


Mercury 7.5 thunderbolt weight

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At the back of the garage. It hasn't been used in four years. I'll try to start tomorrow. Would it be funny to expect him to start so has anyone received any suggestions for things I can try to coax him into life? That's two blows. Last edited: 17 March 2010 - Drop some 2-tactical oil down sparks cork holes, and make sure it flips loose - New Candle Sparks - Fresh Fuel - New Impellor - WD40 sprayed around key electric bits, check wires, etc. If it works, change the lower unit of oil too. Old Merk 2 stroke ... Oh, that's great. What age? The first thing I would do is take a ignition candle and put a little penetrating oil in the cylinder and let it sit during the day. See if the engine flips over if it's stuck and won't turn to put more penetrating oil in it. Take a look at the carb, probably a quick streak and clean and recover won't do any harm. drain the old mixed fuel and replace, buy a new ignition candle, and go.... If it works great, if you do not put a new point and capacitor and you have to be in good shape. Impeller will need to resume, do not check say tail (suppose you will start in a large bucket of water or the like?) Tell us how you get on. Edited bit sorry, a little late, but at least you get the same advice twice!! Last edited: 17 March 2010 Old Merck 2 stroke ... Oh, that's great. What age? totally agree..... The 7.5s built 1979 zgt; 1985., the 75s (7.5) built 1967 zgt; 1987. which is urs? You may not need new traffic jams, I'm still running my 1976 Merc 500 on the original ignition candles. . . . and will go with the rest of the counsel. Hope everything goes well and let us know. I don't know how old he is. We bought it second hand in 2001 as get you home engine for our old bayliner and never use it much. It has 7.5 on the side, but no S It has a two cylinder, does not kill the cord, I think you can track the age from the serial number, so I'll have a go at it. It is currently mounted on a beam supported by two aluminum stairs and sits in our landfill full of water in front of the windows of The Pattio and SWMBO wants it to move. Nwo. Will I report tomorrow night for four years? It's just a holiday for the hanging. Check it flips OK with a gentle pull on the cord, change the fuel for a fresh batch and it should work fine. If it was mine, I'd give him some fresh fuel and see if it starts. I have an old Yamaha 2 that sat in the engine room on my old boat unused for 2 years. When I finally took it he began to pull second, even change gasoline. Now in my garage, was there 3 years, can give it a look today, expect the same result. If it was mine, I'd give him some fresh fuel and see if it starts. I have an old Yamaha 2 that sat in the engine room on my old boat unused for 2 years. When I finally took it it started the second pull, did not even change the gasoline. Now in my garage, was there 3 years, can give him a look today, expect the same um yes, I would expect that from Yami ... but these Merc take a little more tinkering ... (IMO) It has 7.5 on the side, but no S It has a two cylinder, does not kill the cord, I think you can track the age from the serial number, so I'll have a go at it. Will report tomorrow night post or pm me serial No. I have a list that covers most Mercs or photo decals as I also have a list of decals for engines until 1985. An example is added.... 1985 7.5hp Dec. Last edited: 18 March 2010 fuel and sparks, sparks and fuel I agree with most of the posters, but won't put penetrating oil in the plug hole of the intangible engine. Remove the forks, place them on the leads and get someone you hate a little to hold them against the block while you quickly pull the cord. (Probably how Morris Dancing was invented-) are there two sparks? Pour a tablespoon (not my tablespoon!) of gasoline or 2 hitting the cork holes, replace the cork and try to start without choking at this stage. He will cough and run as he dies, apply a full

throttle. Have a full and enjoy the exercise, will you heat up first? (not the engine...) My best was 6hp Perky my son found in a neighbor's hedge. Both coils are solid/dusty (i.e. dead), so we ran it from two 12v car coils and not charging the car's battery... Coniston's fine! Nick Post or PM me serial No. I have a list that covers most Mercs or photo decals as I also have a list of decals for engines until 1985. An example is added..... 1985 decals 7.5hp database of decals! Very impressive. I could do with that; I rely on the squeaky old memory I know I tell you how to suck eggs, but the serial is sometimes better than the decals as some sticker sets lasted a few years. The These brown stripes were 84 and 85 irc. The blue stripes before that (1980) also lasted several years, although they did other settings in the blue band for years (no sticker stuff) to make geeks spot different years of recent edit: March 18, 2010 At the back of the garage. It hasn't been used in four years. I'll try to start tomorrow. Would it be funny to expect him to start so has anyone received any suggestions for things I can try to coax him into life? That's two blows. I once had a 4hp Yamaha that remained unused and unwinterized etc for 5 years. I thought he would have grabbed it, but the gentle pull cord showed that the piston was loose and there was compression. About! lets see I thought. Turned on the fuel - full of coke and whistled the engine about a bit. One tug on the cord and it was on the sidelines! Stunning. after or PM me serial No I have a list that covers most Mercs or photo decals as I also have a list engine signs until 1985. Tremlett serial no 9236651, made