

# Eskal

## SERVICE

## BULLETIN

DATE  
ISSUED: April, 1973

BULLETIN 16

SUBJECT: Scrapper Fingers, Guard Spring and Wire on Casting Chute.

MODELS AFFECTED: ALL MODELS

These instructions describe and illustrate installation of Scrapper Fingers and Guard Spring and Wire on Casting Chute.

Casting Chute must be removed from mold board in order to drill all holes required to install this kit.

Step 1. Cut out template's A & B. (see enclosure #1)

Step 2. Place edge of template A on Casting Chute mounting flange and line up ends of template with front edges of chute. Tape may be used to hold template in position. Use sharp prick punch to mark holes to be drilled.

Step 3. Lay template B on Casting Chute mounting flange between sides of chute. Use tape to hold template in place. Prick punch two (2) holes to be drilled.

Step 4. Drill six (6) finger holdes and two (2) guard wire holes with 3/16" drill.

(see back side for continuation)

# Eska

## SERVICE

## BULLETIN

**DATE**

ISSUED: July, 1974 (Revised Sept., 1974)

**BULLETIN N<sup>o</sup>**

18

**SUBJECT:** Gear Breakage on a Limited Number of Eska Built Neutral Shift and Non-Shift Models

**MODELS AFFECTED:** ESK6600A47, ESK6602A47, ESK6603A47, 217.58544, 217.58561, 217.58830, 217.58850, 217.58882, 217.59464, 217.59680, 217.59980, 1705F, 1747D, 1903B, 1908B, 1909B, 1913B, 1914B, 1928B, 1929B, 1930B, 1931B, 1945B, 1965B, 1966B

**PROBLEM:** During early production of above 1974 models, a limited number of Shear Pin, Part No. 96284, Pinion Gear, Part No. 96721, and Bevel Gear, Part No. 96016, were out of specifications. When the combination of the above was assembled into a single outboard, gear breakage could occur when striking an underwater object.

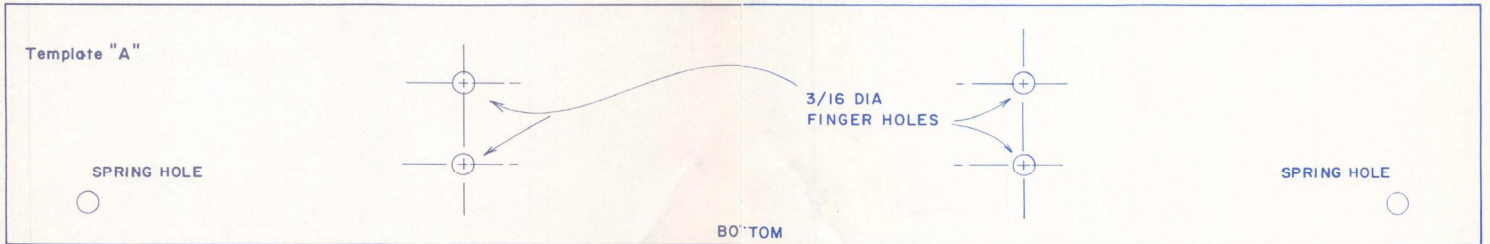
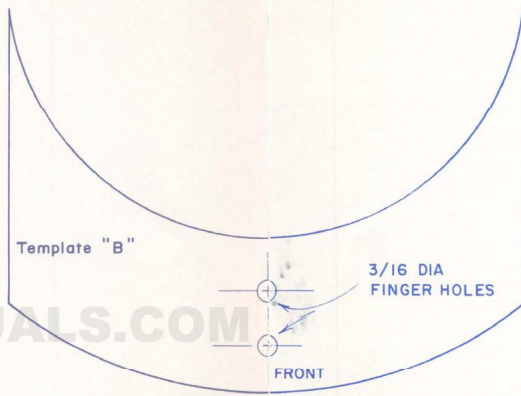
**SOLUTION:** If you disassemble a gear box and find the gears stripped and the shear pin bent, replace gears and shear pin. File warranty using this bulletin as authorization. Normal warranty period and condition still applies upon completion of repair, as stated in Div. 2, Sec. 3, Page 1-C-1, of your Service Manual.

**TIME ALLOWANCE:** 30 minutes for gear replacement - lower unit does not have to be removed from outboard. 1 hour if gear housing assembly has to be replaced.

**PARTS REPLACEMENT:** All old stock of part numbers mentioned above to be returned through your source of supply for direct replacement of like amount of new parts stock.

**NOTE:** This supersedes previous Bulletin No. 18 dated July, 1974.

To install fingers use 3/16 drill and drill holes as indicated on templates.  
Place fingers in position and tighten screws with locknut.



Step 5. Install two (2) back (Key A) and one (1) front scrapper fingers (Keys B) using five (5) screws (Key E) and nuts (Key F) as shown in Figure #1.

