

CIRCULATE
TO:

SERVICE MGR.

PARTS MGR.

MECHANICS

Place in Your
"Service Bulletins"
Binder

- A. New Ride-Guide Steering Cable Recommendations
- B. Merc 1500 Mid-Range Lean-Out
- C. Engine Harness Rerouting to Prevent Chaffing

A. NEW RIDE-GUIDE STEERING CABLE RECOMMENDATIONS

(Attach Service Bulletin Sticker on Section 7A Index Page of Your Service Manual)

The continued increase in outboard horsepower ratings make it necessary to revise Ride-Guide Steering cable recommendations as follows:

- A. Heavy-duty Ride-Guide Cables C-34451A_series and C-54121A-series are to **be** used with straight-rack systems and rotary systems on the following installations-
 1. Single engine 85 hp and up (Merc 850 thru 1750).
 2. Dual engines 40 hp thru 150 hp each (Merc 402 thru 1500).
 3. Dual engine Super Ride-Guide installations for severe duty or racing application.
- B. Standard Ride-Guide cables C-37305A_series are to be used with straight-rack systems **ONLY** on the following installations-
 1. Single engine up to 84 hp (Merc 75 thru 650).
 2. Dual engines up to 39 hp each (Merc 75 thru 200).

These recommendations are effective immediately, and it is extremely important that **ONLY** heavy-duty cables be used with the Merc 1750. **DO NOT USE** standard cables with the Merc 1750. Mercury Marine continues to encourage the use of Ride-Guide Steering equipped with heavy-duty cables for ALL types of outboard and stern drive installations.

B. MERC 1500 MID-RANGE LEAN-OUT

(Attach Service Bulletin Sticker on Page 4B-6 of Your Service Manual.)

Under certain operating conditions, 1975 and early-1976 model Merc 1500 Outboards may experience mid-range lean-out.

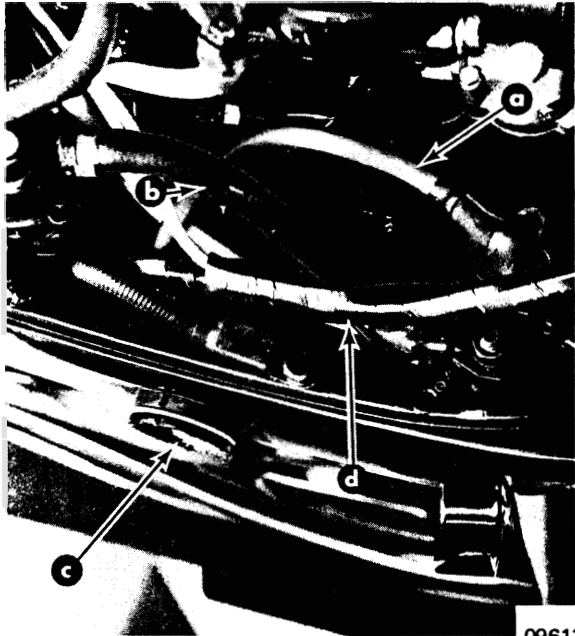
If the outboard is operated in the 1600-2200 RPM range for several minutes, then is suddenly accelerated, it may die out. Should this happen, it usually can be corrected by turning the idle screws $\frac{1}{4}$ -to- $\frac{1}{2}$ turn counterclockwise (richer). If idle enrichment does not correct the problem, it will be necessary to remove the carburetor bowl vent jet from each carburetor.

(OVER)

C. ENGINE HARNESS REROUTING to PREVENT CHAFFING - 1975 and 1976 MERC 1150 and 1500 MODELS below SERIAL NO. 4122702

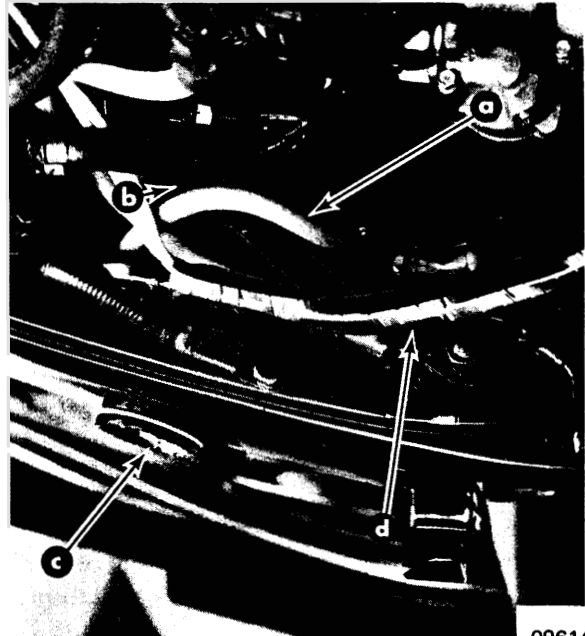
Attach Service Bulletin Sticker on Page 3B-20 of Your Service Manual.)

The above models may have the large, red internal engine harness wire routed between the fuel line and the cylinder block, as shown in Figure 1, which could allow the wire to chafe. To prevent this, check all units that you service and reroute the red wire as shown in Figure 2. Seal the solenoid connection with Liquid Neoprene (C-92-25111).



a - Red Wire
b - Fuel Line
c - Harness Receptical
d - Internal Harness

Figure 1. Incorrect Engine Harness Routing



a - Red Wire
b - Fuel Line
c - Harness Receptical
d - Internal Harness

Figure 2. Correct Engine Harness Routing