

## service bulletin

**NUMBER: 84-10** 

A. Mando Alternator Regulator

B. MCM 165 Partial Engine N.L.A.

C. MCM 165 Engine Oil Pan Attachment Changes

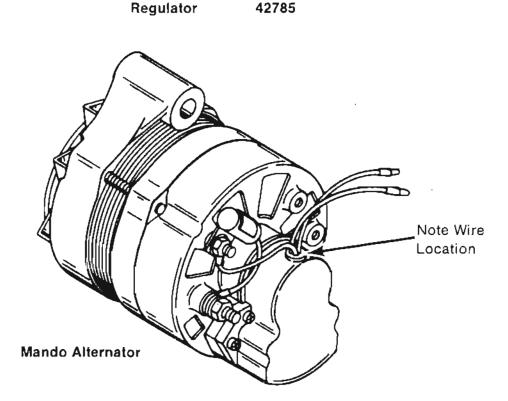
CIRCULATE TO:
SERVICE MANAGER 
PARTS MANAGER 
MECHANICS 
"Place in a Service
Bulletin Binder"

## A. MANDO ALTERNATOR REGULATOR

Many complete Mando alternators that were returned to Mercury Marine for warranty had regulator failures. The two most common failures are: no charging or over-charging.

Test alternator as outlined in Mando Alternator Service Manual (SIS-868).

If regulator is at fault, replace regulator only, NOT complete alternator. The replacement of a complete alternator is not covered under warranty unless they are 75% or more damaged. Order:



## B. MCM 165 PARTIAL ENGINE N.L.A.

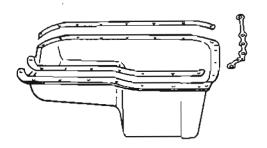
Mercury Marine has depleted its stock of MCM 165 partial engines (Part No. 87962A1). All major parts for repair or rebuilding of this engine are available.

## C. MCM 165 ENGINE OIL PAN ATTACHMENT CHANGES

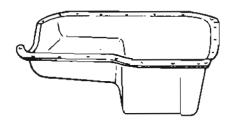
In 1979, G.M. started using RTV sealer in place of the rear oil pan seal on the MCM 165 engine. At that time, the rear main bearing cap oil seal groove was eliminated and only a shallow cut was made to control the thickness of the RTV.

In 1980, G.M. started using RTV instead of the front oil pan seal and oil pan side rail gaskets. At this time, the number of oil pan attaching bolts was reduced from 12 per side (24 total) to 8 per side (16 total). This was accomplished by eliminating 4 bolt locations on each side. The location of the remaining holes will match with the original oil pan attaching holes.

The 1980 style oil pan and/or cylinder block are used to service past models. Any and all combinations are acceptable by using the following guidelines.



24 Holes - Gasket or RTV Sealer <u>CAN BE USED</u> on Front and Side Rails



16 Holes - RTV MUST BE USED on Front and Side Raifs

