MERCRUISER SERVICE BULLETIN

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Ignition Failures - MerCruiser Engines

IGNITION FAILURES - MERCRUISER ENGINES

Listed below are steps necessary to determine the 4 possible sources of failure if the engine does not start but the starter cranks the engine and all ignition system components test satisfactorily.

Ignition failure could be caused by the tilt switch in the stern drive unit, by the shift inter-lock switch or by the tachometer, all of which are connected thru the brown lead wire to the coil, or it could be caused by the Power Tilt key switch in the panel. (Figure, over)

In order to determine which of these components is not functioning, check by following a process of elimination. After disconnecting one part, reconnect the other lead wires so that only one part is eliminated at a time. If the engine fails to start, the next part should be disconnected and checked. If the engine starts, it indicates that the disconnected part was the source of difficulty and must be replaced.

1. Turn key on Power Tilt panel (No. 1, over) to "Run" position and try to start engine. If engine starts, either the key switch or tilt switch (No. 2) is at fault, and the following steps should be undertaken:

   a. Disconnect the 2 drive unit tilt switch lead wires which enter thru the inner transom plate. Try to start engine. If it starts, the tilt switch must be replaced; if not, continue to the next step.

   b. Reconnect these lead wires and disconnect the brown and brown/white wires from the tilt panel, then attempt again to start engine. If engine starts, replace tilt panel key switch. If engine does not start, turn key "off", reconnect lead wires and continue with step No. 2, following.

2. Disconnect black and brown wire from shift inter-lock switch (No. 3) which is located on the face of the inner transom plate. If engine starts, replace shift inter-lock switch.

3. If engine fails to start after making preceding checks, reconnect all other leads and disconnect brown tachometer wire from the coil (No. 4). If this permits the engine to run satisfactorily, it then would indicate that an internal ground has formed in the tachometer, and the tachometer must be replaced.

(OVER)

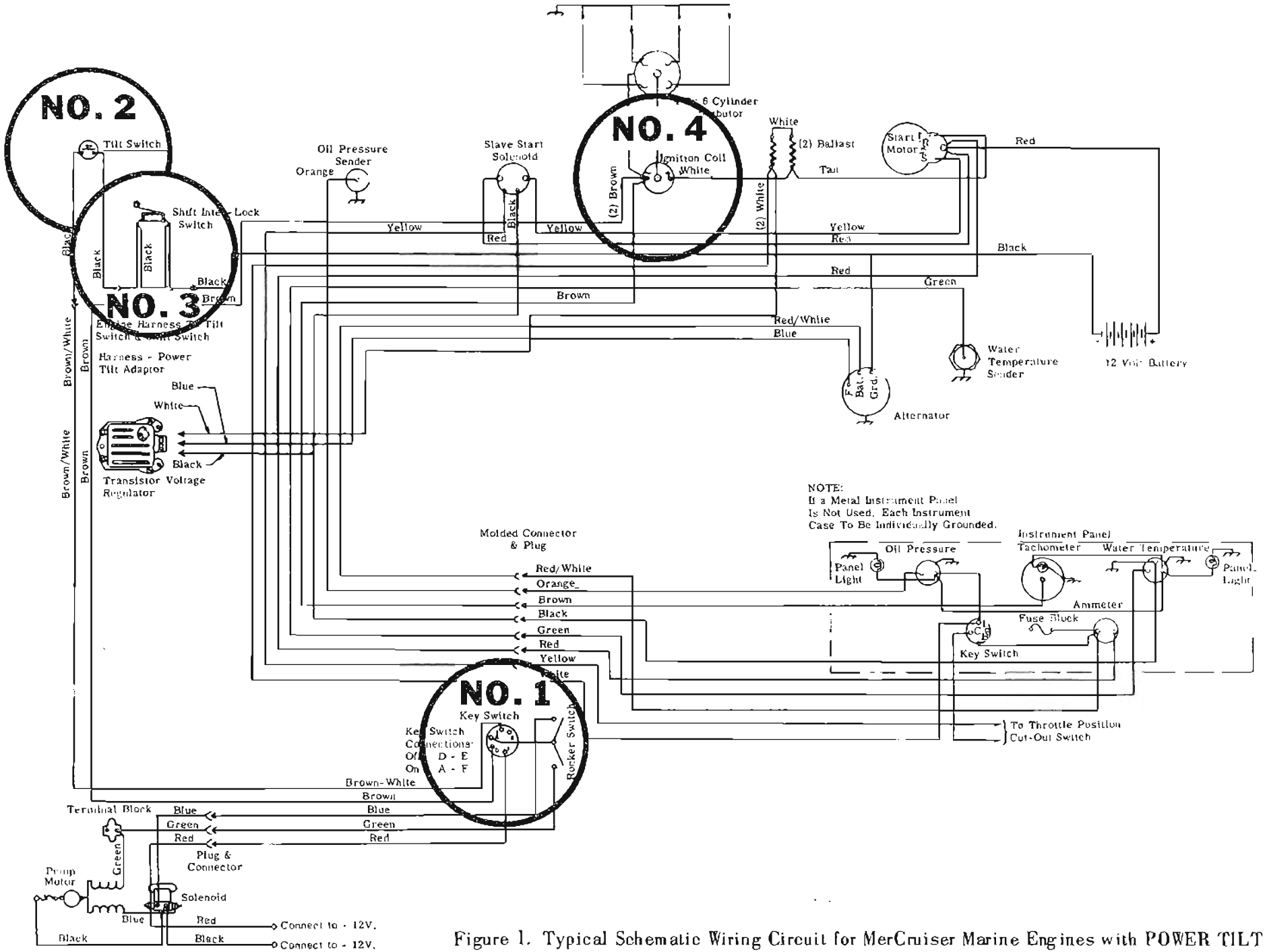

Figure 1. Typical Schematic Wiring Circuit for MerCruiser Marine Engines with POWER TILT