

- A. Vapor Lock Problem * Model 40 and 402
- B. Cracked Cap Style Connecting Rods * Model 40/70/80/90/ 115
- C. Retorquing of Cylinder Heads * All V-6 Outboards
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NUMBER: 84-1

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

A. VAPOR LOCK PROBLEM * MODEL 40 and 402

Should a customer complain of carburetor problems due to a vapor locking on a 1983 or earlier model 40 or 402, it may be necessary to install the 76575A6 fuel pump assembly. This fuel pump assembly provides higher fuel pressure and increased pump capacity. This will help to reduce vapor lock problems.

B. CRACKED CAP STYLE CONNECTING RODS * MODEL 40/70/80/90/115

Current model 40/70/80/90/115 outboards are now using the cracked cap style Connecting Rod, Part No. 624-8101A3, Figure 1.

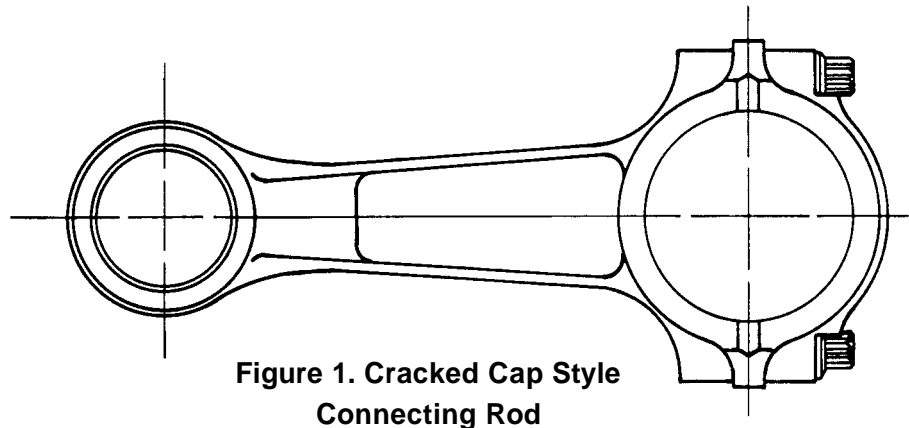


Figure 1. Cracked Cap Style
Connecting Rod

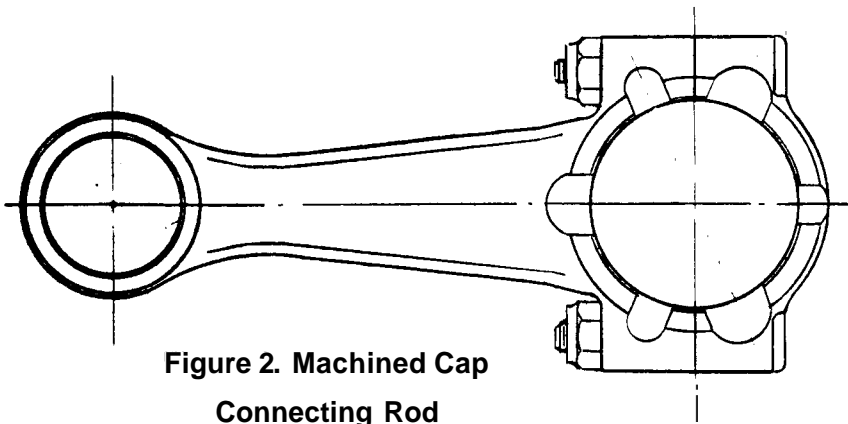
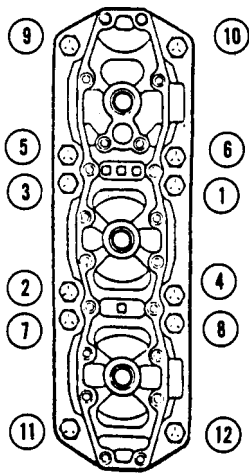


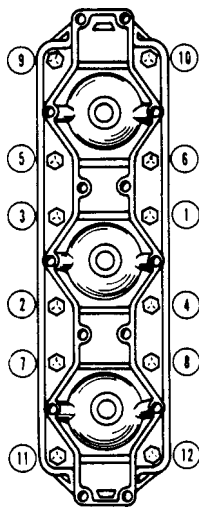
Figure 2. Machined Cap
Connecting Rod

The cracked cap style Connecting Rod, Part No. 624-8101.43 supersedes and will backfit for Connecting Rod, Part No. 622-4850A3 (Figure 2) for all applications. DO NOT, however, use the old machined cap rod, Part No. 622-4850A3 in any current engine using the new cracked cap rod. The new rod extends bearing life considerably.

