

Circulate to: Sales Manager Accounting Service Manager Technician Parts Manager

▲ Revised May 2005. This bulletin supercedes the previous bulletin with the same title dated February 2005.

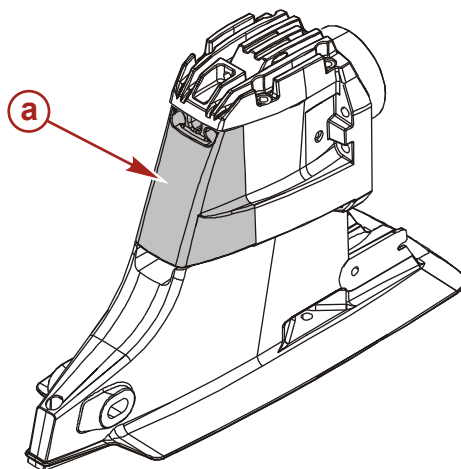
OFFICIAL RECALL NOTIFICATION U.S. FEDERAL BOAT SAFETY ACT - SHIFT LINK BAR CONTACT WITH THE BACK COVER OF BRAVO X / XR DRIVES

Models Affected

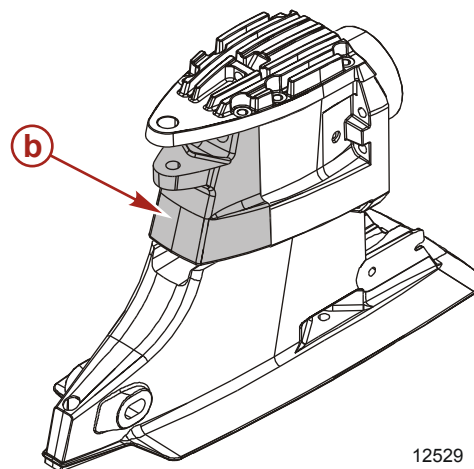
Model	Serial Number Range
Bravo XR I / III Drives	0W240000 through 0W240652
Bravo XR I Drives with Sportmaster Gear Case	0M906878 through 0M907375

NOTE: Some products may have been updated before they left the factory or may have been updated by the dealer. Dealers on MercNET should first check the product history before starting the repair to verify that the product they are working on still has an open fix program for it. Dealers without MercNET access should check the product history through their currently prescribed method.

This bulletin does not apply to Integrated Transom System (ITS) models or any aftermarket installed rear cover that has steering or tie bar attachments as an integral part of the rear cover.



a - Rear cover affected by this bulletin



b - Integrated Transom System rear cover - not affected by this bulletin

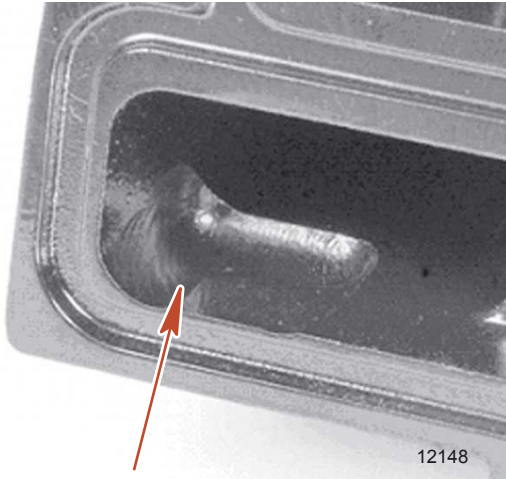
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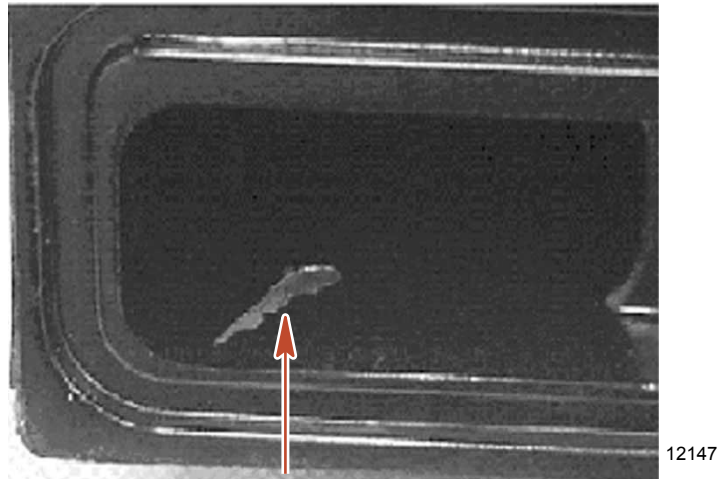
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Situation

The shift link bar at the shift lever is making contact with the back cover of the driveshaft housing. The contact may cause the cotter pin to wear through, allowing the link bar to become disengaged from the shift lever, resulting in loss of shifting control. In right-hand rotation models it is also possible that the cone clutch could be prevented from engaging properly into the gear socket, resulting in the cone clutch being stuck in gear.

