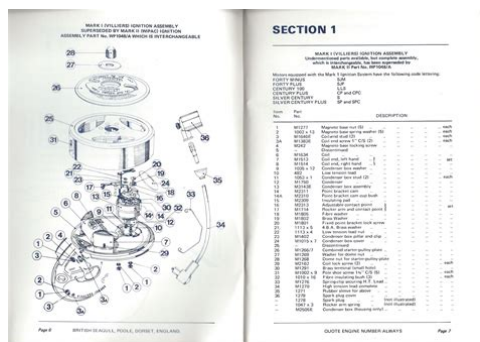


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I recommend that you get one of the Seagull manuals I recommended to you earlier, as the repair can produce more damage than good if not done correctly. Perhaps start with minimal disassembly and squirt in some carburetor cleaner. Of course, do this only if you absolutely know that you will have power all the way to your destination. According to the original owner's manual I received with my 1968 Seagull, this is a mark of good seamanship! Usually cleaning the magneto and coil contacts and cleaning and regapping the spark plug and contact set is sufficient to regain the spark. Fairly early on in the relationship it needed a new engine, the inboard being beyond redemption. Money was tight so I traded its remains and 10 for a Seagull Silver Century outboard which ran confidently for three or four minutes before slowing to a gentle stop. That's when I began a study of twostroke mechanics by ordering an owner's handbook from the makers. I'd hoped for a nautical Haynes manual but instead got a photocopied pamphlet which opened with READ THIS CAREFULLY BEFORE ANYTHING ELSE. From the collection of John Williams of Saving Old Seagulls. Well I certainly aspired towards heaps of pleasure, especially at that age, but I needed a few hints on the

way there, maybe a faultfinding chart that led you through options such as dirty fuel, blown gaskets or blocked back passages. But the chaps who ran British Seagull simply advised a thorough check of the spark plug and then But will people do this. In my case, it gradually dawned that water was supposed to come out of the hole in the cylinder head; some hours later I found the cooling jacket was blocked solid with cooked oil, salt and rust. Once cleaned out, that engine did passages I wouldn't dare now, but youth and poverty were powerful motivators. In fairness to the handbook's authors, a new engine shouldn't have much to go wrong beyond the plug.

But after a few decades in the open, sediment in the fuel tank plus wear and tear, most engines would need more than a new plug. The range of horsepower from just two blocks was due to different carburettor sizes, gear ratios and propeller diameters. A few engines had neutral gears, although you gained the impression from the maker's literature they viewed this as a concession to the weak minded, a true sailor having the skill to stop an engine by running the carburettor dry while stemming the tide and picking up a mooring in one go. Because they were designed to power displacement boats by turning a large propeller at slow speeds, bearings could be solid bronze bushings instead of needle rollers. Ignition timing and carburettor settings were fixed. An adjustable spanner and screwdriver were sufficient to carry out most maintenance and mixing oil with the twostroke fuel ensured every part of the engine and its surrounds would be well coated against corrosion. The chances are that every Seagull built in the last 50 years is capable of getting you out to sea and back again, which isn't something I'd try with any other outboard that old. This is the beauty of these engines and with secondhand prices sticking at around 150, they make a great deal for a classic boat. But they do need a bit of cossetting and, while they're not complicated, the cost and availability of spares along with the difficulty of stripping down a corroded engine makes a major rebuild unviable for all but true aficionados. So unless you fall into this category, you need to look for an engine in some kind of running order. Most of those available are either the Century or the Forty series, either direct drive or with a neutral clutch, dating from 1946 to 1979. These engines were usually fitted with Villiers carburettors and Villiers or Wipac contact point ignition systems. They run on a 110 fuel mix and use SAE140 oil in their gearbox.

