FUEL PUMPS - VACUUM TYPES

MERC 200-110-75-60-39 (Up to 1972 MODELS) (Figure 7)

1. Wash all parts carefully and inspect for wear or damage.
2. Replace diaphragm and gaskets.

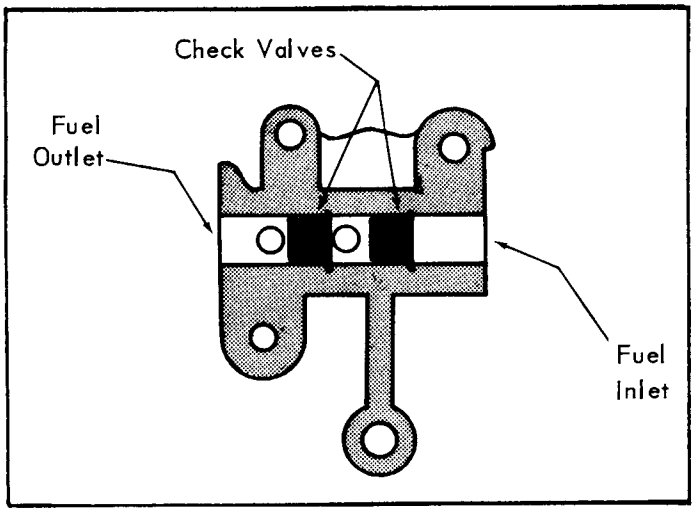

Figure 7. Merc 200-110-75-60-39 Fuel Pump (Up to 1972 Models)

3. Test check valves by blowing thru outlet hole. Air should be drawn thru valve but should close immediately when attempting to blow thru it.
4. Test inlet valve by reverse procedure. If leakage is encountered, replace check valves. See "Fuel Systems" Section 4 of this manual.
5. Reassemble, using new gaskets.

ALL OTHER MODELS (Figure 8)

1. Wash all parts thoroughly and use compressed air to dry.
2. Inspect each part carefully for wear or damage.
3. Replace pulsator diaphragm with new.
4. Be sure that valve seats provide flat contact area for valve disc.
5. Tighten elbows and check valve connections firmly when replacing.
6. Do not use Permatex on valve retainer gasket.
7. Check valves after reassembling fuel pump cover by blowing thru outlet hole. Air should be drawn thru valve but should close immediately when attempting to blow thru it.
8. Check inlet valve by reverse procedure. If leakage is encountered, check for free operation and accurate setting of valves.
9. Worn or slightly warped valve will cause leakage. Replace with new valves for more accurate setting.
10. When installing fuel line fittings, we recommend aviation Permatex for sealing. Apply sparingly to avoid clogging of fuel lines.

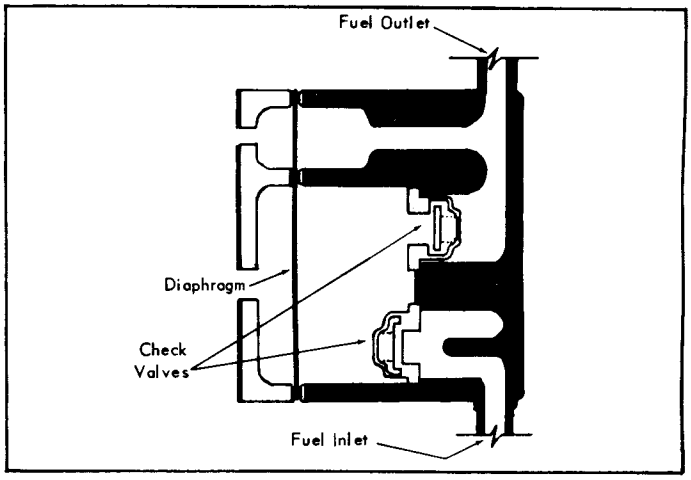

Figure 8. Fuel Pump for Most Models

CAUTION: Do not use Liquid Neoprene on fuel line fittings. Neoprene is recommended only for exposed electrical connections. Permatex is available thru all local hardware stores.

11. Reassemble fuel pump(s), using new gasket(s).

FUEL PUMPS - Merc 200-110-75 (1973)

(Refer to "Carburetors" Section 4B).

NOTE: Fuel pump is an integral part of the carburetor.

FUEL PUMP DIAPHRAGM

A defective fuel pump diaphragm is often mistakingly diagnosed as ignition trouble. A tiny pin-hole in diaphragm will permit gas to enter crankcase causing that particular cylinder to wet foul the spark plug at idle speed. At higher speeds, quantity of gas is limited and spark plug will fire normally.

FUEL LINES and FILTERS

1. Inspect fuel lines for kinks, leaks and restrictions and correct any defects found. If necessary, remove fuel lines and blow out with compressed air to remove any foreign material. When reinstalling lines, be sure that they are not twisted or kinked, thereby causing restrictions.
2. Clean or replace fuel line filter element(s) as follows:
   a. Remove filter cover(s) and element(s).
   b. Wash parts in solvent and dry with compressed air.
3. Reinstall element(s).

NOTE: If a complaint of poor high speed performance exists, fuel pump pressure test, described under "Additional Checks and Adjustments" in this section, should be performed.

4. Brass fuel line fittings are available for replacing damaged fittings or for shortening ½" diameter type fuel lines. No special tools are required.