service bulletin

MERCURY OUTBOARDS

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A. THERMOSTAT/SALT WATER OPERATION - 1979 Merc 7.5 and 9.8 Models

(Attach Service Bulletin Sticker on P. 6B-2 in Your Service Manual.)

Model 1979 Merc 7.5 and 9.8 Outboards are equipped with a thermostat controlled cooling system. The thermostat maintains a consistent engine operating temperature that results in smoother engine performance at slower speeds, particularly in cold water areas.

However, to reduce salt deposits and corrosion in the cooling system, 1979 Merc 7.5 and 9.8 Outboards, which are used in salt water, should be operated WITHOUT THE THERMOSTAT. Mercury dealers in salt water areas should remove the thermostat (and advise the owner) before delivering a Merc 7.5 or 9.8 to the customer.

Thermostat Removal

1. Unsnap retainer spring and remove thermostat cover from exhaust manifold cover.

IMPORTANT: DO NOT REMOVE GASKET from thermostat housing. Gasket adheres to housing with "Super Glue".

2. Leave thermostat gasket intact and pull thermostat out thru hole in gasket.
3. Reinstall thermostat cover and secure with retainer spring.
4. Test run engine and check thermostat cover gasket to make certain that no water leaks exist.

B. SPARK PLUG OPTION - 1979 Merc 7.5 and 9.8 Models

(Attach Service Bulletin Sticker on P. 9A-1 in Your Service Manual.)

Model 1979 Merc 7.5 and 9.8 Outboards have an ignition system that is designed to fire surface gap plugs as well as the less demanding conventional gap plugs. Under some conditions, smoother idle may be obtained with the standard conventional gap plug [Champion L-7754 or QL-77J4 at ,040'' (1.02mm) gap]. However, for heavy duty application, long plug life and freedom from fouling, the standard plug should be replaced by a surface gap plug (AC V4OFFK or Champion L-78V).

IMPORTANT: Use Champion QL-78V where Radio Frequency Interference (RFI) Suppression is required.

Vendor Part No.	Mercury Part No.
AC V4OFFK	C-33-58194
Champion L-78V	C-33-58194 (AC V40FFK)
Champion QL-78V	c-33-75739

C. DRIVE SHAFT "O" RING - 1979 Merc 4.5/7.5/9.8 Models

(Attach Service Bulletin Sticker on P. 7A-Z in Your Service Manual.)

Later model Merc 4.5/7.5/9.8 Outboards are equipped with a new design seal arrangement for the crankshaft/drive shaft splines.

Whenever the gear housing assembly is removed from one of these motors, the drive shaft "O" ring may pull off from the drive shaft and remain in the seal carrier on the end of the crankshaft. If this happens, the "O" ring must be removed from the carrier (use a wire hook) and discarded.

A new drive shaft "O" ring (C-25-85148) always should be installed in the groove on the drive shaft before reinstalling the gear housing assembly on the motor.

C-25-85148 "O" Ring, Drive Shaft

D. FUEL PUMP - Merc 4.5 Model

(Attach Service Bulletin Sticker on P. 5A-1 in Your Service Manual.)

Some 1978 model Merc 4.5 Outboards are equipped with a black, cannister type (one piece, sealed) fuel pump. This fuel pump IS NOT AVAILABLE as a service replacement part. If replacement is required, order A-87905A2 Fuel Pump Kit.

A-87905A2 Fuel Pump Kit

E. "WEED SHEDDING" PROPELLER - 1979 Merc 20 HP Model

(Attach Service Bulletin Sticker on P. 2B4 in Your Service Manual.)

Later model Merc 20 Outboards are equipped with a new design, "weed shedding" propeller as STANDARD equipment. The new propeller (A-48-86962A4) is a 3-blade aluminum, 10" diameter x 9" pitch.

Prior model Merc 20 HP Outboards were equipped with either a 3-blade aluminum, 9-7/8" diameter x 9" pitch (A-48-33482A1) or a 2-blade aluminum, 9⅝" diameter x 11" pitch (A-48-33480A1) as standard.

Under identical operating conditions at wide-open-throttle, engine RPM with the new 3-blade (10" x 9") will "fall" between that of the other two propellers; i.e., 200-400 RPM LOWER than the 3-blade, 9-7/8" x 9" and 200-400 RPM HIGHER than the 2-blade, 9-7/8" x 11".

IMPORTANT: Full throttle RPM range for Merc 20 HP Models is 4800-5500 RPM. With average boat size and load conditions, the new 10" x 9" propeller will be most satisfactory. If the boat is operated occasionally under light load conditions (reduction in normal gross load), the customer should be cautioned about probable engine over-speed at wide-dpen-throttle and advised to throttle back under such operating conditions.

Under light-load conditions (known installations where light-load operating conditions will be standard, rather than the exception), the new 10" x 9" standard propeller may be too low in pitch. It is the dealer's responsibility to select and sell the correct propeller to the customer. The standard propeller then can be retained by the customer for a spare propeller (either for "work load" or an emergency situation).

F. REED BLOCK (CENTERMAIN BEARING) REPLACEMENT - Merc 20 HP Model

(Attach Service Bulletin Sticker on P. 6B-5 in Your Service Manual.)

United States: Serial No. 4709593 and Up
Australia: Serial No. 8045199 and Up
Belgium: Serial No. 9157230 and Up
Canada: Serial No. 7098523 and Up

Merc 20 HP Outboards (serial numbers specified, above) are equipped with a .003" (0.08mm) larger O.D. (outside diameter) reed block assembly (A-534-3267A25). The larger reed block assembly provides for a tighter fit in the crankcase coved/cylinder block bore to reduce center-main bearing failures (loose and/or broken).

Now available for repair of earlier 20 HP motors (BELOW serial numbers specified), a special Reed Block Assembly (A-534-3267A32) has been designed for the purpose of salvaging crankcase cover/cylinder blocks that have been damaged as a result of a centermain bearing failure. The reed block assembly (complete with installation instructions) is knurled on the O.D., which effectively increases the O.D. by .010" (0.25mm) for a tighter fit and grip within the crankcase cover/cylinder block bore.

NOTE: This reed block assembly is designed and intended solely for the purpose of repairing Merc 20 HP engines that have experienced a reed block (centermain bearing) failure (loose or broken) with resulting damage to the cylinder block/crankcase.

With proper installation of this reed block assembly, the cylinder block/crankcase assembly, in most instances, IS SALVAGEABLE and suitable for reuse, the exception being a cylinder block/crankcase that is either cracked or has a hole in it. Damaged engines, which have been repaired with this special reed block assembly (utilizing the original cylinder block assembly), have been test-run extensively with excellent results.

A-534-3267A32 **Reed Block Assembly (Does Not Include Reeds or Reed Stops)**