

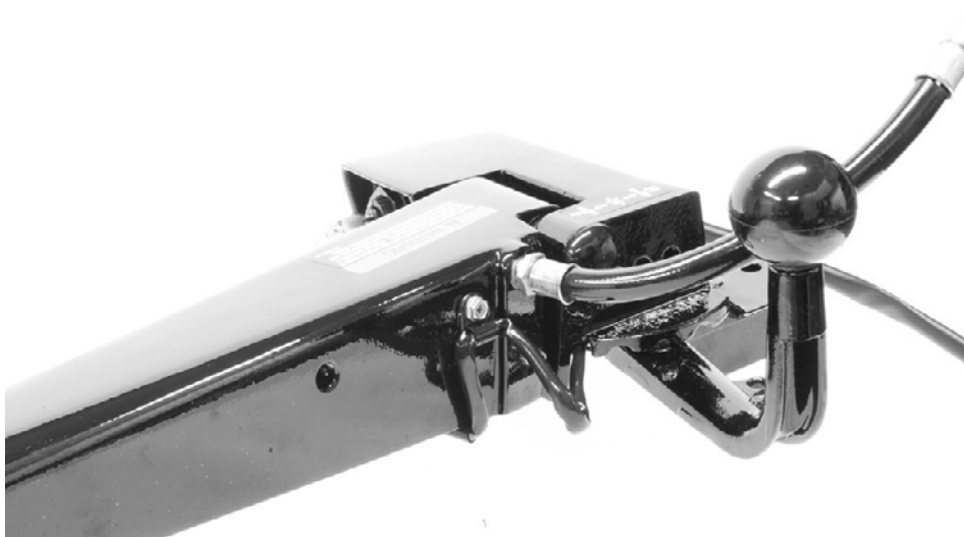
Circulate to: Sales Manager Accounting Service Manager Technician Parts Manager

Official Recall Notification U.S. Federal Boat Safety Act Start In-Gear Protection - Tiller Handle Kits

Models Affected

Models Covered	Model Year
115 HP FourStroke	2003
75-115 HP FourStroke	2004
75-115 HP FourStroke	2005 through April 1, 2008

Tiller Handle Kit Part Numbers:	
816366A32	816366A38
816366A35 (superseded to A46)	816366A46
816366A36 (superseded to A38)	816366A50
816366A37	



34103

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Situation

Mercury Marine provides start in-gear protection on tiller handle kits for the 75–115 horsepower engines. Mercury Marine has determined when the shift lever is not positioned positively into the forward or reverse gear detent or into the neutral detent, the engine may start in-gear.

Dealer Parts Inventory

Dealer/OEM stock.

USA customers: Return any of the affected tiller handle kits in your inventory using the Mercury Parts and Accessories Non-Warranty Return Policy. You may use the form on the back of any parts and accessories packing list. Please note on the form that the return is part of Outboard Service Bulletin 2008-02 or OEM Service Bulletin 2008-01. All returns must be sent freight prepaid to:

Mercury Marine

Attn: Return Goods - Outboard Service Bulletin 2008-02/OEM Service Bulletin 2008-01

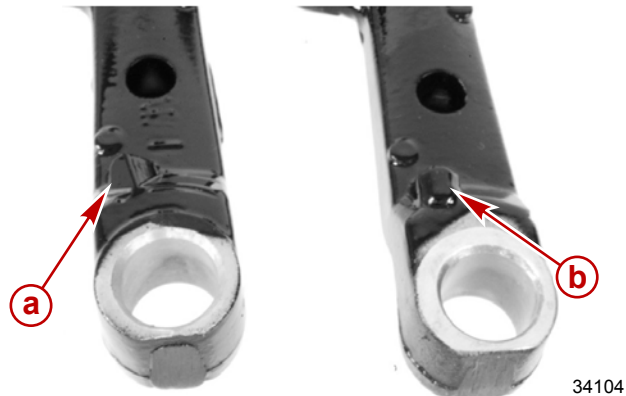
W6250-22A Pioneer Road

Fond du Lac, WI 54935

Non-USA customers: Return any of the affected tiller handle kits to the appropriate distribution center for credit. Follow the normal return parts procedure. Please make reference to Outboard Service Bulletin 2008-02 or OEM Service Bulletin 2008-01.

