MERCURY OUTBOARDS service bulletin

NUMBER: 82-11

The New Service Bulletin **Look!!!** All Future Product Service Bulletins Will Be On White Paper . . . Easier To Read . . . Clearer Photographs and Illustrations.. . Product Identification At TOPof Bulletin For Easy Filing.

CIRCULATE TO:
SERVICE MANAGER ☐
PARTS MANAGER ☐
MECHANICS ☐
"Place in a Service Bulletin Binder"

A. Battery Installation/Outboard Powered Aluminum Boats
B. Quicksilver Tachometer/RPM Indicator
C. Bearing Carrier Lube Fittings - New 80/90/ 115 HP Models
D. Engine Installaiton - New *50/70* HP Models

A. BATTERY INSTALLATION/OUTBOARD POWERED ALUMINUM BOATS

We have received several reports of remote control cables, tiller handle cables and/or wiring harnesses having been overheated/burned due to careless battery installations in outboard powered aluminum (metal) boats. This type of problem usually occurs when an **unsecured** battery shifts position, permitting an exposed POSITIVE (+) battery terminal to make contact with the metal hull, completing a shorted circuit to ground.

For this reason, the following practices/procedures are strongly recommended by Mercury Marine whenever installing a battery in an outboard powered aluminum (metal) boat.

1. Select a suitable location to place battery — one that allows reasonable access for maintenance but, as far from fuel tank/lines and electrical equipment as practical.
2. Place the battery in an approved battery box of appropriate size. (Commercially available plastic battery boxes with cover and tie down(s) are ideal).
3. Make sure that the battery is secure within the battery box (battery will not slide or chafe inside the battery box) and SECURE the battery box in position with tie down(s).

IMPORTANT If for any reason these recommendations are not complied with, at the very least the battery should be positioned to prevent sliding, chafing and/or tipping and the POSITIVE (+) battery terminal should be covered with a non-conductive boot or shield. Also, Remote Controls or Ignition/Choke Panels should be mounted in a manner that keeps the wiring harnesses away from bilge water. Tape back (insulate) any unused lead wires from these harnesses.

B. QUICKSILVER TACHOMETER/RPM INDICATOR

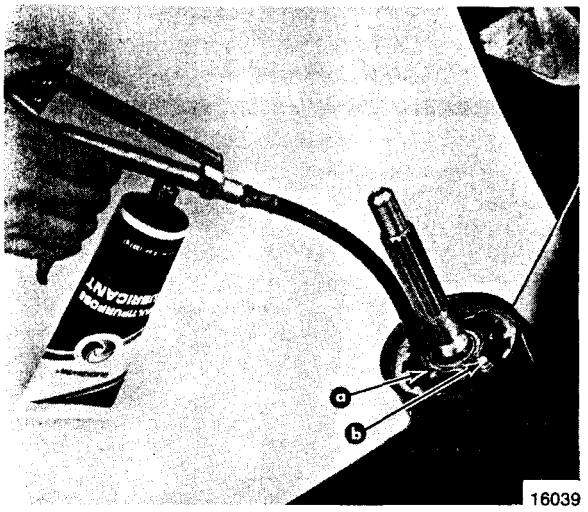
Recently, Quicksilver Tachometer meter movements were switched to a more rugged design. A characteristic of this new movement is that the RPM indicator will "float" at any position until the ignition key is "ON" (+ 12 volts). The "floating" indicator movement does not in any way affect accuracy of the tachometer. ALL tachometers with a rotary selector switch on the back of the tachometer case have the new meter movement.

C. BEARING CARRIER LUBRICATION FITTINGS - NEW 80/90/115 HP MODELS

New 80/90/115 HP models have two lubrication fittings in the gear housing bearing carrier (Figure 1). To prevent bearing carrier seizure, lubrication with Quicksilver Multipurpose or 2-4-C Lubricant at least once a season, is recommended (two to four pumps of lubricant in each fitting is sufficient).

