushings if they are tight.

Then you will need to refill the trim pump and run the unit up and down several times. This will bleed any air out. Then top off the trim pump one more time if needed.



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Here are some images showing the location of the individual pieces. The top image applies to the 102, 104, 106 and 121 style trim cylinders. The bottom image applies to the 116 style. The anode and hardware is at the bottom left of the images and the retention plate is at the bottom right of the images.

