

Circulate to: Sales Manager Accounting Service Manager Technician Parts Manager

Single-Engine Console-Mounted Mechanical Remote Control with Lock Bar

Scope

Worldwide

Models Affected

Models	Serial Number Range
Mechanical Shift Engines	All

Situation

Mercury Marine® has released a new single-engine, console-mounted, mechanical remote control. The development and release of this new remote control with a neutral locking feature is compliant with recently issued American Boat and Yacht Council (ABYC®) standards intended to reduce the chance of unintended throttle engagement on console-mounted remote controls.

The mounting and hole cut-out pattern remain identical to the non-lock bar legacy single-engine console-mounted mechanical remote control. Refer to the installation instructions included with the remote control assembly for installation details including handle dimensions and clearance requirements.

NOTE: Mercury Marine's dual-lever console-mounted remote controls are not affected by this change.

This bulletin is for informational purposes only and does not constitute a fix campaign or recall program.

Handle assemblies and lock bar components are not interchangeable with non-lock bar remote controls.



Lock bar remote control

- a** - Neutral lock bar release
- b** - Non-lock bar handle



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Non-lock bar remote control

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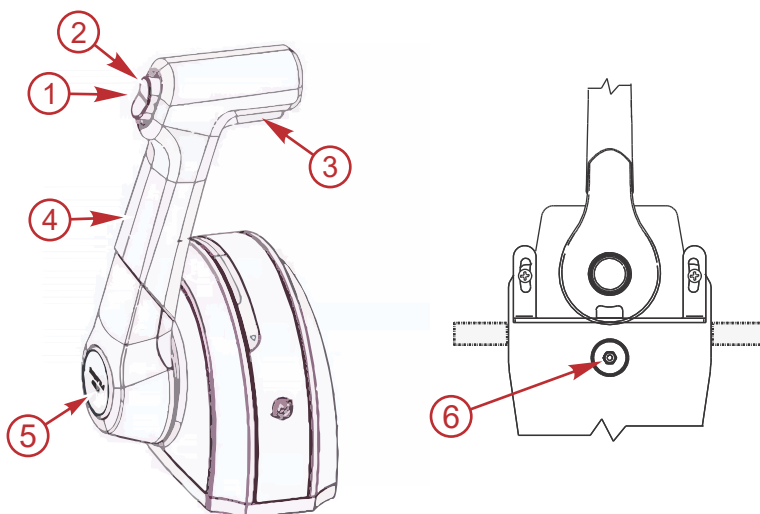
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Part Numbers

Use the following part number reference table to order new single console mechanical remote controls with the lock bar. Non-lock bar single-engine mechanical remote controls will no longer be available (NLA) when inventories are depleted. Legacy remote control service parts are available on the Electronic Parts Catalogue (EPC).

Description	Non-Lock Bar Part Number	New Lock Bar Part Number
Outboard with trim (chrome)	8M0059686	8M4507538
Outboard with trim (black)	8M0149418	8M4507541
MerCruiser® with trim (chrome)	8M0060783	8M4507539
Outboard and MerCruiser without trim (chrome)	8M0060782	8M4507540

Features and Operation



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- Power trim and tilt switch (if equipped)** - Used to trim or raise drive unit for trailering, launching, beaching, or shallow water operation. Refer to the **Operation and Maintenance Manual** for detailed power trim/tilt operating procedures.
- Trailer switch (if equipped)** - Used to raise the drive unit beyond the maximum trim position. Refer to the **Operation and Maintenance Manual** for detailed trailer switch operation.
- Neutral lock bar release** - Prevents accidental shift and throttle engagement. Squeeze the neutral lock bar release to move the control handle out of the neutral position.
- Control handle** - Operation of the shift and throttle are controlled by the movement of the control handle. Push the control handle forward from neutral with a quick, firm motion to the first detent for forward gear. Continue pushing forward to increase speed. Pull the control handle back from neutral with a quick, firm motion to the first detent for reverse gear. Continue pulling back to increase speed.

NOTICE

Failure to rotate the propeller shaft when shifting gears or forcing the shift mechanism while the engine is not operating can result in product damage. If you must shift gears with the engine off, manually rotate the propeller shaft in the appropriate direction.

- Throttle only button** - Allows engine throttle advancement without shifting the engine. This is done by disengaging the shift mechanism from the control handle. The throttle only button can be depressed only when the remote control handle is in the neutral position and should only be used to assist in starting the engine. Refer to the **Operation and Maintenance Manual** for correct throttle setting when starting the engine.
- Control handle throttle friction adjustment nut** - This nut can be adjusted to increase or decrease the friction on the control handle. This will help prevent unintended movement of the remote control handle. Turn the nut clockwise to increase friction and counterclockwise to decrease friction. Adjust the throttle friction adjustment nut to the desired friction.

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