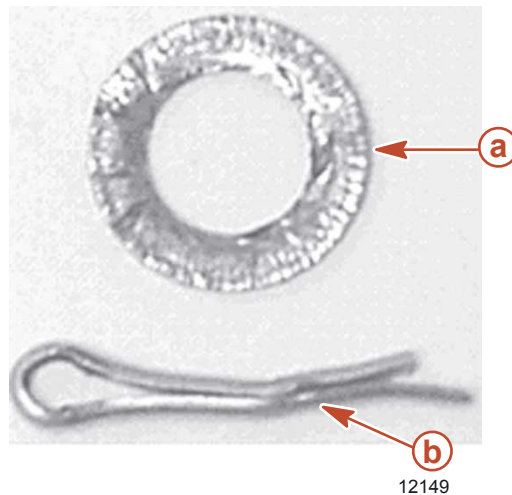


New cover with added link bar clearance



Contact area from link bar

If the drive unit has been operated 30 hours or more, inspect the washer on the link bar for indentation marks from the cotter pin. If there are indentation marks on the washer, change both the washer and the cotter pin before installing the new rear cover.



a - Area of indentation marks on the link bar washer

b - Wear area on the link bar cotter pin

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a - Washer and cotter pin

Correction

1. To inspect, the back cover must be removed from the drive and checked for evidence of contact from the shift link bar at the cotter pin area of the shift lever. The washer and cotter pin must also be inspected for any indentation marks on the washer from the cotter pin caused by heavy contact.
2. Replace the washer and cotter pin if required, then install the new back cover and seal from the replacement back cover kit. Using Special Lubricant 101, lightly grease the new detent ball canister and spring assembly and place it into the new back cover before installation.

Tube Ref No.	Description	Where Used	Part No.
 34	Special Lubricant 101	Detent ball canister and spring assembly	92-802865A1

3. Torque the back cover screws.

Description	Nm	lb. in.	lb. ft.
Back cover screws	27		20

Parts Required / Ordering Replacement Part Number

Qty.	Description	Part Number	For Model
1	Link bar cotter pin	18-26953	All
1	Link bar washer	12-20583	All
1	Back cover kit	865441A04	All
1	Decal kit	37-881763A04	Bravo I XR (Gas)
-		37-881762A04	Bravo III XR (Gas)

Owner Notification

USA and Canada Only: A letter will be sent to the registered owner of the affected Mercury MerCruiser engine. The letter will reference MerCruiser Service Bulletin 2005-01 and Mercury Racing Sterndrive Service Bulletin 2005-02. The letter will advise the owner to return their boat to the selling dealer or any other authorized Mercury MerCruiser service dealer for this inspection and replacement of the Bravo drive shaft housing back cover.

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Warranty

Mercury marine will credit the dealer for the cost of the parts and labor as outlined in this bulletin. Submit a warranty claim through your normal warranty processing channel, listing:

- 1.0 hour labor
- Flat Rate/Labor code - MD21
- Part code - 207
- Failure code - 40

Old parts:

- **USA and Canada:**Return parts with warranty claim.
- **International:** Follow instructions issued by Marine Power International Office or by your distributor.

NOTICE FOR RECALL UNDER THE FEDERAL BOAT SAFETY ACT

Dear Mercury MerCruiser Customer:

Our records indicate that you are the owner of a boat powered by a Mercury MerCruiser engine/sterndrive package built with either a Bravo X or XR sterndrive that is the subject of a US Federal Boat Safety Act Recall and requires a back cover replacement. The back cover in question may be making contact with the shift lever link bar, and could cause a loss of shift movement.

Please do not operate your boat until this inspection has been made.

In order to determine if the back cover on your Bravo drive X/XR drive unit requires replacement, it will have to be visually inspected by your Mercury MerCruiser dealer. Mercury MerCruiser dealers have been notified of this situation by way of MerCruiser Service Bulletin 2005-01 or Mercury Racing Sterndrive Service Bulletin 2005-02. To have the inspection performed please take the following steps:

1. Call your authorized Mercury MerCruiser Dealer to make an appointment for the inspection.
2. Deliver your boat to your Mercury MerCruiser Dealer to have the Bravo X/XR drive inspected and repaired if necessary.

The inspection and/or replacement of the back cover will be done without charge to you.

If you should have any questions or you are no longer the current owner of the affected engine/sterndrive package, please contact Mercury Marine Customer Service at 1-405-743-6566.

We apologize for any inconvenience this recall may have caused you. We have taken this action to ensure that your boating experience will be safe and enjoyable, and to ensure your continued satisfaction with Mercury Marine Products.

Sincerely,

Mercury MerCruiser Customer Service

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