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CIRCULATE TO:
SERVICE MANAGER
PARTS MANAGER
MECHANICS

A. THROTTLE/SHIFT LINKAGE INSPECTION - Merc 18 and 25

Whenever servicing a Merc 18 or 25 Outboard, we recommend that the link rod connections in the throttle/shift linkage (located on the starboard side of the engine) be checked to make certain that the ball socket connections are secure.

Inspect the nylon ball sockets on both ends of the throttle and timing link rods of ALL models and particularly those on the shift link rod of the manual starting models.

If a nylon ball socket is cracked and/or can be removed easily by hand from its connection (is extremely loose fitting), the link rod assembly MUST BE REPLACED with a NEW part, as listed following.

Model	Description	NEW Part Number
18-25 ①	THROTTLE Link Rod Assy.	A-96255-3
25 ②	THROTTLE Link Rod Assy.	A-96255-4
18-25	TIMING Link Rod Assy.	A-96255-1
18-25	SHIFT Link Rod Assy.	A-96255-2

① Merc 25 Serial Number 5884336 and BELOW

② Merc 25 Serial Number 5884337 and ABOVE

B. SPARK GAP TESTER (C-91-63998A1)

When troubleshooting CD ignition systems, whether AD1 (Alternator Driven Ignition) or Battery CD, use of a spark gap tester is required in conjunction with the DVA (Direct Voltage Adaptor) Tester. Spark gap tester(s) are a convenient aid in quickly determining: 1) coil secondary output to the spark plugs and 2) distributor output to the spark plugs.

You can save troubleshooting time and money by having your service shop equipped with a quantity of spark gap testers, sufficient to handle multiple cylinder engines — Eliminate the time required for “switch-over” from coil to coil and have the capability of “reading” output to all spark plugs in one operation.

IMPORTANT: The Spark Gap Tester (C-91-63998A1) is designed and intended solely for intermittent duty use, under normal CD ignition test conditions [during engine cranking or for short (1-3 minutes) periods with engine running].

NEVER leave a running engine unattended while spark gap tester(s) are connected — High voltage produces heat which could present a fire hazard.

DO NOT touch the spark gap tester(s) or any ignition system components while running or cranking the engine — High voltage shock hazard is present.

C-91-63998A1

Spark Gap Tester
(Min. Qty. @ 6)

C. MERCURY OUTBOARD PAPER PARTS MANUAL VOLUMES

The contents of our PAPER parts manual volumes for Mercury dealers have been changed as follows:

Volume 1	1960 thru 1969
C-90-69965	Manuals in Hard Cover Binder
C-90-69966	Paper Manuals Only
Volume 2	1970 thru 1977
C-90-69970	Manuals in Hard Cover Binder
C-90-69971	Paper Manuals Only
Volume 3	1978 and 1979
(2-90-79219	Manuals in Hard Cover Binder
C-90-79220	Paper Manuals Only
Volume 4	1980 and Newer
C-90-91646	Manuals in Hard Cover Binder
C-90-91647	Paper Manuals Only

Each Volume contains paper Parts Manuals for **all** Mercury outboards, for the years indicated.

Upon request, individual paper Parts Manuals for any given model (including models prior to 1960), are still available separately for customers or dealers.

D. OUTBOARD SERVICE MANUAL PACKAGE (C-90-96594)

Now available for Mercury dealers, a Service Manual PACKAGE that offers all of the current model outboard service manuals, (Thrusters and 3.6 thru V-6 models) under one part number (C-90-96594).

Any of the service manuals which make up the PACKAGE (listed following) can still be purchased separately, however, the PACKAGE price does afford a price break over purchasing all of the manuals individually.

Service Manual PACKAGE

C-90-89156 = 3.6
C-90-89136 = 4-4.5-7.5-9.8-20-40
C-90-92235 = 18-25
C-90-86135 = 50-70 ("Midi")
C-90-86134 = 80-90-115-140 ("Maxi")
C-90-86133 = V-6
C-90-86121 = Thruster (Serial No. 5523969 and BELOW)
C-90-90640 = Thruster (Serial No. 5523970 and ABOVE)

Service Manual PACKAGE C-90-96594

E. MERCURY OUTBOARD DEALER SERVICE MAILINGS

In an effort to clear up a few misunderstandings concerning our Service Mailings to Mercury dealers (revisions/updates for Micro-Catalog Parts Cards and Outboard Service Manuals), following are some key points on how the mailings are handled.

Each Service Mailing (PAPER) is accompanied by a "Service Mailing INDEX". The index lists the new or revised material in the mailing and serves as a guide for proper placement of the

material. [Identifies material by Page No. or Part No. (corresponds with the numbering system on the bottom of each page) and gives the Part No. or Name of the publication for which the material is intended.]

Micro-Catalog Parts Cards

Revisions/additions for current Micro-Catalog Parts Cards are mailed automatically ~~but, only to~~ those dealers that have purchased a Micro-Catalog Parts Card set.

Outboard Service Manuals

Revisions/additions for current Outboard Service Manuals are mailed automatically to ALL dealers.

NOTE: Only the current Outboard Service Manuals [those from the Service Manual PACKAGE (EXCEPT C-90-86121) — See item "D" preceding] are subject to revision. Earlier Service Manuals will not be revised.

Extra Mailings (Sets)

A dealer automatically receives one (1) Service Mailing (one set) for each of the aforementioned publications on which the dealer is "enrolled". In order to receive more than one mailing for any given publication, the dealer must submit a written request to Mercury Marine Publications Department, stating the quantity of mailings desired.

F. PROPELLER HUB SLIPPAGE - 40 HP and Up

If a dealer determines that a propeller hub is slipping due to a defect in material or workmanship, he should have it rehubbbed by the nearest authorized Quicksilver Propeller Repair Station. Either the dealer or the Quicksilver Propeller Repair Station can submit a warranty claim for rehubbbed the propeller. Mercury Marine will not issue credit or replace a propeller in which the hub is slipping, since it can be repaired. Any such propeller returned to a Regional Service Center or the factory for warranty credit will be forwarded to the nearest Quicksilver Propeller Repair Station, rehubbbed and returned directly to the dealer.