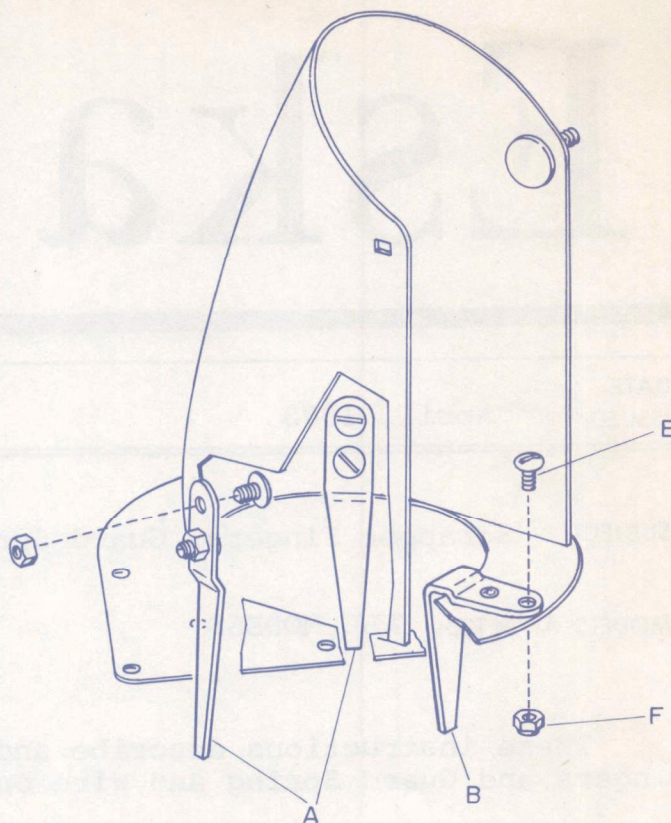


Figure 1

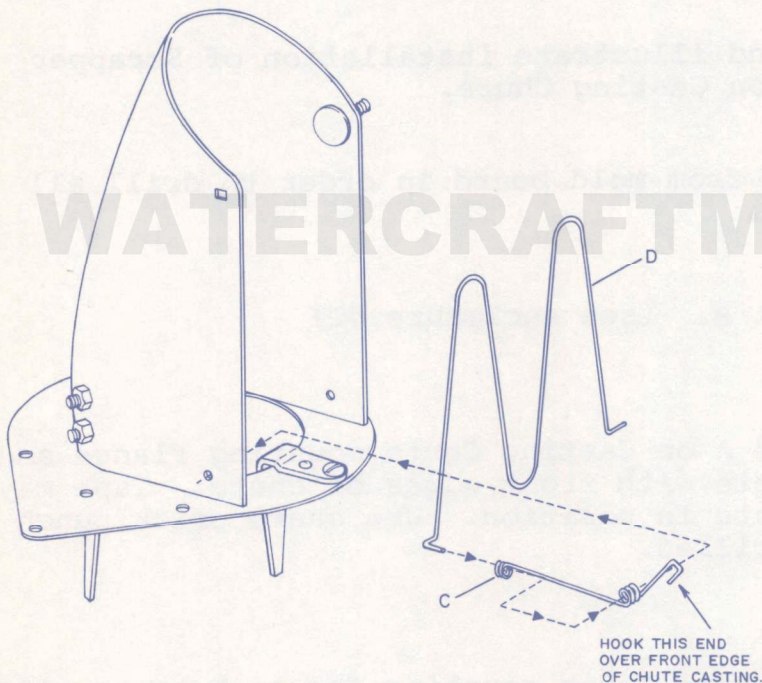


Figure 2

Step 6. Install Guard Spring (Key C) on guard wire (Key D) as shown in Figure #2.

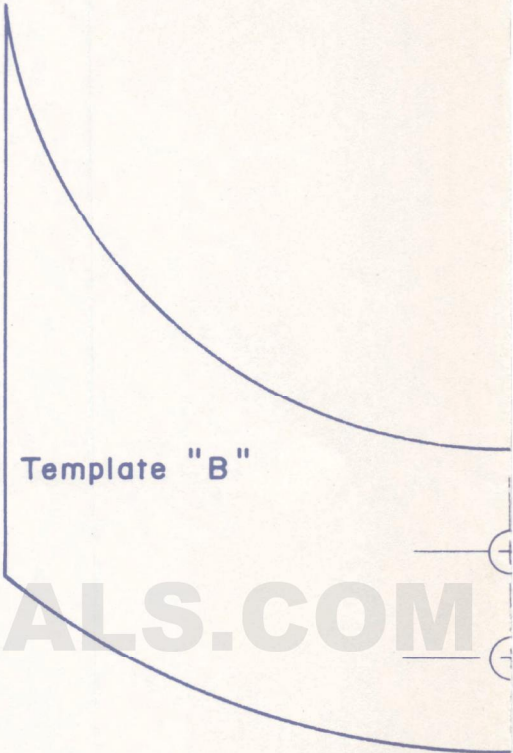
Step 7. Hook square end of Guard Spring on front edge of casting chute flange and then insert end of Guard Wire into spring hole on right side of Chute. Install other end in opposite spring hole.

Step 8. Reinstall Chute Assembly to mold board in reverse order from disassembly.

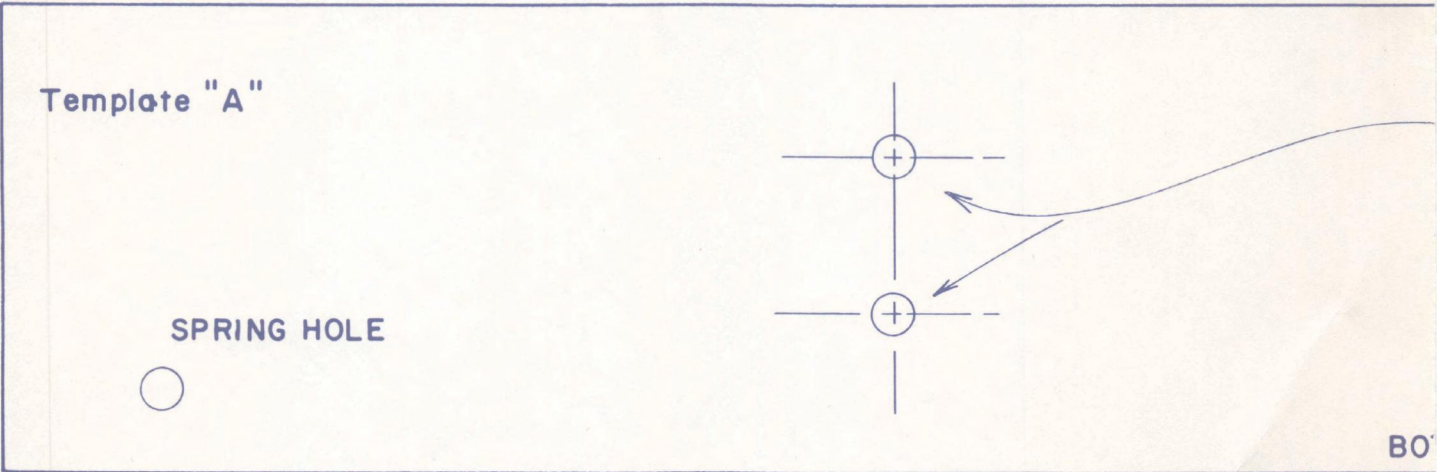
For ordering purposes, use assembly part number 98955.

Enclosure #1

To install fingers use 3/16 drill and drill holes as indicated on templates.  
Place fingers in position and tighten screws with locknut.



