



service information

ADVISORY
 BULLETIN

No. 2001-06

Circulate to: Sales Manager Accounting Service Manager Technician Parts Manager

Official Notification Federal Boat Safety Act Flywheel Nut Retorque - 115 EFI Four Stroke

Models Affected

MERCURY/MARINER

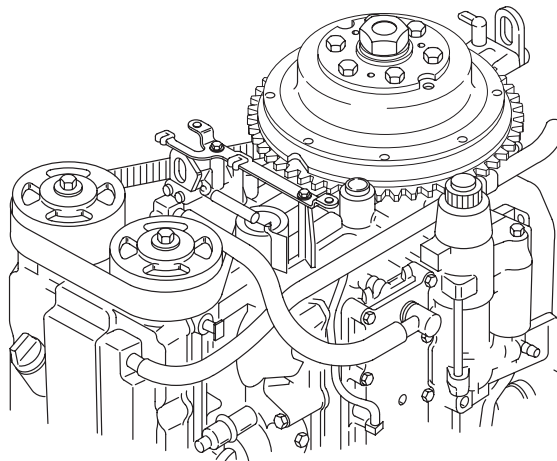
2001 115 EFI Four Stroke

S/N 0T332305 thru 0T388252

It is necessary to retorque the flywheel nut on the outboards listed in this Service Information Bulletin that have not been retorqued at the factory. The retorque of the flywheel nut is to ensure that the proper retention of the flywheel to the crankshaft is maintained. Refer to the "Inspection": section to identify the outboards that had the flywheel nut retorqued at the factory.

Outboards beginning with serial number 0T388253 and above have the flywheel nut retorqued and do not require any further attention.

The retorquing of the flywheel nut should be performed as soon as possible on units in service, before start up of units returning to service, and before start up of a new unit. The proper procedure is described in this bulletin.



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Owner Notification

A letter will be sent to every registered owner of an affected outboard. The letter will advise the owner to return their outboard to their selling dealer or any Mercury/Mariner authorized dealer for retorquing of the flywheel nut. A copy of the customer letter and warranty claim is attached.

Outboard Inventory

Dealer Storage – Retorque flywheel nut before start up of units returning to service

Dealer Inventory – Retorque flywheel nut before initial start up of a new unit

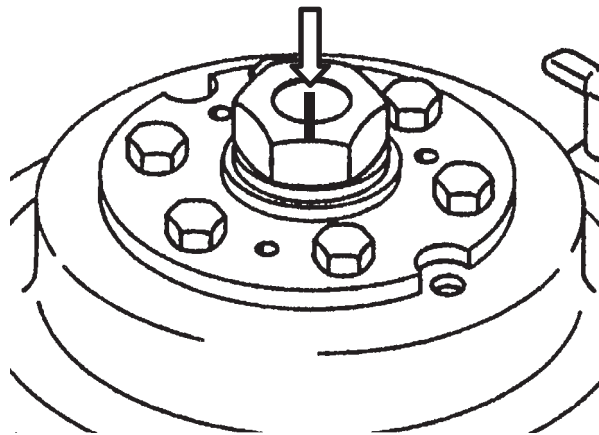
Mercury Marine Inventory – Inventory has been reworked and marked with a yellow line across the end of the crankshaft and flywheel nut surface. A yellow dot is also placed on the starter motor housing.

