

THE FISHER-PIERCE CO., INC.

ENGINE DIVISION

1149 HINGHAM STREET, ROCKLAND, MASS. 02370

Area 617 Tel. 773 6000



SERVICE BULLETIN F-P 7

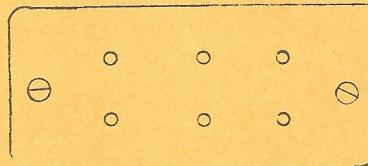
May 9, 1967

SUBJECT: 1. Back Pressure Relief
(For Improved Pump Circulation-Low Speed and Idle)

2. Removal of Unnecessary Muffler Reduces Corrosion

1. Exhaust back pressure from submergence of the leg when the boat is not in motion can interfere with pump circulation, or even interrupt it. Bulletin #6 corrected the possibility of delayed tell-tale indication which might allow damage before knowledge of circulation failure.

Back pressure relief holes are now specified on engines above S/N 2300583. On older engines six 1/8" holes should be drilled in the shift rod access cover (Part #90148) roughly according to the pattern shown. In addition to improved pump reliability, an incidental benefit is the reduction or elimination of exhaust burble when engine is idling.



2. Muffler tube, Part #A91514, will not be installed in engines above S/N 2300614. Grand Prix model engines below that number should have the muffler removed.

In the noise-reduction engineering of the Grand Prix, the upper leg was lined with an acoustic deadening material and the stainless steel perforated muffler tube was added. Experience has shown that both these items contribute to corrosion damage. Audible noise level is NOT increased by removal of the muffler or the padding.

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Zaki Saber
Customer Service Manager

ZS/RTF/hp

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