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3/16 DIA  
FINGER HOLES

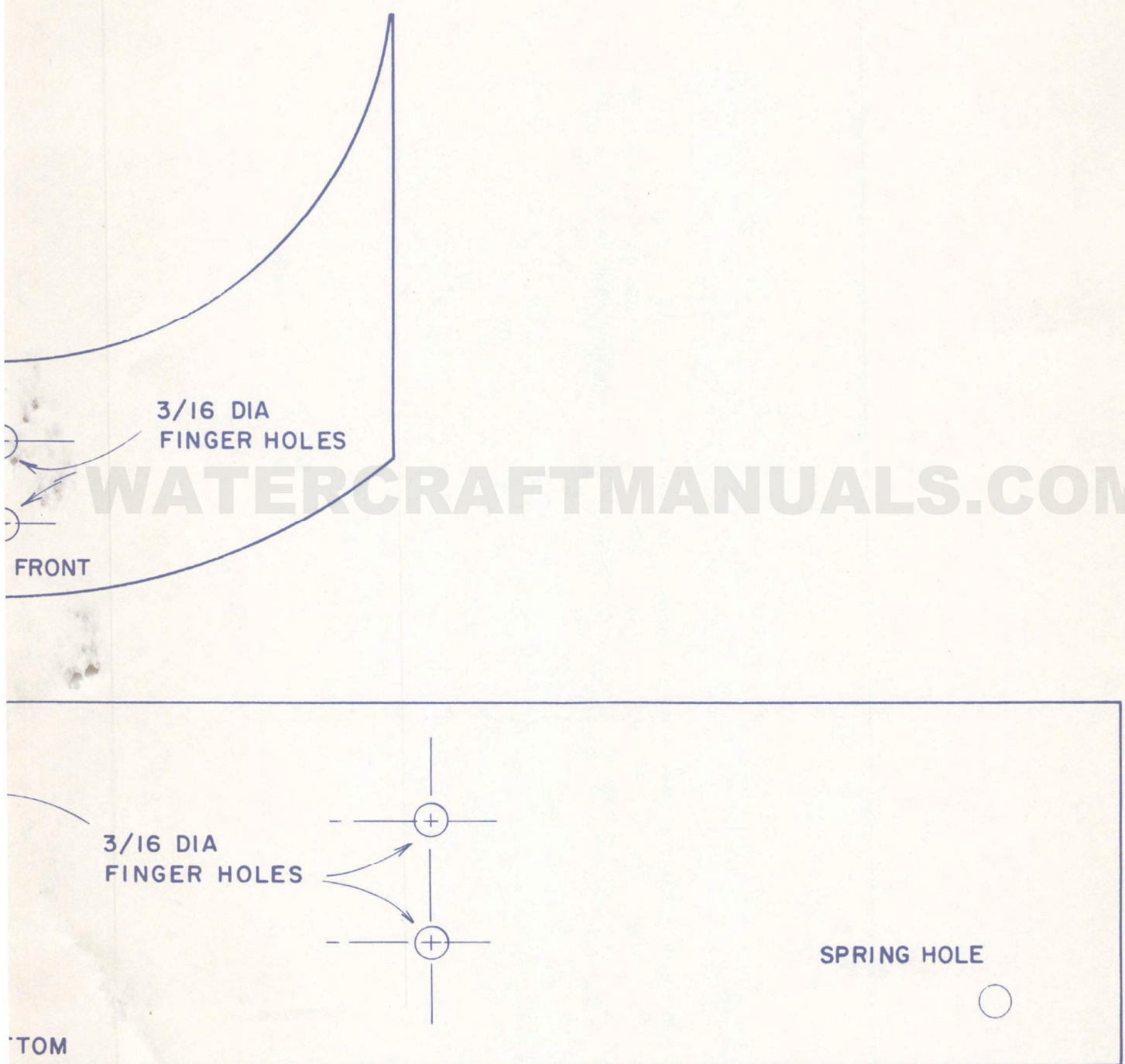
FRONT

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3/16 DIA  
FINGER HOLES

SPRING HOLE

TOM



# Eska

## SERVICE

## BULLETIN

DATE  
ISSUED: February 10, 1971

BULLETIN N<sup>o</sup> 14

SUBJECT: Outboard Test Tank

MODELS AFFECTED: All Outboard Motors

The Tecumseh Engines are water and air-cooled, and are non-governed. A safe top R.P.M. is maintained only by the load imposed from the propeller running in water. (From 4,000 to 4,500 R.P.M. at full throttle.) The outboard is equipped with a water pump to cool the engine, therefore a tank must be used to avoid burning out the pump and engine.

When a water tank is not available, it is not possible to set the carburetor correctly as it takes the propeller running in water to properly load the engine.

The water tank need only be a simple, inexpensive, set-up, such as a 55 gallon drum which is readily available for a dollar or two. Below is a drawing and method of making one of these which you will find is a useful and necessary tool for this type of repair.

With a small tank such as this, run the engine at half speed when making adjustments to avoid excessive water turbulence which prevents proper propeller loading.

### O U T B O A R D T E S T T A N K

Cut drum top and install overflow tube, as shown on these drawings. When mounting the outboard, place a 2 x 4 on the side of the drum, at the top, and pull it up tight using the outboard's own mounting system. When using your test tank do not allow outboard to operate above idle speed for more than a few minutes.

(See Back Side for Drawing)