Inspection

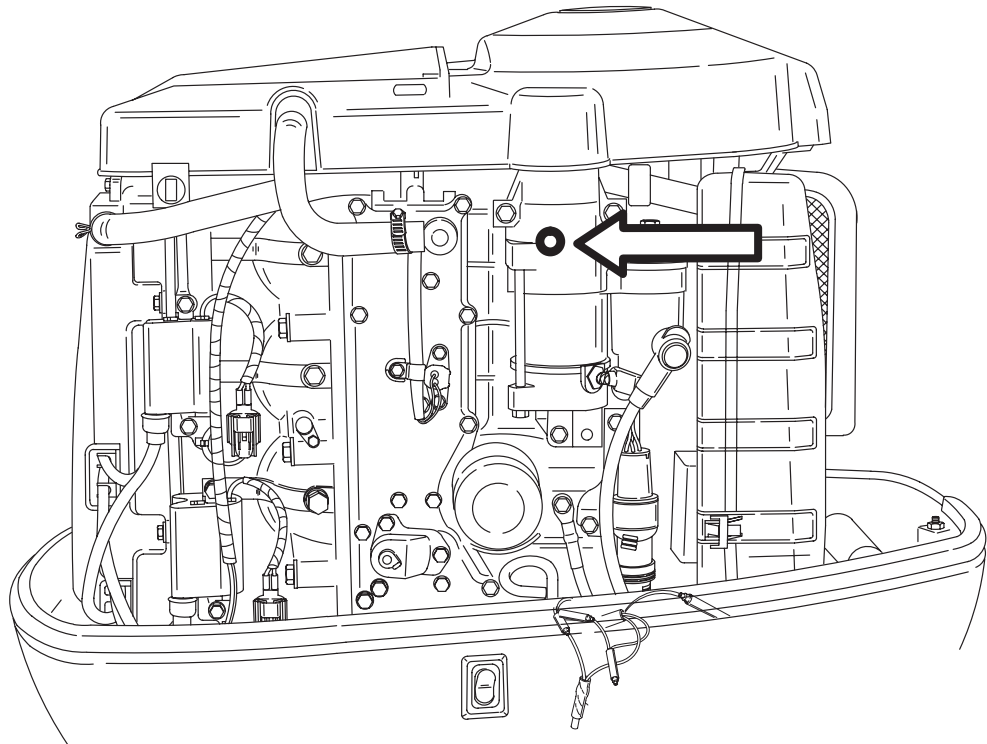
Outboards produced previous to serial number 0T388253 should be inspected for the yellow mark on the end of the crankshaft and flywheel nut or the yellow mark on the starter housing. There are additional color (white and red) marks on the end of the crankshaft and flywheel nut that are applied for other manufacturing aids.

Outboards with yellow marks have been reworked at Mercury Marine and do not require the retorque.

Outboards without the yellow marks require retorquing of the flywheel nut.



Factory Crankshaft and Nut Yellow Mark.



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Starter Motor Dot.

Correction

Outboards without the yellow marks within the serial number range of 0T332305 through 0T388252 require retorquing of the flywheel nut.

⚠ WARNING

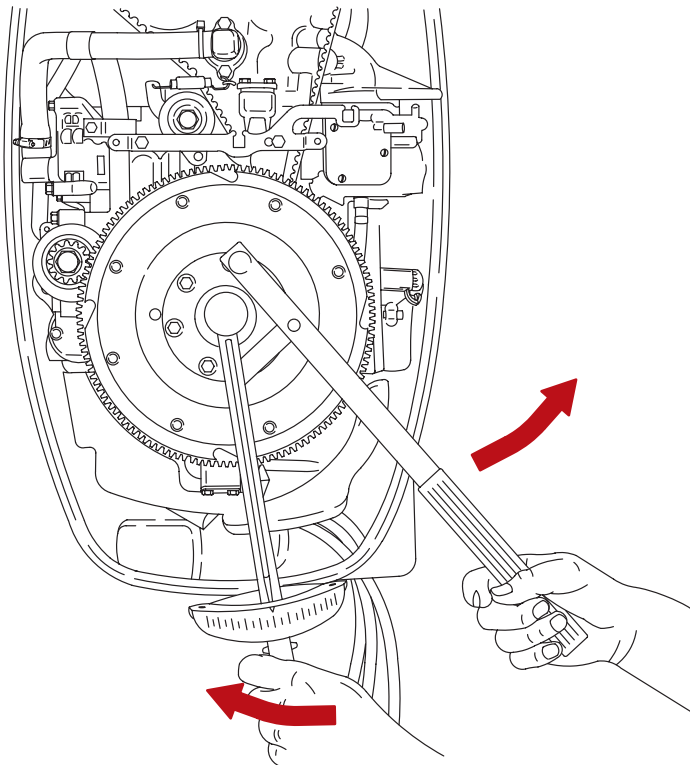
Engine could possibly start when turning flywheel during the retorquing operation. To prevent this type of accidental engine starting and possible serious injury, always remove spark plug leads from spark plugs.

