MERCRUISER
SERVICE
BULLETIN

Section: XII (Service Bulletins)
Number: X 64-10
Date : 5/20/64

Beaver Dam, Wis.
U.S.A.

A. MERCRUISER "120" TIMING GEAR NOISE

(For P. 15 of Engine, Tuneup Section III)

The MerCruiser "120" marine engine incorporates an aluminum timing gear. While it is a superior strength gear, occasionally noises have been emitted from the aluminum timing gear in the engine. The noise, a hollow rapping sound, is heard usually at idle. While the noise may be audible, there is no harm to the engine. If the owner insists on elimination of the noise, install fiber timing gear 43-34467.

B. INNER TRANSOM PLATE TORQUE SPECIFICATION CHANGE - MERCRUISER IA-IB-IC

(For Para. 10, P. 4 of Installation Section II)

Effective immediately -- on new inner transom plates with square washers -- inner transom mounting bolt torque specification is reduced from 35-40 ft. lbs. to 20-25 ft. lbs. (Figure 1)

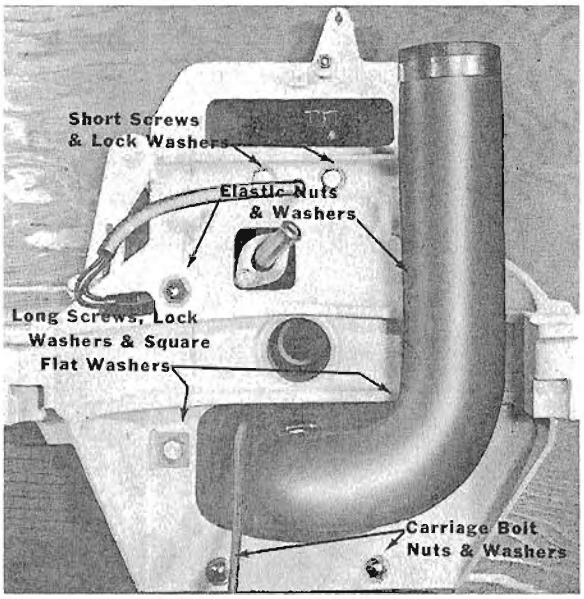

Figure 1. Inner Transom Plate Installed

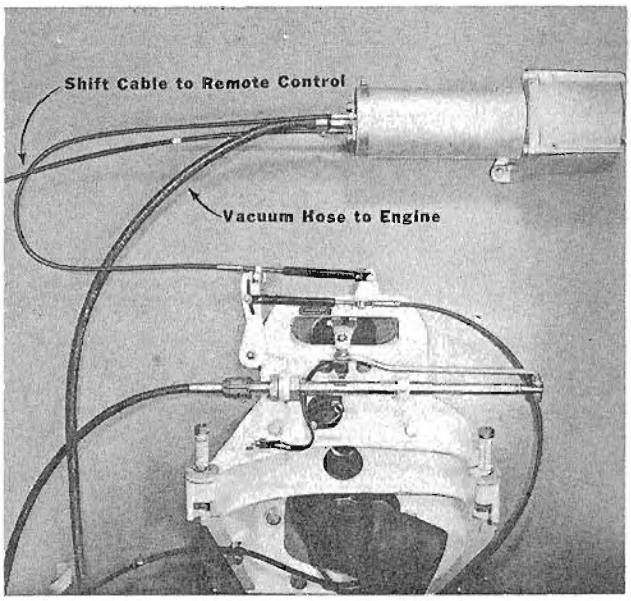

Fig. 2. Power Shift Cylinder Mounted over Transom Plate

C. POWER SHIFT CYLINDER INSTALLATION

(For General Information Section 1)

Figure 2 illustrates the correct mounting of the Power Shift cylinder (35718A2) so that its installation can be completed without changing the length of the shift cable from the remote control. Another advantage to mounting the Power Shift cylinder, as suggested, is that the shortest and most effective Power Shift cable can be used.

(TURN TO NEXT SHEET)

D. LUBRICANT FITTING (22-37668) - MERCRUISER I

(For P. 5 of General Information Section I)

If difficulty is encountered in lubricating the hinge pins on earlier MerCruiser I stern drive units, install a long grease fitting (22-37668) and use a standard type grease gun. The fitting must be removed after lubricating.

E. MERCRUISER FLUSHING INSTRUCTIONS

(For P. 15 of General Information Section I)

When flushing or running MerCruiser engines with garden hose attached, RPM must not exceed 500-to-600 RPM. Watch temperature gauge closely and stop engine immediately if temperature rises rapidly. Running engine for an extended period of time may cause overheating.

F. HOT START PROBLEM

(For PP 6-thru-12 of Engine, Tuneup Section III)

If difficult starting is experienced or prolonged cranking is required to restart engine after it reaches normal operating temperature, this usually can be corrected by richening the idle mixture very slightly.

Inadequate engine compartment ventilation also can contribute to a hot starting problem.

