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**A. TRIM TABS BREAKING - MerCruiser Drives and Mercury Outboards**  
(Attach Bulletin Reference Sticker to P. 1A-18 in Your Service Manual.)

We have received reports of MerCruiser Stern Drive and Mercury Outboard trim tabs breaking; however, they were of another manufacture and material. Mercury Marine trim tabs (C-31640A1 and C-34127A1) can be identified by the part number on their base. The quality of Mercury Marine trim tabs also is obvious when placed alongside one which has broken.

**B. MERCUISER CUTOUT SWITCH SCREW REMOVAL**

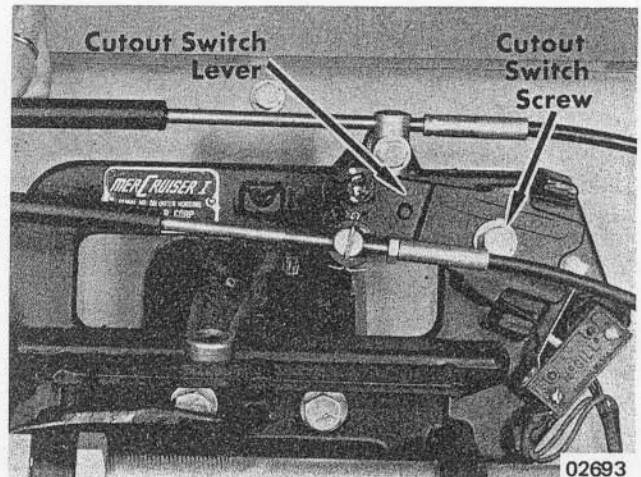
(Attach Bulletin Reference Sticker to PP. 2D-4 and 2H-7 in Your Service Manual.)

The cutout switch screw, shown in Figure 1, MUST BE removed after initial shift cable adjustment. Purpose of the switch is to momentarily "cut out" the ignition during shifting to relieve the torque load on the sliding clutch in the gear housing.

Shift cables are improperly adjusted if the cutout switch does not function when shifting while the engine is running with the boat in the water.

Refer to your MerCruiser Service Manual for proper shift cable adjustment.

Figure 1. Cutout Switch Screw Location



**C. GIMBAL BEARING REPLACEMENT - MerCruiser II Models**  
(Attach Bulletin Reference Sticker to P. 6B-33 of Your Service Manual.)

**IMPORTANT:** NEW greasable gimbal bearings (C-30-60794A2) for MerCruiser 120-140-165 gimbal housings MUST NOT be used as a replacement for MerCruiser II Model 200 and 225 gimbal bearing C-30-36418. If the C-30-60794A2 gimbal bearing is installed in such an instance, it will seat too far into the gimbal housing and be out of position for proper universal joint shaft support.

#### D. CHECKING GEAR HOUSING DRAIN HOLES - MerCruiser 80 and 90

(Attach Bulletin Reference Sticker to P. 2A-5 of Your Service Manual.)

When opportunities arise, check the gear housing drain holes in MerCruiser 80 and 90 models to be certain that the holes are open. The holes must offer free passage so that water will drain from the shift shaft cavities, thus preventing freeze damage and/or mechanical salt and mineral buildup.

If gear housing drain holes are not in the upper shift shaft cavity as shown in Figure 2, drill a 1/8" (3.2mm) diameter hole thru the wall on each side of the housing, as indicated. The drilled hole **MUST BE** perpendicular to the surface being drilled.

**IMPORTANT:** After drilling, protect exposed metal with Zinc Chromate Primer (C-92-31292) and Black (C-92-32291) or White (C-92-29528) Paint.

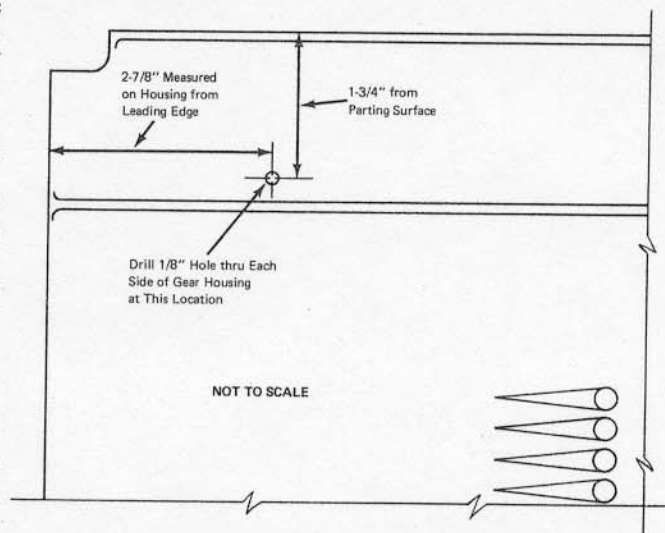


Figure 2. Drain Hole Location

#### E. FUEL SYSTEM INSPECTION - All Stern Drive and Inboard Type Engine Installations

(Attach Bulletin Reference Sticker to P. 1A-19 in Your Service Manual.)

Before delivery of any boat -- equipped with an enclosed power system, such as a stern drive or inboard engine -- a complete and thorough fuel system inspection must be made in the interest of customer safety. This inspection includes fuel tank(s), fuel lines, engine fuel system and even bilge blower operation.

Although the engine fuel system is inspected carefully during test at the factory, an inspection of the entire boat fuel system also must be made by the boat manufacturer after installation. The selling dealer, likewise, should make a pre-delivery inspection of the entire boat prior to delivery to the customer or first use.

As an aid to boat manufacturers and dealers, Mercury Marine periodically publishes Service Memos and Service Bulletins (such as this bulletin) to provide information for safe and trouble-free customer boating.