IMPORTANT: Do Not remove the flywheel from the crankshaft

1. Remove the flywheel cover and loosen the flywheel nut.

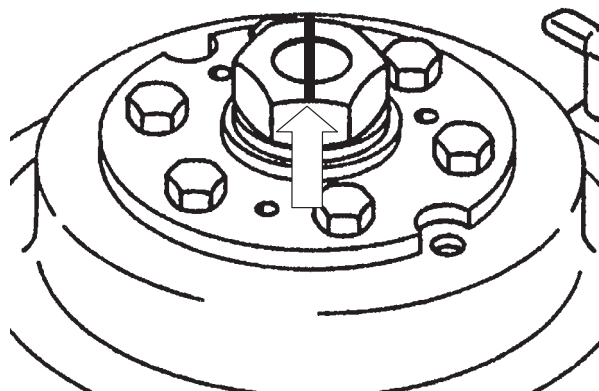
IMPORTANT: Do Not use an impact gun to torque the nut.

2. Retorque the flywheel nut to 140 lb-ft. (189.8 N·m) with a torque wrench.

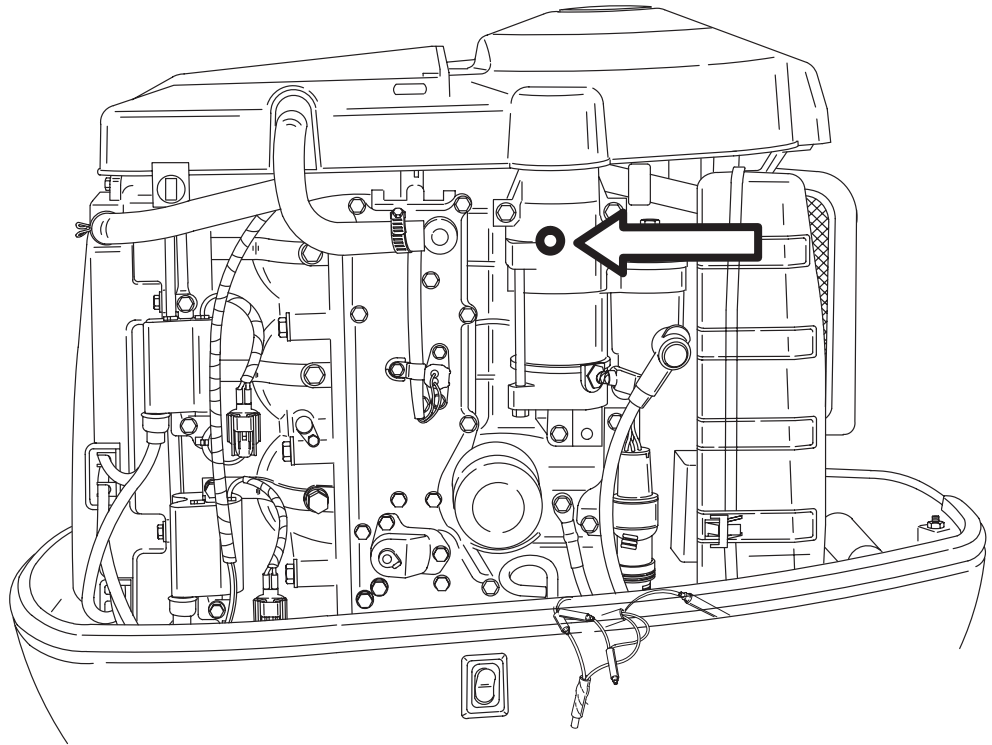


Torque Flywheel Nut to 140 lb-ft (189.8 N m)

3. Mark a black line on the end of the crankshaft and both flywheel nut surfaces.



4. Mark a black dot on the starter motor housing.



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5. Replace the flywheel cover and torque the attaching bolts to 65 lb-in. (7.3 N·m).

