service bulletin

MERCURY OUTBOARDS

NUMBER: 81-6
DATE: 7/17/81

CIRCULATE TO:
SERVICE MANAGER
PARTS MANAGER
MECHANICS

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B. Dual Outboard Installation - Merc 90
C. Power Loss - V-6 Outboards
D. Thermostat Removal - Merc 40
E. Propeller Nut Wrench - C-91-95830

A. TACHOMETER - MERC 40E and 40EL

The only Mercury tachometers that can be used with Merc 40E and 40EL Outboards (serial numbers listed below) is Part Nos. C-79-91869A1 (6000 KPM), C-79-90767A1 (6000 KPM) and C-79-91872A1 (8000 RPM).

U.S.	**Serial No. 5823918 and Above**
Australia	**Serial No. 8070740 and Above**
Belgium	**Serial No. 9299486 and Above**
Canada	**Serial No. 7169488 and Above**

These tachometers have a selector dial on the back with four positions (4-6-8-ALT). When these tachometers are used with the above listed outboards, and also when used with the Merc 18E arid 25E, the selector dial must be set on **"8".**

It is to be noted that some Merc 40E and 40EL Outboards in the above listed serial numher groups are equipped with a stator assembly that will not register properly on the tachometer tachometer will register approximately **2/3** of actual RPM). Should a customer choose to use a tachometer on these outboards, it will be necessary to install a new stator, Part **No.** A-86704A2.

B. DUAL OUTBOARD INSTALLATION - MERC 90

Mercury Marine's policy is one of constantly improving its products in the best interests of its customers. The Merc90 Outboards (starting with the following serial numbers) are now rated at propeller shaft horsepower. Merc90 Outboards with serial numbers below those listed were rated at crankshaft (powerhead) horsepower.

U.S.	**Serial No. 5299506 and Above**
Australian	**Serial No. 8060545 and Above**

When setting up a boat with dual Merc 90 Outboards, both outboards must be in the same serial number category (either both above or both below the listed serial numbers). If intermixed, the performance difference between the outboards will make set up and propeller selection difficult.

C. POWER LOSS - V-6 OUTBOARDS

Conditions of' high temperature, low barometric. pressure arid high humidity all combine to reduce engine power. This in turn, is reflect in decreased boat speed. For boaters to realize optimum engine performance under changing weather conditions, it is essential that the engine be propped to allow it *to* operate at or near **the top** end of' the recommended **RPM** range at wide-open-throttle.

For better acceleration, such as needed **in** water skiing, propping up to 500 **RPM** above the recommended range is advised. **Not** only does this allow the engine to develop full power while under the heavier load, but, equally important is **the** fact that the engine also will be operating in an **RPM** range that **enhances** overall reliability of **the** engine.

(OVER)

D. THERMOSTAT REMOVAL - MERC 40

If a Merc 40 is to be operated primarily in cold water areas [normal water temperature Below 50"F (10°C)] and/or areas where extreme day-to-day temperature variations of 20"F to 40"F (–6°C to 5°C) are common, Mercury does not recommend removal of the thermostat.

A thermostat controlled cooling system maintains a constant, higher engine operating temperature, thus providing smoother engine operation, particularly at slower operating speeds.

Should a Merc 40 be operated in temperature conditions warmer than those listed above, however, it would be permissible to remove the thermostat.

E. PROPELLER NUT WRENCH - C-91-95830A1

A new Propeller Nut Wrench (C-91-95830) is now available. The wrench fits the propeller nut on Mercury Outboards 80 HP and UP and MerCruiser I and TRS. The wrench also can be used to bend the tabs on the tab washer for installation or removal of propeller.

C-91-95830A1 Propeller Nut Wrench