



MERCUISER SERVICE BULLETIN

Section: XII (Service
Bulletins)
Number: B 63-12
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Beaver Dam, Wis.
U.S.A.

- A. Engine Repair Stand for MerCruiser I & II Gasoline Engines
- B. Engine Coupling Assembly Lubrication
- C. Special Fuel Tanks - Cautions

A. ENGINE REPAIR STAND FOR MERCUISER I & II 4-CYCLE ENGINES

(Add to Page 2 of Tool Section XI.)

The answer for safe, easy handling of MerCruiser 4-cycle engines during repair and overhaul . . . very sturdy and completely mobile . . . saves time and labor in repairing and handling of engines. Engine mounting bracket permits engine to be rotated 360° for various service operations. See figure on right.

91-35135

Engine Repair Stand

\$90.00
Net Price

B. ENGINE COUPLING ASSEMBLY LUBRICATION

*(For Page 11 & Page 32
of Installation Section II)*

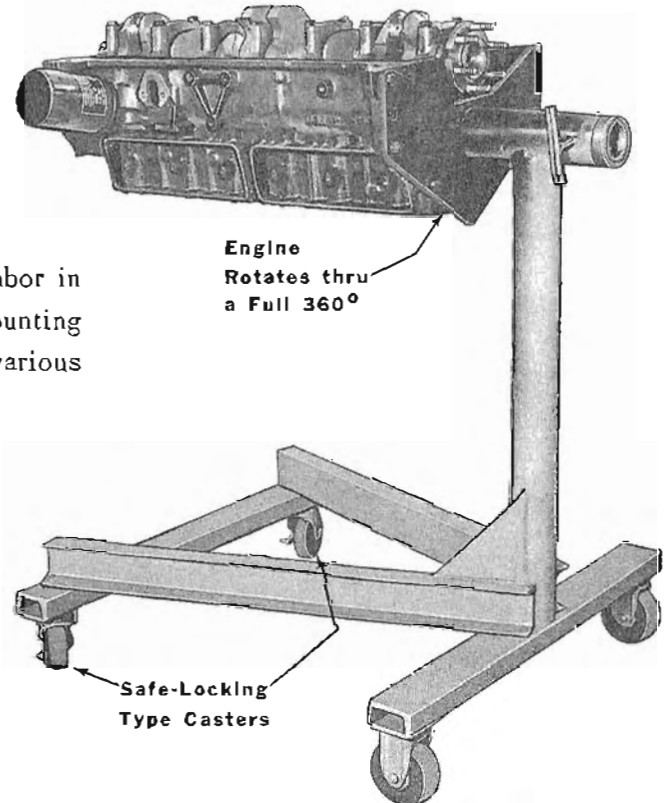
On initial installation and whenever a stern drive unit is removed, it is recommended that the engine coupling splines and drive shaft splines be lubricated with MULTIPURPOSE Lubricant.

C. SPECIAL FUEL TANKS - CAUTIONS

(Add to Page 4 of Fuel System & Carburetion Section VII.)

We again caution dealers in reference to the dangers involved when using special fuel tanks with MerCruiser Stern Drive Power Packages (and larger outboard motors) .

In many cases of engine malfunction with fiber glass fuel tanks, we have found that wax, used in the construction of these tanks, was dissolved by the fuel and lodged in the fuel filters.



(OVER)

This wax is practically impossible to detect and, although the filters appear to be in perfect condition, the fuel flow is restricted, with a resulting lean-out condition that can be corrected only by replacing the filter elements.

In other types of fiber glass fuel tanks, minute particles of fiber glass remain in the tank after construction, with subsequent clogging of the fuel filters.

We have found also that, in many cases of engine malfunction with "built-in" or special fuel tanks, that the fuel pickup in these tanks was unsuitable to handle the fuel requirements to the engines. Various other adverse findings were:

1. Fuel pickup has too small a screen or filter over the end.
2. Poor joints or connections caused air leaks into fuel system.
3. Absence of large openings at reasonable location prevents proper fuel pickup installation.
4. Some types of galvanized tanks cause flaking of plating with subsequent clogging of fuel pickup and filters.
5. Tanks which have been spray painted on the inside experience flaking which clogs the pickup and filters.

We, therefore, caution against installation of built-in or special tanks not approved by the Kiekhaefer Corporation for use with MerCruisers or outboards.