G. SPARK PLUG RECOMMENDATIONS - MERCRUISER I

(For Chart on P. 1 of Engine, Tuneup Section III)

Spark plugs C-44N (33-37405) supersede AC-46N spark plugs and now are standard equipment on 4 and 6-cylinder MerCruiser engines. Your present supply of AC-46N spark plugs may be used on earlier 4 and 6-cylinder engines. DO NOT INTERMIX spark plugs of different heat ranges in the same engine.

H. MERCRUISER FULL POWER TILT OPERATION

(For P. 13 of Miscellaneous Section X)

It has been brought to our attention that some dealers are using Full Power Tilt continuously in boat show demonstrations. The Full Power Tilt hydraulic pump and motor unit are designed for intermittent type duty and should not be used for continuous demonstrations, as the motor will overheat and fail.

Hydraulic pump unit displays in Kiekhaefer booths at various boat shows are commercial type mounted beneath the display and do not use the actual hydraulic pump and motor unit. Failure of pump and motor units, due to operation of this type, will not be warranted.

I. MERCRUISER FLAT RATE MANUAL ADDITIONS

(Add to P. 13 of Flat Rate Manual in Section XII)

Hydraulic Hose, Hydraulic Pump to Gimbal Housing - Replace:

Includes removing and replacing engine, stern drive unit, inner and outer transom plates and all necessary adjustments.

MerCruiser I ● 4.5 Hrs.

Hydraulic Hose, Gimbal Housing to Cylinder - Replace:

Includes removing and replacing stern drive unit and removing and replacing hinge pins.

MerCruiser I ● 1.5 Hrs.

● *Add 25% time for salt water operation.*

J. WIRING HARNESS EXTENSIONS - MERCRUISER I & II

(For P. 9 of Alternator System Section VI)

Two wiring harness extension assemblies now are available in 10 ft. and 20 ft. lengths. Either wiring harness extension is connected between the instrument panel harness and the engine wiring harness on longer boats. The harness extension assembly includes a terminal block and necessary fasteners.

37659A1	10 Ft. Wiring Harness Extension
37661A1	20 Ft. Wiring Harness Extension

K. HARNESS EXTENSION ASSEMBLY, VOLTAGE REGULATOR

(For P. 9 of Alternator Section VI)

A harness extension assembly (37460A1) now is available for replacement purposes in the event the original voltage regulator connector or connector wires are damaged. The harness extension assembly will fit either voltage regulator (32702 or 34141) and includes all terminals, screws and nuts necessary for attachment to engine wiring harness. (Figure 3)

37460A1 Harness Extension Assembly, Voltage Regulator

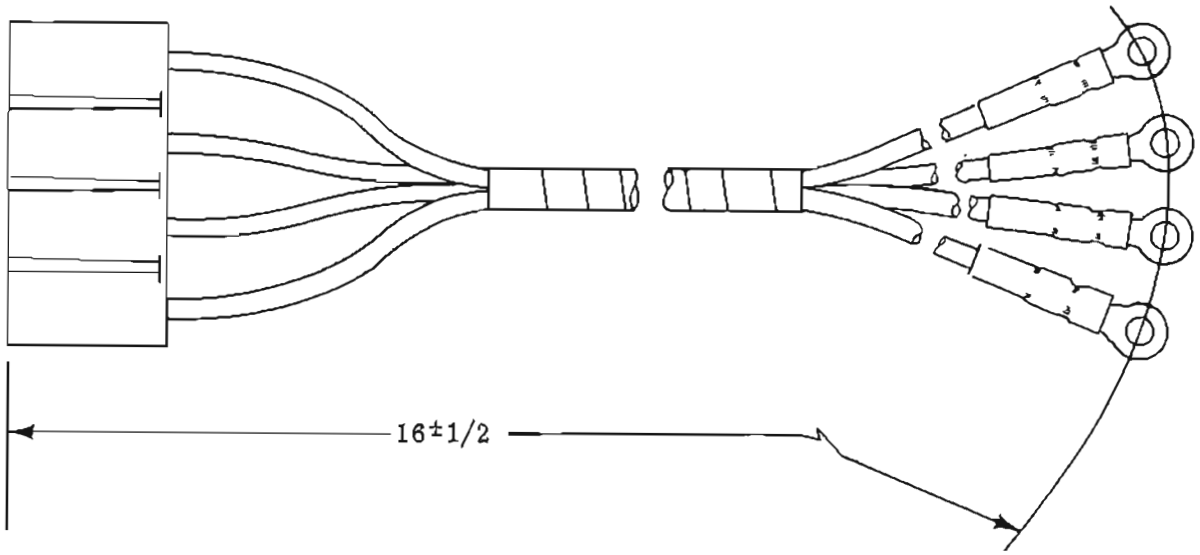

Figure 3. Harness Extension Assembly

NOTE: *MerCruiser General Service Bulletins for Section XII are printed on one side of the sheet only, so that you may cut the individual items from each sheet and attach them -- with scotch tape or glue -- on the appropriate page in the correct section of the Service Manual for immediate future reference.*