The older Gear Housing Cover Tool P/N 91-73688 will strike on the outer lubrication fitting. The tool must be modified by machining the inside diameter, as shown in Figure 2 (or, a new, modified tool, 91-73688 may be purchased).

(OVER)



a - Inner Lubrication Fitting (Hidden)
b - Outer Lubrication Fitting

Figure 1. Bearing Carrier Lubrication

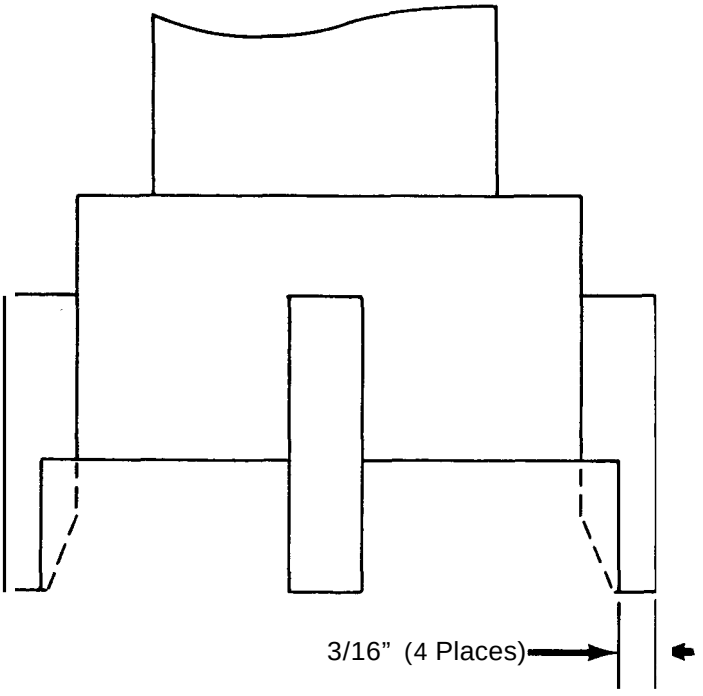


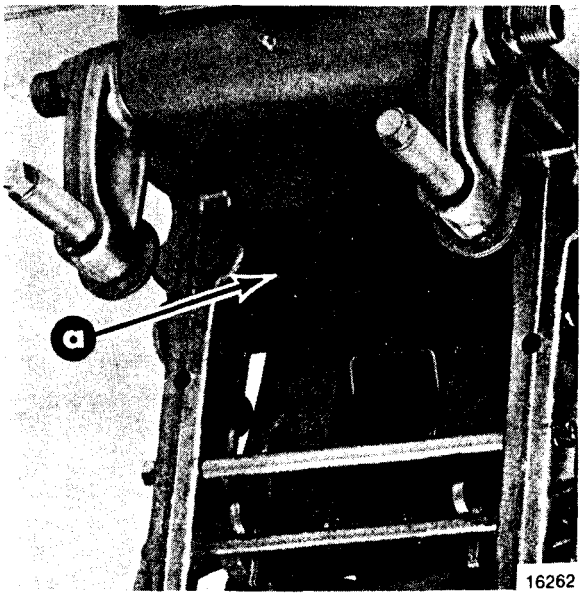
Figure 2. Tool Modification

CAUTION: Before installing a Quicksilver Chopper Propeller on any of the above outboard models, make certain that the "ears" on the propeller do not strike the lubrication fittings (lubrication fittings were recessed further into the carrier on later production models). If this should occur, it will be necessary to replace the bearing carrier assembly with a new one, P/N 41529A1.

D. ENGINE INSTALLATION - NEW 50/70 HP MODELS

The shock absorbers are no longer standard equipment on new 50/70 HP models. They have been replaced with a nylon strap. When installing these outboards on the boat transom. MAKE CERTAIN that the nylon strap is not caught between engine and top of boat transom. (Figure **3)**

*NOTE: Power Trim Installation Kit, P/N **62538A3 now** contains the installation pins that were previously standard when the shock absorbers were on the outboard.*



a - Nylon Strap

Figure **3.** Installing Engine on Transom