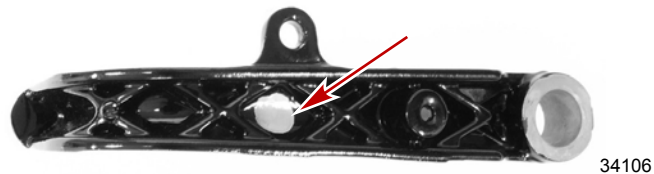
Inspection

Mercury Marine has updated the kits in Mercury stock. Any new kits produced after April 1, 2008 will have the updated components. A white dot is located on the underside of the new shift lever. Kits in the field, or kits previously installed on an engine, may be inspected for a white dot on the underside of the shift lever.



a - New style with pointed switch activator

b - Original style with flat at the top of the switch activator



Shift lever with white dot

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The neutral switch will also have a white dot by the mounting holes, although it may not be visible without removal. The part number 8M0033667 will be on the switch harness.



Shift switch with white dot

Correction

If no white dot was observed during the inspection process, the update is performed by replacing the shift lever on the tiller assembly.

1. Before performing the update, ensure the engine is in good running condition to ensure there are no other starting related issues (low battery, poor connections, for example).
2. Remove the battery cables, negative cable first.
3. Remove the shift lever ball and stud. This can be done by using a strap wrench and a heat lamp (if necessary) on the stud location in the shift lever. If the stud did not come off with the shift ball, then remove the 0.375 x 24 stud from the lever by double nutting the stud and using the heat lamp on the lever. Retain the ball and stud.

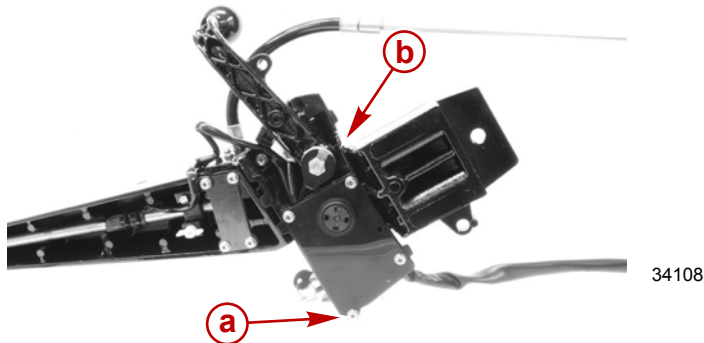


4. Remove the shift rod from the shift lever and retain the bushing, washer, and cotter pin.

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5. Remove the 8 mm mounting bolt, retention tab washer, and the three washers on the underside of the shift lever. During the removal process, the detent ball and spring will be under compression. Remove the lever slowly and capture the ball and spring. Remove the lever and retain the detent, spring, and mounting components.

