

SALT WATER CORROSION on TRANSMISSION ELECTRIC SHIFT

(Attach Bulletin Reference Sticker to New P. 7C-24 of Your Service Manual.)

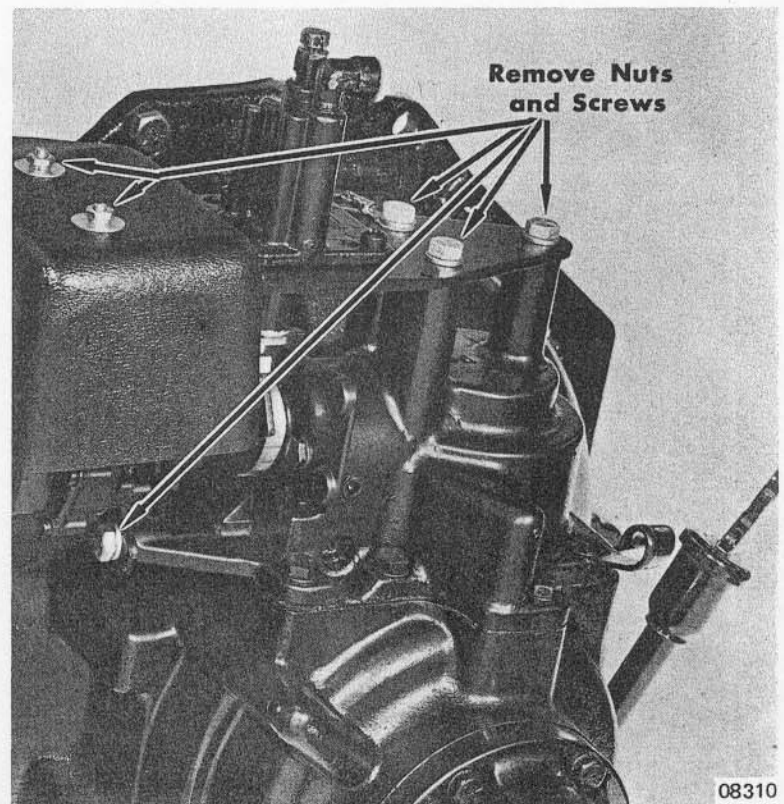
MCM 225-TR and 255-TR Stern Drive Engines
MCM II-TR (Serial No. 3640148 and Below) WITH Power Steering
MCM II-TR (Serial No. 3562885 and Below) WITHOUT Power Steering
MCM 255 II-TR (Serial No. 3524331 and Below) WITH Power Steering
MCM 255 II-TR (Serial No. 3523800 and Below) WITHOUT Power Steering

There is a possibility that the above engines, when operated in salt water areas, MAY experience a salt build-up on the moving parts of the transmission electric shift actuator and/or the reverse locking assembly. This condition can cause a shifting failure and possible damage to the shift actuator motor if it is stalled for more than one minute.

To correct the problem, the following steps must be taken to prevent the salt corrosion:

1. Disconnect the ground cable from the battery.
2. Remove the cap screws and nuts as shown in Figure 1.

**Figure 1. Nuts and
Cap Screw Locations**



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(OVER)

3. Tilt actuator and bracket forward as shown in Figure 2.
4. Clean salt deposits from plunger end of reverse lock assembly and apply a coat of Anti-Corrosion Oil (C-92-39928) on area shown in Figure 2.
5. Clean salt deposits from electric shift actuator shaft and from control valve shaft and apply a liberal amount of Multipurpose Lubricant (C-92-49588 or C-92-63250) to completely fill the space between end of motor housing and fork of output shaft. Also use Multipurpose Lubricant to fill the space between cam for reverse lock valve and cover on transmission, as shown in Figure 2.
6. Reassemble shift actuator assembly to transmission and replace actuator cover.
7. Connect ground battery cable and test unit for shifting to be certain that lubricated parts are working freely.

The above procedure should be considered a "Maintenance Check" each time the engine is serviced.

