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

A. MODEL 75-90-115 WITH TRANSOM MOUNTED POWER TRIM SYSTEM**▲ CAUTION**

DO NOT open "Fill" screw while unit is in the down (trimmed in) position. The reservoir is pressurized in the down position and oil may blow out of the "Fill" hole.

This is a reminder that the new Transom Mounted Power Trim System on Model 75-90-115 outboards require the use of Automotive Transmission Fluid (ATF), Type A.

B. CAUTION: SHIFTING AT EXCESSIVE RPM

Customers are to be advised to follow proper shifting techniques as described in the various Outboard Operation and Maintenance Manuals. Shifting at excessive (above 750) RPM is a common cause of gear housing failures. This is particularly true of those boats equipped with a foot throttle when the engine is revved up in neutral and then dropped into gear.

C. NECESSITY OF USING LOCTITE PRIMER WHEN USING LOCTITE

It is being brought to our attention that various grades of Loctite are being applied without the use of Loctite Primer. Loctite will not bond or seal properly under those conditions. For proper and rapid curing of Loctite, always clean the surfaces thoroughly and apply Loctite Primer T (92-59327-1) according to directions on the container.

D. OVERHEAT AND/OR OIL INJECTION WARNING HORN

It becomes necessary at this time to caution dealers against the increasing practice of disconnecting (or not connecting at all) the overheat and/or oil injection warning horns. The purpose of the warning system is to give the operator an indication of a problem in the cooling and/or oil injection system and prevent failure of the outboard. Should a failure occur and the warning horn has been intentionally made inoperable, any warranty consideration will be voided. Be sure you advise your customers accordingly.