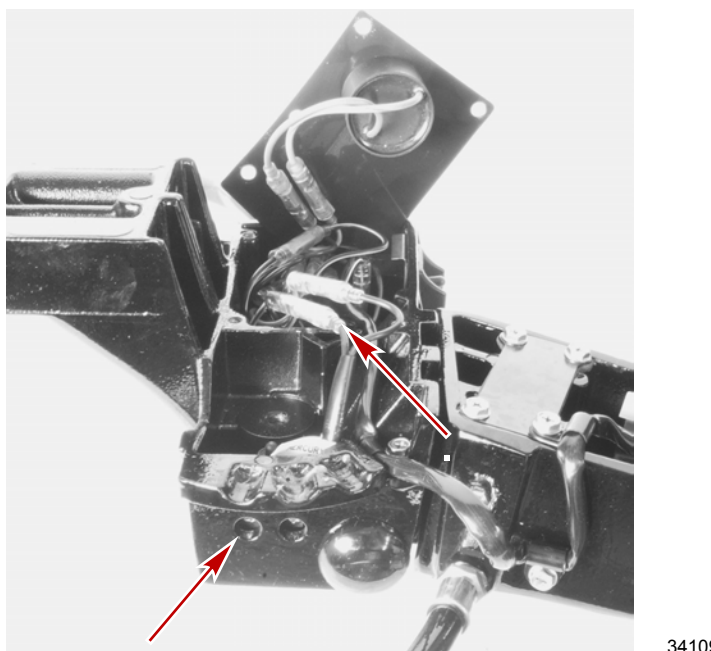


Lever bolt and cover with screws

- a** - Mounting cover mounting bolt (4)
- b** - 8 mm bolt

The neutral switch will also have to be updated to the new part number 8M0033667. To remove the neutral switch:

1. Remove and save the four mounting screws which retain the horn mounting plate.
2. Find and disconnect the bullet connectors to the shift switch.
3. Remove the two outer shift switch retaining screws.
4. Remove switch.




Switch mounting screws and switch bullet connectors

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Reinstall the components in reverse order using the new shift lever part number 8M0033001 and the new shift switch part number 8M0033667. Use Loctite 271 Threadlocker on the 8 mm lever mounting bolt threads and tighten to the specified torque. Also use Loctite 271 Threadlocker on the shift ball mounting stud threads, both for the lever and ball ends, and hand-tighten.

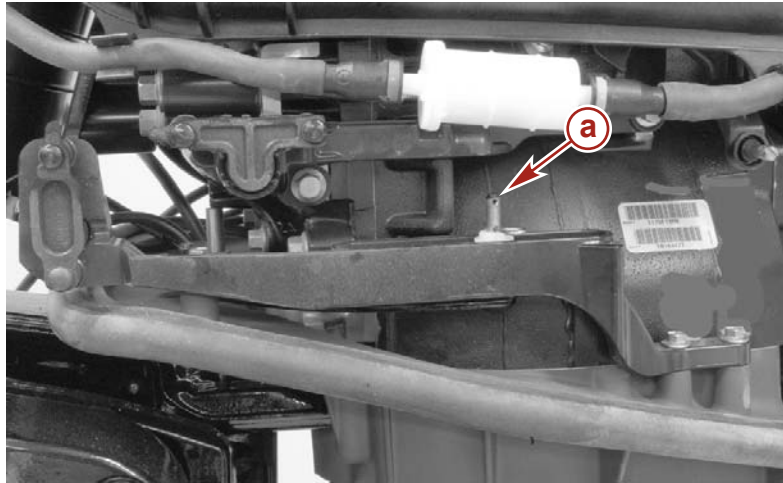
Description	Nm	lb. in.	lb. ft.
Bolt	8.5	75	

Tube Ref No.	Description	Where Used	Part No.
 7	Loctite 271 Threadlocker	8 mm lever mounting bolt threads and shift ball mounting stud threads	92-809819

Shift Link Rod Installation and Adjustment

FOR TILLER KITS 816366A37 AND 816366A50 (L4NA)

1. Position the shift lever into neutral.
2. Manually shift the outboard shift link pin into neutral. The propeller will turn freely in both directions when in neutral.



