



STERN DRIVES/INBOARD ENGINES

service bulletin

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CIRCULATE TO:
SERVICE MANAGER
PARTS MANAGER
MECHANICS

A. AUXILIARY HOT WATER HEATER RETURN KIT (B-74567A1)

This kit CANNOT BE used on MCM 120/140/165 engines. The O.D. of the "T" fitting (supplied in kit) is 1.5 (38.1 mm) inches while the I.D. of the thermostat housing to a circulating pump hose (B-32-47640) on these engines is 1.75 (44.45 mm) inches. Because of this difference, a good watertight seal may not be possible.

B. THERMOSTAT RECOMMENDATIONS - ALL MODELS EXCEPT MCM 470/485 and MIE 470

All MerCruiser engines, except MCM 470/485 and MIE 470 models, are equipped with 143° F (62° C) thermostats. This thermostat provides proper cooling system performance under normal operating conditions. When an engine is operated for prolonged periods of time at very low RPM (such as trolling) and this operation takes place in cold water areas [inlet water temperature below 63° F (17° C)], it is permissible to use a 160° F (71° C) thermostat. The higher temperature thermostat will improve combustion efficiency under these operational conditions and result in smoother low speed operation and reduce crankcase oil dilution (due to condensation). Prolonged operation at or near wide-open-throttle should be avoided when using a 160° F thermostat.

C. WATER DISTRIBUTION HOUSING - MIE 470

Early MIE 470 engines were produced with a water distribution housing (Part No. 77936A1) made of aluminum. The aluminum housings were assembled with two gaskets (Part No. 27-52076) and a plate (Part No. 55730) between the housing and exhaust elbow (Figure 1, Ref. 'A'). It has been reported that, in the course of changing exhaust elbows, the plate was omitted. This will cause rapid corrosion of the housing, and a loss of coolant.

On engines, Serial Number 5689234 and above, the housing (Part No. 77936A1) was made from cast iron. The two gasket/plate arrangement is used between the housing and exhaust elbow on these models. However, the two gaskets/plate may be omitted ONLY if gasket (Part No. 27-92720) is used between the cast iron water distribution housing and exhaust elbow (Figure 1, Ref. 'B').

The parts list for the MIE 470 engine shows one gasket Part No. 27-52076 (upper) between the water distribution housing and exhaust elbow; and one gasket Part No. 27-92720 (lower) between the water distribution housing and exhaust manifold. That gasket location is INCORRECT. The CORRECT location of the gaskets is shown in Figure 1, Ref. 'B'.

D. USE OF RTV SEALANT ON MERCUISER ENGINES

On some models of MerCruiser engines an RTV sealer is used instead of gaskets. Also the "lip" on the outer edge of some rocker arm and push rod covers have been eliminated. This "lip" kept the gasket from "squeezing out" when tightening the cover. Mercury Marine has made available an RTV sealant that can be used in all applications on an engine. Follow application directions on container: 3 oz. (85 g.) Tube 92-91600-1 10 oz. (284 g.) Cartridge 92-91601-1

E. EXHAUST MANIFOLD ELBOW CLOGGING

Exhaust manifold elbow water discharge openings at the bellows end can become clogged with rust, scale, silt or salt deposits. Flushing the cooling system with fresh water in salt water areas will help prevent salt buildup. If elbow discharge opening does clog, the elbow must be removed and the opening cleaned out with a wire or small rat-tail file. If an elbow clogs, the exhaust bellow must be inspected to ensure it was not damaged from lack of cooling water.

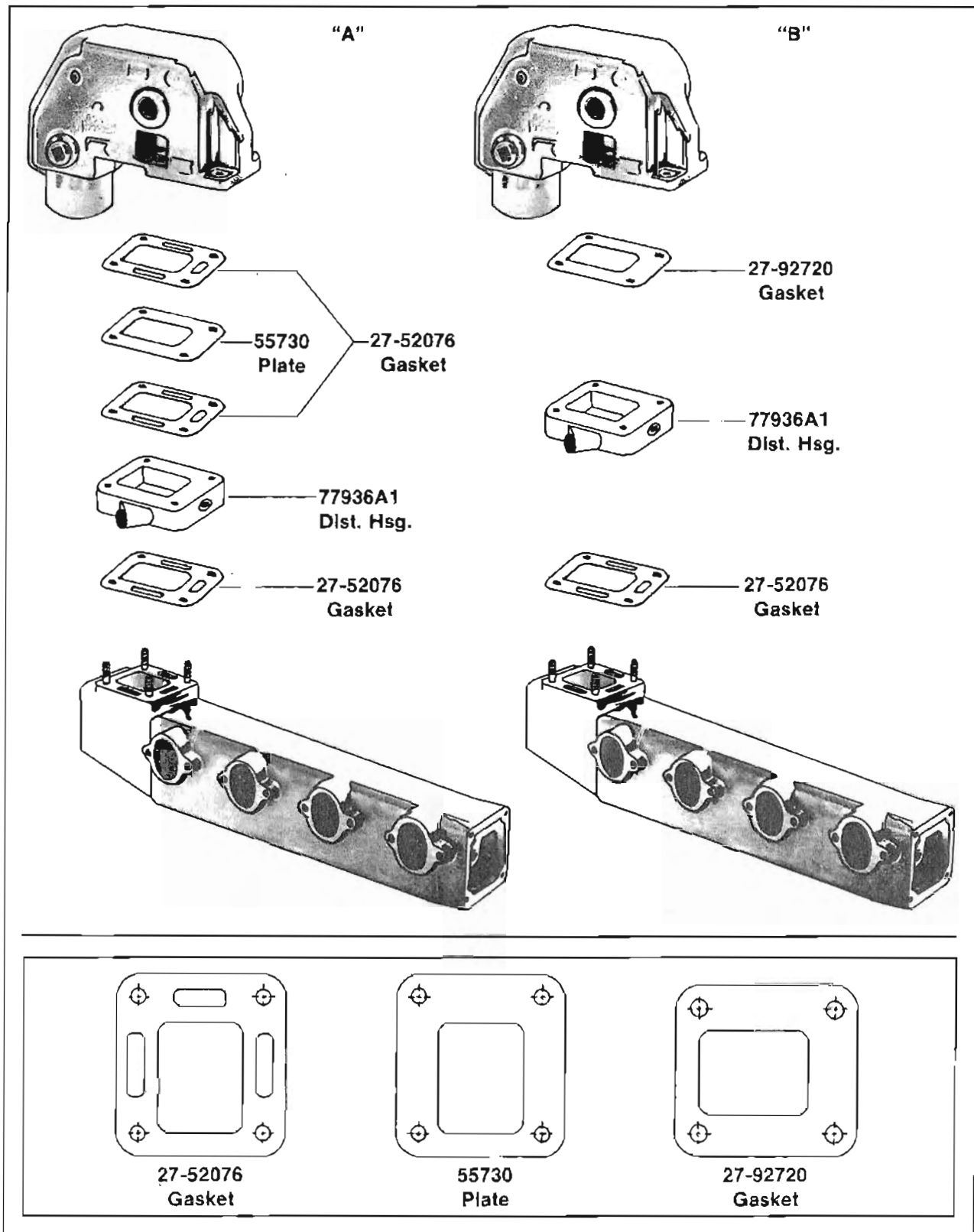


Figure 1. Water Distribution Housing Gasket Location