



# MERCURISER SERVICE BULLETIN

Section: XIII (Service  
Bulletins)  
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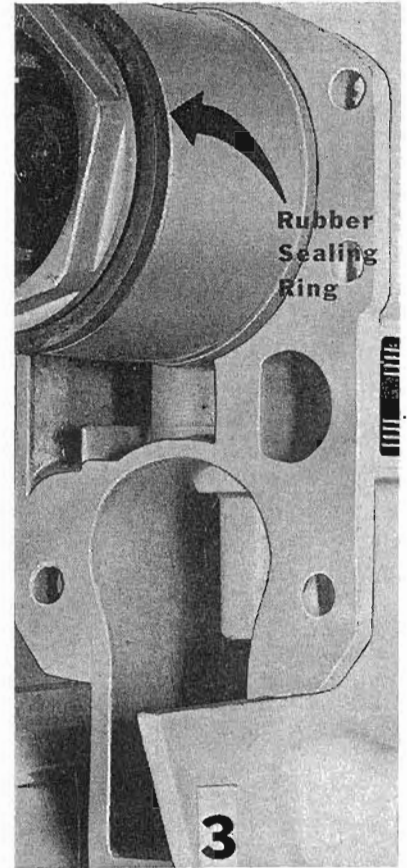
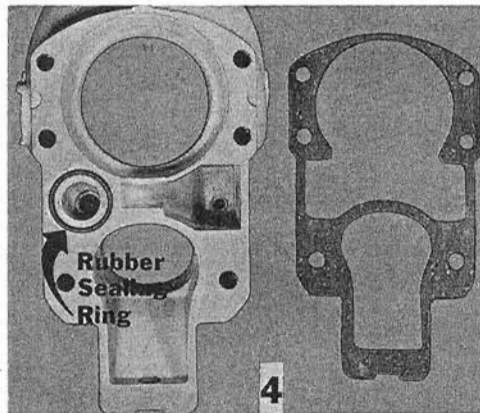
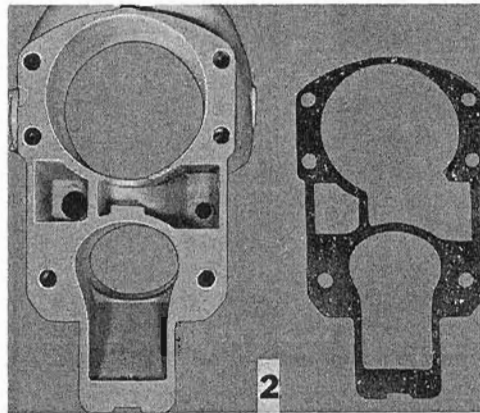
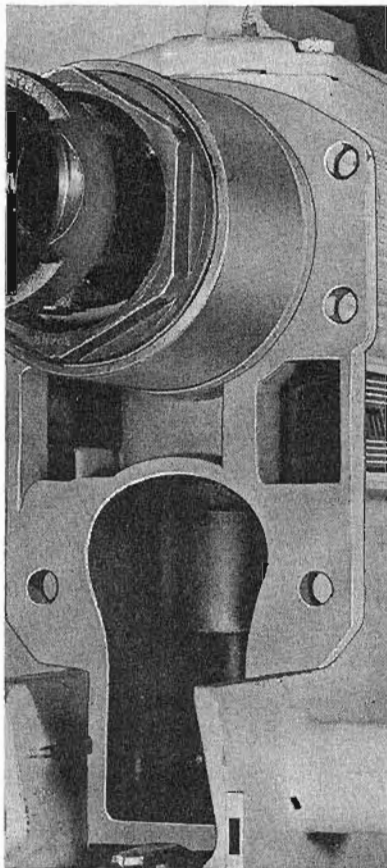
Beaver Dam, Wis.  
U.S.A.