After this, engines with recoil starts and astern gears became more common. Around 1987 the range was rebranded as the QB series. These were marketed at between 350 and 750 when production ceased so may be pricier now, but you'll do just as well with an older model. Later on Selva Marine took over the brand but their engines bore no resemblance to the originals. It's worth a phone call before making a trip to a private seller to ask when the engine last ran. Longterm storage indoors is rarely a problem because the high oil mix tends to preserve everything. Ask if the flywheel can be turned by hand. Transoms greater than 380mm depth 15in will need a longshaft version. Beyond this, boats up to 5.5m 18ft and 600kg 1300lb need a Century model. Larger boats can be moved if you can find one of the Century Plus models with a 5blade 330mm 13in diameter propeller, but only in calm water. Too deep and back pressure from the exhaust will prevent starting. The ideal is to have base of the exhaust tube just below the surface. New parts are available from some suppliers but the cost in relation to another second hand motor doesn't make this worthwhile. The ideal is to test run the engine on a boat so that you can rev it up and see how it manages under load, which is when problems will manifest themselves. Failing that, start the engine clamped to the inside of a waterfilled dustbin or, at a push, you can run it out of the water for up to 30 seconds. These engines create a lot of exhaust noise but there shouldn't be any bad mechanical rattles indicating worn bearings, drive shafts or gearboxes, any of which puts an engine into the salvage category. Testing an engine with old fuel can be difficult because adding twostroke oil to petrol makes it go stale over time and causes the carburettors to gum up. Likewise a rusted sparkplug is unlikely to deliver much. Often these two problems are combined.

Ultimately, if the flywheel turns smoothly, there is compression and the engine is complete, it can

probably be brought into working order. Newer ones run on 125 although they will not come to any harm on 110, especially if they are getting worn. Outboard motor twostroke oil, grade TCW3, is best for dealing with the relatively low heat of a water cooled twostroke engine, although motorbike or SAE30 oil will do. Contrary to legend, mixtures involving paraffin and sunflower oil will not. Forty series engines use about one litre of fuel per hour and Century models about 1.5lt, both at throttle. The usual tank size is 2.2lt, although later engines had an optional longrange 4.5lt tank. You may still need to hold down the button on the float chamber to fill the carburettor. With the choke flap in and the throttle open, wrap the rope around the flywheel slot and pull hard. Keep trying up to four or five times. Engines that have been laid up will need a bit of effort to bring the spark back to life. If the engine doesn't start, open the choke and keep trying. After that go with the manufacturer's advice and clean or change the plug, pulling the engine over a few times with the plug out. After this, practice mindfulness or meditation to regain composure and allow the condensed fuel to evaporate. Look to see that nothing is working loose, especially the clamps on the mounting bracket. A small boat will always go faster if it is running level, so if you need to sit forward, use a length of 20 mm dowel rod as a tiller extension. A pair of earplugs will help for long passages and bear in mind the human voice will travel farther than a two stroke engine so avoid sharing personal views on neighbouring vessels with anyone else. If you can, stop the engine by closing the fuel tap and letting it run on as you drift to a halt otherwise the carburettor will dribble fuel everywhere when the engine is tilted.

Like all twostroke engines, Seagulls are not the most environmentally friendly motors although you could argue that keeping a 40yearold machine running is better for the planet than buying a new one that's unlikely to last more than ten. You can buy a new needle that will reduce the oil mix from 110 to 125 which will help reduce fuel pollution, although an older worn engine may need the heavier mix anyway to help seal worn bearings. Biodegradable twostroke oils are made by Mercury and Elf, and it should be possible to use biofuels i.e. with 510% ethanol. In January 2007, manufacture of twostroke outboards became illegal under EC pollution regulations. However it is legal to use all existing engines until the end of their lives. You should try and avoid letting fuel spill into the water through careless filling or leaking pipes as this does no good at all to water fowl. It is meant to emulsify with the small amount of water that gets past the seals to form a creamy paste. Remove the nylon filler plug with the back of a knife blade to check the oil is level with the base of the filler hole with the engine vertical. A gearbox full of water may be due to the rubber oilseal washer in front of the propeller wearing out or being damaged by fishing line. If not, then a waterfilled gearbox is probably due to excessive bearing wear, which is unlikely to be repairable at any reasonable cost. There is a centrifugal pump directly over the gearbox to pump water from the slots at the front of the lower end up a pipe running within the exhaust tube and into the base of the cylinder head. When running, there should be a smooth flow of cool water from the hole at the righthand base of the cylinder head. After every 10 hours running it's good to either run the engine in a dustbin of fresh water or hold a hose against the cooling water outlet to flush the system through and remove caked salt. A mastic tube nozzle to connect the hose will reduce splashing.

