I'm not a bot

I recently experienced my first prop failure, which occurred when I hit a stump while launching my boat. The previous owner had included a spare prop in the purchase, but I was hesitant to change it myself initially. However, after starting the process, I found it surprisingly easy. Removing the bolt and lock washer seemed straightforward, as did pulling off the metal piece that slides down on the shaft. Nevertheless, I encountered difficulties when attempting to secure the piece back onto the shaft; a decent grip proved elusive. A video of someone changing a prop on a Mercruiser caught my eye, and it revealed an interesting technique – using a piece of wood to wedge into the prop fin while cranking the bolt. This method seemed sensible, but I couldn't understand why mine continued to spin even with holding the prop in place. Furthermore, using channel locks proved necessary to achieve traction. According to Re: Alpha One Gen 2- Changing Prop, the issue might stem from having the wrong prop for your model/brand of drive. It's essential to ensure the new prop is correct and compatible with the existing hardware. A Solas 17 pitch prop for a Merc 150 differs in length from one for a Johnson 150, despite sharing the same 15 spline measurement. A crucial aspect of installing a new prop is securing the thrust washer correctly before placing the prop on. Leaving an inch of splines exposed should facilitate the outer washer's locking into place. However, it appears I initially put the trust washer on incorrectly, as the beveled side faces away from the prop. Re: Alpha One Gen 2- Changing Prop also advised checking if the plastic piece inside the old prop is still present in the new one; this might resolve the issue. The FloTorque hub plays a vital role in connecting the prop body to the shaft. In some cases, the "new" prop might not include a rubber hub, necessitating its use instead. When removing an old prop, it's recommended to follow a specific procedure: releasing the locktab, unscrewing the nut, and then reinstalling the R/R prop. The prop nut can be challenging to remove due to its 1 1/16th" size, but using penetrating oil like Kroil or Freeze off might help. Using a short piece of 2x4 between the ventilation plate and prop can serve as an auxiliary hold-down. An electric impact gun could also prove useful for this purpose. Ensuring the outdrive is in neutral position while keeping the prop from turning is vital during the process. Prying open your boat's propeller maintenance can be as simple as changing a flat tire - and it's often necessary. Many boaters swap out their props due to sudden changes in water conditions, performance issues or unexpected "depth checks". But swapping out is much faster than fixing those annoying flats. First things first: Pry back the locking tabs of the lock-nut retainer. Then, take off your propeller using a prop wrench - along with a wooden block to keep it from spinning like crazy! Take care of your prop shaft and put on some thrust washer lubricant. Now, slide that new prop/hub assembly into position, as well as its locking nut retainer. The steps are simple: tighten the locknut using your trusty prop wrench - but make sure you check your owner's manual for the right amount of torque! Finally, get that prop spinning by hand to ensure it can move 360 degrees without getting stuck. You'll be back on the water in no time! Other things to keep in mind: If you don't have a spare propeller and end up stranded, forget about having fun - and your safety will thank you. Always carry one! Some people like to use basic aluminum props as backups - but think about getting another high-quality option too. Be careful not to wrap fishing lines around the prop shaft, or it could ruin your seal and lead to some nasty repairs. At least once a year, take a minute to inspect everything, lubricate the prop shaft, and swap out that propeller if you need to. And remember: a bad prop can really bring down your boat's performance! You don't need any special tools to remove the propeller - just use a 2X4 between it and the zinc anode housing to keep things in place. But do be careful when putting the motor into gear, or water pipes might get tangled up with the prop. Straighten spider washer before prop removal for a smooth process. When removing Mercruiser Alpha 1 propellers, always lube the prop shaft to prevent corrosion. Choose the right oil type, such as anti-corrosion grease or special lube 101. Keep water on during engine start-up and turn it off when stopping the motor to avoid issues with muffels. If you notice the spider washer is bent during removal, consider bending it out so that it's flat for reusability. hand tightening the nut clockwise will save time before applying final torque with a socket or torque wrench. it is advisable to have a 2x4 nearby to act as a stopping mechanism while hand tightening the nut to prevent the boat propeller from spinning. you may now use a torque wrench to set the specified 55 foot-pounds of torque if you have one, otherwise a socket will suffice. the nut needs to be snug but not overly tightened, as it should come loose when running the outboard motor.