Propeller Sleeve Replacement/Upgrade  
Hyper Drive model

Enclosed is a new propeller sleeve.

Remove the prop and the sleeve. Both are right hand threaded. Carefully inspect the threads for damage. Repair if needed.

Remove the lower bearing cap. It is left hand threaded and contains the seals which ride on the sleeve and keep moisture out of your drive. If you are replacing a broken sleeve, inspect the seals for damage. We can send you new seals or you can return/exchange the cap for new seals.

Place a liberal amount of thread sealer (permatex) inside the sleeve and on the shaft next to the bearings. This keeps water from getting into the drive bearings.

Install the cap and sleeve as one unit. Grease the seals and outer portion of the sleeve and carefully insert the sleeve into the cap. Be careful to not flip the seal lips or damage the seals. Twist and insert.

Screw on the seal and cap combination until it seats up against the bearing collar. Now you will have to turn the cap left threaded and the sleeve right threaded. Do this with both hands, ensuring the sleeve stays inside the seal cap.

Place anti-seeze on the shaft threads and install the propeller. If the propeller is tight, you may have to clean up the threads or use a thread nut to repair the damaged threads.

Note: A new Hyper prop is 11” in diameter. If it is less than 10.5”, you are losing performance.

The new prop sleeve does not have flat spots for a wrench, so use a pipe wrench or vice grips to hold the prop sleeve to remove the prop in the future.

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last updated May 9, 2006
Prop Removal Tips

Mud motors are built to run on or near the bottom. The propeller continually strikes objects. The propeller is screwed on the drive and each time it hits a rock or log it becomes tighter. In most cases, ordinary tools will not remove the blade. Hitting the prop with a hammer produces little results and can bend a shaft. Removing an over-tight propeller is very simple - all that is required is leverage. Mud Buddy sells a prop wrench that will loosen the most stubborn prop. You can either get a wrench from Mud Buddy, or build your own. Drill or punch a 7/8” hole into a 3’ length of 1¾” by 1/4” flat bar.

In addition to our wrench, you will need a means to hold the nut in front of the propeller. A simple tool is easy to make and it is wise to keep one in your boat. Insert a pipe wrench or crescent wrench into a 2 to 3 foot length of chain link fence or conduit tube. An inexpensive 10” pipe wrench works best.

First remove the prop nuts and clean the threads with a wire brush. Coat with grease or oil. Place a pipe wrench of crescent wrench on the rear propeller nut. Place the prop wrench between and blades and arrange booth tools like a pair of large shears. Pull the tools toward each other and the blade should loosen. If not, heat the hub of the prop with a propane torch for about 3 minutes. Do not heat the shaft, just the prop hub. The blade should then come off. If not, add longer handles to the tools.

Once you remove the propeller, clean the threads with a wire brush and coat with marine waterproof grease or anti-seize compound. When installing a new propeller, if the prop is difficult to screw on, remove and clean the shaft and prop threads again. Good huntin’.

Prop Nut Removal Tips

- Remove the outside propeller nuts and propeller. Clean the threads with a wire brush and lubricate.

- Reinstall the prop nuts and jam them. Meaning, once you place two nuts on the shaft, you turn the inside nut counter-clockwise and the outside nut clock-wise, they will tighten to each other (jammed). Note, some models only have one outside propeller nut. Get another 7/8” X 9 (coarse) pitch nut locally, from your dealer, or contact us for another.

- Now place a wrench on the forward prop nut, located near the bearing cap. And place a wrench on the inside jammed nuts. Unscrew the FORWARD PROP NUT counter-clockwise.

- This is a good opportunity to grease the drive and purge the old grease. Replace the upper drive set screw, located on the casting near drive tube, and replace with a 1/4 X 28 pitch thread grease fitting as described in your owner’s manual. Grease the drive with a good grade of marine grease (available at auto parts store) allowing excess grease to exit the lower drive bearing assembly. When clean grease comes out, wipe the threads clean. Clean all the threads again with a wire brush and solvent.

- Coat the inside of the new FORWARD PROP NUT with thread sealer as well as the threads near the bearing assembly. Lubricate the outside of the FORWARD NUT with grease so it enters the seals easily. Carefully screw on the greased FORWARD PROP NUT, especially when you contact the seals to prevent the seal lips from turning over. (Note: The new Forward Prop Nut has close tolerances. If the nut is tight and will not easily pass over the shaft threads, place a rag or tape over the open end of the bearing assembly and lightly sand the threads.)

- Coat the threads with anti-seize or marine grease and replace the prop. Do not tighten the prop by striking it. Hand tight is adequate.

- Remove the grease fitting from the upper drive and run the drive a couple minutes allowing any excess grease in the drive to exit. You must replace the upper drive set screw. It prevents the drive from twisting during severe impacts.