

# SERVICE BULLETIN

# MERCruISER

## STERN DRIVES and ENGINES

NUMBER: 76-6  
DATE : 12/18/75



CIRCULATE TO:	SERVICE MGR.	PARTS MGR.	MECHANICS	Place in Your "Service Bulletins Binder"
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### A. NEW RIDE-GUIDE CABLE RECOMMENDATIONS

*(Attach Bulletin Reference Stickers to PP 2A-8/2B-11/2C-8/2D-2 of Your Service Manual.)*

Revised Ride-Guide cable recommendations are as follows:

1. Heavy-duty Ride-Guide cables C-34451A\_\_ and C-54121A\_\_ series are to be used with straight-rack and rotary systems on the following installations -
  - a. All single stern drive engine installations of 90 HP and above.
  - b. All dual stern drive engine installations equipped with or without Power Steering.
  - c. All single engine outboard installations of 85 HP and above.
  - d. All dual engine outboard installations of 40 HP to 150 HP each engine.
2. Standard Ride-Guide cable C-37305A\_\_ series is to be used with straight-rack systems only on the following installations -
  - a. Single stern drive installations up to 89 HP.
  - b. Single outboard engine installations up to 84 HP.
  - c. Dual outboard engine installations up to 39 HP each engine.
3. Super Ride-Guide (dual cable) systems should be used on the following installations -
  - a. All racing applications. Special Ride-Guide Steering Systems are available with Power Steering for some racing installations. Contact the Racing Division (Oshkosh, Wis.) for availability.
  - b. All severe-duty applications (dual outboard engine installations of 151 HP each engine or above).

### B. UNIVERSAL JOINT GREASE

*(Attach Bulletin Reference Sticker to P. 9A-9 of Your Service Manual.)*

New MerCruiser Universal Joint Grease (listed in Service Bulletin No. 75-4) is similar in appearance (green in color) to our Multipurpose Lubricant, however, these two products are not interchangeable.

Universal Joint Grease (C-92-74058A1) is a high temperature lubricant specially formulated for universal joints and high speed operation. Using Multipurpose Lubricant in universal joints will cause premature universal joint failure.

### C. MCM 255/280 and MIE 255 OIL PAN SEALS

*(Make Changes in Your Individual Parts Lists in Your Parts Manual as Indicated.)*

Mercury Marine has changed its oil pan to conform to Chevrolet's new pan, thus, all 1975 MCM 255/280 and MIE 255 engines require the new oil pan seal. Change your 1975 MCM 255/280 parts list Oil Pan Gasket Set Part No. to read B-27-52236 and your 1975 MIE 255 Oil Pan Gasket Set Part No. to B-27-72627.

### D. REPLACEMENT LIGHT BULB for MICRO-CARD VIEWER

*(Attach Bulletin Reference Sticker to P. 9A-7 of Your Service Manual.)*

A replacement light bulb (C-88-65158) now is available for the Micro-Card Viewer.

**C-88-65158**

**Replacement Bulb, Micro-Card Viewer**

### E. POWER STEERING PROBLEMS

*(Attach Bulletin Reference Sticker to P. 7B-10 of Your Service Manual.)*

Complaints have been received from the field that Power Steering System failures have been caused by excessive pressure buildup when the Power Steering System stops are not adjusted properly. The failures listed are from broken hoses, erratic operation of control valves and steering cylinders.

Maximum allowable pump pressure, when measured with the drive unit in a full right or left turn, is 100 to 150 psi (7.03 to 10.55kg/cm<sup>2</sup>) maximum.

All installation instruction adjusting procedures for pre-adjusted Power Steering units are for Ride-Guide Steering Systems only. If these procedures are used on other than Ride-Guide cables, damage to drive and/or steering systems can occur. Any damage, caused by use of other than Ride-Guide Steering Systems on MerCruiser Power Packages, will not be covered by Warranty.

Individual cable manufacturers should be contacted for adjusting procedures and information.

### F. MERCATHODE MONITOR OPERATION

*(Attach Bulletin Reference Sticker to P. 7E-4 of Your Service Manual.)*

When a MerCathode System and a MerCathode Monitor both are installed on a boat equipped with a new propulsion unit (either stern drive or outboard), the Monitor initially may indicate that protective current is not being supplied thru the MerCathode anode. This condition is normal and, in such a case, the green light will not illuminate when the red button is pushed. This is only temporary, however, and results from the sacrificial zincs (if any) and/or new paint on the drive unit that are providing complete protection.

After your boat has been in the water for a period of time, surface scratches and abrasions expose the aluminum housings. Also, water can work its way into direct contact with the aluminum. At some time in this process, the MerCathode is called upon to start protecting the drive and, at this time, the green light on the Monitor begins to show when the red button is depressed. During this transition period, the green light on occasion will only flicker, but a steady green light will appear as soon as the MerCathode takes over and provides its continuous automatic protection.