

NUMBER: 84-8

- A. 1984 Model 18XD and 25XD Equipped with Tiller Handle Harness and Start Button Assembly, 87-95810A2
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CIRCULATE TO:
SERVICE MANAGER
PARTS MANAGER
MECHANICS
"Place in a Service
Bulletin Binder"

A. 1984 MODEL 18XD and 25XD EQUIPPED WITH TILLER HANDLE HARNESS and START BUTTON ASSEMBLY, 87-95810A2

The idle stop screw head may rub against the neutral start micro-switch when going to and from wide-open-throttle. To correct the problem, install replacement idle stop screw 10-11859 which is a headless screw. (Figure 1)

The temporary solution is to cut off the screw head and saw a screwdriver slot in the end of the screw. This permits operation of the motor until the replacement screw arrives.

Idle Stop Screw 10-11859



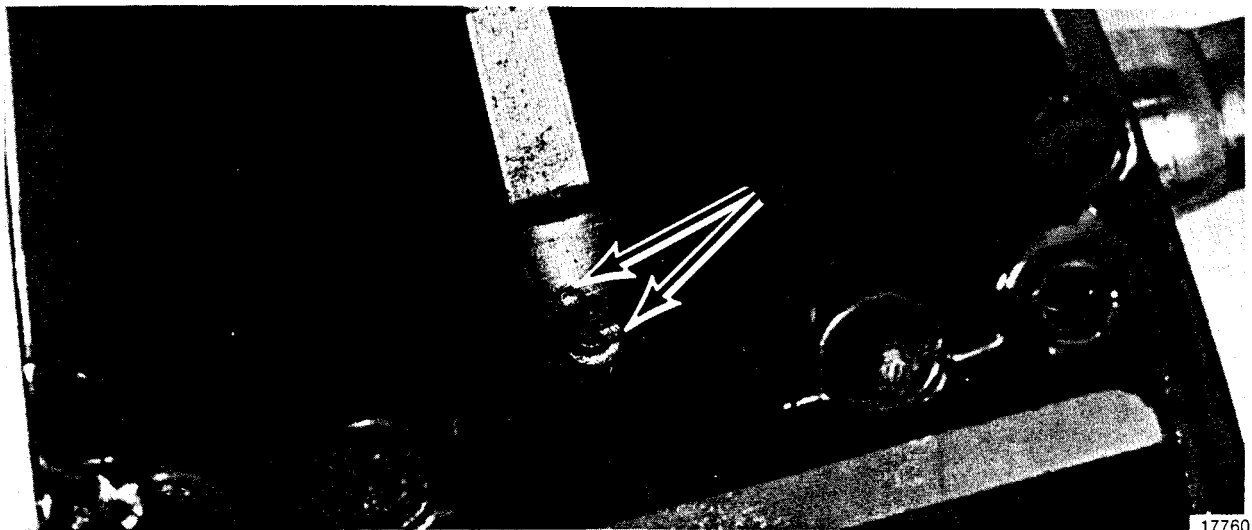
Figure 1.

B. TILLER HANDLE INSPECTION/REWORK - MODELS 35/40/50

When servicing a customers 35/40/50 model outboard (with tiller handle) for any reason, it is recommended that the tiller handle be inspected, as follows:

Inspect the retaining pin on the drive wheel and rod assembly. (Figure 2) The metal around the pin must be staked such that there is metal over the pin to retain it as shown in Figure 2. If the pin has not been properly staked (so as to retain the pin) use a chisel or center punch to stake pin.

NOTE: Because there is no specific orientation of the wheel and rod during assembly, there may be a percentage of the units where the pin will not face down at anytime during the rotation of the tiller handle grip. These units do not require restaking.



17760

Figure 2.

C. NEW SERVICE TOOLS AVAILABLE

22-11243 Connector, Figure 3, used to adapt Power Trim Test Gauge, 91-52915A3 for checking pressure in the 1984 Model 75/90/115 Power Trim System. (Figure 4) 91-11230 Guide Tool - Lower Shaft, Figure 5. This tool is used as a guide to install the shaft into Power Trim manifold on 1984 Model 75/90/115 with Power Trim. (Figure 6)

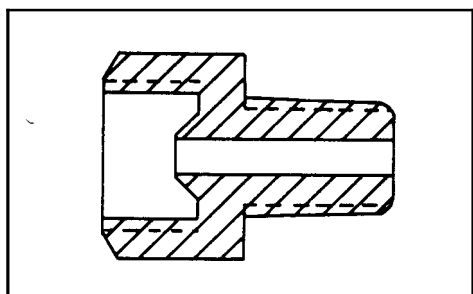


Figure 3.

