

NUMBER: 79-2

DATE: 11/17/78

- A. Oversize Pistons and Rings - V150 and V175 Models
- B. Salt Water Corrosion - Gear Housing Bearing Carrier and Cover Nut
- C. Wiring Harness Ring Terminal Insulation
- D. Wear Sleeves - Crankshaft Salvage
- E. Starting Procedure - 1976 and Newer Merc 650-700-800-850

CIRCULATE TO:
SERVICE MANAGER
PARTS MANAGER
MECHANICS

A. OVERSIZE PISTONS and RINGS - V150 and V175 Models

(Attach Service Bulletin Sticker on P. 6E-1 in Your Service Manual.)

Oversize .015" and .030" pistons and rings now are available for Merc V150 and V175 models. Order from the following descriptions:

.015" OVERSIZE PISTONS and RINGS

Part NO.	Description
A-765-7042A2	Piston Assembly (Starboard)
A-765-7041A2	Piston Assembly (Port)
A-39-78918A12	Piston Ring Assembly (12)

.030" OVERSIZE PISTONS and RINGS

A-765-7348A2	Piston Assembly (Starboard)
A-765-7347A2	Piston Assembly (Port)
A-39-85636A12	Piston Ring Assembly (12)

B. SALT WATER CORROSION - GEAR HOUSING BEARING CARRIER and COVER NUT

(Attach Service Bulletin Sticker on P. 1A-3 in Your Service Manual.)

Salt water corrosion buildup can be sufficient to split a gear housing and destroy an entire lower unit. To protect against such damage, therefore, it is recommended that the gear housing bearing carrier and gear housing cover nut be lubricated on a regular basis, as follows:

Merc 4 HP thru 20 HP

Service first at the 20-hour inspection, then on an annual basis. Remove the cover nut and clean off any corrosion and dried-up lubricant from both the cover nut and gear housing threads. Coat the internal threads of the gear housing and external threads of the cover nut with a liberal amount of Perfect Seal (C-92-34227), reassemble and retorque.

Merc 40 HP thru 200 HP

Service first at the 20-hour inspection, then on an annual basis. Remove the cover nut and entire spool to adequately clean corrosive deposits and dried-up lubricant from both ends of the spool, as well as the gear housing internal threads and cover nut external threads. Apply a liberal amount of Perfect Seal (C-92-34227) to the 2 ends of the spool and to the gear housing and cover nut threads, then reassemble and retorque. Be cautious that Perfect Seal does not get into the bearing assemblies.

(OVER)

C. WIRING HARNESS RING TERMINAL INSULATION

(Attach Service Bulletin Sticker on P. 1B-6 in Your Service Manual.)

Most ring terminals, that are used on wiring assemblies, have the shank or the crimped portion covered with a neoprene or vinyl sleeve. The sleeve provides strain relief to the wire and insulates the terminal so that it will not short out to castings, mounting screws or to adjacent terminals, should they be improperly positioned.

Some of these neoprene sleeves have been found to be somewhat conductive, consequently, they may cause ignition malfunction if found on the outboard orange ignition shutdown lead. The condition may be troublesome, if these sleeves are placed against engine ground.

If the above condition is found on an outboard, take corrective action by removing the sleeve and replacing it with a new sleeve or a piece of electrical tape.

D. WEAR SLEEVES - CRANKSHAFT SALVAGE

(Attach Service Bulletin Sticker on PP 6C-6, 6D-8 and 6E-9 in Your Service Manual.)

A new wear sleeve -- available to you in part numbers, below -- will salvage crankshafts on 3,4 and 6-cylinder models where corrosion has damaged the lower oil seal surface. See Figure 1 for wear sleeve installed.

A-86348A1 Merc 40 thru 70 HP Models
8-86349A1 Merc 80 thru 200 HP Models

a - Wear Sleeve

**Figure 1. Wear Sleeve
Installed on Crankshaft**



11562

E. STARTING PROCEDURE - 1976 and Newer Merc 65-70-80-85 HP Models

(Attach Service Bulletin Sticker on P. 1B-6 in Your Service Manual.)

A majority of customer complaints of hard starting on 1976 and newer Merc 65-70-80-85 HP Outboards are caused by improper starting procedures.

These models do not have a choke shutter in the carburetor and, in its place, they have a fuel enrichener. It is important, therefore, that the starting procedure in the "Operation and Maintenance Manual" be followed carefully.

DO NOT raise the neutral warmup lever all-the-way to the stop when starting. Raise only to a position midway between full "up" and "down". After starting and before shifting motor, return the neutral warmup lever to the closed (down) position.