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DATE: 10/24/79

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CIRCULATE TO:  
SERVICE MANAGER  
PARTS MANAGER  
MECHANICS

<p><b>OFFICIAL NOTIFICATION</b> <b>Under the U.S. Federal Boat Safety Act</b></p>
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## **REQUIRED Fuel System Rework on the Following 1979 Merc 4.5 Motors ONLY.**

### **1979 MERC 4.5**

<b>Australia</b>	<b>Serial No. 8059345 thru 8059594</b>
<b>Belgium</b>	<b>Serial No. 9221756 thru 9225255</b>
<b>Canada</b>	<b>Serial No. 7128838 thru 7129887</b>
<b>United States</b>	<b>Serial No. 5270784 thru 5272983</b>

Mercury Marine has determined that the fuel line routing on some 1979 Merc 4.5 motors (serial numbers specified above) must be reworked to reduce the possibility of a fuel leak and prevent a potential fire hazard.

Owners of these motors, who are properly registered with Mercury Marine (Warranty Registration Card), will be notified by mail (letter copy at end of bulletin) of this **REQUIRED** fuel system rework. Dealers should immediately contact their customers, who have purchased these Merc 4.5 motors, and schedule them for this fuel system rework.

Order one Fuel Pump Repair Kit (A-87905A6) from your Branch or Distributor for each of the Merc 4.5 motors that you have sold or have new in stock.

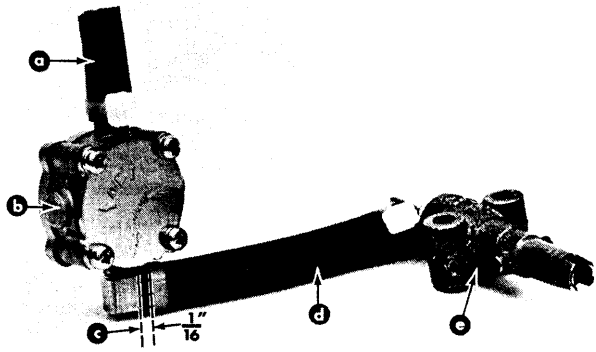
*NOTE: The Kit consists primarily of a new fuel pump assembly (with a 90" inlet fitting), a new carburetor strainer cover (with a 90" inlet hole) and two fuel lines - required to properly align the fuel line routing and assure that the fuel line connections are secure.*

## **Install the Fuel Pump Repair Kit as Follows:**

### **DISASSEMBLY**

1. Remove top cowl.
2. Disconnect choke assembly and strainer cover from carburetor and remove carburetor from engine.
3. Remove fuel line adaptor from bottom cowl and disconnect pulse line from fuel pump.
4. Disconnect fuel lines from strainer cover and fuel line adaptor.
5. Remove 90" fitting from old strainer cover.

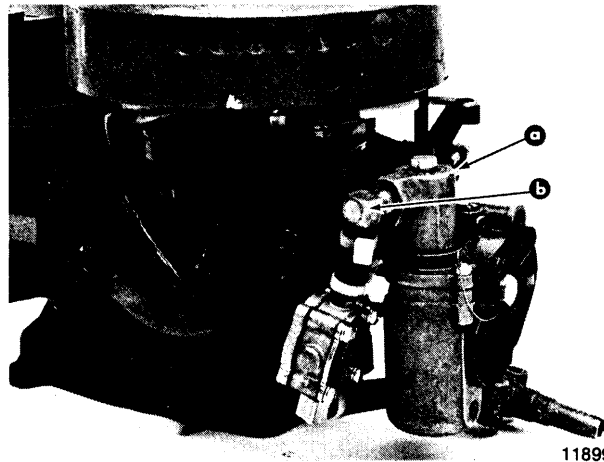
(OVER)



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- a - 1" (25.4mm) Fuel Line
- b - Fuel Pump Assembly
- c - 1/16" (1.6mm) Maximum (4 Sta-Straps)
- d - 3" (76.2mm) Fuel Line
- e - Fuel Line Adaptor

Figure 1. Fuel Pump and Lines Assembled



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- a - Fuel Strainer Cover
- b - 90° Fitting

Figure 2. Fuel Pump Assembly Installed

## REASSEMBLY

1. Apply a small amount of Perfect Seal (C-92-34227) or equivalent pipe thread sealant to threads of 90° fitting (removed from old strainer cover) and install fitting into new strainer cover (supplied). (Figure 2)
2. Assemble new fuel pump, strainer cover, fuel line adaptor and fuel lines, as shown in Figures 1 and 2.

**IMPORTANT: "Arrows" on fuel pump indicate direction of fuel flow to carburetor. New sta-straps (supplied in kit) MUST BE USED. Make certain that fuel lines are installed all the way on the fittings and position sta-straps 1/16" (1.6mm) MAXIMUM from ends of fuel lines (pull sta-straps tight with a pliers).**

3. Reinstall fuel line adaptor in bottom cowl.
4. Reinstall carburetor (using new gasket supplied) and reconnect choke assembly.
5. Position new, **top** strainer cover gasket (supplied) in strainer cover and install cover on carburetor.
6. Install pulse line on fuel pump (no sta-straps required).
7. Test-run engine to make certain that fuel line connections are secure and do not leak.
8. Reinstall top cowl.

Credit for the Fuel Pump Repair Kit and 0.5 hr. labor per outboard, will be issued upon return of the old fuel pump- (outside the United States and Canada, the fuel pumps need not be returned, because of customs duty difficulties) along with a completed warranty claim form. More than one outboard may be listed on a warranty claim, provided that all serial numbers are listed.

*NOTE: Serial numbers of new motors from inventory should be listed on the claim as "New in Stock".*