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

## A. ENGINE FAILURES DUE TO OVERHEATING - V-6 Models

**CAUTION: Mercury Marine does not recommend engine mounting heights in excess of 25 inches (30 inches on XL models). On boats with an engine mounting height of 25 inches or more, extreme care must be taken to ensure proper water flow to the engine to prevent overheating.**

Installations above 25 inches with only a slight over-trim, especially in a turn, can cause momentary loss of water pressure. This loss can cause water remaining in the block to develop into steam pockets causing the pressure within the block to rise (reading on water pressure gauge also rises) which will result in engine failure. Under conditions of full throttle operation, the overheat warning system may not sound until damage has already occurred. Warranty is void if damage is due to incorrect installations.

## B. COOLING SYSTEM/THERMOSTATS - V-6 Models

It has been brought to our attention that some dealers of high performance boats are removing the thermostats from V-6 block cavities and plugging the block outlet hole with a pipe plug, under the misconception that this will improve engine cooling. It does not!

**CAUTION: Do not remove the thermostats nor plug the outlet holes. Should the engine become low on water, the vent hole in the thermostat valve provides a possible escape path for a steam pocket.**

Some dealers also remove the poppet valve assembly. Removing the poppet valve and diaphragm will lower the idle quality, especially in cold water are ~~17-22~~ <sup>17-22</sup> of the poppet valve will reduce water pressure by about ~~1/2~~ <sup>1/2</sup> PSI (it is normally ~~9-12~~ <sup>9-12</sup> PSI with the poppet installed) at full throttle. It will not increase water flow significantly. The water pressure at idle will be near 0 PSI. These pressures are for a new impeller and an accurate pressure gauge. Older impellers may give slightly lower pressure readings.

## C. FUEL PUMP DIAPHRAGM GASKETS - V-6 and I/L-6 Models

Outboard Service Bulletin 79-5, Item A, states not to interchange the V-6 (tan) fuel pump diaphragm gasket and the In-Line 6 cylinder (gray) gasket. The tan gasket can now be used in both the V-6 and In-Line 6 cylinder fuel pump. DO NOT, however, use the gray gasket in the V-6 fuel pumps.

## D. GALVANIC CORROSION

Whenever stainless steel propellers are used in conjunction with aluminum drive units, galvanic corrosion may be greatly accelerated. This is also true with any underwater accessory made of

stainless steel — particularly if it requires removal of the zinc trim tab (such as the mechanical torque eliminators now available). Consequently, Mercury Marine recommends the use of a MerCathode System (C-66632A3) or a large anti-corrosion Anode Kit (C-71320A2), whenever these items are used, especially in salt or brackish waters.

The MerCathode System will give permanent protection and is recommended where a high degree of corrosion exists. The MerCathode consists of 2 electrodes that are installed on the transom below the waterline and are wired to a battery-powered, solid-state controller.

The anti-corrosion Anode Kit consists of a sacrificial anode, hardware for transom mounting (below the waterline) and grounding wire. This Anode Kit gives protection against galvanic corrosion but must be replaced periodically.

Refer to “Dealers’ Guide for Quicksilver Accessories” for more detailed information on MerCathode.