



MERCUISER SERVICE BULLETIN

Section: XII (Service
Number: 65-D 3 Bulletins)
Date : 2/15/65

(Cut Items along
Dotted Lines and
Secure on Pages
in Sections as
Indicated.)

- A. Serial Number Location - MerCruiser IA-IB-IC
- B. Cooling System Capacity - MerCruiser Engines
- C. MerCruiser IA-IB-IC Performance Variations
- D. Shimming Transom Plates - MerCruiser I & II
- E. Lubrication of Hydraulic Tilt Cylinder Bushings - MerCruiser I & II
- F. Lubrication of Panel and Console MerControls

A. SERIAL NUMBER LOCATION - MERCUISER IA-IB-IC

(For Page 1 of General Information Section I)

There have been numerous requests for a change in serial number location on MerCruiser IA-IB-IC, as serial numbers cannot be observed in present location when unit is in the water. Production has changed location of the serial number, locating it on left side of drive shaft housing on drive shaft housing to bell housing mounting flange.

B. COOLING SYSTEM CAPACITY - MERCUISER ENGINES

(For Page 16 of General Information Section I)

Cooling system capacities have been requested for MerCruiser engines when engines are put up for winter storage. If desired, for additional assurance against freezing and rust, cooling system can be filled with an anti-freeze and water solution which contains a rust inhibitor. Use permanent-type anti-freeze and mix with water to proportions recommended by anti-freeze manufacturer. See MerCruiser Service Manual, Section I, General Information, for recommended filling procedure.

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|--|--------------------------|
| MerCruiser 4-Cylinder Engines | 6½ Qts. (6.149 Liters) |
| MerCruiser 6-Cylinder Engines | 9 Qts. (8.514 Liters) |
| MerCruiser 190 and 225 Engines | 14½ Qts. (13.717 Liters) |
| with Heat Exchanger, Add. | 6½ Qts. (6.149 Liters) |
| MerCruiser 310 Engines | 20 Qts. (18.920 Liters) |
| with Heat Exchanger, Add. | 6½ Qts. (6.149 Liters) |

C. MERCUISER IA-IB-IC STERN DRIVE POWER PACKAGE PERFORMANCE VARIATIONS

(For Page 12 of Installation Section II)

It has been brought to our attention that there have been cases of like-model boats with like-model engines operating at different RPM's and speeds under identical conditions. In several cases, we have found that an incorrect MerCruiser IA-IB-IC drive was coupled to the engine, resulting in the difference (gear ratio variation). We also have found that the identification of the drive unit, in a number of cases, was incorrectly stamped on the drive at the factory. It is recommended that, in instances where identical boats are used with varying performance between like-models, the stern drive upper gear ratio be checked so that we may be certain that the correct drive is applied to the engine. (Refer to Bulletin 13, Sec. XII, Para. F on "Color Coding".)

- MerCruiser IA - Upper end gear ratio 21:23, overall upper and lower ratio 1.85:1
- MerCruiser IB - Upper end gear ratio 20:24, overall upper and lower ratio 2:1
- MerCruiser IC - Upper end gear ratio 24:24, overall upper and lower ratio 1.7:1

D. SHIMMING TRANSOM PLATES - MERCUISER I AND II

(For Installation Section II)

Occasionally, a transom may not be the recommended thickness and will require shimming. Improper shimming of the transom plate will result in misalignment and cause coupling failure. If it is necessary to shim the transom, the transom openings must be cut in the shim to the template specifications and aligned precisely with the hole in the transom.

E. LUBRICATION OF HYDRAULIC TILT CYLINDER BUSHINGS - MERCUISER I & II

(For Installation Section II)

Apply a thin coating of Quicksilver MULTIPURPOSE Lubricant (C-92-35226) on rubber bushings when installing hydraulic tilt cylinders on MerCruiser I and II. (Figure 1) This will result in less resistance and improve action of the tilt.

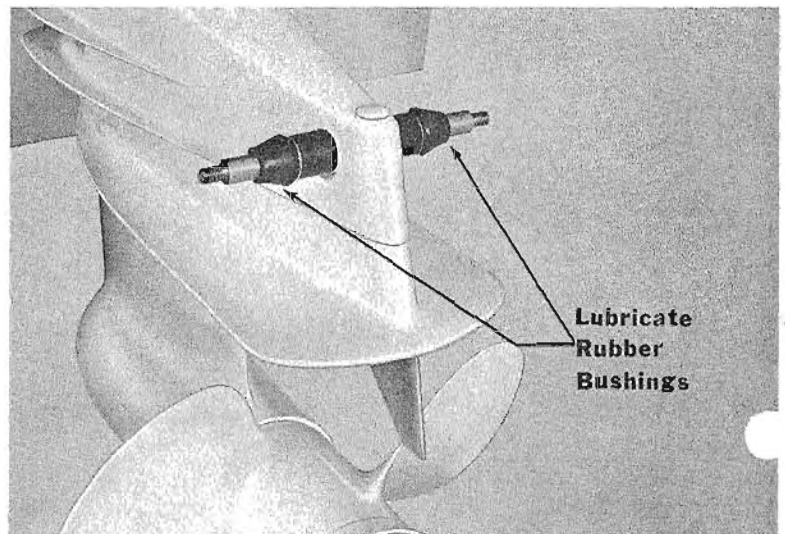


Fig. 1. Lubricating Rubber Bushings

F. LUBRICATION OF C-36077A1 & A2 PANEL CONTROLS and C-35651A1 CONSOLE CONTROLS

(For Miscellaneous Section X)

Lubricate C-36077A1 & A2 panel controls and C-35651A1 console controls in area where blocking pin roller rides on housing before assembling control housings. (Figure 2) Also lubricate this area when servicing these controls. Use Quicksilver MULTIPURPOSE Lubricant (C-92-35226).

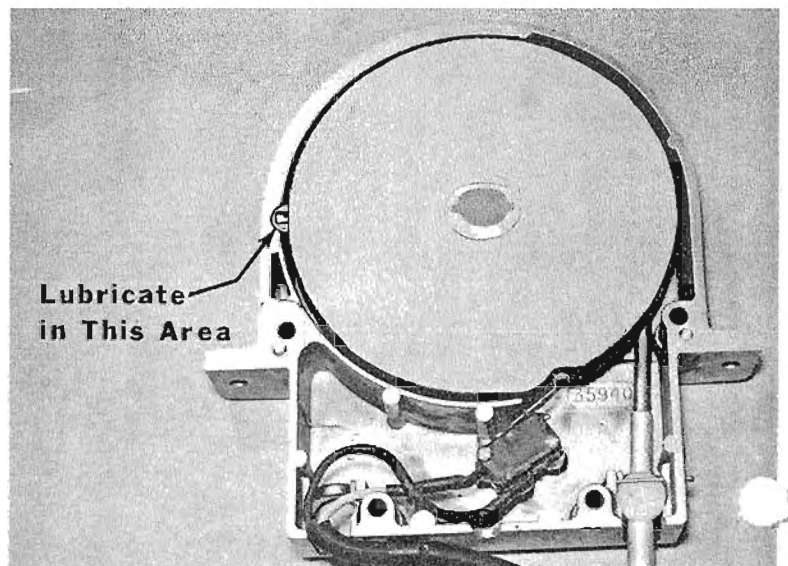


Figure 2. Control Lubrication