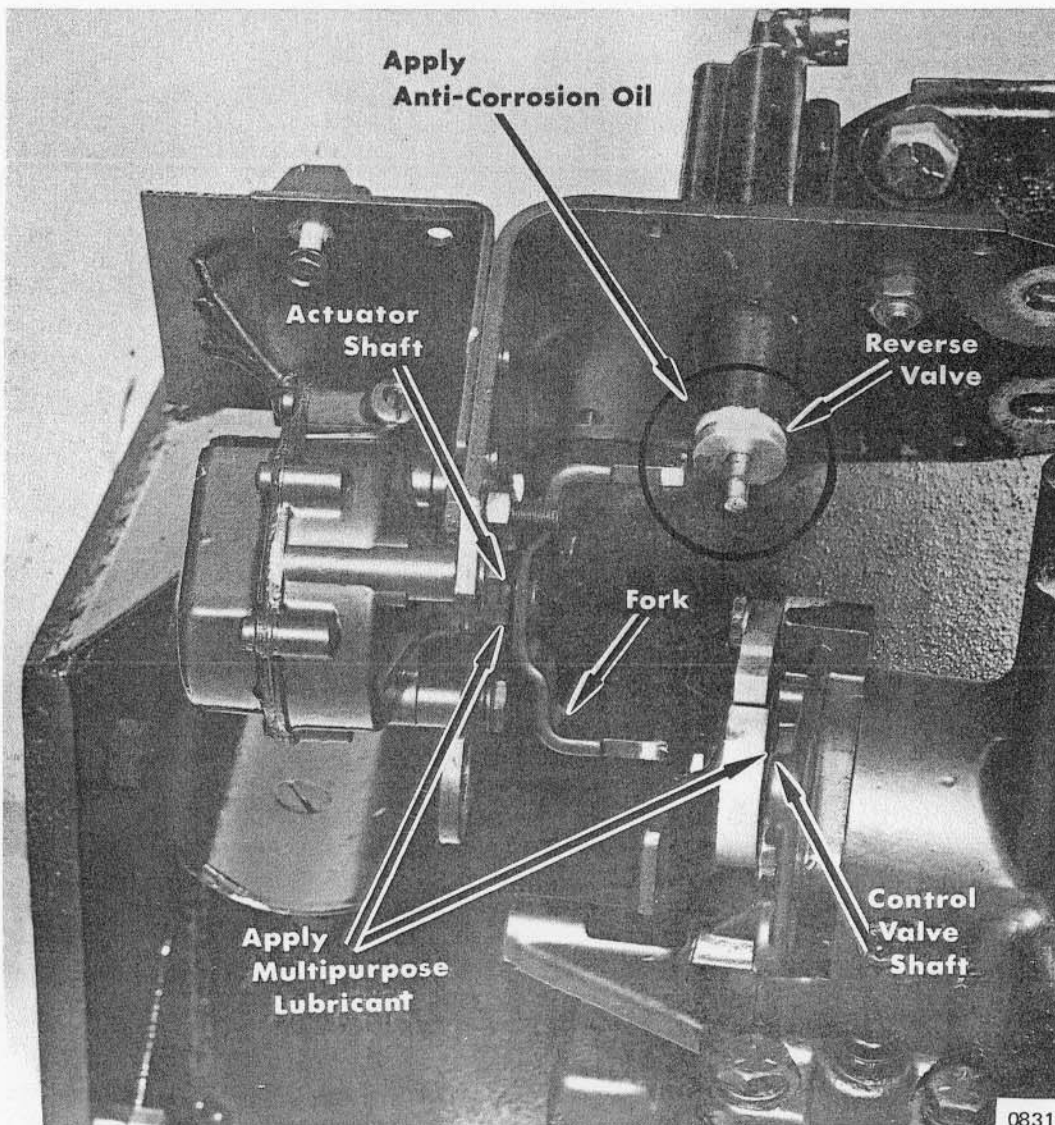


Figure 2.
Lubricating
Components