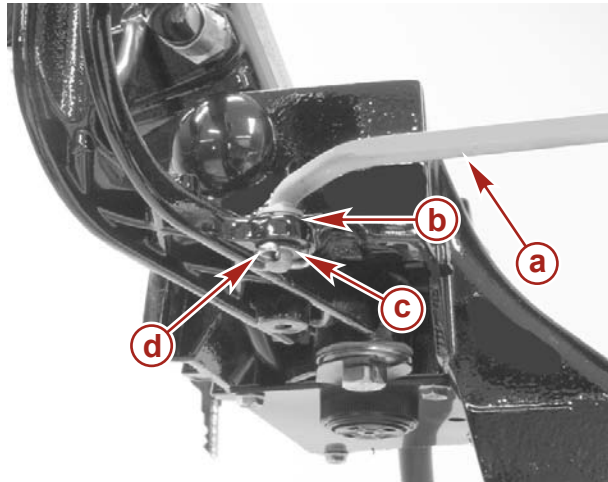
21265

a - Shift link pin

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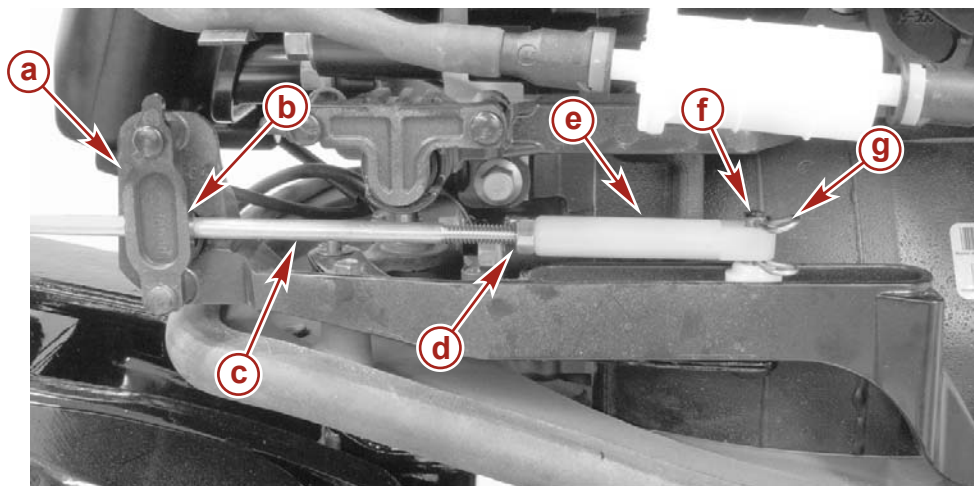
3. Install the shift link rod to the shift handle with a bushing and a washer. Secure the shift link rod with a cotter pin. Bend both ends of the cotter pin.



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- | | |
|---------------------------|------------------------|
| a - Shift link rod | c - Flat washer |
| b - Nylon bushing | d - Cotter pin |

4. Adjust the length of the shift link rod until it slips over the shift link pin. Secure the shift link rod with the jam nut. Install the hair pin retainer.
5. Install the shift link into the retainer. Secure the shift link with the retainer latch.



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- | | |
|--------------------------------|-------------------------------|
| a - Retainer latch | e - Shift link rod end |
| b - Shift link retainer | f - Shift link pin |
| c - Shift link rod | g - Hair pin retainer |
| d - Jam nut | |

6. Ensure that the shift lever is in neutral. The propeller should turn freely.
7. Place the gear shift lever into the forward position. The propeller should ratchet in a clockwise direction. If the propeller rotates freely, remove the shift link rod from the shift link pin and shorten the length of the link rod. Loosen the jam nut and turn the link rod end onto the rod. Repeat step 6.

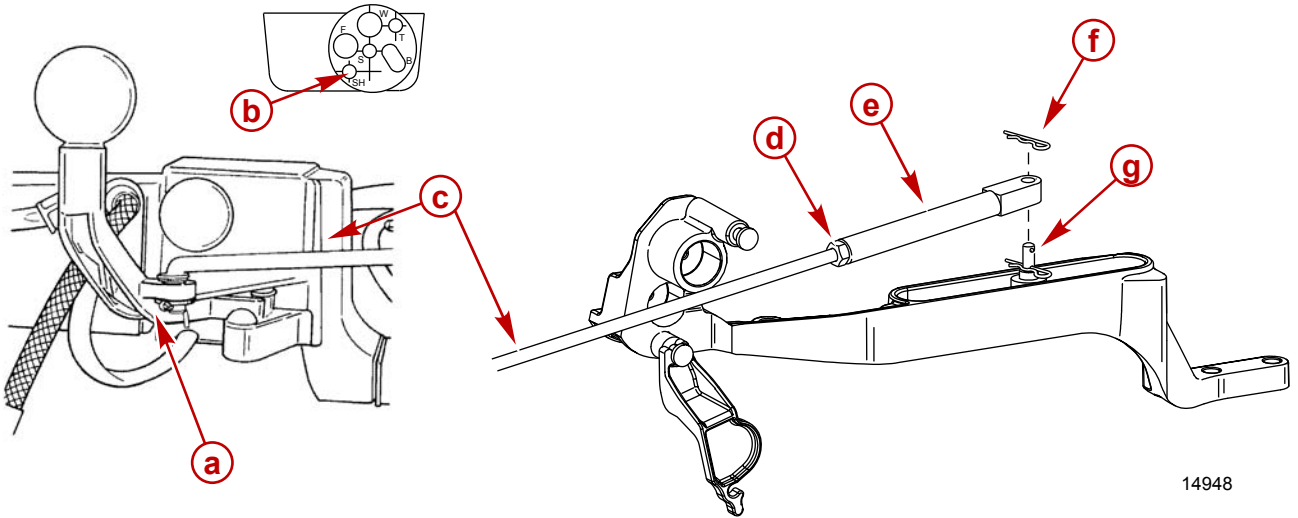
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8. While rotating the propeller, move the shift lever into the reverse position. The propeller should not rotate in either direction. If the propeller rotates freely, remove the shift link rod from the shift link pin, loosen the jam nut, and lengthen the link rod. Repeat steps 6 through 8.
9. Move the shift lever into the neutral position. The propeller must turn freely in both directions. If not, the length of the link rod must be adjusted. Repeat steps 6 through 9.
10. Tighten the jam nut securely when the shift link rod adjustment is correct.

