Hi-Performance MARINER OUTBOARDS

MERCURY PERFORMANCE OUTBOARDS

service bulletin

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IMPORTANT INFORMATION

Low Water Pressure Condition

Revisions Are Underlined

MODELS AFFECTED

ENGINE MODEL	GEAR CASE TYPE
PRO MAX/SUPER MAG 150/200/225	TORQUEMASTER & XR - 4.25" DIAMETER
PRO MAX/SUPER MAGNUM 300	TORQUE MASTER

RECOMMENDATION

For applications where lower than recommended water pressure to the engine is experienced, a HIGH SPEED GEAR CASE WATER INLET COVER KIT (P/N 832066A1) is available to help increase water pressure.

NOTE: *Always install* ***both*** *pickups from the kit. If only one cover is installed, water entering the side with the cover may flow out the side without a cover, causing insufficient cooling to the powerhead.*

WATER PRESSURE SPECIFICATIONS

During outboard operation, water pressure should be as follows.

Pro Max/Super Mag 150/200/225
Normal Water Pres @ 5500 RPM = 15-22 psi
Min. Pres. at W.O.T. = 12 psi
Max. Pres. at W.O.T. = 25 psi

Pro Max/Super Mag 300
Normal Water Pres @ 5500 RPM = 15-22 psi
Min. Pres. at W.O.T. = 12 psi
Max. Pres. at W.O.T. = 30 psi

IMPORTANT: If at operating speed the water pressure is above the recommended pressure, stop the engine IMMEDIATELY and inspect the outboard to find and correct the problem before operation or damage to the outboard could occur.

WATER INDICATOR HOLE

Pro Max/Super Magnum150/200/225 HP

When the engine is cold and the thermostats are closed, very little water will come out of the water indicator hole at idle. However, once the thermostats open, a stream of water should be visible at idle. If not, stop the engine IMMEDIATELY and inspect the outboard to find and correct the problem before further operation or damage could occur to the powerhead.

Pro Max/Super Magnum 300 HP

This family of engines should always have a stream of water coming from the water indicator hole, whether the engine is cold or warm. If not, stop the engine IMMEDIATELY and inspect the outboard to find and correct the problem before further operation or damage could occur to the powerhead.

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