

SERVICE Bulletin

MERCURY OUTBOARDS

Number: 78-2

Date : 10/25/77



CIRCULATE TO:	SERVICE MGR.	PARTS MGR.	MECHANICS	Place in Your "Service Bulletins" Binder
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- C. Merc 700 Carburetor Flooding
- D. Recommended RPM Merc 900
- E. Gear Housing Service - Outboard/MerCruiser
- F. Storage of Mercury Outboards in "Laydown" Style Cartons

A. MERC 1750 FUEL PUMP PULSE CHAMBER

(Attach Service Bulletin Sticker to P. 5 A 4 of Your Service Manual.)

Occasionally, a diaphragm in a Merc 1750 fuel pump may split. Revisions have been made in the fuel pump pulse chamber (A-67622) to prevent this from happening. If fuel pump diaphragm splitting is experienced, however, bevel the edges of the slot and center hole, as shown in Figures 1 and 2. Also drill a .078" (5/64" or 2mm) diameter hole thru the pulse chamber, as shown in Figure 3.

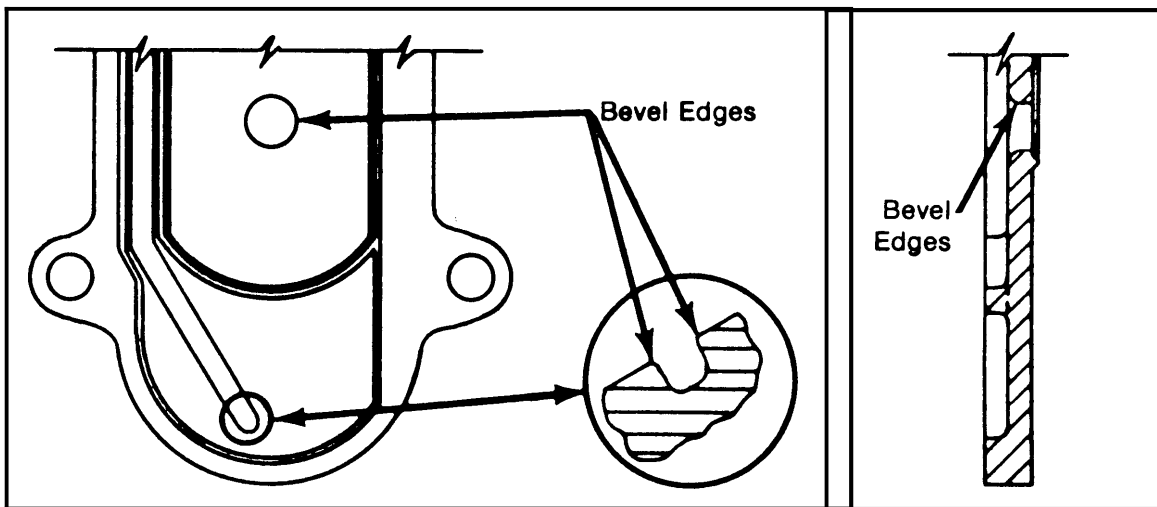


Figure 1. Beveled Edges Location

Figure 2. Beveled Edges

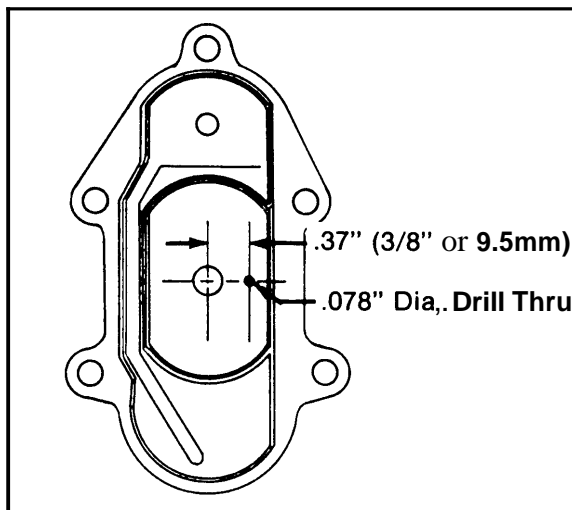


Figure 3. Merc 1750 Fuel Pump Pulse Chamber Revision

(OVER)

B. PROPELLER MODIFICATION to IMPROVE ACCELERATION

(Attach Service Bulletin Sticker to P. 2B-1 of Your Service Manual.)

A modification can be made to Quicksilver stainless steel propellers and new style aluminum props to help improve the acceleration of Merc 1500's (6 cyl. in-line) and V-6 Outboards.