Tools Required

- 10 mm socket – Flywheel cover.
- 36 mm socket – Flywheel nut.
- Flywheel holder – P/N 91-83163M.
- Large breaker bar or impact gun to loosen the flywheel nut.
- Torque wrench capable of 140 lb-ft. (189.8 N·m).
- Black permanent marker.

Repair Identification

Factory identification of rework.

- Yellow mark on the outside of the shipping container next to the serial number label.
- Yellow line on the end of the crankshaft and flywheel nut surface.
- Yellow dot on the starter motor housing.

Dealer identification of work performed.

- Black line on the end of the crankshaft and both flywheel nut surfaces.
- Black dot on the starter motor housing.

Service Procedure Changed

The service procedure is changed when the flywheel is removed from the crankshaft. The new procedure is to retorque the flywheel nut after running at idle for 10 minutes. This new procedure is to be used on all 115 EFI four stroke models whenever the need to remove the flywheel has occurred. The service manual will be changed at the next revision.

Procedure:

IMPORTANT: Clean flywheel/crankshaft taper with solvent and assemble dry.

1. Remove all lubricants from the crankshaft taper and flywheel taper with alcohol.
2. Place the flywheel key into the slot.
3. Install the flywheel.

IMPORTANT: Do not allow oil to contact the flywheel taper or the crankshaft taper.

4. Lube the top of the flywheel nut washer carefully and sparingly with four stroke outboard oil.
5. Lube the flywheel nut threads carefully and sparingly with four stroke outboard oil.
6. Install the washer and nut.
7. Hold flywheel using flywheel holder (91-83163M) and tighten nut to the specified torque with a torque wrench.

| Flywheel Nut Torque |
|------------------------|
| 140 lb-ft. (189.8 N·m) |

8. Run the engine at idle for 10 minutes.
9. Loosen the flywheel nut. DO NOT remove the flywheel.
10. Retorque the flywheel nut to 140 lb-ft. (189.8 N·m) with a torque wrench.

Failure to follow this procedure may result in a loose flywheel condition.

IMPORTANT: Apply the attached service manual sticker in the 115 EFI service manual 90-881980 on page 2A-36.

The sticker updates the installation procedure that must be followed after flywheel removal. Two copies are attached.

Warranty

Mercury Marine will credit the dealer for the cost of labor for one year from the issuance of this advisory or bulletin. Please note the month and year located at the lower left corner of the front page of this document.

Complete warranty claim listing:

- Outboard serial number
- One half (0.5) hour labor
- Warranty Flat Rate Code - NJC
- Part Code - 409
- Failure Code - 00



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Dear Mercury Marine Customer:

Our records indicate that you are the owner of a Mercury/Mariner outboard included in a recall being performed in compliance with the Federal Boat Safety Act. It is necessary to retorque the flywheel nut on your Mercury/Mariner outboard. The retorque of the flywheel nut is to ensure that the proper retention of the flywheel to the crankshaft is maintained.

WHAT YOU SHOULD DO

Contact your authorized dealer, preferably the one who sold you the engine, and make arrangements for retorquing of the flywheel nut. The dealer will refer to Mercury Outboard Service Information Bulletin 2001-06 for instructions. You must deliver your engine to the dealer and present this letter, the reverse side of which is a claim-form your dealer needs to send to us for reimbursement.

NOTE: *If your boat is in storage, you may want to wait until you remove it from storage to have this service performed.*

WHAT WE WILL DO

We will reimburse the authorized dealer for the retorquing of the flywheel nut in line with the service bulletin.

We apologize for any inconvenience this recall may have caused you; however, we have taken this action to ensure that your boating experiences will be safe and enjoyable.

Sincerely,

Mercury Technical Service Department

