MERCRUISER SERVICE BULLETIN

Section: XII *(Bulletins)*
Number: 68-15 -10
Date : 5/29/68

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

A. Hydraulic Pump Test Gauge Assembly *(P.86 of Section X)*
B. MerCruiser II Bearing Lock Tab Washer Change *(PP 44-46 Sec. IX)*
C. Replacement Drive Shaft Housing - MerCruiser IA *(P. 39 Sec. IX)*
D. MerCr. I Reverse Hook Release Mechanism Change *(P. 14A Sec. II)*
E. MerCruiser II (1.78:1) Outer Transom Plate Change *(Section II)*
F. Removing Fast Idle Cam Lever Screw & Spring - V-8's *(Sec. VII)*
G. Power Trim Operation *(For Miscellaneous Section X)*

A. HYDRAULIC PUMP TEST GAUGE ASSEMBLY

(For P. 86 of Miscellaneous Section X)

Use Test Gauge Assembly C-91-52915A2 for field testing hydraulic pumps. The test procedures (included in the assembly) will enable you to test the condition of the pump or control valve to determine which of the parts, if any, are defective. It specifies hydraulic pump pressures and amperage requirements for MerCruiser Power Tilt and Trim pumps and for Mercury Outboard Power Trim pump.

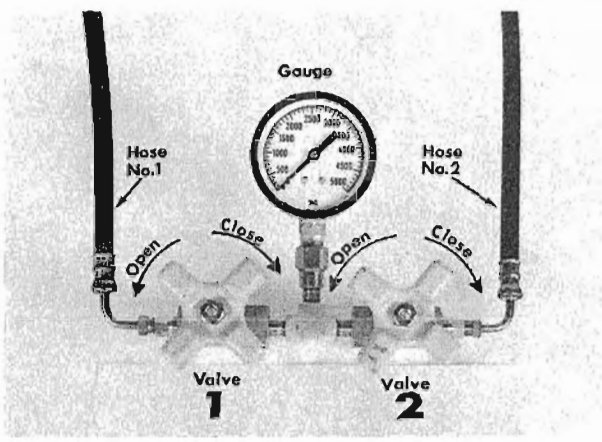

Figure 1. Test Gauge and Valve Assembly

B. MERCRUISER II BEARING LOCK NUT TAB WASHER CHANGE

(For PP 44-46 of Drive Unit Section IX)

The use of drive shaft gear bearing lock nut tab washer C-14-32054 may be discontinued on earlier gear assemblies. The lock nut now is installed with chamfer up and secured with Swaging Tool (C-91-53122). (Figure 2) To swage lock nut, place tool on edge of lock nut, tang in gear slot; then, strike tool with a sharp blow. Lock nuts may be reused and reswaged in repairs, whereas, the tab washer may not be reused.

C-91-53122 Swaging Tool

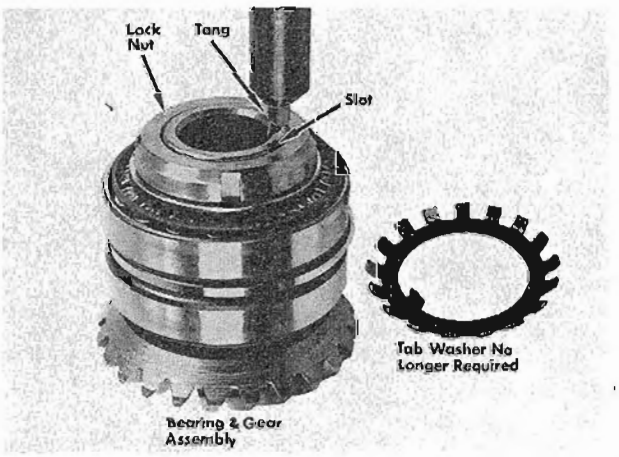

Figure 2. Swaging Tool C-91-53122

C. REPLACEMENT DRIVE SHAFT HOUSING - MerCruiser IA

(For P. 39 of Drive Unit Section IX)

When a MerCruiser IA drive shaft housing assembly requires complete replacement, order the MerCruiser IB housing assembly complete (B-1547-2411A25). This part number incorrectly was listed in Service Bulletin No. 68-10, dated 3/26/68, as A26. Please correct accordingly.

D. CHANGE IN MERCRUISER I REVERSE HOOK RELEASE MECHANISM

(For P. 14A of Installation Section II)

Reverse hook release mechanism no longer can be installed on service replacement bell housing B-52384A1. To release the stern drive unit, if necessary, press the reverse hook assembly down, away from tilt adjustment stud. (Figure 3)

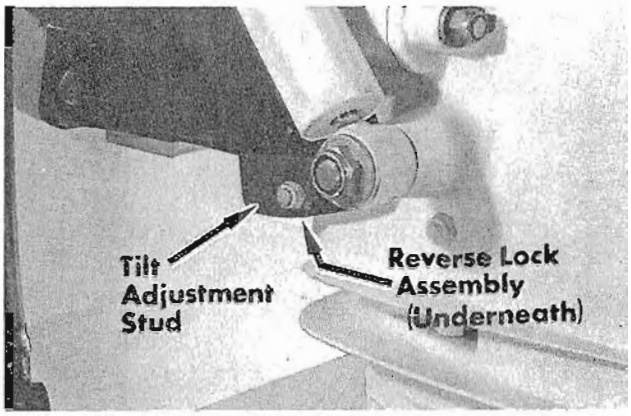

Figure 3. Reverse Hook Location

E. MERCRUISER II (1.78:1) OUTER TRANSOM PLATE CHANGE

(For Installation Section II)

When installing MerCruiser II drive unit into transom plate, the bore may or may not have a synthane liner. MerCruiser II drives with the swivel feature require a synthane liner. Outer transom plates with a step in the bore use a synthane liner; those without a step in bore do not.

F. REMOVING FAST IDLE CAM LEVER SCREW AND SPRING - MerCruiser Marine V-8 Engines with Quadrajet Carburetors

(For Fuel System and Carburetion Section VIII)

The fast idle cam lever adjusting screw and spring have not been removed from some quadrajet carburetors installed on a number of MerCruiser Marine 225, 250 and 325 Stern Drive and Inboard Engines, Serial No. 2404127 and below. These engines automatically will run at fast idle immediately following a cold-engine start and continue to do so until the automatic choke has opened to the point where the fast idle cam lever drops off the cam. This condition is not normal and is not required in marine applications.

If this spring and screw are found in any quadrajet carburetors on the engines specified above, they should be removed and discarded. It may be necessary to readjust the throttle cable and idle stop screw to obtain 550-600 RPM idle after screw and spring are removed.

G. POWER TRIM OPERATION

(For Miscellaneous Section X)

Caution must be exercised when trimming stern drives or outboards "In" or "Out" with Power Trim on certain types of boats. If the drive angle is greatly changed in either the "In" or "Out" position, steering torque is greatly increased and steering control becomes difficult.

The drive unit angle should be maintained within the safe operating angle of the particular boat or application to provide easy steering.