FOR TILLER KITS 816366A32, 816366A35, 816366A36, 816366A38 AND 816366A46

1. Position shift lever into neutral.
2. Manually shift the outboard shift link pin into neutral. The propeller will turn freely in both directions when in neutral.
3. Install the shift link rod to the shift handle with a bushing and washer. Secure the shift link rod with a cotter pin. Bend the ends of the cotter pin.
4. Install the shift link rod end over the shift link pin. Install the hair pin retainer.



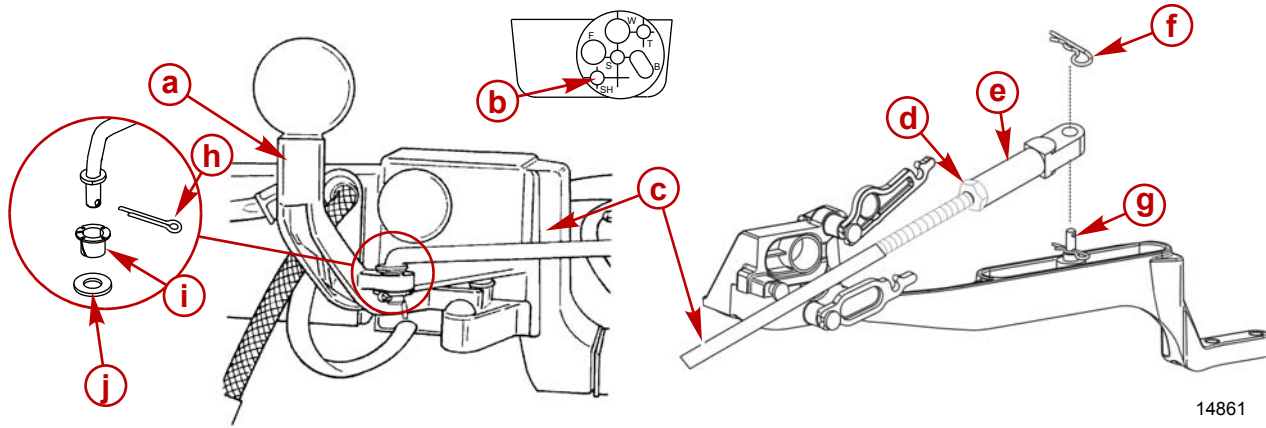
75/90 EFI models

- a** - Shift lever
- b** - Shift link rod opening
- c** - Shift link rod
- d** - Jam nut

- e** - Shift link rod end
- f** - Hair pin retainer
- g** - Shift link pin

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115 EFI models

- a** - Shift lever
- b** - Shift link rod opening
- c** - Shift link rod
- d** - Jam nut
- e** - Shift link rod end
- f** - Hair pin retainer
- g** - Shift link pin
- h** - Cotter pin
- i** - Bushing
- j** - Washer