- A. Sealing Procedure, Drive Shaft Housing to Bell Housing, MerCruiser I
- B. Galvanic Corrosion Induced by Anti-Fouling Copper-Base Bottom Paint
- C. Starter Solenoid (25661) Inspection
- D. Ignition Coil Test

## A. SEALING PROCEDURE, DRIVE SHAFT HOUSING TO BELL HOUSING, MERCURISER I

The type of sealing between the MerCruiser I drive shaft housing and bell housing has been changed. Original production depended upon two (2) gaskets (Figure 2 for sealing the 2 housings. (Figures 1 and 2) This now has been changed to provide sealing primarily on 2 rubber sealing rings (Figures 3 and 4) in addition to a single gasket. (Figure 4)

This new style drive shaft housing (Figure 3) can be used with either the earlier bell housing (Figure 2) or the new bell housing (Figure 4), providing the correct gaskets are used. Gaskets for the earlier bell housing (2 gaskets 27-32599) are shown in Figure 2, for the new bell housing (one gasket 27-33796) in Figure 4.



The earlier drive shaft housing (Figure 1) can be used only with earlier bell housing (32499A1) and 2 gaskets (27-32599), shown in Figure 2, or with replacement bell housing assembly (34140A1) used on MerCruiser I, Serial No. 1535211 and below.

When new style bell housings 33506A1 or 33795A3 (Figure 4) are used, be sure to use new style gasket 27-33507 or 27-33796 used on MerCruiser I, Serial No. 1535212 and up.

Use Gasket Adhesive (92-25234) to secure gaskets to bell housing. Always replace used gaskets to assure a good seal to prevent water leakage.

**BE SURE TO FOLLOW THE PRECEDING PROCEDURE  
OR WATER LEAKAGE BETWEEN THE 2 PARTS WILL OCCUR!**

(OVER)

## B. GALVANIC CORROSION INDUCED BY ANTI-FOULING COPPER-BASE BOAT BOTTOM PAINT

Many cases of galvanic corrosion (erosion and pitting) of aluminum outboard or MerCruiser Stern Drive Units -- especially in salt water areas -- have been attributed directly to some of the "Anti-Fouling Copper Bottom Paints" applied to boat bottoms and, in some cases, even painted directly on the drive unit itself.

*CAUTION: Do Not Use Anti-Fouling Paints Which Contain Copper or Mercury Compounds for Boat Bottoms (or Drive Units), as It Will Result in Corrosion of Aluminum Drive Housings and Gear Housings!*

Following is a list of paint manufacturers who make anti-fouling paints for boat bottoms which do not contain the harmful copper and mercury compounds and, therefore, are suitable for use with aluminum surfaces. Undoubtedly, there are other paint manufacturers with similar anti-fouling paints that will not cause corrosion of aluminum (especially in salt water).

International Paint Co.  
21 West St.  
New York, N. Y.

Smith-Valspar, Marine Div.  
200 Sayre St.  
Rockford, Ill.

U.S. Yacht Paint Co.  
P.O. Box 525  
Roseland, N. J.

Glidden Paint Company  
230 Park Ave.  
New York 17, N. Y.

Baltimore Copper Paint Co.  
501 Key Highway  
Baltimore, Md.

F.C. Kenyon Company  
P.O. Box 92  
Whippany, N. J.

H.A. Calahan, Inc.  
859 Momaroneck Ave.  
Mamaroneck, N. Y.

Andrew Brown Paint Co.  
P.O. Box 229  
Laurel, Md.

Pettit Paint Company  
Belleville, N. J.

E.I. duPont de Nemours & Co.  
Wilmington, Del.

## C. STARTER SOLENOID (25661) INSPECTION

Two different starter solenoids are stocked under Part No. 25661. The present solenoid has 4 terminals (2 large and 2 small) and is required for MerCruiser Marine Engines. One of the terminals on this model solenoid is a ground terminal.

Earlier starter solenoids had 3 terminals (2 large and one small) and were grounded thru the attaching bracket. This 3-terminal solenoid cannot be used with MerCruiser Marine Engines.

## D. IGNITION COIL TEST

Ignition coil 32704 for 4 and 6-cylinder MerCruiser Marine Engines contains an internal resistor. Do not attempt to make replacement with a standard automotive coil, or ignition failure will occur on the engine.

Test specifications with the Magneto Analyzer (91-25213) are as follows:

<i>Maximum Operating Amperes</i>	.5
<i>Primary Resistance (Ohms), Minimum</i>	3.9
<i>Primary Resistance (Ohms), Maximum</i>	4.3
<i>Secondary Continuity</i>	48-58