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Engine Oil Pump Inspection - Verado L6

Models Affected

Models Covered	Serial Number
225/250/300/350 SCi Verado L6	USA – 1B981190–1B982430
225/250/300/350 SCi Verado L6	Belgium – 0P583008–0P583849

Situation

Mercury Marine has identified a potential issue with the engine oil pump shaft on the outboards listed. A small number of the oil pump shafts may have been manufactured with an incorrect heat treatment process. Affected shafts may break while the outboard is in the shipping carton or during the initial engine start up. An oil pump with a broken shaft will not develop engine oil pressure. Outboards listed must be tested for proper engine oil pressure prior to placing the outboard into operation.

Inspection

IMPORTANT: This procedure should be performed as part of the pre-delivery inspection process for a new boat mounted outboard that has not been previously run. Outboards that have been run or are already in service are not affected by this bulletin.

1. Connect either a service tool or accessory oil pressure gauge to the engine.
2. With water to the outboard, use the start switch to momentarily start and shut off the engine.
3. Monitor the engine oil pressure gauge for a pressure reading.
4. Engine oil pressure should rise to approximately 345 kPa (50 psi) within 6 start/off cycles.
5. The outboard is operational if the oil pressure has reached approximately 345 kPa (50 psi) within 6 start/stop cycles. No oil pump replacement is required.
6. If no or very low oil pressure is indicated after 6 start/off cycles the oil pump shaft has failed and the oil pump must be replaced.

Correction

1. Drain the engine oil from the sump into a clean container. The engine oil will be reused after the oil pump replacement.
2. Refer to the outboard service manual and replace the engine oil pump with new oil pump o-rings and powerhead base gasket.
3. Install the powerhead and fill the engine with the retained engine oil.

Dealer Outboard Inventory

Dealer inventory of affected outboards should be inspected and corrected as needed prior to customer delivery.

Factory Rework Identification

Outboards that have been tested good or that have been reworked with a new oil pump are identified by:

- A green dot sticker applied to the serial number mat on the engine shipping carton.
- A green paint mark applied to the IOM thermostat housing.

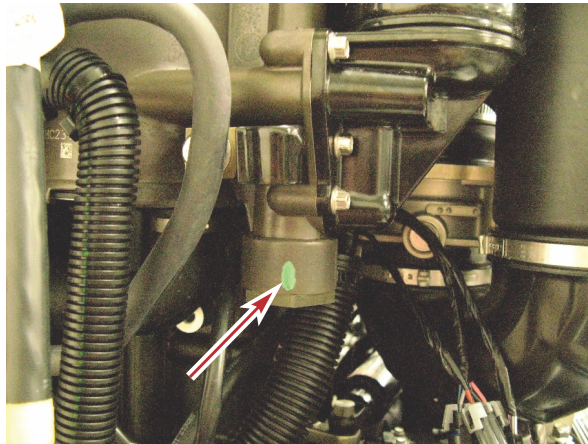
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Dealer Rework Identification

Outboards that have been tested good or that have been reworked with a new oil pump by the dealer should be identified by:

- A green paint mark applied to the IOM thermostat housing.



52622

Parts Required

Qty.	Description	Part Number
1	Oil pump assembly	884446T04
2	O-ring, pump to adapter plate	25-887930
1	Gasket, powerhead base to adapter plate	27-880624003
1	Clamp (Oetiker 36.1) thermostat housing to dump hose	54-888988001

Warranty

Mercury Marine will credit the dealer for the cost of parts and labor. Complete a warranty claim listing:

- Outboard serial number
- Qty. 1 each p/n 884446T04, oil pump assembly
- Qty. 2 each p/n 25-887930, o-ring, pump to adapter plate
- Qty. 1 each p/n 27-880624003, gasket, powerhead base to adapter plate
- Qty. 1 each p/n 54-888988001, clamp (Oetiker 36.1) thermostat housing to dump hose

For Inspection Only, Oil Pump Tests Good

- 0.4 hours labor – inspection
- Warrant flat rate code: SB04

For Inspection and Oil Pump Replacement

- 0.4 hours labor - inspection
- 3.6 hours labor – oil pump - remove, replace, and post repair test
- Warranty flat rate code: SB40 total time
- Part code: 418
- Failure code: 00

United States and Canada: Complete and process the claim via MercNET or return a warranty claim form.

International: Follow instructions issued by the Marine Power International office or by an authorized Marine Power Distributor.

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