



CIRCULATE TO:	SERVICE MGR.	PARTS MGR.	MECHANICS	Place in Your "Service Bulletins Binder"
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MAY - 5 1977
MERCURY MARINE
FT. WAYNE BRANCH

NEW GASOLINE and SPARK ADVANCE RECOMMENDATIONS for MERC 1750

1. THE ONLY APPROVED GASOLINES for the MERC 1750 are REGULAR LEADED and PREMIUM with MINIMUM PUMP POSTED OCTANE NUMBER 89 or RESEARCH OCTANE NUMBER 94. USE OF ANY OTHER GASOLINE WILL VOID OUTBOARD WARRANTY.
2. THE MAXIMUM SPARK ADVANCE for the MERC 1750 is 15° BTDC (Before Top Dead Center).

USE OF SPARK ADVANCE IN EXCESS OF THE ABOVE WILL VOID OUTBOARD WARRANTY.

A tag, that includes the above information, is attached to all new Merc 1750's which you will receive. DO NOT remove this tag.

Customers, whose Merc 1750's are registered at the factory, will be notified by mail of THE NEW gasoline recommendation and asked to make an appointment with a Mercury Outboard dealer to have the Spark Advance changed to 15" BTDC.

Dealers also must contact their customers to have their Merc 1750's brought in for the spark advance change and advise them of the new gasoline recommendations.

Merc 1750's, which have been retimed to 15" BTDC, can be identified by the punch mark on the flywheel. When timing, use the punch mark on the flywheel and the notch in the flywheel cover. (Figure 1)

All Merc 1750's, Serial No. 4838074 and above, will have the 15" timing; also all Merc 1750's shipped from the factory after April 25, 1977. In addition, Merc 1750's should have the correct propeller installed to obtain 5600-5800 RPM under normal operating conditions. Incorrect propellers (too high pitch) will load the engine and result in lower operating RPM that may tend to cause detonation, with subsequent piston damage.

Dealers are allowed 0.5 hours warranty labor for each Merc 1750 reworked. More than one rework can be included on one warranty claim, provided that all serial numbers are listed. INSTRUCTIONS FOR ADJUSTING MERC 1750 MAXIMUM SPARK ADVANCE ARE ON THE NEXT PAGE (over).

(OVER)

Merc 1750 Timing Procedure To Obtain 15° BTDC

1. Remove **ALL** spark plugs. Install a dial indicator (Part No. C-91-58222A1 or equivalent) in the No. 1 spark plug hole.
2. Rotate the flywheel until Top Dead Center (TDC) is found and set the dial indicator to zero.
3. Rotate the flywheel counterclockwise to approximately .100" Before Top Dead Center (BTDC), then rotate the flywheel clockwise until .069" BTDC is located. (DO NOT locate .069" BTDC by rotating the flywheel counterclockwise.)
4. With a center punch, and using the existing timing reference mark on the flywheel cover as a guide, make a new punch mark on the flywheel in the center of the timing mark, as shown in Figure 1.

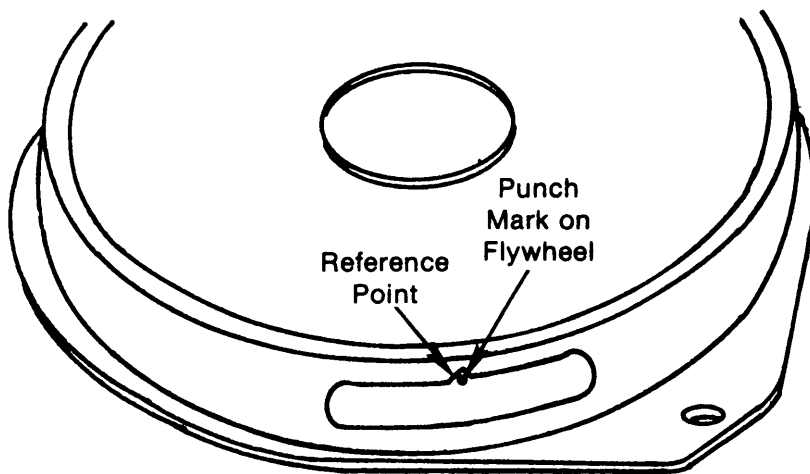


Figure 1. New Punch Mark on Flywheel

5. Remove dial indicator and install spark plug in No. 1 cylinder only.
6. Advance the spark lever to the full advance position and crank the engine with the starter motor. Using a timing light to check the timing, adjust the spark advance stop screw until the new punch mark on the flywheel (Figure 1) coincides with the timing reference point on the flywheel cover.
7. Remove (or paint over with black paint) the .119" (22°) BTDC Timing Decal on the front air box cover.
8. RePlace the remaining spark plugs and reinstall the high tension leads and