

MERCUISER GEAR RATIOS

ALPHA

U-JOINT YOKE MARKING	RATIO
B	1.98:1
C	1.65:1
D	1.84:1
F	1.50:1
H	1.32:1
K	2.40:1

NUMBER OF TEETH PER GEAR

(gear case gears at 14-28)

RATIO	DRIVE	DRIVEN
2.40:1	20	24

(gear case gears at 17-28)

1.98:1	20	24
1.84:1	17	19
1.65:1	24	24
1.50:1	20	22
1.32:1	16	20

(gear case gears at 13-21)

1.94:1	20	24
1.81:1	17	19
1.62:1	24	24
1.47:1	20	22

BRAVO**(BRAVO I)**

U-JOINT YOKE MARKING	RATIO
C	1.65:1
F	1:50:1
H	1.36:1

(BRAVO II)

C	2.20:1
F	2.00:1
H	1.81:1

(BRAVO III)

B	2.00:1
G (gas engine)	1.81:1
F	1.50:1
K	2.20:1
D (diesel engine)	1.81:1
C	1.65:1

NUMBER OF TEETH PER GEAR**(BRAVO I)**

RATIO	DRIVE	DRIVEN
1.65:1	23	30
1.50:1	27	32
1.36:1	27	29

(BRAVO II)

2.20:1	23	30
2.00:1	27	32
1.81:1	27	29

(BRAVO III)

2.20:1	23	30
2.00:1	27	32
1.81:1	27	29

MERCUISER GEAR RATIOS

1.50:1	27	32
1.65:1	27	32

BLACKHAWK

U-JOINT YOKE MARKING	RATIO
C	1.65:1
F	1.50:1
H	1.36:1

NUMBER OF TEETH PER GEAR

RATIO	DRIVE	DRIVEN
1.36:1	27	29
1.50:1	27	32
1.65:1	23	30

TR – TRS

MODEL	RATIO	Drive Shaft Housing (drive/driven)	Gear Housing (drive/driven)
TR Standard	2:1	24/32	16/24
TR Commercial	1.5:1	17/17	16/24
TRS	1.5:1	24/32	16/16