Type 1
 40 Lbs. Ft. (54.2 N.m)
 Add Light Oil to Threads



Type 2
 30 Lbs. Ft. (40.7 N.m)
 Add Light Oil to Threads



Retorque head bolts after engine has been run approximately 3 hours

Figure 3.

D. DRIVE SHAFT USAGE * PART NO. 45-69251 * 6 CYLINDER IN-LINE MODELS 140/1500

Presently, Drive Shaft, Part No. 45-69251 is used with all model 75/80/90/115/140/1500 outboards. Effective immediately, Drive Shaft, Part No. 45-69251 will only be used on model 140 and 1500. Model 75/80/90/115 will use Drive Shaft, Part No. 45-76036. Mark your parts lists accordingly.

E. NEW SERVICE TOOLS FOR 1984 MODEL 75/90/115 WITH POWER TRIM

91-44487A1, Trim Rod Guide Removal Tool, Figure 4. Removes the guide assembly from the trim cylinders.

91-44486A1, Trim Rod Removal Tool, Figure 5. Clamps onto the trim rod to grip rod and aid in removal from cylinder.

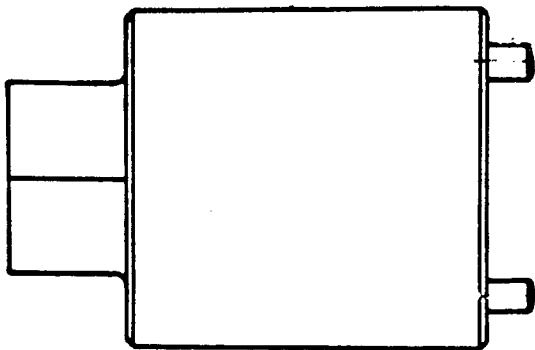


Figure 4.

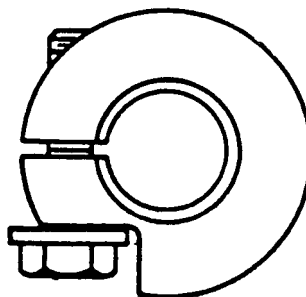


Figure 5.

F. MODEL 80-200 - IGNITION COIL TEST PROCEDURE

The Service Manuals for Models 80-140 and Models 150-200 have an incorrect ignition (secondary) coil test procedure. The correct procedure is as follows:

IGNITION COIL TEST

IMPORTANT: VOA meter tests can only detect certain faults in the ignition coils. Replace ignition coil if VOA meter readings (listed in chart, following) are not as specified. If coil tests OK, and coil is still suspected of being faulty, use Quicksilver Ignition Analyzer, Merc-o-tronic Magneto Analyzer, or Direct Voltage Adaptor (DVA) to thoroughly check coil.

1. Disconnect wires from positive (+) and negative (-) coil terminals.
2. Remove the spark plug (hi-tension) lead from coil tower.
3. Use a VOA meter and perform the following tests:

Note: Copper wire is an excellent conductor, but it will have a noticeable difference in resistance from cold to hot temperatures. Reasonable variations from these specified readings are acceptable.

TEST LEADSTO —	RESISTANCE (OHMS)	METER READING (x _____)
Between (+) and (-) coil terminals.	.02- .04Ω *	.02- .04 (Rx1) *
Orange color coils only — Between coil tower and either (+) or (-) coil terminal	No Continuity	No Continuity
Between coil tower and engine ground (if mounted) or to small pigtail wire on back side (if removed)	800-1100 R	8-11 (Rx100)
On blue color coils — Between coil tower and either (+) or (-) coil terminal (mounted or removed)	800-1100 R	8-11 (Rx100)

* *The primary DC resistance of these coils generally is less than one (1) ohm. If a reading (resembling a short) is obtained, this would be acceptable.*

4. If meter readings are not as specified, replace ignition coil. Refer to "Ignition Coil Removal and Installation", following.

Mark the correct procedure in your Service Manuals for future reference.