

CIRCULATE
TO:

SERVICE MGR.

PARTS MGR.

MECHANICS

Place in Your
"Service Bulletins"
Binder

- A. Carburetor Inlet Screen Removal
- B. Merc 1750 Fuel Pump Pulse Chamber
- C. New Alternator Driven Tachometer (C-79-76203A1)
- D. Timing Procedure - 1977 Merc 402
- E. Spark Plug Option - Merc 45-75-110

A. CARBURETOR INLET SCREEN REMOVAL

(Attach Service Bulletin Sticker to PP 5B-2 and 5B-6 of Your Service Manual.)

Complaints have been received regarding RPM drop-off and loss of top-end performance on some Mercury Outboard models; i.e., Merc 402-650-700-850-1 150-1500-1750. This possibly could be caused by carburetor fuel inlet screen(s) [strainer(s)] that are plugged by foreign material. Should this occur, remove all fuel inlet screens (strainers) from all carburetors and discard. Also remove all screens when servicing these outboards.

B. MERC 1750 FUEL PUMP PULSE CHAMBER

(Attach Service Bulletin Sticker to P. 5A-1 of Your Service Manual.)

Occasionally, a diaphragm in a Merc 1750 fuel pump may split. Revisions have been made in the fuel pump pulse chamber (A-67622) to prevent this from happening. If fuel pump diaphragm splitting is experienced, however, bevel the edges of the slot and center hole, as shown in Figures 1 and 2.

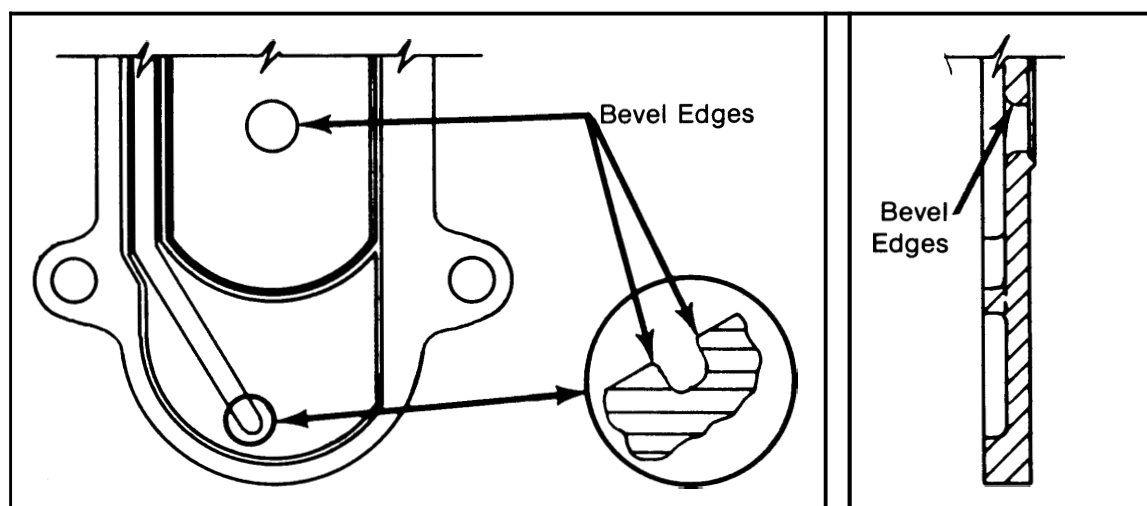


Figure 1.

Figure 2.

C. NEW ALTERNATOR DRIVEN TACHOMETER (C-79-76203A1)

(Attach Service Bulletin Sticker to P. 8D-2 of Your Service Manual.)

Remote controls with trim control (Power Trim control buttons in handle) required redesign of the tachometer plug and receptacle. When using these controls, and a tachometer is adapted to the Merc 500-to-1500, the installation requires new type harness (A-84-69108A3). All other installations require older style tach harness (A-46239).

The older style harness was included with tachometer assemblies A-79-73674A1 and A-79-73370A2. New tachometer C-79-76203A1 does not include a harness. Since 2 different style harnesses are being used, it has been determined that it is not practical to include either type with the tachometer. When ordering the new tachometer, separate harnesses must be ordered as follows:

(OVER)

Part No.	Description, Plug Type and Usage
A-46239	Older type with 3 flat terminals. Used with all remote controls that <u>do not</u> have trim control, including optional controls that require ignition/choke panel.
A-84-69108A3	New type with 4 round terminals. Used with all remote controls that have trim control in handle, including optional controls that require trailer/choke panel.

D. TIMING PROCEDURE - 1977 Merc 402

(Attach Service Bulletin Sticker to P. 3B-10 & Your Service Manual.)

When following the "Timing/Synchronizing/Adjusting" procedure (in the Outboard Service Manual) on 1977 Merc 402, Serial No. 4726798 and up (those with removable top cowl), proceed with the instructions, except use the timing window on the right (when facing the outboard). (Figure 3) On Merc 402's below Serial No. 4726798, continue to use the timing window on the left (when facing the outboard).

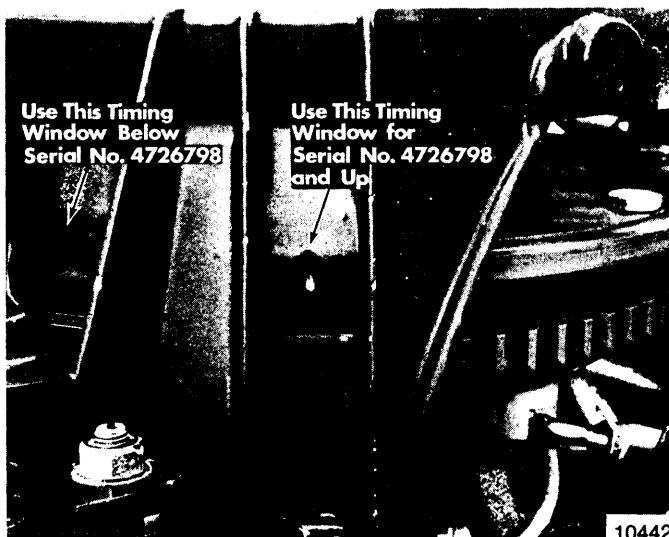


Figure 3. Timing Location - Merc 402

E. SPARK PLUG OPTION - Merc 45-75-110

(Attach Service Bulletin Sticker to P. 9A-1 & Your Service Manual.)

If a Merc 45-75-110 motor, equipped with Perma Gap (surface gap) spark plugs, is operated primarily at slower speeds (either for extended trolling or prolonged idle), the use of conventional gap spark plugs (AC No. M43FF or CHAMPION No. L-7J or equivalent) with a .050" (1.27mm) electrode gap may be desirable.

While installing conventional gap spark plugs may not provide spark plug life equal to that of a Perma Gap spark plug, they generally will provide smoother engine idle and reduce chances of spark plug wet fouling when motors are operated extensively at slower speeds.

IMPORTANT: In Belgium and Canada, substitute CHAMPION No. QL-7J (or equivalent) spark plug to comply with RADIO INTERFERENCE regulations.

Vendor Part No.	Mercury Part No.
AC M43FF	C-33-48370
CHAMPION L-7J	C-33-48370
CHAMPION QL-7J	C-33-72983