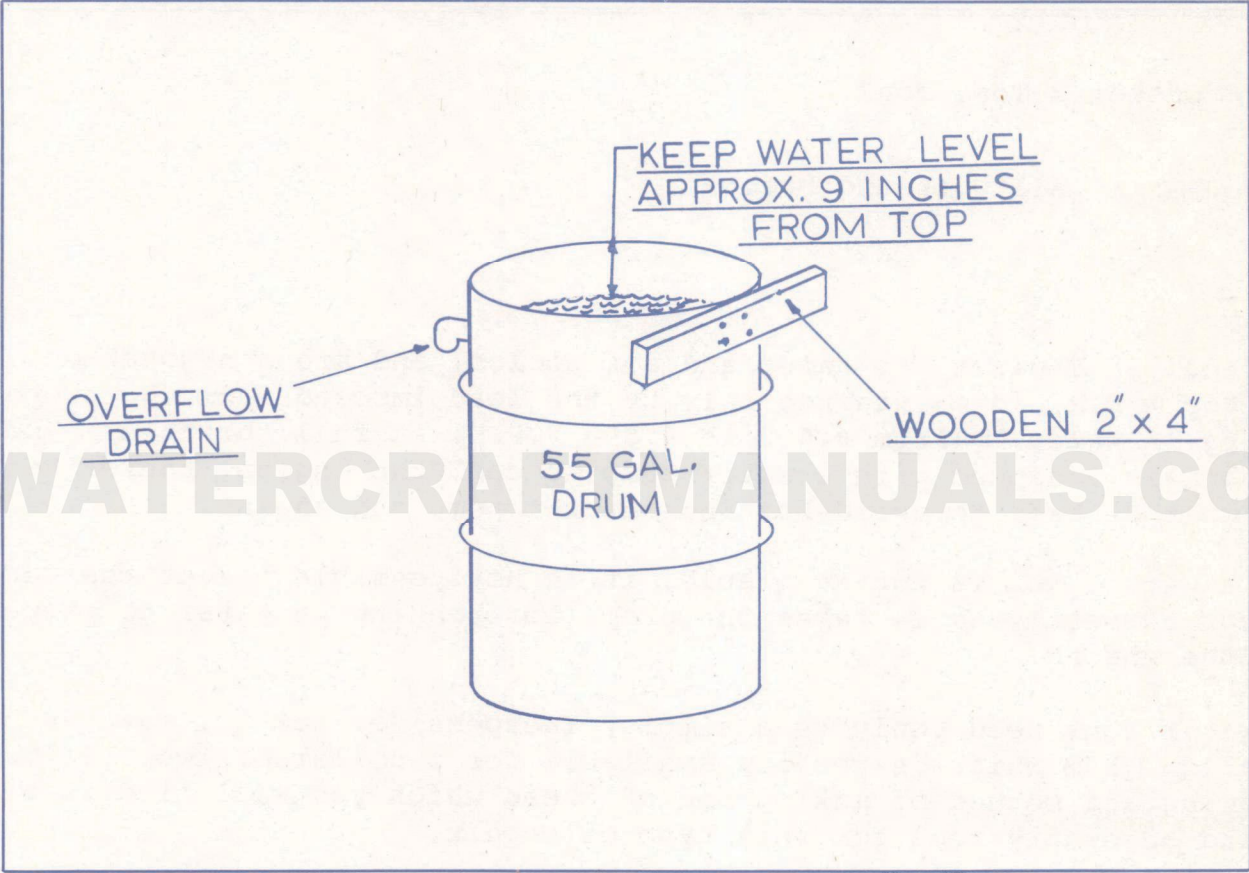
OVERFLOW  
DRAIN

KEEP WATER LEVEL  
APPROX. 9 INCHES  
FROM TOP

WOODEN 2" x 4"

55 GAL.  
DRUM

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## SERVICE

## BULLETIN

DATE Revised December, 1971  
ISSUED: Supersedes February 10, 1971

BULLETIN 13

**SUBJECT:** Clarification on Clutch and Revised Procedure on Installing Drive Shaft.

**MODELS AFFECTED:** All Models.

This notice is to alert service on replacement of clutch assembly.

Part Number 56028 must be used on all models manufactured prior to year 1971, replacing Part Number 56001 and 56012. Part Number 56019, Clutch Dog, and Part Number 7036, Roll Pin, are included with Part Number 56028 and must be used.

Part Number 56026 must be used on all models manufactured during 1971 and later. This clutch is longer in length and an "O" Ring is used to prevent moisture from entering the spline area. This clutch is not interchangeable with 56001, 56012, and 56020 because of different drive shaft lengths.

Further reference by outboard motor model number with clutch assembly required to be used, can be found in Master Parts Price Manual or Eska Outboard Motor Identification Data.

When installing drive shaft into splined crankshaft or clutch assembly, do not use grease. Use a fine coating of silicone spray in spline area. The use of grease has a tendency to build up pressure, thus taking end play out of the engine crankshaft.

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## SERVICE

## BULLETIN

DATE  
ISSUED:

February 10, 1971

BULLETIN N<sup>o</sup>

12

SUBJECT: Water Tube, Part #96549, Outboard Motor

MODELS AFFECTED: 1188C, 1189C, 1194C, 1199C, 1701C, 1702C, 1703C, 1705C,  
1706C, 1707C, 1708C, 1713C, 1715C, 1717C, 1721A, 1727A,  
1732C, 1733C, 1734C, 1745A, 1746A, 1747A, 1756A, 1757A,  
1766A, 1777A, 1778A.

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When removing water tube, Part #96549, from mounting plate, a new water tube, Part #96549, must be installed. Threaded portion of the water tube has been flared to secure to mounting plate. To install new water tube, secure mounting plate with Part #2835 Nut, Part #4849 Flat Washer, and Part #96168, Viton Seal Washer. Nut to be torqued from 23 to 25 inch pounds. Use taper punch to flare water tube approximately 3 degrees to insure proper fit so that it will not work loose.

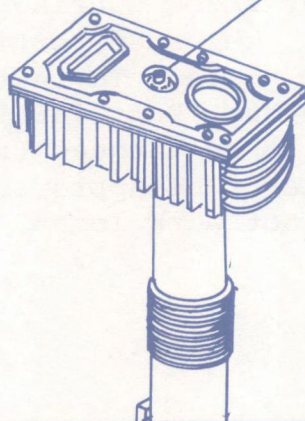
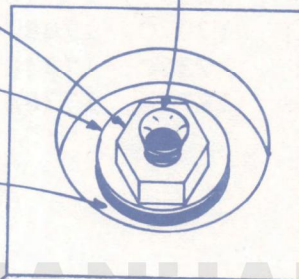
(See Back Side for Drawing)

FLARED END OF WATER TUBE  
PT. NO. 96549

PT. NO. 2835 (NUT)

PT. NO. 4849 (FL AT  
WASHER)

PT. NO. 96168 (VINTON  
SEAL WASHER)



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## SERVICE

## BULLETIN

DATE  
ISSUED: February 10, 1971

BULLETIN N<sup>o</sup> 11

SUBJECT: Water Leak between Power Head Column Assembly on Outboard Motor

MODELS AFFECTED: All Models (1971)

The following items should be checked if water is leaking between power head and column assembly.

- (1) Worn gaskets.
- (2) Broken or cracked column assembly.
- (3) Warped mounting plates.
- (4) Mis-alignment of mounting plates.
- (5) Locator pins on lower adaptor plate are too long for holes in column.

To correct trouble area, the following actions are required.

- (1) Warped mounting plate to be replaced.
- (2) Lower adaptor plate does not seat properly into column assembly because of locator pins. Grind locator pins off enough until it fits flush.
- (3) Broken or cracked column assembly to be replaced.
- (4) In all cases replace with new gaskets.