in Belgium. Its black with grey/red stripes on the side with MERCURY in the white capitals. It has a white 7.5 on the back. Just now to get about 2 stroke oil. 2% blend I guess, right? A database of decals! Very impressive. I could do with that; I rely on squeaky old memories I know I tell you how to suck eggs, but serial serial better than decals as some sticker sets lasted several years. The These brown stripes were 84 and 85 irc. The blue stripes before that (1980) also lasted several years, although they did other tricks in the blue stripe years (no sticker stuff) to make geeks spot different years of Thanks..... Yes decals are only a guide if serial nos are missing, since some styles cover more than one year of 1955's 1967 white/silver/wee bits of red, etc. stripes 1968 zgt; 1971 red stripes 1972 zgt; 1983 blue stripes 1984 and 1985 brown stripes Can the information end here!!!! After the 1985 no longer classis (haha) Update Thursday 11.45 Update at 11.45 Good news, the engine started and ran smoothly after putting a syringe of fuel in each cylinder. However no sign of cooling the water coming out of the suspension so I turned off. Any idea where he is? Tremlett serial no 9236651, made in Belgium. Its black with grey/red stripes on the side with MERCURY in the white capitals. It has a white 7.5 on the back. Just now to get about 2 stroke oil. 2% blend I guess, right? the oily mix I think would be 50:1 having a small problem with the serial No. my lists give 9181726 qgt; 9461525 as 1978 zgt; 1984, most serial Nos bands for one year, with the odd double year, will need to have a closer look, should go back to this thing, but will look later. Good luck with running. Updated at 11.45 a.m. Good news, the engine started and ran smoothly after putting a fuel syringe in each cylinder. However no sign of cooling the water coming out of the suspension so I turned off. Any idea where he is? How long do you run it for th, when last used, is it sea or fresh water? If you need to extend the impeller, I can pm/email you a page from the service manual for you to replace the impeller yourself, (most of my guides cover the band for years) Start by checking that the explicit is not blocked (insects or spiders nesting). Stick out the hose and fittings at both ends or blow through compressed air. You can afford to run it without the flow of water for a few minutes, but not for the point at which the cylinder head is hot to keep your finger for a few seconds. If the telltale is clear and there is no flow of water for a minute or so, then the impeller pump is the next stop. By the way you'll find the year identifier ESY I'm doing it 1979 model and owners guide to download from the ERS decals Page 2 for information 1980 qgt; 82 decals Tremlett serial no 9236651, made in Belgium. Its black with grey/red stripes on the side with MERCURY in the white capitals. It has a white 7.5 on the back. Just now to get about 2 stroke oil. 2% blend I guess, right? Hmm. Weird. Serial number offers 1979 according to the Swedish database Geek Merck, which I imagine what VicS is using. This database has bugs though. Sticker Sticker describe certainly not 1979., 1979 decals were unusual, no one like them and Merc used them just for this one model year. They had a blue stripe, but it was kind of blue on the aft end of the band and disappeared in (pixelated way) in black at the front end. The word mercury was in the naff font, all the lower case, with e written as e not E (1978 was the only other year in Merc history that e was used instead of E) If your decal horizontal band with stripes painted (bottom to top) light gray/dark gray/almost black/thin red/black, and MERCURY in white top case, and not blue anywhere, it's 1986 EDIT - I see Tremlett just posted a pic of naff 1979 decals with a faded pixelated pattern when I was typing that! Tremlett can you post a pic of 1986 that I describe in a couple above? Last edited: 18 March 2010 for information 1980 qgt; 82 decals Tremlett is basically correct. They were 1980 to 83, not 82. The next set was brown and they started in 1984. In addition, between 1980-83 there were subtle differences in the ter decals used on the front of the twist-and-remove hood on the 4s line and tower-of-forces that cast differences between those years. This is very important when buying old engines, because the 81 was the first model year, when they rated hp on propshaft not a flywheel, and what Mers did was sell 90, 115, 140 in line 6s in 1980, then sell 90 and 115 just since 1981, and what actually happened was 115 was rebadged 90 and 140 was rebadged 15. So there's quite a difference between 1980 and 1981 115hp. Tremlett, which is basically right. They were 1980 to 83, not 82. The next set was brown and they started in 1984. In addition, between 1980-83 there were subtle differences in the ter decals used on the front of the twist-and-remove hood on the 4s line and tower-of-forces that cast differences between those years. This is very important when buying old engines, because the 81 was the first model year, when they rated hp on propshaft not a flywheel, and what Mers did was sell 90, 115, 140 in line 6s in 1980, then sell 90 and 115 just since 1981, and what actually happened was 115 was rebadged 90 and 140 was rebadged 15. So there's quite a difference between 1980 and 1981 115hp. jfm, whether it was not a few years later that the rating hp changed, I do not know the year, but my 500 50hp became a 45hp classic model, was not closer to the 1986/88 ????? It could be different years for different models. I remember 4cyl 50 becoming a 45 classic and I can't remember when it was. I'm as sure as it may be