



HI-PERFORMANCE SERIES

service bulletin

TO: SERVICE MANAGER MECHANICS
PARTS MANAGER

Revised September, 1997

No. 96-1

Changes to Exhaust System on 1997 MerCruiser 525 SC Engines

NOTICE

This is a revision of MerCruiser Hi-Performance Service Bulletin 96-1. Destroy original Bulletin dated 696 and insert this revised Bulletin dated 997. Changes are underlined.

Mercury Hi-Performance is now offering CMI exhaust header systems as standard equipment on 1997 and newer MerCruiser 525 SC engine packages. Tailpipes and exhaust headers for drive line models are not included with the engine package to save the installer from having to return or exchange exhaust systems. Custom exhaust systems for drive line engines can be purchased directly through CMI (See address at end of this bulletin).

WARNING

Avoid water in engine and/or serious engine damage. Mercury Hi-Performance does not recommend any modification to the existing exhaust pipes. Modifications to the pipes could cause water ingestion into the engine which is not covered by normal warranty.

If there is a need for custom pipes other than those shipped with the engine, the exhaust system should be fabricated from the exhaust header back by a qualified exhaust pipe fabricator.

The customized system should be thoroughly tested to make sure there are no water ingestion problems. Water ingestion problems caused by customized pipes is not covered by the MerCruiser Limited Warranty.

If a customized system is installed that offers through the prop or through the transom options (i.e. Silent Choice) on any Hi-Performance MCM engine, the engine should not be operated above 2500 RPM with the exhaust going through the prop or severe engine damage may result.

CMI will work directly with boat builders or dealers in supplying or exchanging the tailpipes or headers for custom applications. Mercury Hi-Performance will not be offering any kind of exchange. Drive line engines are no longer supplied with a six inch (6") rise header. Contact CMI for a complete exhaust system. All other engines come with the standard rise header. A three inch (3") rise header is also available from CMI. Contact CMI if an exchange is needed for your application. CMI will be using the Mercury part numbers for ordering. However, service of exhaust systems under warranty will be handled through Mercury. Following are the part numbers that Mercury will stock.

Exhaust Header

Header Rise	Port Header	Starboard Header
Standard	848731A1	848736A1
6.0" (<u>Contact CMI</u>)	<u>848733A1</u> <u>NLA</u>	<u>848738A1</u> <u>NLA</u>

Tailpipes

Port: 848739A1	Stbd.: 848735A1
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Upgrading 1996 & Earlier Engines

There will be no upgrade or exchange program of exhaust manifolds to the CMI header on engines shipped with Gil style manifolds. Service of Gil style manifolds that are under warranty will be replaced with only Gil manifolds.

Installation Information

The new CMI headers for the 525 SC are designed to exit the transom in the same location as the previously used Gil manifolds. However, the Gil exhaust manifolds allowed for some horizontal adjustment between the manifolds and tailpipe. The CMI headers and tailpipe are more rigidly connected, thus offering less flexibility and requiring greater accuracy when cutting the transom exhaust holes.

CMI Address:

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