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## SERVICE BULLETIN

DATE Revised: January, 1972  
ISSUED: February, 1971

BULLETIN 10

SUBJECT: Adjusting Twist Grip Control/Precaution to remove Power Head  
from Column, Outboard Motor

MODELS AFFECTED: All Twist Grip Models

- A. Twist Grip Control must move with ease, but a drag should be noticeable to hold desirable speed without holding on to Twist Grip.
- B. When removing power head from column assembly, caution must be used to avoid unnecessary breakage of Twist Grip Control parts. Recommend throttle be in full-throttle position. This allows throttle hub bracket, Part #66066, and support bracket, Part #66071, to give clearance when removing power head. Always remove retaining ring, Part #7427, and rivet, Part #7607, to disengage the power head throttle control lever from the Twist Grip Control. (See Fig. 1)
- C. To adjust tension for Twist Grip Control Handle the following steps are recommended to provide smooth operation.
1. Loosen or tighten friction screw located on stator between the fuel tank and stator base plate. Do not turn more than 1/2 turn either direction. (See Fig. 2)
  2. If a bind still exists, remove cap, Part #66054, and adjust nut, Part #2417, using a 1/4 inch socket wrench to increase or decrease drag. (See Fig. 3)
  3. Also check to see if Rubber "O" Ring, Part #66043, is worn. If so, replace. When installing new "O" Ring, lubricate with a generous amount of grease. (See Parts Manual)
- D. When assembling be sure all washers and retaining rings are in proper place.
- E. For Models: 1775A and 1784A, 5 H.P. Owners Operation Manual and Parts List indicating Part No. 66039, Hub Bracket, and 66040, Linkage. (Twist Grip Ass'y) to be corrected to read 66066, Hub Bracket, and 66067, Linkage.

(See Back Side for Drawing)