that 81 was a change over the date for six-inlines. My father and I got a new Power 90 tower in January 1991 and I was very fussy with the dealer to make sure it was 115 @flywheel. I checked the size of the carb before taking delivery, and the dealer was on my side to make sure I got 115. I assembled this engine from the dealer 27/1/81 (it was my birthday!) It was an absolutely awesome machine. I still remember it on its shiny new stand in the garage, almost 6 feet tall, and the sound thing at 4500rpm is wonderful - still the best hanging sound ever. We kept it (in Ireland, West Cork) for 20 years and I stupidly sold it in 2001 and bought a new boat with 4 cyl 125 Merc, which does the job but boring an old piece of garbage by comparison. I'm so sorry I didn't sell it; I would have fully restored it and rebuilt it, and kept it just for fun, if I had the money, what I am now. Ho hum. If anyone ever sees it for sale (the guy who bought it took it to Cornwall) let me know - serial #5777855 you may well be right there. It was sold to us as restored, but I suspect that the only recovered bit was the case. Here's the pic I took this morning. Anyway, I cleaned the clear pipe and got this, which I was pleased with the problem is that I broke the fitting that provides the pipe to the engine block. It is a thread that fits into the body above the blok engine. You can see the hole it comes from under spring in this pic. we also need a new pad. The question is - Where to get the padding and installation. (I temporarily manged to fit it with what was left of the strand There is also a fuel leak from the carbourotor not sure what to do with it other than to take it off and clean it up. It's too geeky, which we bought a new one in 1976 is still like the original, running on the original prop and ignition candle.....!!! jfm, wasn't it a few years later that hp changed, I do not know the year, but my 500 50hp became a 45hp classic model, was not closer to the 1986/88 ????? It could be different years for different models. I remember 4cyl 50 becoming a 45 classic and I can't remember when it was. I'm as sure as it may be that 81 was a change over the date for six-inlines. My My and I got a new 90 power tower in January 1991 and I was very fussy with the dealer to make sure it was 115 @flywheel. I checked the size of the carb before taking delivery, and the dealer was on my side to make sure I got 115. I assembled this engine from the dealer 27/1/81 (it was my birthday!) It was an absolutely awesome machine. I still remember it on its shiny new stand in the garage, almost 6 feet tall, and the sound thing at 4500rpm is wonderful - still the best hanging sound ever. We kept it (in Ireland, West Cork) for 20 years and I stupidly sold it in 2001 and bought a new boat with 4 cyl 125 Merc, which does the job but boring an old piece of garbage by comparison. I'm so sorry I didn't sell it; I would have fully restored it and rebuilt it, and kept it just for fun, if I had the money, what I am now. Ho hum. If anyone ever sees it for sale (the guy who bought it took it to Cornwall) let me know - a serial #5777855 which boat do you run the tower on? Yes, this serial No USA 1981. (1980 and 1981 Merc 90 was the same model year) Last edited: 18 March 2010 Oooops - The fact that the explicit stopped gushing after 15 minutes can be explained by the fact that there is a leak in the trash and the water level fell below the top of the bottom unit. Presumably, that's where the water intake is? Oooops - The fact that the explicit stopped gushing after 15 minutes can be explained by the fact that there is a leak in the trash and the water level fell below the top of the lower unit. Presumably, that's where the water intake is? Yes! Water is sucked through a vertical line of holes on both sides of the gearbox block, just below the cavitation plate, above the light bulb inside which the F-R gears are located. Beware of running it a lot without water because the water pump needs water to lubricate it. You'd be fine if you ran it 30secs or so because it still had a wet jfm, if not for a few years later that HP rating changed, I don't know a year, but my 500 50hp became a 45hp classic model, wasn't closer to the 1986/88 ????? The valuation method from the crank shaft to the support shaft is covered by ICOMIA 28/83 SeeHERE however I think that some manufacturers have quoted the support shaft rating before, while others have taken some time after bringing the models' descriptions in line with it. They usually cites the actual power according to ICOMIA 28/83 in detail specifications, although what an interesting post, so many Merck fans here, I used to get hold of them in my youth. In the early 80's, we used to run an inflatable from the beach in Hearn Bay or Whitstable with a Chrysler 15hp on the back. It was fun as a teenager, but I always craved after boats that were hammered around further out to sea, in bright colors, and invariably powered by a huge black Mercury two stroke hanging. Direct sounded better -- it still makes my hair stand up breathing if I hear one. I have a merck. 5 hp single cylinder your q earlier Tremlett, I had a tower on a 17 foot day boat, using a much-cloned 17 foot hull used by the Mariner/Nab/Pilot/Wilson Flyer. The mine had a proper internal casting so that it was foam filled with proper work. I custom molded it (2 of them actually) by Midland mouldings (Geoff Lusty), who later turned into Minister of Composite Industries. Based in Nottingham. They were contract molders for many of the big names and made all the Relcraft enclosures in the 1980s, for example,

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