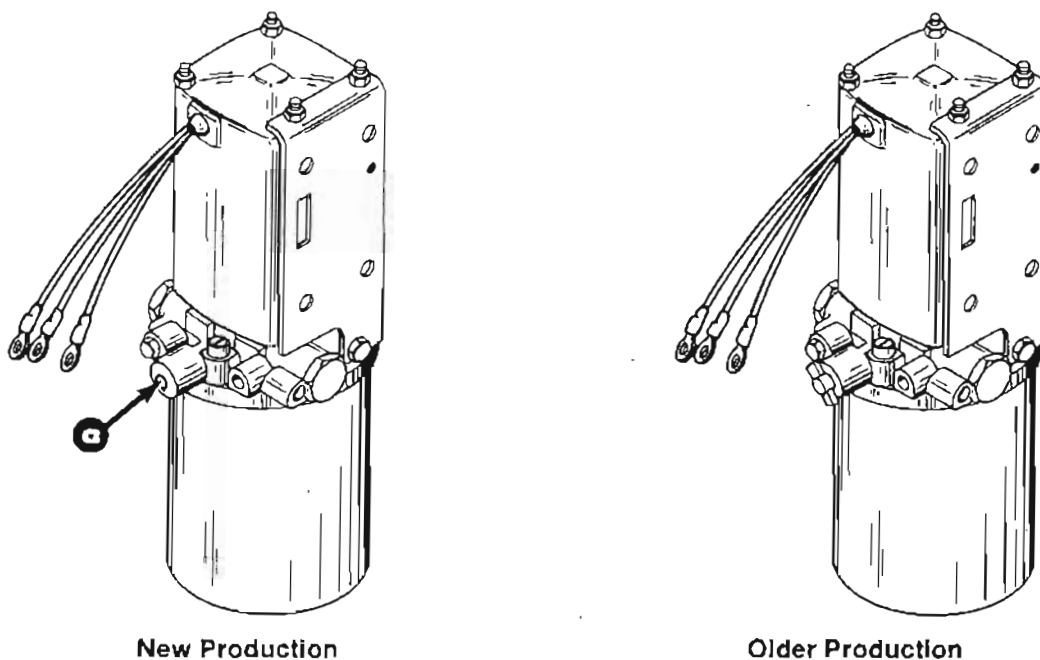


NUMBER: 84-15

## Foreign Material in Oildyne Power Trim Pumps

Newer production "Oildyne" power trim pumps will no longer have a "Manual Release Valve". (Figure 1)

CIRCULATE TO:  
SERVICE MANAGER   
PARTS MANAGER   
MECHANICS   
"Place In a Service  
Bulletin Binder"



a - Manual Release Valve Has Been Removed From This Location

**Figure 1. Oildyne Power Trim Pumps**

It has been brought to our attention that the first production run of these pumps may be contaminated with foreign material. Only pumps which DO NOT HAVE THE MANUAL RELEASE VALVE and that fall within the ENGINE serial number ranges shown below are subject to this problem:

MCM 140R - Serial No. 6830470 to 6830755

MCM 185R - Serial No. 6820304 to 6820313  
and 6820516 to 6820579

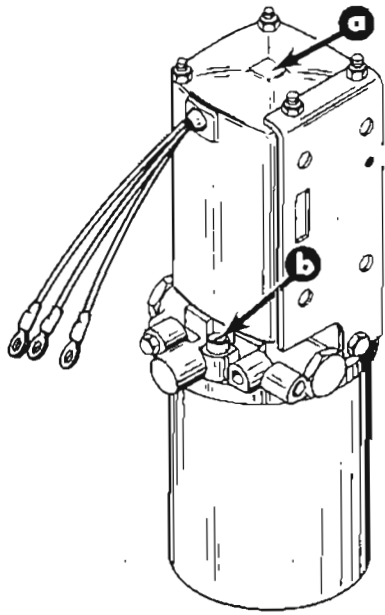
MCM 488R - Serial No. 6833173 to 6833350

MCM 228R - Serial No. 6833966 to 6834082

MCM 260R - Serial No. 6841371 to 6842032

If you receive a new boat from a boat manufacturer with one of the subject pumps, proceed as follows:

1. Do not operate the trim pump.
2. Order and install a hydraulic pump assembly, 88183A5.
3. Place a dab of white paint on top of the pump motor, (at location shown in Figure 2) to indicate that pump has been replaced.
4. Return the original pump along with a completed warranty claim. Labor allowance is 0.5 hours for each pump replaced. At the bottom of the warranty claim, write "Replaced Trim Pump Per Service Bulletin 84-15".

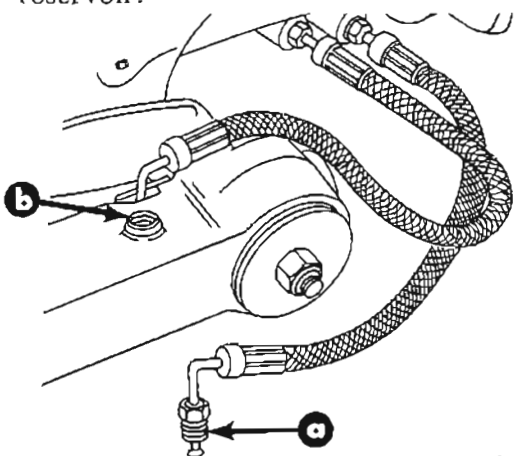


a - Place Paint Here  
b - Fill/Vent Screw

**Figure 2. Marking Trim Pump**

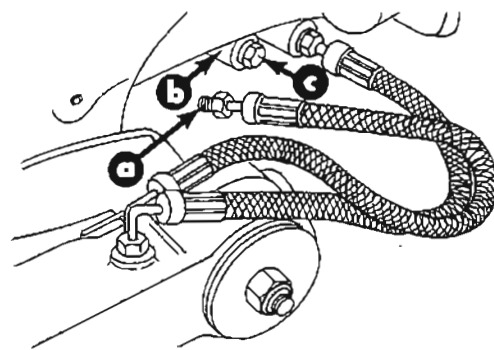
If you encounter a boat where the pump has already been run, the following procedure should be performed in addition to replacing pump. Add 0.5 hours to the warranty claim for performing this operation, being sure to indicate that this procedure was performed on the claim.

1. With drive unit in the full "In" ("Down") position, remove "Fill/Vent" screw (Figure 2) and fill pump up to bottom of threads in "Fill/Vent" screw hole with SAE 10W-30 or 10W-40 motor oil.
2. Disconnect "Up" hose from front connection on each trim cylinder. (Figure 3)
3. Direct end of hoses into a container (to collect discharged oil) and run pump in the "Out" ("Up") direction for 2-3 seconds. Reconnect hoses.
4. Refill pump as outlined in Step 1.
5. Disconnect "Down" trim hose on each cylinder from rear connection on hydraulic connector. Plug connections with plug 22-38609 or a suitable device. (Figure 4)
6. Direct end of trim hoses into a container and run pump in the "Out" ("Up") direction until trim cylinders are fully extended.
7. Remove plugs from hydraulic connector and run pump in the "In" ("Down") direction for 2-3 seconds. Reconnect hoses.
8. Lower drive unit to the full "In" position. Add oil to trim pump to bring level up to "Full" mark on dipstick. Reinstall "Fill/Vent" screw, being sure to back it out one (1) turn to vent reservoir.



a - "Up" Trim Hose      b - Front Connection

**Figure 3. Purging "Up" Circuit**



a - "Down" Trim Hose  
b - Hydraulic Connector  
c - Plug 22-38609

**Figure 4. Purging Down Circuit**