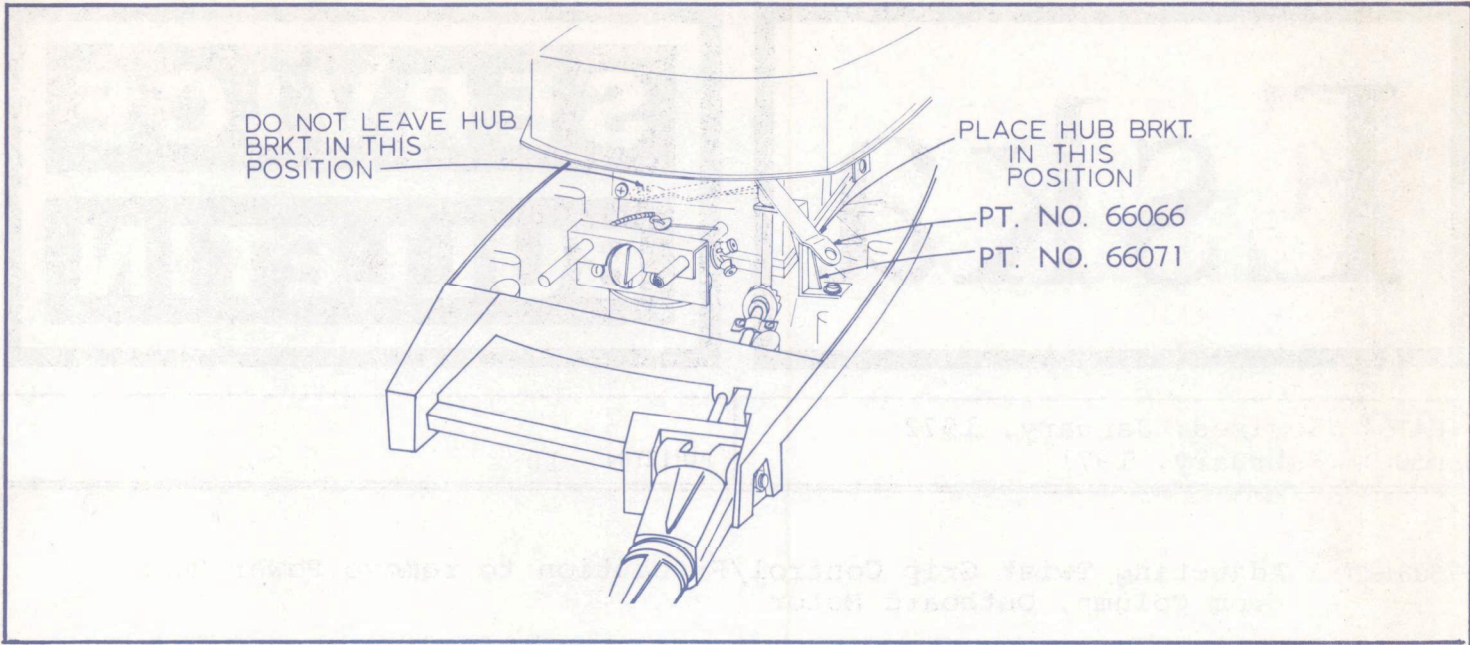


Figure 1

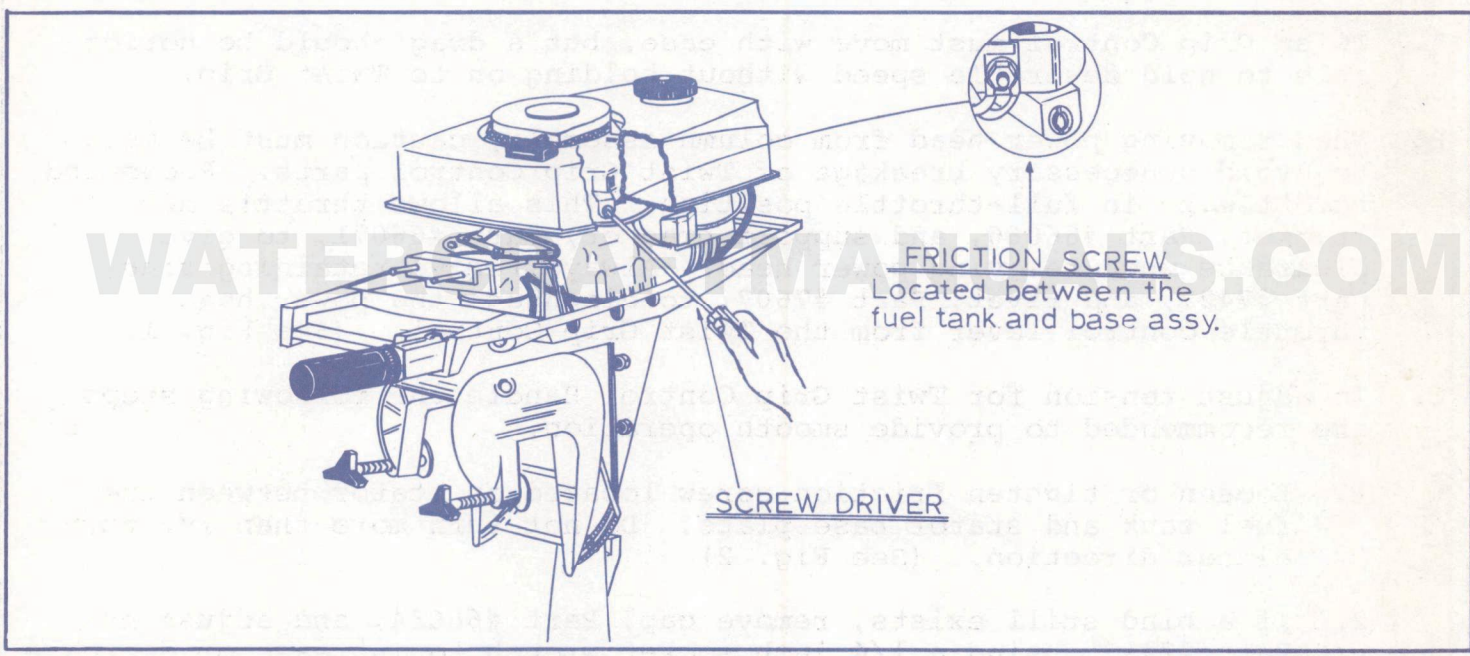


Figure 2

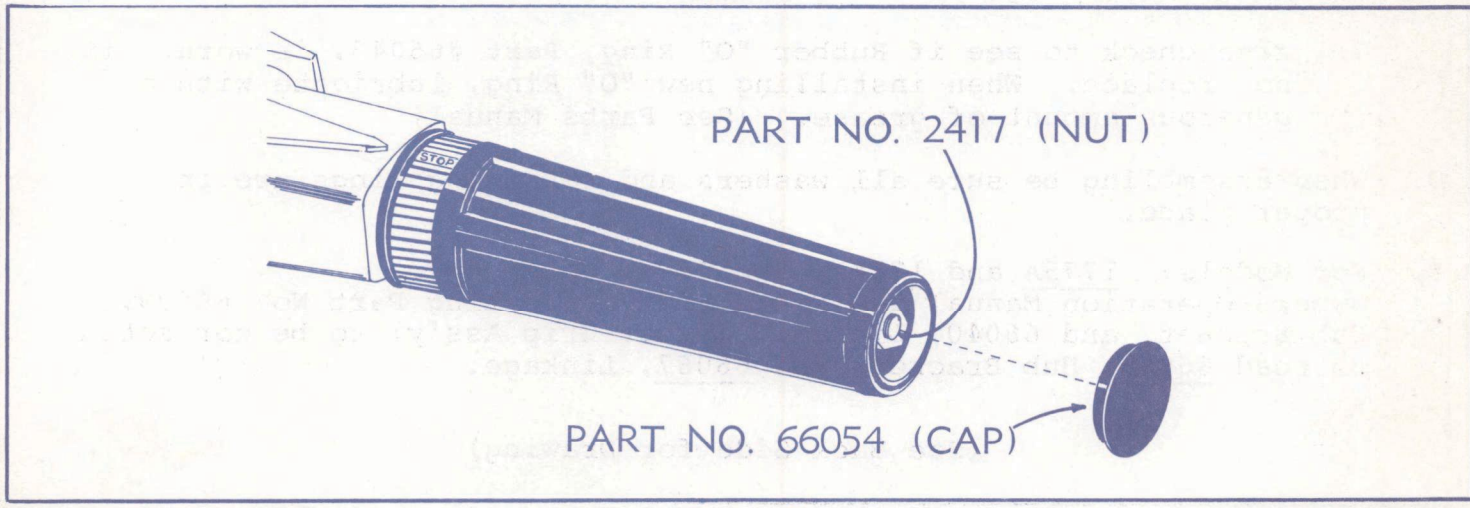


Figure 3

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## SERVICE

## BULLETIN

DATE  
ISSUED:

February 10, 1971

BULLETIN N<sup>o</sup>

9

SUBJECT: Removing Power Head from Column Assembly, Outboard Motor

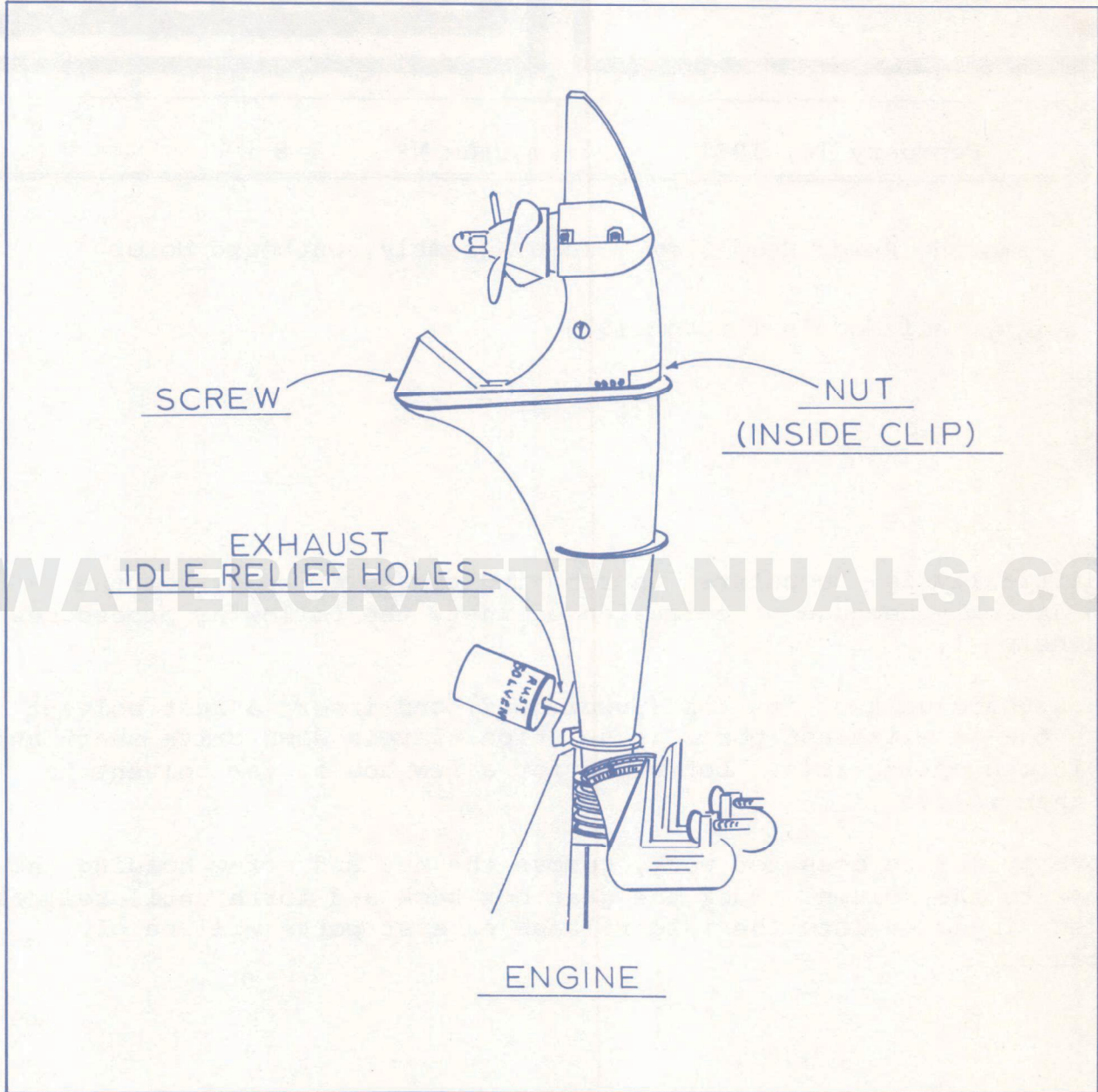
MODELS AFFECTED: All Models Through 1970

When difficulty is encountered in removing the power head from the column assembly because of corrosion or rust, the following procedures may be helpful.

