

NUMBER: 85-31

- A. Lubricating Engine Couplers
- B. 454 C.I.D. Replacement Pistons
- C. Priming Replacement Short Blocks

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

## A. LUBRICATING ENGINE COUPLERS

When installing a new engine coupler, the splines should be liberally coated with Quicksilver 2-4-C Multi-Lube. An instruction tag will be shipped with all new couplers telling installer to lubricate the splines. Failure to do so will cause premature engine coupler failure.

**IMPORTANT: Lube should be applied to coupler splines rather than U-Joint yoke splines for better lubricant retention.**

## B. 454 C.I.D. REPLACEMENT PISTONS - MCM 330 B-W and MIE 340

Some 454 C.I.D. engines have sump pistons installed from G.M. The only piston Mercury Marine Quicksilver Division is stocking as a replacement is the flat top piston. When repairing an engine with sumped piston the flat top piston can be used as a replacement. A slight difference in compression may be noticed but will not affect engine performance.

## C. PRIMING REPLACEMENT SHORT BLOCKS

Effective immediately, before installing a replacement short block, the lubrication system should be primed. Proper procedure to follow is:

1. Install new oil filter.
2. Fill crankcase with oil to proper level.
3. Remove distributor, turn oil pump over with a 1/2" drive drill for 1 minute to thoroughly prime oil system.

*NOTE: An adaptor shaft can be made by modifying an old distributor shaft. This modified shaft can be chucked in the drill and used to turn the oil pump over.*

**IMPORTANT: Failure to follow this may cause premature engine bearing failure.**