If the engine revs wildly and makes crankshaft death rattles, this is likely to be the square steel spline directly above the gearbox rusting into a round shape and losing its grip on the box section crankshaft. This can be fixed by building up the worn corners with weld metal and grinding it back into a square shape. If you do have to take apart the gearbox, use a screwdriver with exactly the right size blade for the bolts and use plenty of easing oil. A screwdriver bit in a brace, ground to exactly the right size for the slot, gives good control. This is a fairly soft grade of stainless steel, designed to straighten out and let the engine run free if the propeller jams on weed or rope. Lesser impacts cause the spring to unwind slightly, but as long as it still has a rightangle bend at the outer end, it will remain usable. Damaged ones can be heated to cherry red with a blow torch, bent back to shape in a vice and then reheated and quenched. Moving up to the fuel system, frequently run

engines should need little attention provided the fuel is clean. Less frequently run engines may suffer from the tendency of elements of twostroke fuel to evaporate and leave a gummy varnishlike coating in the carburettor's passageways. Also over time, water will condense out of any air in the fuel tank and collect in the carburettor bowl. The early brass ones seem to take any amount of abuse without splitting although there is not much that can be done about the dents and knocks. Later steel ones will corrode along the seam. To address this there are two filters; one at the base of the tank and one within the banjo nut that connects the fuel pipe to the carburettor. Both should be cleaned at the same time as the tank. To check and overhaul the carburettor, remove the fuel bowl and float, drain any water and grit from the bowl and shake the float to check it isn't leaking.

Then with a bowl under the engine, check that fuel flows smoothly through the needle valve at the top of the carburettor bowl. The flow should cut off when the float is 6mm beneath the body of the carburettor. Use compressed air or a WD40 can with the red tube nozzle attached to blow through both the main jet and the slow running jet. The needle should be adjusted so that its adjustment screw is level with the top of the slide. Raising it makes the mixer richer, which is only needed in freezing conditions. This should be well greased. The cable sheath often fractures at the control or carburettor end as the tiller is repeatedly tilted up and can cause the throttle to jam open. The slide should touch the base of the jet assembly when the throttle lever is closed. If not, this can be adjusted with the knurled nut at the top of the carburettor assembly. A charge was built in the condenser by magnets on the flywheel and when the points opened, the charge fed through the ignition lead. After 1987 the company used a sealed ignition system which rarely gives problems. The ignition is accessed by removing the domed nut on the top of the flywheel and taking off the flywheel pulley and plate. You should also remove the plug to allow the engine to turn easily. On all engines, the point gap is 0.5mm and is adjusted by slackening the large plate securing large bolt and twisting an eccentric screw. Rock a small piece of card between the contacts when closed to keep the faces clean. And always have a spare. There should be a clear blue spark test this out of direct sunlight. The plug should be tan to brown colour. Black oiling or carbon may indicate prolonged slow running, the mixture being too rich or too much twostroke oil. The same size plug will fit all sizes of engine Champion 10COM, NGK A6 or Bosch M10AC. If everything else is ok but the spark is still weak, try spinning the engine with an electric drill for about five minutes with the plug left out.

<http://www.raumboerse-luzern.ch/mieten/bosch-park-pilot-installation-manual>