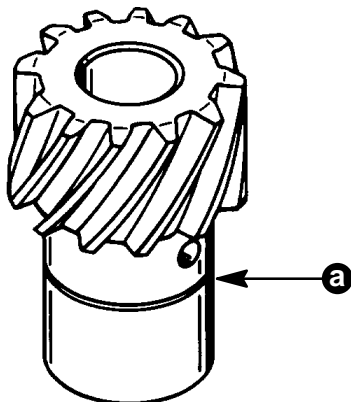


TO: SERVICE MANAGER TECHNICIANS
PARTS MANAGER

No. 88-18

New Distributor Gear P/N 43-813776-1

Distributor gear P/N 43-813776-1 supersedes gear P/N 43-47619-1. The new gear is nitrided and identified by a groove machined around the pilot end, below the roll pin of gear (Figure 1). The reason for the change is that our 4.3L engines with roller lifters have steel camshafts which can cause excessive wear on distributor gears without nitriding. This new gear has been in 4.3L production for several months. The old style gear has been purged from service stock and the new gear is in service stock and may be used in all applications. New 4.3L distributor assemblies P/N 90747A8 in service stock will come with the nitrided gear.



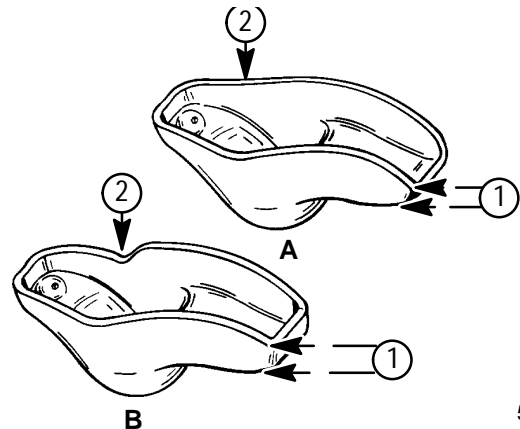
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a - Machined Groove

Figure 1.

454 Magnum (365 HP) Rocker Arms

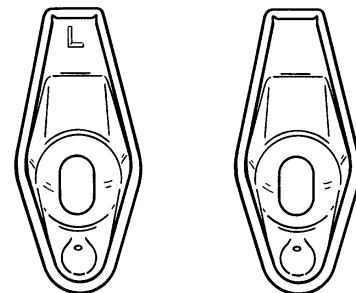
G.M. has informed MerCruiser that some of our 454 Magnum 365 HP could have rocker arms that are not heat treated correctly. The correct rocker are P/N 19241 is identified by the thickness of edge on rocker arm valve tip (Figure 2), not by a raised "L" on the valve end of the rocker arm as some preliminary information indicated (Figure 3). The correct rocker arms may or may not have any letter on the valve tip.



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Figure 2.

- A. Correct Rocker Arm
1. Approximate Thickness .220 – .240 (5.6 – 6mm)
 2. No dip in rail
- B. Incorrect Rocker Arm
1. Approximate Thickness .300 – .400 (7.6 – 10mm)
 2. Dip in this rail only



50234B

Figure 3.