Stand outboard unit on its top (power head) and insert a rust solvent through the idle exhaust ports so solution travels down drive shaft and works into coupling area. Let stand for a few hours, for solvent to work, then remove.

If above procedure does not work, remove the nut and screw holding the gear box to the column. Rock the gear box back and forth until released. A solvent injected into the idle release exhaust ports will be of assistance.

(See Back Side for Drawing)



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## SERVICE

## BULLETIN

DATE  
ISSUED:

February 10, 1971

BULLETIN N<sup>o</sup>

8

SUBJECT: Installing Clutch Roller Bearing and 72 Teeth Sprocket on Snow Blower.

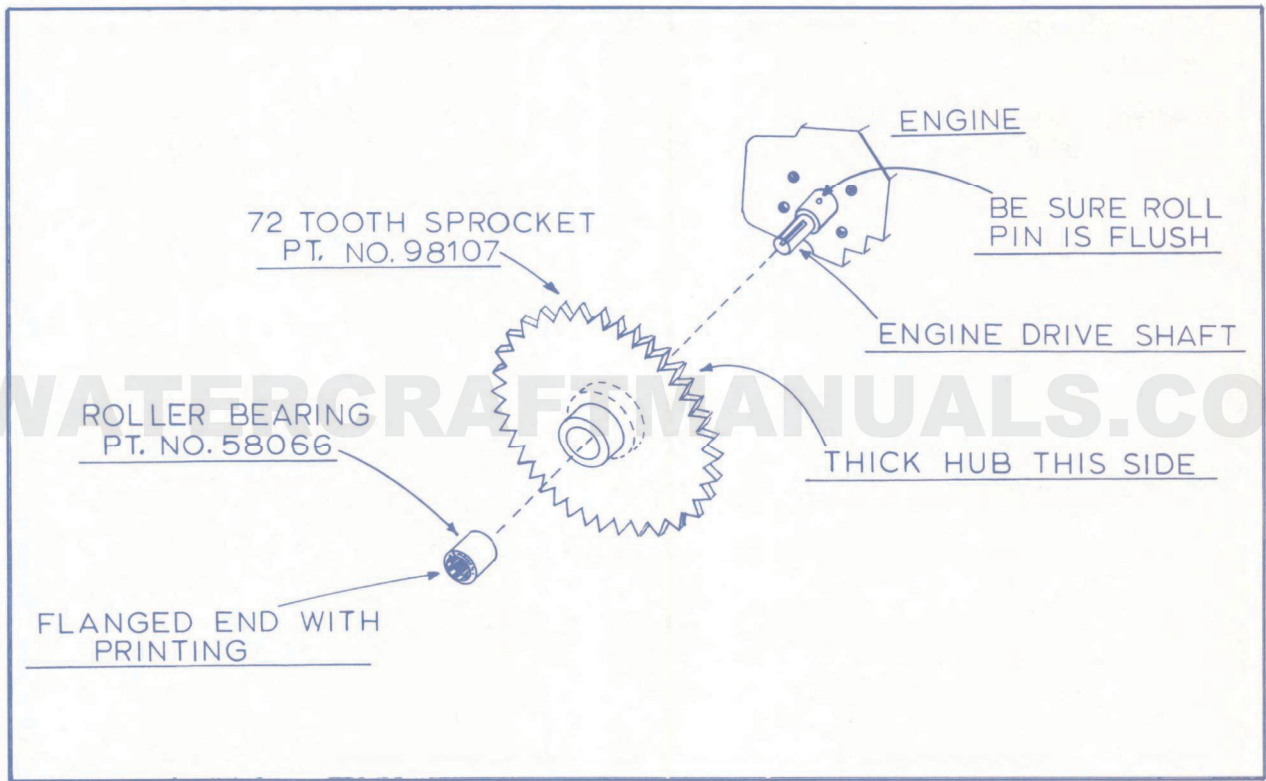
MODELS AFFECTED: 910, 912, 917, 918, 918A, 918B, 924, 924A, 924B, 925, 925A, 926, 927, 927/30, 927A, 928, 928A, 930, 933, 935, 936, 936C, 938, 938C, 941, 942, 943.

To install clutch roller bearing, Part #58066, make sure the flange side indicating printing is pointed toward end of crankshaft and not toward engine block.

Be sure roll pin is counter sunk below the surface on both sides of shaft.

Seventy-two (72) teeth sprocket, Part #98107, thick hub side to face toward Engine Block.

(See Back Side for Drawing)



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## SERVICE

## BULLETIN

DATE  
ISSUED:

February 10, 1971

BULLETIN N<sup>o</sup>

7

SUBJECT: Part Number Listed Incorrectly for Ball Joint Snow Blower Parts  
Manuals

MODELS AFFECTED: 918, 918A, 918B, 925, 925A, 927, 927/30, 927A, 928, 928A,  
930, 931, 935, 936, 937

Pen or pencil to change part number below to read correct Ball Joint.

For Models: 918, 918A, 925, 927, 927/30, 928, 930.

Reference: Item #119 to read 58057.

Reference: Item #115 to read 58064.

For Models: 918B, 925A, 927A, 928A, 931, 935, 936, 937.

Reference: Item #141 to read 58064.

Reference: Item #130 to read 58057.

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## SERVICE BULLETIN

DATE  
ISSUED: November 9, 1969

BULLETIN N<sup>o</sup> 4

SUBJECT: Mounting Brackets - Outboard Motor Parts Manuals

MODELS AFFECTED: As indicated below.

Part Numbers 26033 and 26034 are reversed in the publications in parts manuals for the following model numbers. Pen or pencil changes in parts manuals.

