MERCRUISER SERVICE BULLETIN

Section: XII *(Bulletins)*
Number: 68-6-01
Date : 1/3/68

Cut individual items along broken lines and attach in appropriate sections of your MerCruiser Service Manual.

A. MerCathode Kit Installation on Stern Drives *(Section X)*
B. Drive Gear Identification - MerCr. 160 & IC *(Section IX)*
C. Moisture-Proofing Pump Motor *(Sec. X)*
D. Remote Control Cable Connection *(P. 2E of Section II)*
E. Tilt/Shock Cyl. Repair *(Sec. X)*
F. Tilt Switch Act. Lever *(Sec. IX)* G. Screw Removal *(Sec. II)*

A. MERCATHODE KIT INSTALLATION (C-46733A1) ON STERN DRIVES *(For Miscellaneous Section X)*

1. MerCruiser Stern Drive Units -- whenever equipped with MerCathode -- have shown good surface condition with no galvanic corrosion damage or deterioration to the drive and components. The elimination of the corrosion problem provides for far easier servicing of the unit after operation, thereby reducing service labor which results in a considerable savings to the customer. Sell this fact to your customers!
2. After numerous MerCathode installations, we have found that installation of the anodes thru the transom is simpler -- and in some cases more effective -- than thru the transom plates. It is recommended, therefore, that future MerCathode installations have anodes installed directly thru the transom of the boat. Refer to MerCathode Installation Procedure and Information Manual C-90-46735.

B. DRIVE GEAR IDENTIFICATION - MerCruiser 160 and IC *(For PP 8-14A-17 of Drive Unit Section IX)*

MerCruiser 160 and IC drive gear assemblies are matched sets. The gears are lapped with the mating part.

MerCruiser 160 gear assembly B-43-45569A2 has etched marks on the inside of pinion and gear teeth. (Figure 1)

MerCruiser IC gear assembly B-43-35994A2 has "C" marks on the inside of pinion and gear teeth. (Figure 2)

Mating of gears, tooth-for-tooth as shown in Figures 1 and 2, must be made when installing or replacing gears.

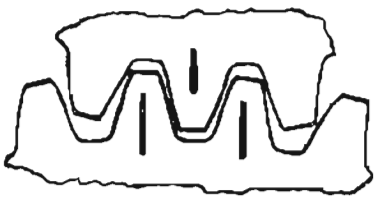

Figure 1 MerCruiser 160 Gear

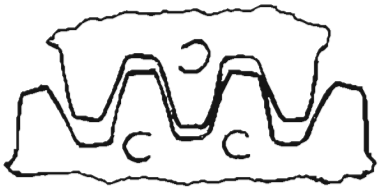

Figure 2 MerCruiser IC Gear

C. MOISTURE-PROOFING HYDRAULIC PUMP MOTOR *(For P. 86 of Miscellaneous Section X)*

Moisture-proofing is recommended for hydraulic pump motors and is required after motor repair. To moisture-proof, apply Liquid Neoprene (C-92-25711-1) around the pump motor commutator plate edges, around the motor frame where it contacts the reservoir, and where the leads enter the motor.

C-92-25711-1	Liquid Neoprene, ½ Pt.	$1.55 Net U.S.

D. REMOTE CONTROL CABLE C-34555A_CONNECTION

(For P. 2E of Installation Section II)

Remote control cables C-34555A3 thru A40 no longer will have the quick disconnect pin in the cable guide end. Use adapting kit B-49760A1 to attach cable guide end to transom plate anchor points on MerCruiser stern drive transom plates which do not have the new stud and nut arrangement.

Kit includes: (1) C-10-24644 Screw
(1) C-11-20361 Nut
(2) B-12-39143 Washers

Order B-49760A1 Adapting Kit

E. TILT AND SHOCK CYLINDER (B-45595A1) REPAIR - MerCruiser I

(For PP 15-19-23 of Miscellaneous Section X)

A repair kit (B-38592A1) now is available for repair of tilt and shock cylinder B-45595A1. The repair kit consists of a new scraper, washer and "O" ring and an instruction sheet to cover the repair procedure. Parts available for repair of tilt and shock cylinder B-45595A1 are:

B-38592A1	Scraper Assembly (Kit)
B-45595A3	Tube Assembly, outer
B-38591	End Cap

F. TILT STOP SWITCH ACTUATING LEVER - MerCruiser I and 160-120 *(For P. 54 of Drive Unit Section IX)*

The tilt stop switch actuating lever for MerCruiser I and 160-120 models (B-31897) has been superseded by Part No. B-49343.
The B-49343 (.025" thick) lever can be used on any MerCruiser I-160-120 drive unit, whereas, the B-32897 (.020" thick) lever can be used only on MerCruiser I drive units WITHOUT POWER TRIM.

Some production units were built with two (2) B-31897 levers. When replacement is necessary, only one (1) B-49343 lever is required.

G. IMPORTANT MERCRUISER 160 AND 120 SCREW REMOVAL *(For Installation Section II)*

After shift cable adjustments have been made on MerCruiser 160 and 120 models, the screw, which is located thru the shift cutout switch lever (Figure 3), should be removed. This will allow easier shifting operation as it momentarily "cuts out" the ignition to relieve the high torque load on the sliding clutch in the drive unit.

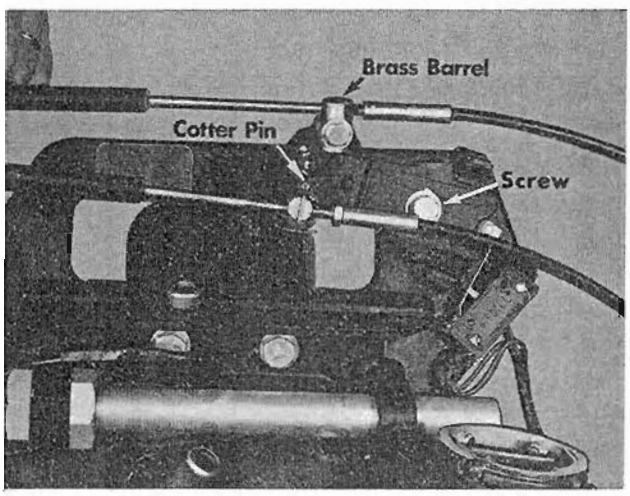

Figure 3 Location of Screw in Shift Cutout Switch Lever