



# MERCUISER SERVICE BULLETIN

Section: 10 (Bulletins)

Number: 71-~~8~~-02

Date : 3/10/71 X

Cut individual items along broken lines and attach in appropriate sections of your MerCruiser Service Manual.

- A. Rocker Arm Ball Squeak (For Section 5A)
- B. Choke Conversion Kits (For Section 5C)
- C. Integral Charging System Operation (Sec. 3C)
- D. Oil Pressure and Water Temp. Gauges (Sec. 3D)

## A. ROCKER ARM BALL SQUEAK - MerCruiser 120-140(4-Cyl.)-160-165-200 Engines

(For Engine Section 5A)

A new, special Lubricant Additive (C-92-59957-1) eliminates rocker arm ball squeak on MerCruiser 120-140(4-Cyl.)-160-165 and 200 Engines. Disregard all previous service information relating to replacement of rocker arms and ball units for correction of this problem.

In most cases, squeak will stop within the first 10 hours of operation after Lubricant Additive (supplied in a 4-oz. container) is applied as follows:

1. Drain crankcase and refill with fresh oil plus 2-oz. of Additive (C-92-59957-1).
2. Use remaining 2-oz. of Additive with next oil change.

Warranty claims for replacing rocker arms and ball units to eliminate squeak will be rejected after June 1, 1971.

C-92-59957-1

Lubricant Additive

\$ 1.20 U.S. List

## B. CHOKE CONVERSION KITS - MerCruiser 225-250-270-325 Engines with Electric Choke

(For Engine Section 5C)

Choke Conversion Kits are available to replace the electric choke on MerCruiser 225-250-270 and 325 Engines with a thermo-mechanical choke. A choke kit should be installed on an engine which is affected by particular climatic conditions and, thus, requires a longer choking cycle to improve cold engine operation.

B-52186A1 Choke Conversion Kit - MerCruiser 225-250-270 Stern Drive Engines and MerCruiser 250-270 Inboard Engines \$ 9.15 U.S. List

B-52186A2 Choke Conversion Kit - MerCruiser 325 Stern Drive and Inboard Engines \$ 8.15 U.S. List

### C. INTEGRAL CHARGING SYSTEM OPERATION *(For Electrical Section 3C)*

Operating characteristics of the integral charging system (alternator with internal voltage regulator) differ from those of the charging systems with external voltage regulators.

In some cases, an alternator has been replaced when the ammeter does not indicate any current output after the engine was started and run at slow speed. Then, after replacing the alternator, it is found that the same condition exists. To prevent such an incident, observe the following paragraph which outlines normal operation of the system:

“The integral charging system alternator will not provide any voltage and current output when the engine is first started until the alternator speed reaches 2000-3000 RPM (1000-1500 engine RPM). The initial voltage buildup, caused by residual magnetism, turns the regulator on at this speed. Once the regulator has turned on, it will remain turned on at lower speeds and the alternator will continue to supply output until the engine is stopped. Failure to obtain output below 3000 RPM (1500 engine RPM), before the regulator has turned on, does not indicate a defective alternator.”

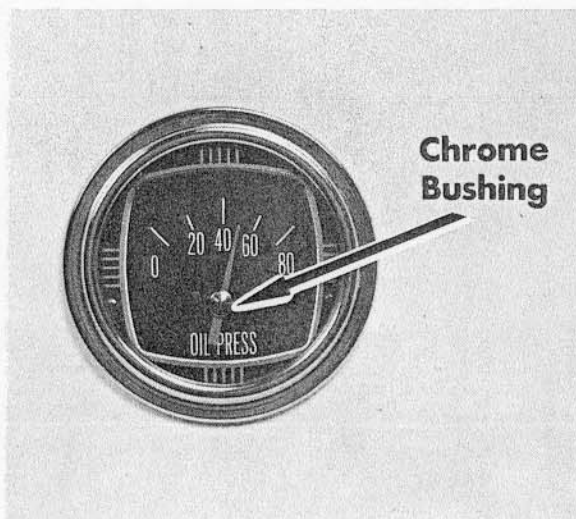
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### D. MERCURISER OIL PRESSURE and WATER TEMPERATURE GAUGE POINTER POSITIONS

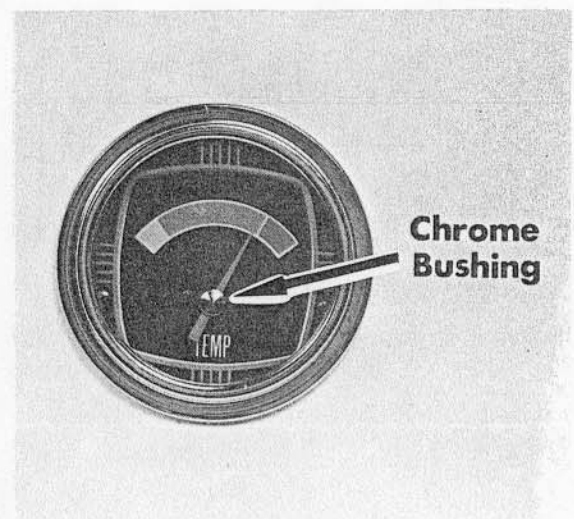
*(For Electrical System Section 3D)*

Pointers on latest type oil pressure and water temperature gauges (shown, below) may slowly drift toward mid-scale and remain in that position after the ignition switch is turned to “Off”. This is a normal condition which occurs because these gauges have balanced

pointers that are sensitive to the residual magnetism of the gauge case. With the ignition switch in “Run” position and the engine not running, the pointer should return to the zero (“O”) position.



Oil Pressure Gauge



Water Temperature Gauge