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**CIRCULATE TO:
SERVICE MANAGER
PARTS MANAGER
MECHANICS**

V-200 HP OUTBOARD CHROME-PLATED CYLINDER BORE SERVICING

(Attach Service Bulletin Sticker on P. 6D-7 in Your Service Manual.)

If a piston should score, thus transferring aluminum onto the chrome-plated cylinder walls, the following service procedure is recommended:

1. Clean the bore of aluminum deposits with diluted muriatic acid, as found in household toilet bowl cleaner.

CAUTION: Place acid solution on chromed areas only and leave on only long enough to raise the aluminum deposits.

SAFETY WARNING: Follow "Safety Warnings" that are found on labels of products which contain muriatic acid. Be sure to carefully observe the warnings in regard to handling, inhaling vapors and the use of eye protection.

2. Immediately wash all bores with soap and water and a brush until clean.
3. Using a gauge to measure the inside diameter of the cylinder, determine the out-of-round of each bore at a depth of approximately 1/4" (6.4mm) from the head mounting surface. An out-of-round condition less than .006" (0.152mm) is acceptable. If greater than .006", the block must be returned to the Factory Branch or Distributor Service Department for exchange.
4. Reassemble with new piston rings and piston in the affected bores. No honing or other bore processing is required. Re-use of unscored pistons and their rings in the remaining bores is recommended.

DO NOT mistake cylinder bore porosity (pitting) for cylinder damage. Porosity in a chrome lined cylinder is normal and in no way is detrimental to the engine operation or performance. All chrome-bored cylinder blocks have undergone thorough inspection during manufacturing operations and prior to assembly. Cylinder blocks are not to be replaced because of porosity in the cylinder chromed bore.

(OVER)

If chrome peeling or cylinder wall scoring (in excess of surface polishing) exists, then the cylinder block is not repairable in the field and must be reprocessed by the factory. Return the cylinder block and crankcase only for reboring and rechroming. Remove all parts. Gasket surfaces must be cleaned. **A** reboring and replacement exchange program is available.