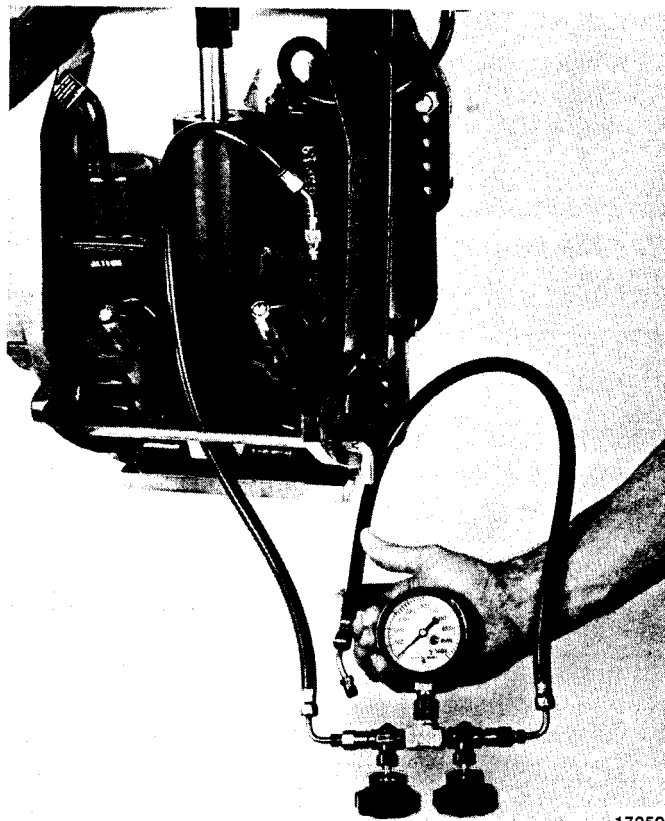


Figure 4.

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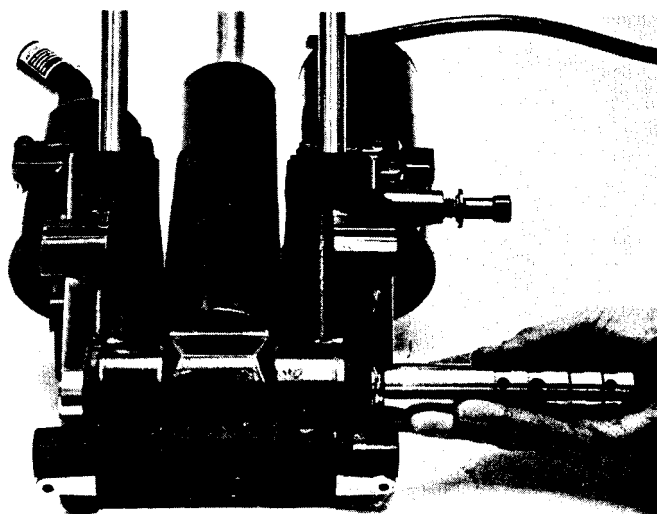
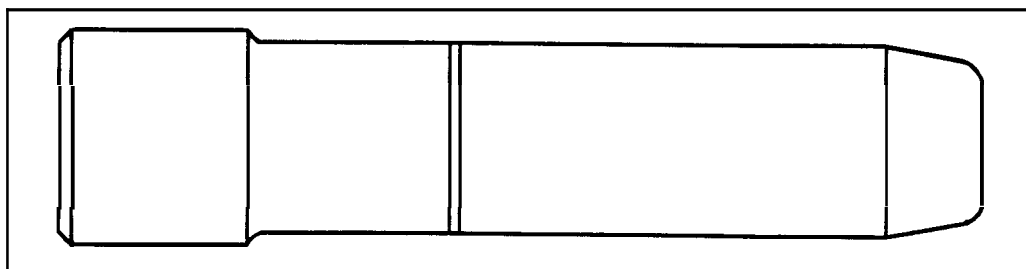


Figure 6.

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D. TORQUE SPECIFICATIONS - ALL V-6 CYLINDER HEAD BOLTS

Mechanics are reminded that anytime they replace a short block assembly on a V-6 outboard, it is important that the head bolts be retorqued (as shown in Figure 7) after the engine has been run approximately 3 hours. The torque setting is 40 ft. lbs. (54.2 N.m.).

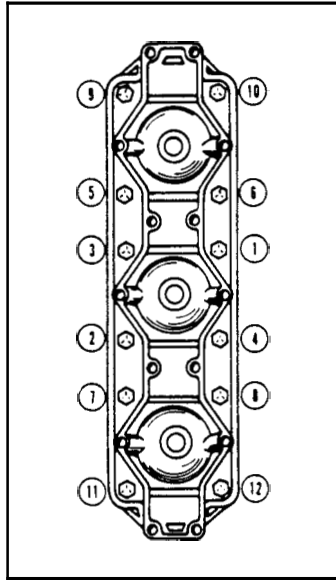


Figure 7.

E. TIMING PICKUP CHANGE - V-200 S/N 6537933 and ABOVE

Later production 1984 V-200 outboards, Serial No. 6537933 and above, have new recalibrated carburetors (WH-28) which contain a new plastic hollow float (gasohol resistant). On these outboards, the primary pickup must be adjusted to 7' A.T.D.C. when setting the timing on engine set up.

Make a note of this in your V-6 Service Manual (90-97658-1) Section 2C, page 7 until such time as page 7 is revised.