5 HP - Models 1189, 1194, 1705, 1706, 1715 and 1701 - Should read:

Reference #47 - 26007 Mounting Bracket right-hand  
For complete assembly, order #26033

Reference #41 - 26006 Mounting Bracket left-hand  
For complete assembly, order #26034

7 HP - Models 1199, 1707, 1717, 1702 and 1186 - Should read:

Reference #58 - 26033 Mounting Bracket Assembly right-hand  
Reference #47 - 26034 Mounting Bracket Assembly left-hand

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## SERVICE

## BULLETIN

DATE  
ISSUED: December 1968

BULLETIN N<sup>o</sup> 3

SUBJECT: Bent Jack Shafts - Snow Blower Parts Manuals

MODELS AFFECTED: 917, 918, 918A, 925, 927, 928

To repair bent jack shafts, Kit Number SB-1 is available for a field fix.

Before proceeding with the repair of this snow blower, stand it on end so that you are looking directly at the bottom as the illustration demonstrates.

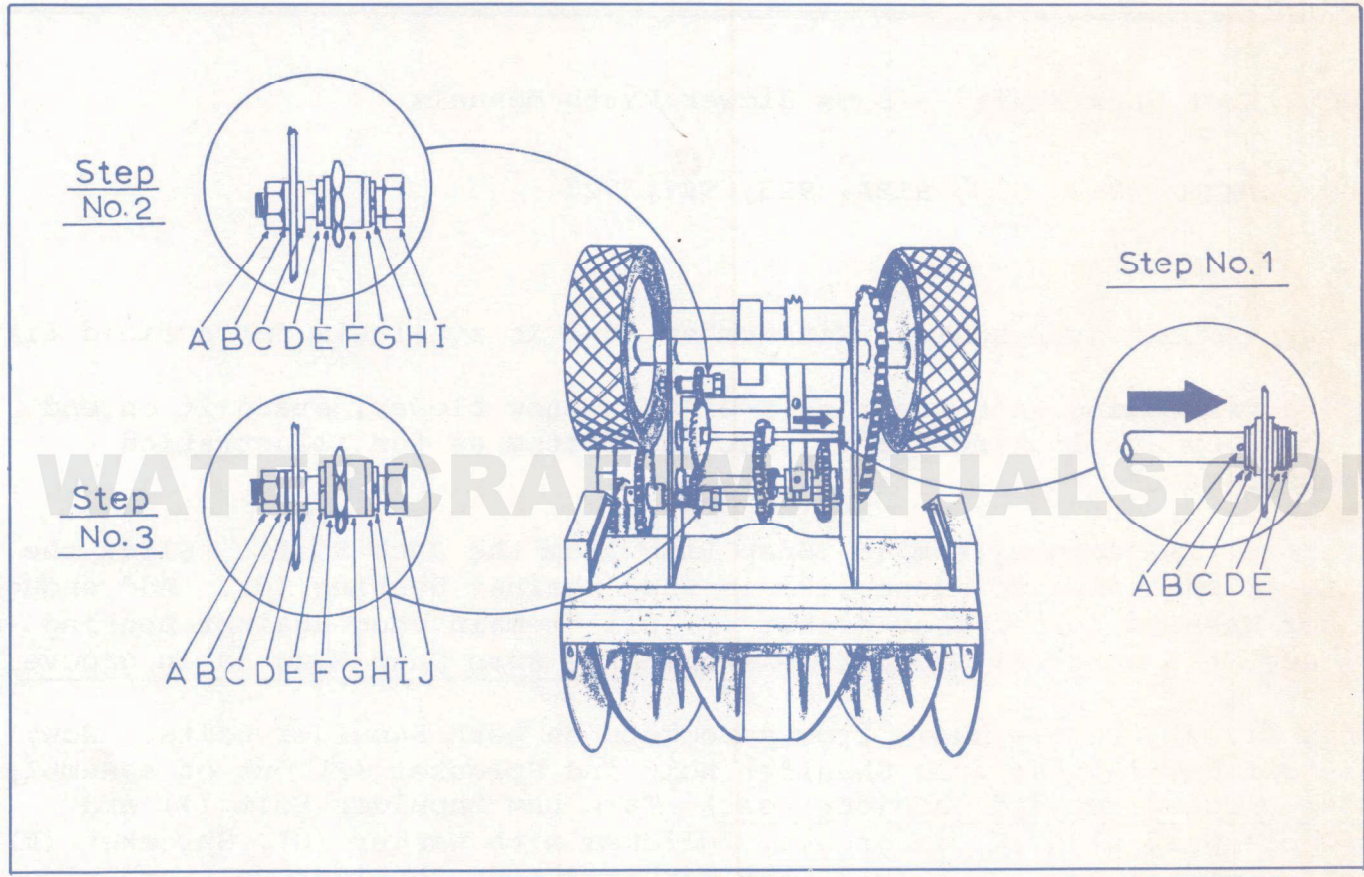
(Step No. 1) Remove Item (E) Snap Ring from the Jack Shaft. Slide the shaft to the right so Washer (B) is snug against Bearing (C). Add enough Spacer Washers (D) so that Washer (B) will remain snug against Bearing (C). Replace Snap Ring (E) on Shaft. (Note-Make sure Snap Ring is in groove.)

(Step No. 2) Remove chain from sprockets on both Shoulder Bolts. Now, take off Nut (A) and pull Shoulder Bolt and Sprocket (F) out of assembly. (Note-Discard removed Shoulder Bolt) Take new Shoulder Bolt (I) and assemble Snap Ring (H) in groove, followed with Washer (G), Sprocket (F), Washer (E) and Snap Ring (D). Add Washer (C) on Shoulder Bolt and place entire assembly back in Snow Blower. Assemble new Washer (B) and Nut (A) and tighten securely.

(Step No. 3) Step No. 3 is performed the same as Step No. 2, except for the adding of one Serrated Washer (C) under Washer (B).

Replace the chain and adjust Shoulder Bolt until the chain is tight.  
(Secure)

(See Back Side for Drawing)



# Eskal

## SERVICE BULLETIN

DATE  
ISSUED:

January 1967

BULLETIN N<sup>o</sup>

1

SUBJECT: Part Number Listed Incorrectly for Snow Blower Parts Manuals

MODELS AFFECTED: 909, 910, 911, 912, 915, 918

Pen or pencil to change part number below to read correct Wheel Drive  
and Clutch Drive Chains.

For Models: 909, 910, 911, 912, 915.

Reference: Item #78 to read 84823.

Reference: Item #89 to read 84822.

For Model: 918.

Reference: Item #52 to read 84822.

Reference: Item #57 to read 84823.

Chain for Part #84822 is 28 inches long.

Chain for Part #84823 is 31 inches long.

# **ESKA**

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