

NUMBER: 83-1

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A. STARTER MOTOR PINION GEAR/FLYWHEEL TOOTH RATIO * V6 OUTBOARDS

Because of the varied combination of starters/flywheels used on the V6 outboards, there has been some confusion when matching up the proper starter motor to flywheel tooth ratio. Following is a chart showing which starter motor/flywheel combinations are matched and the V-6 models they are used on.

Starter Motor Part No.	Number of Teeth on Pinion	Flywheel Part No.	Number of Teeth on Flywheel	Used On V6 Models
50-64975	10	246-5545A2	92	Merc V175 Merc V150
50-77141	8	246-5545A5	94	Merc V175
50-77141	8	246-5545A9	94	Merc V175 Merc V150
50-86976	9	257-7555A3	135	Merc V175 Merc V150 Merc V200 Merc V225
50-79472	8	246-5545A9	94	Merc V200
50-77141	8	246-5545A16	94	Merc V150
50-77141	8	257-7555A78	94	Merc V150
50-79472	8	257-7555A78	94	Merc V200

B. CARBURETOR MAIN JET GASKETS * V6 OUTBOARDS

Because of numerous requests from the field, the carburetor main jet gaskets will be available separately. Order a quantity from your Distribution Center and have them on hand when checking jet sizes on the V6 outboards.

Part No. 1395-8944

Gasket, Carburetor Main Jet

C. THREAD STRIPPING * TRANSOM MOUNTING BOLTS

Due to a thread stripping problem when installing the transom mounting bolts on outboards, the material of the nut has been changed from stainless steel to brass. Should you have a thread stripping problem, order the new brass material nuts listed below.

Part No. 11-99405

(supersedes Part No. 11-68411)

Nut, Transom Mounting

Part No. 11-91962

(supersedes Part No. 11-35000)

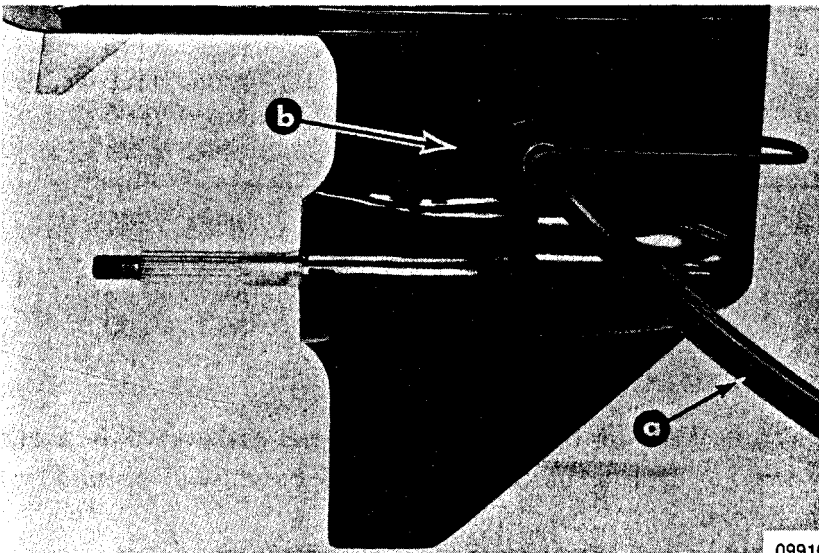
Nut, Transom Mounting

D. RECOMMENDED FLUSHING PROCEDURE FOR MERCURY OUTBOARDS *
MERC 18 thru V300

SAFETY WARNING: When flushing, be certain that area in vicinity of propeller is clear and that no person is standing nearby ** to avoid possible injury. It is recommended to remove propeller as a precautionary measure.

1. Install Quicksilver Flushing Attachment (or equivalent tool) on the gear housing from the FRONT END, positioning the rubber cups over the water intake openings. (Figure 1)
2. Connect hose (1/2" I.D. or larger) between flushing attachment and water tap.
3. With the motor in normal operating position (vertical), open water tap and adjust water flow so that there is a significant water loss around the rubber cups.
4. Shift motor into "Neutral" and start engine. Operate at idle speed and readjust the water supply as necessary to again establish a significant water loss around the flushing device rubber cups.
5. Increase engine speed to approximately 2000 to 2500 RPM. DO NOT OPERATE ABOVE 2500 RPM. Check to be sure that water is discharged from the "tell-tale".
6. Continue flushing until water being discharged becomes clear (3 to 5 minutes for saltwater units).
7. Stop engine, turn water off and remove flushing attachment from gear housing.

IMPORTANT: While and after flushing, keep motor in upright position until all water has drained from drive shaft housing to prevent water from entering the powerhead via drive shaft housing and exhaust ports.



a - Garden Hose
b - Flush Test Device

Figure 1. Flush Test Device