5. Ensure the shift lever is in neutral. The propeller should turn freely.
6. Place the shift lever in the forward position. The propeller should not rotate counterclockwise and should ratchet when turned clockwise. If the propeller rotates freely, remove the shift link rod from the shift link pin and shorten the length of the link rod. Loosen the jam nut and turn the link rod end onto the rod. Repeat step 5.
7. While rotating the propeller, move the shift lever into the reverse position. The propeller should not rotate in either direction. If the propeller rotates freely, remove the shift link rod from the shift link pin, loosen the jam nut, and lengthen the link rod. Repeat steps 5 through 7.
8. Move the shift lever into the neutral position. The propeller must turn freely in both directions. If not, the length of the link rod must be adjusted. Repeat steps 5 through 8.
9. Tighten the jam nut securely when the shift link rod adjustment is correct.

Parts Required

Qty.	Description	Part Number
1	Shift lever	8M0033001
1	Shift switch	8M0033667

Repair Identification

- Factory identification of rework will have a white dot on the underside of the shift lever and a white dot on the shift switch.
- Dealer identification of work performed will also have the white dot on the shift lever and shift switch as received from Mercury Marine.

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Owner Notification

A letter will be sent to every Mercury Marine customer that purchased an affected kit. The letter will advise the customer to return the kit to their selling dealer or any Mercury Outboard authorized dealer for the repair. As a selling or servicing dealer, you should also contact your customers to make them aware of this recall and to schedule an appointment for this repair. A copy of the customer letter is included with this service bulletin for your reference.

Warranty

Mercury Marine will credit the dealer for the cost of parts and labor.

Complete a Parts and Accessories warranty claim listing:

- Outboard engine serial number
- Reference Outboard Service Bulletin 2008-02 or OEM Service Bulletin 2008-01 in the text
- Qty. 1, shift lever part number 8M0033001
- Qty. 1, shift switch part number 8M0033667
- Part code: 243
- Failure code: 40
- Warranty flat rate code: SB05 for inspection only
- Labor: 0.5 hour

or

- Warranty flat rate code: SB12 for inspection, parts replacement, system setup, and system check
- Labor: 1.2 hours

US AND CANADA

Complete and process the claim via MercNET or return a warranty claim form.

INTERNATIONAL

Follow instructions issued by the Marine Power International office or by an authorized Marine Power Distributor.

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Official Notification of Federal Boat Safety Act Recall

Dear Mercury Outboard Owner

Thank you for your purchase of a Mercury Tiller Handle Kit for your 75-115 horsepower Mercury Outboard engine. Mercury Marine is dedicated to providing superior product reliability and customer satisfaction. As part of our commitment to superior customer satisfaction, we have determined that your tiller handle kit must be recalled under the **Federal Boat Safety Act** so that we can perform an inspection of the shift lever and shift switch.

What is the condition?

Mercury Marine has identified that the engine may start in gear if the handle is not positively positioned in the neutral detent. Mercury Marine has identified the cause of this condition and made the appropriate changes to new tiller handle kits produced.

What will Mercury Marine do?

Mercury Marine has also identified that we can have our dealers perform an inspection on your tiller handle/outboard for the start in gear condition. Mercury Marine has provided instructions to our dealers on the proper method of repairing the tiller handle/outboard, if required.

What should you do?

Please contact your Mercury Outboard dealer and mention Service Bulletin 2008-02 to schedule an appointment to have this inspection performed on your outboard. Your dealer will be able to determine how long this inspection/correction will take.

Please present this notice to your dealer when you bring your boat in for your service appointment.

What if you have other questions or if you no longer own this engine?

Please contact your Mercury Outboard dealer or call Mercury Outboard Customer Service at 1-920-929-5040 between 7:30 a.m. and 5:30 p.m., CST.

We have sent this notice in the interest of your continued satisfaction with our product, and we sincerely regret any inconvenience this may cause you.

Thank you for boating with Mercury Marine

Mercury Marine Service