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## MerCruiser Generation III Cool Fuel Module

**NOTICE**

Revised September 2017. This bulletin supersedes the previous bulletin number 2014-07R1 January 2015.

### Models Affected

Models Covered	Serial Number Or Year
MCM Bravo Sterndrive MPI EC and Non-EC V8 Engines	0W060000–2A437084
MerCruiser Inboard MPI EC and Non-EC Engines	0M398372–2A437084
MerCruiser EC Ski Engines*	1A090000–2A437084
MerCruiser 350 Scorpion EC Engines*	0W698433–2A437084
MerCruiser 377 Scorpion EC Engines*	1A091488–2A437084

\* These models exclude the non-EC versions of the engine.

### Scope

Worldwide

### Situation

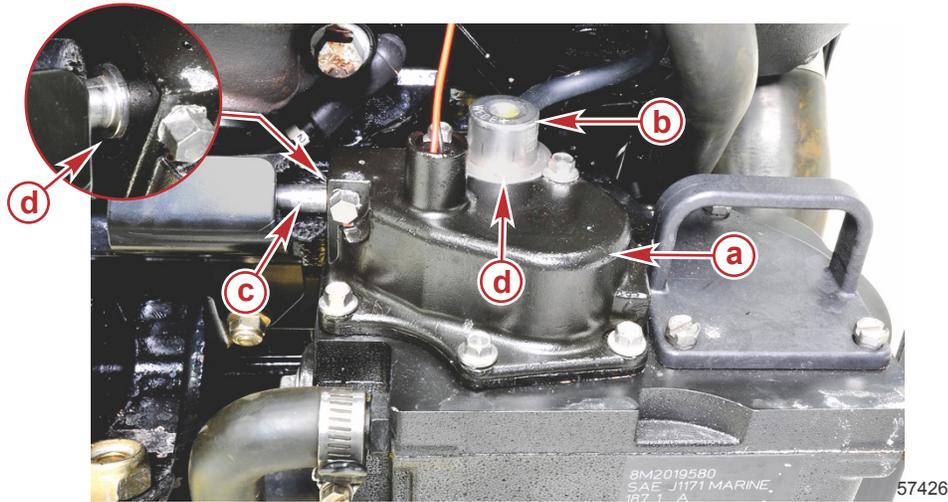
A situation has been identified whereby fuel may weep or very slowly leak from either the area under the fuel pressure regulator or at the joint between the Gen III Cool Fuel module and the discharge fuel line that carries fuel to the fuel rail, in the products listed above.

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## Inspection

If you encounter the above condition, thoroughly inspect the areas around the fuel pressure regulator, discharge fuel line, and below the Gen III Cool Fuel module for the accumulation of fuel residue.



### Cool Fuel module

- a** - Cool Fuel module top cover
- b** - Fuel pressure regulator
- c** - Discharge fuel line
- d** - Inspection points

## Correction

### ⚠ WARNING

Fuel is flammable and explosive. Ensure that the key switch is off and the lanyard is positioned so that the engine cannot start. Do not smoke or allow sources of spark or open flame in the area while servicing. Keep the work area well ventilated and avoid prolonged exposure to vapors. Always check for leaks before attempting to start the engine, and wipe up any spilled fuel immediately.

**IMPORTANT:** Fuel is flammable and explosive. Proper connection of all fuel lines is essential for the safety of the operator and occupants of the vessel.

When servicing fuel connections where seals, O-rings, or quad rings are used, replace these with new seals, O-rings, or quad rings.

After the fuel lines have been installed, verify positive connection of the fuel lines by firmly grasping the fuel line while pushing and pulling away from the connection point with a firm amount of pressure.

Before putting the vessel back into service, while priming fuel system prior to initial start, visually verify that there are no fuel leaks or fuel weepage at all fuel line connections.

When servicing fuel connections: Disconnect the battery and remove all sources of ignition from the area. Work in a well-ventilated area and avoid prolonged exposure to vapors. Wipe up any spilled fuel immediately.

**IMPORTANT:** Refer to the appropriate service manual for your particular engine and observe all precautionary safety related instructions when relieving fuel pressure from a pressurized fuel system prior to disassembly.

If signs of fuel weepage are observed at the inspection points, replace the Gen III Cool Fuel module top cover and seal, fuel pressure regulator, and the discharge fuel line quad ring. These components are available as a kit; order part number 8M0130861.

The new Gen III Cool Fuel module top cover is now anodized.

## Components Contained in Kit 8M0130861—New

Qty.	Description
1	Anodized Gen III Cool Fuel module top cover
1	Fuel pressure regulator
1	Top cover seal
1	Quad ring

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All fuel injectors must be flushed or replaced to prevent engine damage from lean fuel conditions. Refer to the electronic parts catalog for the part numbers of the replacement fuel injectors for your application. Prior to reassembly, clean and flush the discharge fuel line and fuel rail assembly.

**NOTE:** *Units that have had top covers or complete fuel modules replaced after April 28, 2014 may not fall under the guidelines of this bulletin as the top covers sent out as service replacements both separately and as components of the complete module assembly were anodized, and as such are not susceptible to paint delamination in these areas. Anodized top covers have a dull black finish versus the glossy black finish that painted top covers exhibit.*

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