This modification works best on relatively high performance boats but may be found helpful on "normal" rigs (down to 17" pitch props) or on ski tow boats. It consists of drilling a small hole in the blade-root fillet near the leading edge. (See Figure 4 and chart, below.) The small hole allows exhaust gases to escape into the back side low pressure area and results in a controlled ventilation condition. In turn, this reduces the torque load on the engine, and the RPM will increase into a more favorable power range.

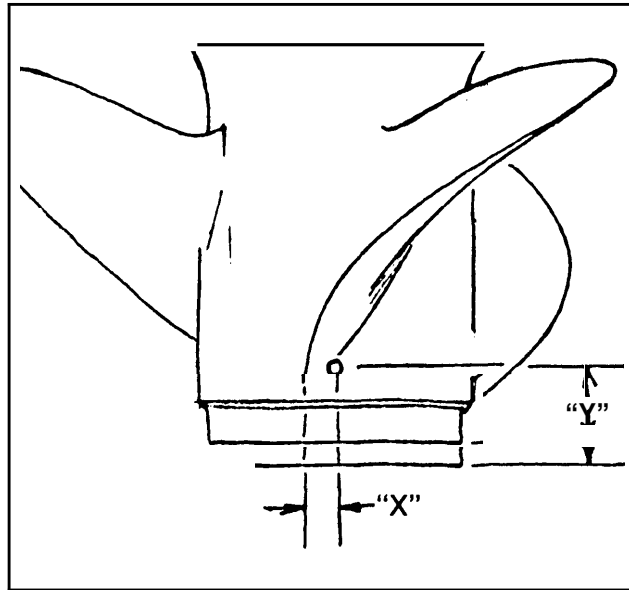


Figure 4. Hole Location

Merc Model	"X" Dimen.	"Y" Dimen.	Hole Diameter
1750	1/2" (12.7mm)	1" (25.4mm)	1/4" (6.4mm)
1500	1/2" (12.7mm)	3/4" (19mm)	3/16" (4.8mm)

WARNING: Drill thru outer hub only.

C. MERC 700 CARBURETOR FLOODING

(Attach Service Bulletin Sticker to P. 5B-22 of Your Service Manual.)

Fuel flooding of the Merc 700 carburetor economy system has been noted on some boat installations, and the boat becomes difficult to plane with this condition.

Correction may be accomplished by removing and installing a new carburetor float inlet seat (A-1399-7280). This change may require readjustment of the idle jets.

In addition, it should be noted that boat planing can be improved by increasing the tilt angle (tilt out) and propping at or near 5500 RPM.

A-1 399-7280

Inlet Seat

D. RECOMMENDED RPM - Merc 900

(Attach Service Bulletin Sticker to Section 3B Index Page of Your Service Manual.)

The tag, as shown in Figure 5, is attached to the 1978 Model Merc 900. DO NOT exceed the maximum 5000 RPM, as performance will drop off considerably. Most tests show best results at approximately 4600-to-4700 RPM.

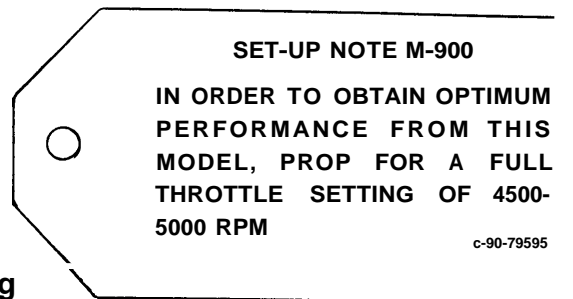


Figure 5. Merc 900 (1978) Max. RPM Tag

E. GEAR HOUSING SERVICE - OUTBOARD (and MERCUISER)

(Attach Service Bulletin Sticker to P. 1C-2 of Your Service Manual.)

Whenever servicing a gear housing assembly on a Mercury Outboard (or MerCruiser), particularly in salt water areas, we recommend application of Perfect Seal Compound (C-92-34227) between the gear housing cover nut threads and bearing carrier surfaces. This provides for increased protection against corrosion in these areas and makes for easier service in the future.

Clean the surfaces of bearing carrier outside ring lands, the cover nut threads and the gear housing internal mating surfaces with a brush and clean cloth. Apply a generous coating of Perfect Seal to the outside diameter surfaces of the bearing carrier, the threads of gear housing and cover nut. Use caution so that Perfect Seal does not enter ball bearing or reverse gear. Tighten cover nut to specified torque.

C-92-34227

Perfect Seal Compound

F. STORAGE of MERCURY OUTBOARDS in "LAYDOWN" STYLE CARTONS

If Mercury Outboards in the "laydown" style cartons pose a storage or handling problem when stored horizontally, they may be stored vertically (on end), if the following conditions are closely observed:

1. Store engines with powerhead UP.
2. Store in a DRY place.
3. DO NOT stack (one on top of another) in vertical position.

CAUTION: DO NOT transport (shipment by freight) outboards in the vertical position.